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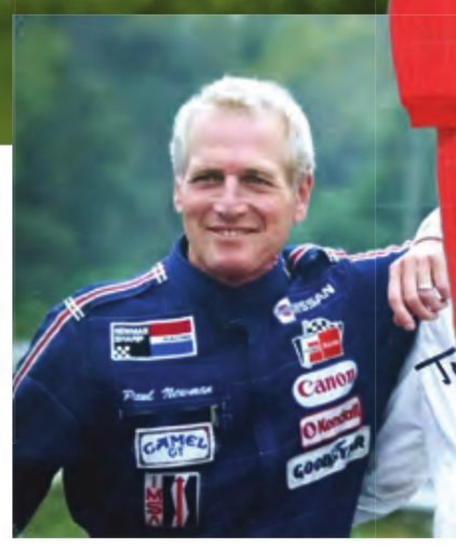
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FEATURED MEMORABILIA

Paul Newman & Michael Schumacher:
Race worn driving suits | Schumacher Helmet









1962 Ferrari Ferrarina 0.3PT

Children's electric car, 1 of 30 built by Enzo Monari.

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MOTOR SPORT

THE EDITOR

"Silverstone's gamble may be just the start of Liberty's F1 negotiations"

THE LAST TIME I SAW SILVERSTONE MANAGING DIRECTOR Stuart Pringle in person, he was dusting off his motor cycle at the Northamptonshire circuit, ready for the ride home at the end of a long, hot day. He had generously given up his afternoon to offer me a tour of the circuit just ahead of the 2018 British Grand Prix.

Affable and efficient, his attention to detail was astounding as we slowly lapped the circuit: the grass required watering here; the kerbs needed a touch-up there. He greeted all the workers out on track by name.



His biggest concern was the asphalt – freshly laid earlier that year and now sweltering in the summer's record temperatures. The fear, he said, was that the Formula 1 trucks and low-loaders would park on the track by the pits to disgorge their cargo and perhaps chew up the surface. He was contemplating being on site himself as they arrived from Austria, to marshal the drivers and brook no dissent.

But away from such minutiae, the former tank commander was also playing a high-stakes game of poker with the most powerful vested-interest groups in the sport. A year previous he had been the driving force in activating a break clause in Silverstone's contract with Formula 1's commercial rights holder. By doing so he was effectively calling time on the British Grand Prix, since under the terms of the contract the 2019 race would be the last – unless a new deal was agreed beforehand.

It was a huge gamble: Pringle was betting the farm that he would be able to strike a better deal with new owner Liberty than the one he currently had. When I put this to him, he claimed that he didn't consider his move to be a gamble, for the simple reason that the status quo could not continue because the cost of hosting the race had become so great.

Even so, I think I might have detected a small sigh of relief ahead of this year's British Grand Prix when Pringle hosted a press conference with F1 boss Chase Carey and John Grant, chairman of the BRDC (which ultimately owns the track). It heralded a joint announcement that a new deal had been agreed to keep the race at Silverstone until at least 2025.

"The prospect of not hosting a grand prix at Silverstone would have been devastating for everyone in the sport," said Pringle. "I am delighted that we are here today, on the eve of what is sure to be a fantastic event [in 2019], making this positive announcement about the future."

Clearly it is a big win for Silverstone, for British racing fans, and for the country as a whole – the UK would have been all the poorer without its own round of the Formula 1 World Championship. It is also a big win for Pringle: he made a brave call and it looks to have paid off.

It is a victory also for the Silverstone management, which some argue had in the past been run more like a smart golf club than as a modern, multi-million pound business responsible for one of Britain's most popular sporting events. I will never forget a quote I was given by a BRDC member, on condition of anonymity, when I was writing about the club a couple of years ago. Important decisions, he said, could never be made because "members are racing drivers, not necessarily businessmen. You get a situation where people who are trying to work together are saying things like: 'I'm not working with him – he ran me off at Copse in 1972'."

That sort of amateur ethos might be appealing to us fans, but in reality it can't have a place in the modern world of motor sport. When you are up against a hard-nosed, professional outfit like Liberty, it is vital to remember that gladiatorial, winner-takes-all combat doesn't happen on the racetrack alone, but also in the boardroom.

No one wants the suits and bean-counters to take over. After all, we love racing because we love the sport. But equally, you can't turn up to a contract negotiation armed with a passion for racing and a sense of fair play. It looks like Silverstone grasped this and has reaped the reward.

The big question now is what other grand prix circuits will demand from Liberty. Under the old contract, signed when Bernie Ecclestone was running things, Silverstone was set to pay £26 million to stage the race. The new hosting fee is thought to be in the region of £20 million a year or £100 million over the five-year term. If it transpires that as well as a reduced hosting fee, Silverstone has wrung other significant concessions, such as a share of merchandising revenue, for example, you can expect other venues around the world to demand something similar.

Pringle's gamble might turn out to be the start rather than the end of Liberty's circuit negotiations.



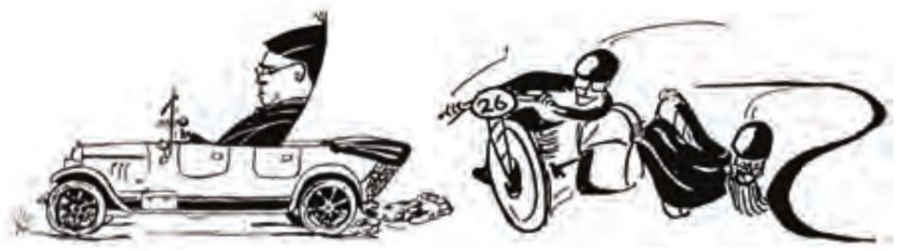
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NEXT ISSUE: OUR OCTOBER ISSUE IS ON SALE FROM AUGUST 28

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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Details matter.



As detailed in this issue, the Zerex Special is rammed full of cunning tweaks designed to swerve the rules, but not all are that complex. The story goes that Roger Penske managed to get the single-seater car through scrutineering in 1963 by cramming himself into the tiny makeshift passenger seat. Fair enough. But he was then told the car couldn't run without a horn. So he simply bolted a borrowed bulb horn underneath the dash. Pleasingly, it's still there...

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Hamilton hits them for six

LEWIS HAMILTON TOOK A RECORD-breaking sixth victory on home soil at Silverstone, making him the most successful Formula 1 driver in the 79 years of the British Grand Prix.

His win - in front of a roaring home crowd - took him clear of Alain Prost and Jim Clark (five each) for the single most victories at the event, having already surpassed the total of Nigel Mansell (four).

Hamilton celebrated his record in now-trademark style by crowdsurfing over fans on the pit straight and posing for pictures long after the race.

The five-time world champion had started second on the grid, after qualifying six milliseconds behind team-mate Valtteri Bottas, but won after a show of dominance.

Hamilton benefited from a well-timed safety car to leapfrog Bottas and take the lead, but his win was always likely thanks to a one-stop strategy of his own making; one that he had kept from his engineers (and Bottas), who had considered anything less than a two-stop race unmanageable in terms of tyre wear. He went on to set the fastest lap of the race on 32-lap-old hard tyres ahead of Bottas, who had also been targeting the bonus point on much newer, softer tyres.

Hamilton's win also makes him the joint most successful driver ever at their home event, with his 2019 victory moving him level



MOTORSPORT IMAGES

with that of Prost, who had six wins in the French Grand Prix.

With 80 wins in F1 since his first at the 2007 Canadian Grand Prix, and seven so far this season, Hamilton is fast-approaching Michael Schumacher's record of 91 F1 victories, which once looked impregnable.

That 91-win benchmark is no longer a faint dot on the horizon. It is now looming ever larger in the crosshairs of a man in imperious form.

Hamilton's post-race crowdsurfing is fast becoming a regular fixture at the British Grand Prix



Donnelly fans rally round

F1 DRIVERS, TEAM MEMBERS AND FANS have raised more than £50,000 for former Lotus F1 driver Martin Donnelly, who was in hospital and at risk of losing a leg after a low-speed moped crash.

Donnelly famously survived one of the most horrifying accidents in F1, when the suspension on his Lotus failed at 176mph in practice for the 1990 Spanish Grand Prix.

But the 20mph fall, during a sponsored moped ride for charity, left him in hospital with a broken leg, which became infected and at risk of needing amputation. Although medics managed to save the leg, he now faces several months of recuperation.

The 55-year-old Ulsterman's F1 career ended after his Lotus crash, just before he was due to sign a big-money contract. He now earns a living through driver coaching and a friend set up the fundraiser to cover his living costs while he is unable to work.

The campaign raised more than five times its original target. Many of the 750 donations on the GoFundMe page were attributed to motor sport figures including Susie and Toto Wolff, Dario Franchitti and Jason Plato, as well as Luciano Burti, who stopped racing in F1 after a major accident.

"I want to thank everybody who has donated money," Donnelly told *Motor Sport*. "It makes me feel very humbled that the community has rallied to support me.

"You hit a barrier at 176mph, go through 44*g*, and you've all that damage. Then you fall off a bike at 20mph and the pain and everything is exactly the same."

Estonia enjoys WRC round... ish



Tanak shone on home ground, as Toyota was one of a bevy of factory teams to enter the Estonian event

IT MIGHT HAVE A POPULATION SMALLER than Manchester and boast wife-carrying as a national sport, but Estonia is rapidly making a name for itself in rallying. Rally Estonia, the national showpiece, ended up with perhaps the strongest entry list outside the World Rally Championship for its 2019 edition, with all of the WRC factory teams fielding strong line-ups and current cars.

Estonia has begun a three-year plan to join the WRC from 2022, and made its intentions clear iby attracting entries from Toyota, Citroën, M-Sport Ford and Hyundai.

The Baltic country has been a growing market for rallying in recent years, the event having first run in 2010, and has been boosted by the emergence of Ott Tänak. The local star entered his home rally, taking victory by more than a minute aboard his Toyota Yaris WRC. Hyundai's Andreas Mikkelsen was runner-up, ahead of Citroën's Esapekka Lappi and M-Sport's Elfyn Evans, with Irishman Craig Breen finishing fifth on his first outing with new employer Hyundai. A total of seven current-generation factory WRC cars entered, plus Oliver Solberg in the new Volkswagen Polo GTi R5.

Rally Estonia already has some backing from the WRC, which endorses it as a promotional event, meaning it can run as a candidate rally in any year with a view to becoming a fully-fledged world championship round the following season. Many WRC teams use the event as a warm-up ahead of Rally Finland, due to the two countries sharing similar road surfaces and designs. It also benefits from an annual government grant for its organisation, and already has custom-built road sections with designated spectator areas.



Eddie Jordan breaks the news

THE BOARD OF THE BRITISH RACING Drivers' Club were left red-faced after news of David Coulthard's imminent appointment as the organisation's president was broken on live TV by Eddie Jordan, before the club's own members knew.

During Channel 4's live British Grand Prix broadcast Jordan, who acts as a pundit for the station, blurted out that his co-presenter Coulthard was set to get top spot at the Silverstone-based organisation when current president Paddy Hopkirk ends his term in September.

The error was news to the BRDC's 850 members. When contacted by *Motor Sport* the BRDC confirmed that Coulthard had secured the recommendation of the board and is currently the only candidate to take over the presidency. Nominations close on August 26. A spokesperson for the club admitted: "We would rather Eddie Jordan had not said anything as the members had not yet been informed of this proposal, although they have been since..."

At least there's a bright side to Channel 4 only having one live GP this season...



"Wobbly-kneed thrill seekers get a clear view of the 4700ft drop"

Having beaten most existing records already, VW's I.D.R will tackle this Chinese mountain

VW to tackle mystical mountain

WHAT DO YOU DO WHEN YOU'VE got an era-defining, futuristic sports car capable of shattering records left, right and centre... but then run out of records? For Volkswagen the answer is simple - invent your own.

Fresh from shattering the 20-year-old Goodwood Festival of Speed hillclimb time with its revolutionary all-electric I.D.R - with driver Romain Dumas going a full 1.7sec faster than Nick Heidfeld's McLaren MP4/13 run from 1999 - VW has now set its sights on running the car up a mountain in China. And not just any old mountain, the Tianmen Mountain in Northern China.

Known as 'Heaven's Gate Mountain' locally, anybody familiar with viral social media videos will recognise the place for its world-famous all-glass walkway, upon which wobbly-kneed thrill seekers can trudge along with a clear view of the 4,700-foot drop below.

Fortunately, VW isn't expecting Dumas to drive along that. Instead the I.D.R will tackle the twisty, 11km, 99-turn mountain road that snakes up its non-sheer face.

VW's chief development officer, Dr Frank Welsch, said: "As early as September, the Tianmen Mountain is the next exciting project for us. It's regarded as a mystical mountain in China, therefore we would like to set a benchmark and underline our competence in the development of electric drive technology. We've got a few more ideas of how the I.D.R can evoke some strong emotions in Europe, too."

It's likely that Dumas will be entrusted with the drive, having already beaten the Nürburgring Nordschleife electric car record before blitzing Goodwood.

Ground effect can bring F1 back to earth

MOTOR RACING'S GOVERNING BODY, the FIA, wants to bring back an innovation of the 1970s as part of its plan to improve grand prix racing when new rules come into effect from 2021.

The FIA's plans involve simplified aerodynamics, a move away from high-degradation tyres - which current supplier Pirelli was asked to provide when it came back to F1 in 2011 - and a return to the ground-effect principle introduced by Colin Chapman's Team Lotus in the late 1970s.

The FIA's single-seater technology chief Nikolas Tombazis, formerly a senior F1 aerodynamicist for Benetton, Ferrari and McLaren, said: "We want to make it possible for cars to race and follow each other and to have more exciting battles. We want drivers to be able to fight each other without tyres degrading."

According to the latest proposals, 2021 designs will be stripped of many of the intricate aero details whose effectiveness is compromised when running in the turbulent air of a car just ahead.

"They will be simpler than the current cars because a lot of the small components have been removed, especially in front of the sidepods," Tombazis said. "The front wings are simpler and there are venturi tunnels under the sidepods from the front to the back."

The Lotus 78 was the first ground-effect car to have a serious impact on F1, in 1977, and Mario Andretti took the following season's world title in the dominant Lotus 79. The concept was subsequently embraced and fine-tuned by constructors such as Williams and Brabham, before it was banned ahead of the 1983 season to counter fears about the rapidly escalating cornering speeds of the cars.

Full details of the 2021 regs are expected to be unveiled in October.



MOTORSPORT IMAGES

The Williams FW07 – here in Alan Jones's hands – was a very successful ground-effect car, winning titles in 1980 and '81



MOTORSPORT IMAGES

Your chance to meet Nigel Mansell

TIME WAS THAT MOTOR RACING FANS got closest to Nigel Mansell during the zealous aftermath of one of his Formula 1 victories, of which there were five on home soil. Mansell Mania was such that following the 1992 British Grand Prix, Silverstone imposed a ban on post-race track invasions - largely because spectators had flooded the circuit to greet their hero while drivers of slower cars were still heading for the chequered flag at racing speed.

The practice was eventually restored, albeit with a much greater degree of enforced control by the circuit authorities, and continues to this day.

Motor Sport is pleased to announce that it is offering readers the opportunity to spend time with the 1992 world champion in rather calmer circumstances, at one of its forthcoming Game Changer evenings. On Tuesday September 10, Mansell will join members of the *Motor Sport* editorial team on stage at a venue in central London (the location will be notified nearer the time).

The event runs from 6.00-8.30pm and, once the main interview has concluded, there will be an opportunity for audience members to ask their own questions.

Tickets are priced at £60 each (including a pre-show drink) and full details are available from motorsportmagazine.com/events.



"We want drivers to fight each other without tyres degrading"

Flower power at Goodwood

RACING DRIVERS KNOW BETTER THAN most that life is fleeting, which is why one of the all-time greats managed to create one of the most memorable moments of the Goodwood Festival of Speed.

Sir Jackie Stewart, at the wheel of his 1969 title-winning Matra-Cosworth MS80, pulled over half way up the hill and beckoned over his wife Helen, who is suffering from dementia. From the cockpit he then produced a pink rose which he handed over to her amid applause from the crowd and in front of many photographers. The touching moment instantly became one of the defining images of this year's Festival of Speed event.



JEFF BLOXHAM

The touching moment when Sir Jackie Stewart presents Lady Helen with a pink rose on the hill

Sir Jackie has often credited his wife, who was his childhood sweetheart before the pair married in 1962, with supporting him through his incredible career. She was diagnosed with dementia in 2016 and Sir Jackie has subsequently dedicated himself to finding a cure.

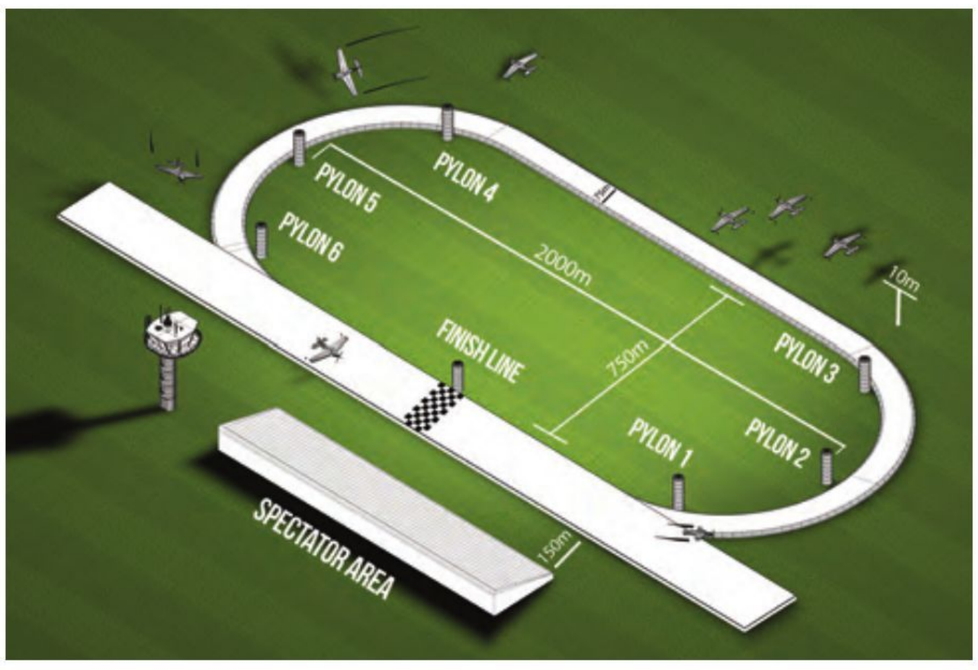
He founded the charity Race Against Dementia, which among other things has attempted to inject Formula 1 technical know-how and speed of thought into the medical and research world. One initiative has seen PhD researchers embedded with F1 teams including McLaren and Red Bull.

This year's Festival of Speed featured a double celebration of the triple world championship-winning Scot's career, marking both 50 years since his first world championship and his 80th birthday. As well as the Matra, crowds witnessed his two sons, Paul and Mark, in his championship-winning Tyrrells followed by Dario Franchitti in Jackie's BRM P261.



New Airspeeder championship uses drone-like craft, while aerial oval racing could be a reality with Air Race E, below

Air racing cleared for take-off



As F1 MULLS THE REINTRODUCTION OF ground-effect design, two new racing series are looking to the skies, with plans for high-speed, wing-to-wing electric plane championships.

Air Race E, backed by Airbus, envisions eight planes racing around a three-mile oval at up to 280mph. At the same time.

The aircraft, developed separately by each team, will fly 10 metres from the ground, in front of spectator-filled grandstands - with a 150m safety margin between people and planes. A prototype is expected to be tested at Cranfield Airport in Bedfordshire later this year, followed by a full championship scheudle in 2020.

Also proposed for next year is the first Airspeeder championship, using machines with eight rotors that can fly at up to 120mph, 20 metres off the ground. A pilotless prototype was unveiled at this year's Goodwood Festival of Speed, and carried out some test flights. The competition version will be manned.

Matt Pearson, the South African entrepreneur behind Airspeeder, says that 10 pilots will compete in races and time-trials. On the safety side, augmented reality technology to provide all-round vision, and anti-collision software is meant to help to prevent any form of mid-air crashes.

In contrast, the Air Race E series uses more conventional-looking aircraft, similar to kerosene-fuelled machines that enter the Reno Air Race and Air Race 1 series.

As with those events, pilots will compete at close quarters, relying on their judgment and responses to avoid other planes.

Four teams have already signed up for the new format. the first competitors include Casey Erickson, a female Reno Air Race pilot, a Dutch team made up of university students, and aviation companies from Britain (Condor Aviation) and America (Blue-Beta Racing).

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MARK HUGHES

"Verstappen seems to be the one Hamilton doesn't know how to handle"

IF WE ARE LOOKING DOWN A LONG tunnel of continued Mercedes domination of Formula 1, stretching out to a pinhead horizon, interest in the sport is going to suffer. If Lewis Hamilton is poised to stay around "for a few years yet" as he insists he is, probably in pursuit of an all-time record of eight world championship titles, then he's unlikely to want to be anywhere other than Mercedes as he chases those numbers.

The whole sport, including Mercedes itself, needs to think about how some excitement could be injected into watching that all play out.

The answer lies in the past, in 1988-89 to be specific, when everyone watched transfixed at the epic in-team contest between Ayrton Senna and Alain Prost – the world's top two drivers – and forgot all about how superior their McLarens were to everything else on the grid. In 1988, 2sec off the pace could quite often get you third on the grid! That same margin today would put you 18th in qualifying, well behind Racing Point, just ahead of Williams.

And so to Max Verstappen.

It's been confirmed by Red Bull Racing linchpin Helmut Marko that, with certain pre-conditions, there is a performance clause in the Dutch driver's contract that could put him on the market as early as next year, one year short of his nominal contract term.

From Verstappen's perspective, he's in his fifth year of F1, is operating at the very top of his form, believes he has the pace and aggression to beat anyone – and yet he's scored a paltry six race wins and has yet even to secure a pole position.

He arrived at Red Bull in the midst of a Mercedes era, but he might now feel that any debt to Red Bull has been paid and it's time to do some serial winning.

If that means going up against Hamilton in the same team, be in no doubt that he would approach that in the spirit of 'bring it on'. For evidence, read his comments in our exclusive interview (*page 94*).

From Mercedes' perspective, it would likely mean a much more stressful time than with its current Hamilton/Bottas line-up. Why, as it dominates the sport, would it take on the extra strain of trying to referee what might turn out to be an ill-tempered intra-team struggle?

Toto Wolff has many times reiterated that in comparison to Nico Rosberg, Valtteri Bottas is playing the game with a straight bat, and not indulging in behind-the-scenes warfare has been a major part of extracting more from Hamilton.

From Hamilton's perspective, Verstappen joining would likely be a major pain and inconvenience as he chases those records. It potentially halves his hit rate. But more than that, it would make the environment less enjoyable, would demand that he use up energy currently devoted to extracting performance from himself to fighting his corner and to addressing all sorts of paranoid possibilities that will invariably surface in such situations.

"In 1988, 2sec off the pace could quite often get you third on the grid"

Furthermore, Verstappen – by almost 13 years the Englishman's junior – seems to be the one that Hamilton has identified as a rival he doesn't know how to handle in wheel-to-wheel situations. Hamilton might even view it as a betrayal by Mercedes after all they've achieved together.

But from the perspective of the sport and the fans, it's the move that F1 craves.

It's the king of the pride and the young pretender, together in the fastest car, gloves off – a sensational plot line but one that comes around very rarely. Imagine Jim Clark and Stirling Moss in a works Lotus together in '62. Or Jackie Stewart and Clark at Matra from '68. Or Gilles Villeneuve/Alain Prost at McLaren from '84 (if Zolder '82 had not played out as it did). In 1988-89 it actually happened with Prost and Senna. Arguably it did so again briefly at McLaren in 2007, with Alonso and Hamilton. Look at the consequent fireworks. Fantastic for the sport, less so for the team concerned (i.e. Ron Dennis-era McLaren both times).

The Senna-Schumacher version of king and pretender was tragically brief and played out from the perspective of different teams. But it would have been a battle for the ages had Senna climbed uninjured from his car at Tamburello that day.

More recently, the Hamilton-Alonso contest petered out as the latter was forced to spend a couple of years in an uncompetitive car while his younger rival was in full ascendancy. Alonso's career never really got properly back on track.

F1 desperately needs that contest to happen now – and the one sure-fire way of ensuring it would be to put Verstappen alongside Hamilton in a Mercedes. However, such a development would be a devastating blow to both Red Bull and Honda – one from which the team might not recover and which could, quite conceivably, cause the energy drinks company not to continue beyond its current commitment up to the end of 2020.

The happiest outcome would, of course, be Red Bull and Honda coming up with a car that allowed Verstappen to take the fight to Hamilton on equal terms.

Can that happen soon enough?

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

"Lawson took a pay cut to move to Honda... and the NSR500 was malevolent"

THIRTY YEARS AGO THIS summer, Eddie Lawson became the first rider to win back-to-back premier-class world championships with different manufacturers.

Lawson won the 1984, 1986 and 1988 500cc titles with Yamaha. When Honda announced – out of nowhere – that it had signed the Californian for 1989, the paddock was agog. Lawson made the move because he felt he'd been ripped off by Yamaha's team owner. He almost cut off his nose to spite his face, because he took a pay cut to move to Honda... and the factory's 1989 NSR500 was a most malevolent machine compared with Yamaha's friendlier YZR500.

The story of Lawson's 1989 season is legendary. His Honda team wasn't run directly by the factory but instead by Erv Kanemoto, a renowned US-born Japanese engineer. Kanemoto's outfit was tiny, but his technical genius and close links with the Honda Racing Corporation were worth their weight in unobtanium. What he did during 1989 transformed Honda's understanding of chassis technology and helped the factory assume a dominant position in GP racing.

Lawson had a bruising beginning to the championship. The NSR hurt him badly in pre-season testing and again during practice for the second of 15 races. Somehow the NSR chassis combined the worst of both worlds: it was unstable at speed and wouldn't turn into corners. "The title didn't seem likely at that point – we were way off," he said later.

The turning point came at round three, Laguna Seca, where the pits are very close to the track. "I walked down to the last corner, thinking maybe I could see why this thing wasn't turning well," Kanemoto recalls. "I saw Eddie coming into the previous right-hander and I couldn't believe it: when he turned in the bike wanted to go into the dirt on the inside, so he lifted the bike up, then when he turned in again he was way wide!

"The bike was turning too quickly! This was last practice on Saturday, so we slowed down the steering, but we just went halfway because it was such an extreme change from what we'd been running.

"The next morning Eddie pitted during race warm-up and I thought, 'What are we going to do now? We've probably gone the wrong way and made the bike even worse! Eddie stopped in the pits and said, 'This is the first time it feels like a motorcycle'."

Most people had already written off Lawson's 1989 season, but next time out at Jerez he won his first race on the NSR. The Laguna geometry adjustment had been followed by a revised chassis, which made the bike manageable, if far from perfect.

Kanemoto and Lawson kept the HRC chassis fabricators busy all summer – at least seven revised frames and swing-arms were flown from HRC's Asaka HQ to its European base. Much of this work was righting wrongs HRC had made the previous year, when chassis rigidity had been reduced in an effort to improve grip and cornering performance.

"We were trying to find a direction, just gathering more data, trying to make the bike more rigid, because a lot of the problem was that the bike wasn't reacting quickly enough to Eddie's inputs," Kanemoto adds. "It was already understood that you could make the bike work better on its side by reducing the stiffness, but reducing rigidity in all directions makes the bike slow to react, so some of the frame stiffening did work."

These were the early days of understanding the benefits of a certain amount of chassis flex, so Kanemoto was a pioneer, zeroing in on the ideal blend of lateral, longitudinal and torsional stiffness.

"I saw Eddie coming into the right-hander and couldn't believe it"

Lawson was famed for the quality of his feedback, although he isn't sure he was that good at it.

"If we made a change to the bike I was never afraid to say 'It's worse' or 'I don't know if it's better or worse'," he says. "I think a lot of riders ask for changes, then they're like, 'Oh man, it's worse; I can't tell them it's worse!' It's not that I knew that much, it's just I wasn't afraid to tell them exactly what was going on."

Chassis improvements weren't the only avenue of development. The NSR's engine was the most powerful on the grid, but its aggressive delivery affected overall performance. During 1989 HRC finally got the message and started looking for a better way of delivering torque to the rear tyre.

For the 1990 season the NSR's even-spaced 90-degree firing configuration was replaced by a 180-degree configuration, which actuated cylinders in pairs to improve traction. This was the first step towards the so-called big-bang concept, which dominates MotoGP to this day

"During 1989 the engine character caused a lot of what people thought was a handling problem," Kanemoto explains. "We got a big gain with the 180, because the power hit wasn't so abrupt, so the rider could start to open the throttle when the bike was leaned over. A lot of that was down to Eddie, because he had ridden the Yamaha, so he knew the engine could be more friendly. HRC had their eyes opened – they realised that this handling thing isn't just the chassis, it's engine character too."

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

Follow Mat on Twitter @matoxley

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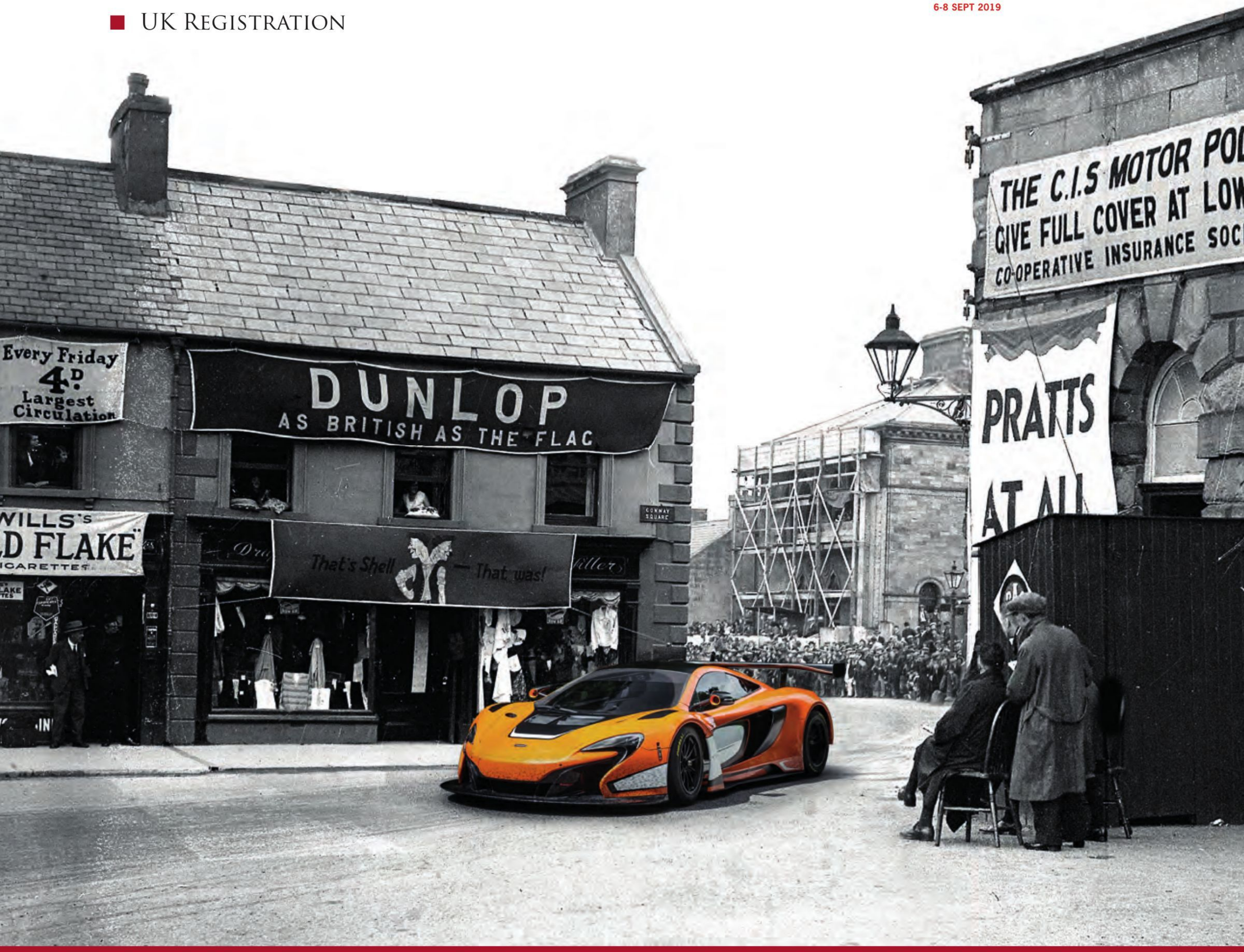
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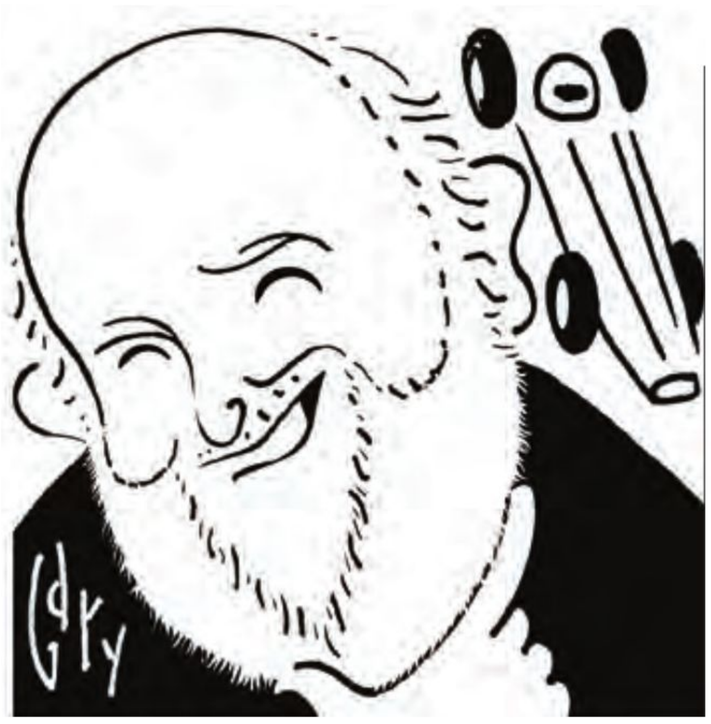
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DOUG NYE

"Talk about a caged tiger – one could sense that this animal was enraged"

EACH YEAR AT THE GOODWOOD Festival of Speed I tend to wear four different hats. The one with the biggest brim is probably as Goodwood's historical (on rare occasions hysterical) consultant. The floppiest is probably as the Bonhams Auctioneers' competition car consultant. Then there's my Revs Institute/Collier Collection consultancy cap – with my '*Motor Sport*' titfer perched at a jaunty angle between...

After four hard days I had time on the drive home to ponder what I had seen.

In the Goodwood paddock I had spent a lot of time with the Revs/Collier Porsche 917PA – the lovely and pioneering 1969 Can-Am Championship car as driven then by Jo Siffert.

Porsche in Stuttgart had decided in mid-season '69 to provide a car, works driver 'Seppi' and a crew for a fact-finding Can-Am campaign sponsored by the new Porsche Audi Division of Volkswagen America. Immediately after Le Mans '69, a rush programme began to build the car, chassis '917-028'. In effect they removed the upperworks of a 917 coupé and fitted its multi-tubular spaceframe chassis with a sleek spyder body based upon the 908/2 'Pflunder' ('Flounder') sports-prototype. That saved around 100lbs, which was promptly offset by the 56 gallons of fuel necessary to complete a Can-Am round non-stop. A standard 4.5-litre early 917 flat-12 engine was installed, and upon its debut at Mid-Ohio – round six of the championship - this 917PA was three litres smaller, 200lbs heavier and 250 horsepower short of the tailor-made Can-Am McLaren-Chevrolets.

But in his six 917PA races, Siffert finished all but one, placed second once and took fourth in the championship. Not too shabby for half a series. That modest success – and the brand promotion rather than the prize money accrued, left Porsche encouraged to try harder. Ultimately it would wade in with the turbocharged 917/10s and 917/30s of 1972-73 and steamroller all atmospheric-induction opposition, including five-time champion McLaren, but the turbo technology – power at the turn of a screw – finally just priced Can-Am out of existence.

Anyway, the 917PA was where that all started, and this year the car was closer to its original spec with the exhaust of the flat-12's front six cylinders exiting through a sill tunnel just ahead of each rear wheel arch, the rear six through twin pipes under the tail. This had been the system featured in the early 1969 Porsche 917 coupé endurance cars, and I'd forgotten how distinctive it sounded in contrast to the all-tailpipe systems on the 1970-71 models with which we are so familiar.

When the 917PA was fired up in its Goodwood paddock shelter, the side-sill tunnel pipes barked. The under-tail pipes blared in ear-splitting sympathy. Talk about a caged tiger – one could sense this Can-Am animal was enraged. Brian Redman was trusted with taming it, and he enjoyed himself hugely in the dry – prudently opting against taking it out when the hill was soaked by Sunday rain. As it tore uphill those side pipes kept more of the crowd awake than even the brigade of 917 coupés to follow... The trouble with that exhaust system was that it generated tremendous heat just behind the driver's kidneys, and was a swine to work on. An all-tailpipe one replaced it.

"The exhaust generated huge heat just behind the driver's kidneys"

The 1720lb PA's flat tail-deck body panel above the engine bay has no particular shape to stiffen it, so Porsche bonded longitudinal bands of straight balsa wood into the glassfibre. This seemed a good idea, so they also saved weight in the gearknob. It's a machined sphere of laminated balsa wood. If it's thrown to you, it's like catching a table-tennis ball.

And that set my mind on the super-light works Porsche 909 *Bergspyder* sitting nearby. Now there's a true masterpiece of anorexic design. Aimed at success in the European Mountain Championship, that bluff-nosed baby with 2-litre flat-8 engine became a celebration of weight-saving metallurgy and minimalistic design. It weighed only 849lbs and proved a rocket ship up the mountain courses – although the works drivers generally preferred the less nervous behaviour of the older 910 *Bergspyder*.

And then that set my mind off on rosy reminiscence of the heyday of the EMC, with increasingly clever Porsche, Ferrari and Abarth entries battling to clip split seconds off each other. Of course between the wars Mercedes-Benz and Auto Union ripped bits off one another on the mountain climbs, but from 1957 when the still-surviving FIA competition began, through the 1960s, the Championship had real significance, and top-line drivers. European Champions on the mountains have included 'Taffy' von Trips (1958), Edgar Barth (1959-63-64), Ludovico Scarfiotti (1962 and '65), Gerhard Mitter (1966-67-68), Peter Schetty with the 2-litre works Ferrari 212E (1969) – then Jimmy Mieusset's F2 March single-seaters (1973-74). Now, the majority of great venues are gone, along with the memorable names if you ask me.

Some categories grab public attention within a heyday period, then fade into a shadow. Some – like the great days of Can-Am racing, flare and die... and are, oh, so fondly remembered. A laminated balsa gearknob... Whoah boy... who'd have thought it?

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

"Lee Iacocca made mistakes, but was a giant of the US car industry"

LEE IACOCCA WAS A GIANT OF THIS industry, yet not a man of whom I'd passed a thought in years until I read last month that he'd died aged 94. In the early 1990s I got the chance to interview him at a Detroit Motor Show, and I turned it down. What a schmuck.

Here was the chance to speak to a man who through his near 50-year career safely stewarded two-thirds of the US auto industry and when the opportunity came to ask him how, I opted out. As callow a youth as ever reached his mid-20s, I'd rather drive Dodge Vipers than talk to the man who created them. In short, I bottled it.

Iacocca is probably known best as the driving force behind the Ford Mustang, but his influence over the Blue Oval, especially after he became president in 1970, ran far wider than that. Although famed for his marketing campaigns and the proud owner of a wealth of weapons-grade one-liners, what earned Iacocca global respect was that beneath the grand flourishes was a true engineer. Real substance behind that style.

But it's for what happened after Henry Ford II fired him in 1978 despite returning a $1.8 billion profit that year (for no apparent reason other then he just didn't like him), that I think he should really be remembered.

He joined Chrysler, a company that was riddled with debt, struggling to sell cars and losing millions. By introducing the small, frugal and affordable K-platform for its Dodge, Plymouth and Chrysler brands and then doing the same with minivans (effectively inventing the MPV), he executed one of the greatest turnarounds in US corporate history. A company that lost $1.7 billion in 1980 made $2.7 billion in 1984. By 1987 the near-bankrupt company he joined eight years earlier had $3 billion in the bank. That was also the year he had the presence of mind to buy Jeep, the brand that today is doing the vast majority of the heavy lifting at Fiat Chrysler Automobiles.

Like us all, Iacocca made mistakes and he had his detractors, but to me he was one of the few true greats not just of the US auto scene, but of the entire industry.

IT WAS MY VERY LUCKY LOT AT THE FESTIVAL of Speed to drive a Porsche whose very existence fascinated me. I'd always admired the willingness of German race teams to build a car simply to prove a point – the greatest to this day remaining the 1939 Mercedes W165 'Tripoli' GP car – but the 1977 Porsche 935/2.0, better known as 'Baby' was cut from a very similar cloth.

She (Baby is always referred to in the feminine) was conceived because the 'standard' 935 had become a victim of its own success. So dominant was it in the German DRM championship (the forerunner to DTM) that no-one was very interested in which 935 would win any given race. Exacerbating the problem was that in the lower 2-litre category, Ford and BMW were knocking lumps out of each other, stealing the show.

So on an 'if you can't beat them join them basis', Baby was created. She looked like a 935 but the entire body ahead of and behind the cabin was replaced by thin aluminium tubes to which an ultra-lightweight body was attached. The flat-six motor was reduced to just 1425cc so it could sneak into the 2-litre class once the 1.4 multiplication factor for turbo engines had been applied. It still had 380bhp at 8200rpm despite using just a single KKK turbo. Baby used a smaller, lighter gearbox and had new rear suspension. Yet despite the changes to the structure, chassis, engine and gearbox, Baby took part in her first race just two months after the project had been approved.

"Off-boost, I genuinely thought Baby's motor was broken"

She failed first time out at the Norisring – too much lag, wrong gear ratios and an intolerably hot cockpit for Jacky Ickx – but she came to Hockenheim properly prepared and cleaned up: pole position (by nearly 3sec) fastest lap and a flag to flag victory. Point proven, Baby was tucked away and has remained a museum piece ever since.

What would she be like to drive? At 710kg, Baby is by far the lightest car ever to be derived from a 911, but with so much power from such a small engine running a compression ratio of just 6.5:1 and made from technology now 42 years old, I had literally no idea what to expect.

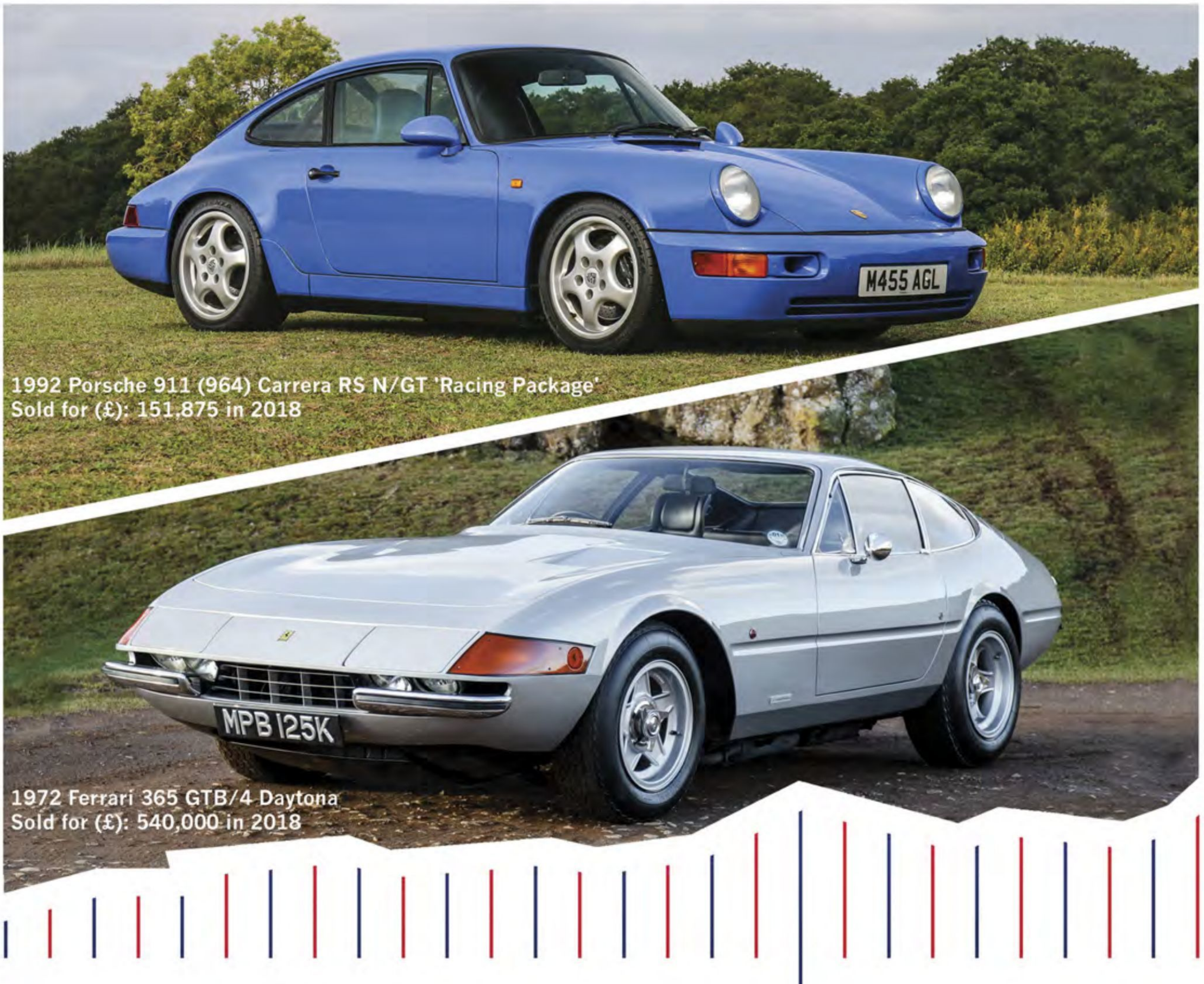
She's in no hurry to make friends. The clutch is diabolically heavy, the steering lock poor and the off-boost throttle response so sluggish that as I gently squirted it down towards the start line, I genuinely thought the motor was broken. I'm sure that below 6000rpm, Baby is the slowest racing car I've ever driven.

Above 6000rpm and you'd better hang onto your hat. Baby has a power-to-weight ratio that exceeds that of a Bugatti Veyron, and it all arrives between there and 9000rpm. She was then a thrilling car to drive.

But never an easy one. With cold tyres and a spool differential what Baby really wanted to do was nuzzle up to the hay bales on the outside of every corner and it was my job to stop her. It is always special to drive a unique car and managing Baby for a minute or so was a fascinating exercise. But my greatest pleasure was handing her back in the same condition in which I found her.

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

"Hamilton comes alive with a side that doesn't always come across on TV"

THE FIRST TIME I SAT DOWN with Lewis Hamilton to do an in-depth interview with him was in Brazil 2012. The Interlagos circuit has been updated since then but then the team hospitality units were squashed into the paddock. Teams barely had enough room to swing a proverbial cat.

However, McLaren's unit was the setting for my chat with the then one-time world champion. He was just about to leave the safety of McLaren, the team he had signed with when he was a child, to move to Mercedes. There was plenty to talk about.

I don't know what your expectations are when it comes to radio teams in sport, but they are small. Back in 2012 I believe Sky were bringing over 70 staff to a race – the same year we had four people on the road. Myself, a commentator, a summariser and a producer. So, there wasn't a gang of people buzzing around Lewis making sure microphones were set up correctly and that audio levels were bang on, there wasn't anyone telling me what to ask next or advising that we needed to move onto the next subject. It was just Lewis and I.

It was my first full season in F1, so I was pretty nervous – and terrified the machine I was recording the interview on would inexplicably die halfway through the chat.

Bang on time Lewis rocks up, with very little fanfare, and for the next 13 minutes we talk all about his life growing up with his family, the hours spent on the road with his dad, eating Pot Noodles and living out of the back of a van in the hope that Lewis could become an F1 driver. It was a fascinating insight into a sportsman. Lewis came across as humble, deeply proud of his roots and a genuine guy. It was a great interview because he was willing to give so much.

At the end of our allotted time (all F1 drivers are in high demand so to get one-on-one time isn't standard anymore) I switched off my recorder and Hamilton leant across and commented on the little device: "Wow is this all you have recording this?". My first instinct was to shout 'DON'T TOUCH IT!!!' so great was my paranoia that the machine would self-combust and I would be left with no Hamilton interview. I managed to fight the urge, and that was the point I thought this Lewis guy was OK. "Man, I wish I could delete that," he said. "I've just told you way too much and probably ruined the book I'll one day write because I've let you in to all my secrets. I really enjoyed that. Thanks."

It was a simple comment that cost him nothing but it made me walk away feeling like I'd done a great job, and I was about to show a side of him that had never been broadcast before. In hindsight, he probably says that to a lot of interviewers but for me, that day, it was a kind gesture and something I wasn't expecting from him.

Mercedes granted us permission to speak again at pre-season testing in 2013. There wasn't much in the way of a Hamilton entourage in those days, we met him at the bottom of the stairs and it really stayed with me that he said: "Ladies first, after you." It was another small detail...

That interview he tried to give us an idea of what it felt like to drive an F1 car. His eyes came alive as he compared his day job to the feeling of a roller coaster or something like a fighter pilot must experience. Lewis isn't a big fan of cameras so the fact that we always talk to him without massive equipment or cameramen is a real advantage. He's comfortable and opens up more. He comes alive and is animated, a side that doesn't always come across on TV.

I've interviewed many drivers, from Michael Schumacher (clinical and intense) to Nico Rosberg (as wily as a cat and used to make me feel like he was playing some sort of a game with me during an interview). Sebastian Vettel can be one of the best (very funny British sense of humour but will not speak about anything personal) and more recently Lando Norris and George Russell who I interviewed together and they were a brilliant double act... but one of my favourite interviews was with the late Niki Lauda, when I was making a documentary about James Hunt. Lauda was humorous but gave amazing insight. I felt like I was on a journey through time with him.

Niki was the man responsible for bringing Lewis from McLaren to Mercedes and I can only imagine the conversations they had along the way. The two of them were well matched. Full of ego and spirit, great at what they do, but with a myriad of other interests away from the race tracks, too.

"I felt like I was on a journey through time when I was speaking to Niki Lauda"

Lewis has changed a lot. Some interviews are better than others depending on what is going on in his life at the time. Nowadays it is rare to find Lewis alone, he normally has an entourage. His hair has changed, his tattoos have become more numerous, (despite telling me in India in 2014 that he was definitely not getting any more), the necklaces are more bling and he has missed several media sessions. But when Lewis is on form there is no better person to wax lyrical about F1. For all the fashion and music and celebrity, the thing he talks most passionately about is the sport he loves and is clearly rather good at.

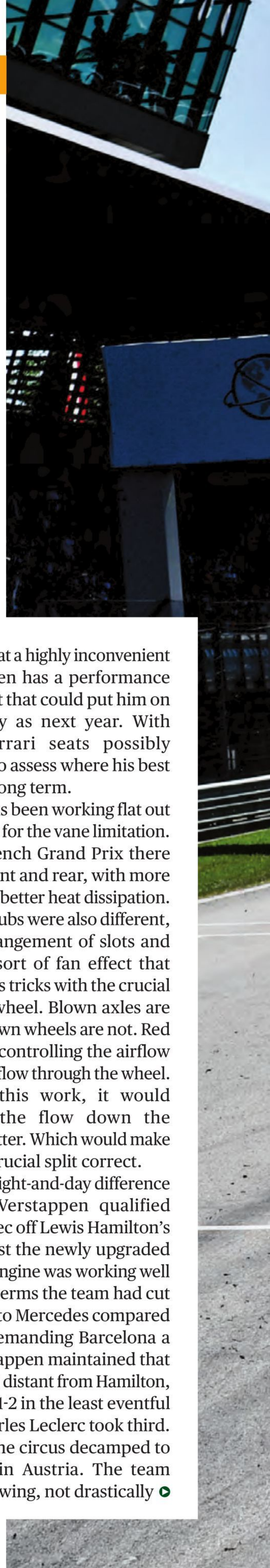
Jennie Gow has been a staple of the BBC's Formula 1 broadcasting team since 2011, working across both TV and radio

Follow Jennie on Twitter @JennieGow

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Red Bull gives you wins...

...but will that keep Max Verstappen on board? A run of Mercedes victories has been broken – and F1 is awash with intrigue. **Mark Hughes** explains



THE 2019 AERO REGULATIONS, borrowing from research done for 2021 and made with the intention of allowing the cars to run closer to each other, did Red Bull no favours.

One of the key changes was the limitation of the under-nose vanes to three per side. Previously there was no restriction. These vanes were a crucial part of Red Bull's aero philosophy, of splitting the flow to give adequate energy to both the underfloor and the sides of the body. Getting the ratio right has arguably been the key to making a fast car ever since the 2009 regulations were put in place. You need good flow down the sides so that it exits between the inner face of the rear wheel and the diffuser wall with enough energy to draw hard on the flow coming through the diffuser, thereby accelerating that downforce-creating flow.

But those two flows originate from much the same place at the front and so have to be split there, by way of the barge boards, but also those under-nose vanes. Getting the proportions of that split right - under all the different dynamic states of the car in pitch, dive, roll and at different speeds - is crucial. Too much to the underfloor and it doesn't get help from the draw of the bodyside flow. Too much to the bodysides and the floor gets starved. Those multiple vanes beneath the nose allowed that split to be controlled – especially important on the Red Bull, with a short wheelbase giving less distance in which to turn the air without it detaching.

The RB15 has struggled to keep that split in the correct proportion. So it's been great into the corners, as before, but cannot keep that flow working in harmony as the pitch and roll of the car changes through the mid-corner and exit.



Verstappen passes Leclerc for the lead in Austria, but a spot of wheel-banging upset the Ferrari driver

ALL IMAGES MOTORSPORT IMAGES

This has all come at a highly inconvenient time. Max Verstappen has a performance clause in his contract that could put him on the market as early as next year. With Mercedes and Ferrari seats possibly available, he needs to assess where his best prospects lie in the long term.

The aero team has been working flat out trying to compensate for the vane limitation. Coming into the French Grand Prix there were new wheels front and rear, with more spokes ostensibly for better heat dissipation. But the front wheel hubs were also different, with a complex arrangement of slots and holes creating the sort of fan effect that almost certainly plays tricks with the crucial airflow around the wheel. Blown axles are now banned, but blown wheels are not. Red Bull appeared to be controlling the airflow with this accelerated flow through the wheel. If it could make this work, it would potentially allow the flow down the bodysides to work better. Which would make it easier to get that crucial split correct.

It didn't make a night-and-day difference at Ricard, where Verstappen qualified fourth, more than 1sec off Lewis Hamilton's pole time. But at least the newly upgraded Honda Phase Three engine was working well - and in percentage terms the team had cut a chunk of its deficit to Mercedes compared with the similarly demanding Barcelona a month earlier. Verstappen maintained that place in the race, well distant from Hamilton, who led a Mercedes 1-2 in the least eventful race of the year. Charles Leclerc took third.

One week later the circus decamped to the Red Bull Ring in Austria. The team brought a new front wing, not drastically

The Dutchman broke a long Mercedes winning streak when he took his first win of the year – the sixth of his F1 career – in the Austrian GP

different visually to the old one. But it was all about switching on the effects of the wheel hubs introduced in France. The wing's endplate wall ramped down a little more, helping to outwash more of the airflow around the tyre, meeting up with that flow coming through the new fanned wheel hubs, accelerating it all and directing it to have a narrower outwash wake, reducing the drag. The inboard ends of the elements were also subtly different, creating a stronger vortex to power the air through the barge boards. The work paid off – in Austria, at least – with a car in which Verstappen could finally have a consistency through the corner.

He qualified third, within 0.4sec of Leclerc's pole-sitting Ferrari. Verstappen was only 0.2sec slower than Hamilton's Mercedes – but with the proviso that the Merc was running in very compromised form with its cooling on this super-hot weekend at 660 metres of altitude. Furthermore, Hamilton would be given a three-place grid penalty for baulking Kimi Räikkönen's Alfa in Q1. That put Verstappen on the front row – to the delight of the army of orange-clad fans.

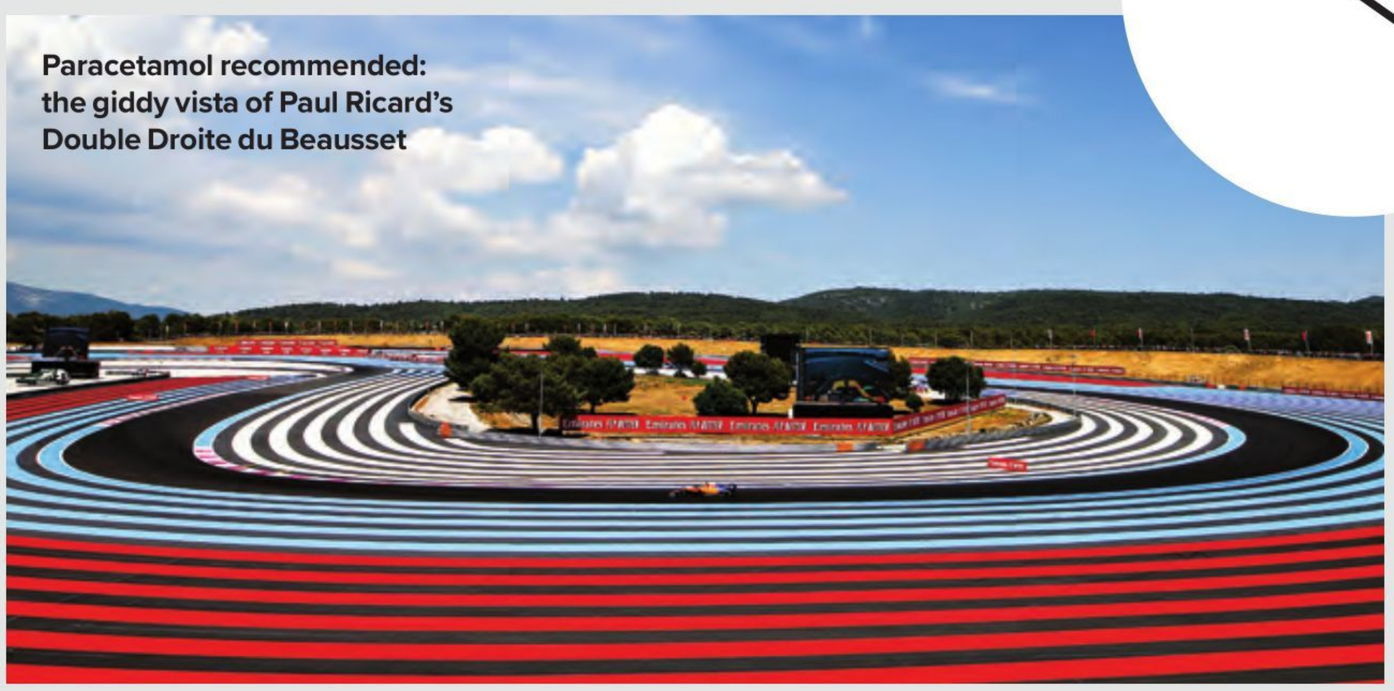
They groaned as Verstappen bogged down at the start and the anti-stall kicked in. Into Turn One, he was eighth. He pulled one place back by out-braking team-mate Pierre Gasly into Turn Four, but flat-spotted his tyres in so doing. Yet that terrible start is what would win Verstappen this race.

With no undercut pressure from behind (the Red Bull easily distancing itself from the McLaren-led 'Class B' battle), Verstappen was immune to the compromised strategies of the Ferraris and Mercs ahead. The leaders each had to either try to undercut or defend up to the pit stops. Verstappen was able to keep going for an extra 10 laps or more. That put him on newer, quicker, tyres when he rejoined. Ahead of him were Sebastian Vettel, Bottas and Leclerc.

He was given permission to run the new Honda at 'mode 11' for the rest of the race, certain to cost engine mileage and perhaps penalties later in the season, but this was now – and there was a scent of sensation in the air. His grip advantage was such that he dispatched Vettel and Bottas without fuss.

Trackside View

Double Droite du Beausset, Paul Ricard, France



Paracetamol recommended: the giddy vista of Paul Ricard's Double Droite du Beausset

The Double Droite du Beausset at Paul Ricard might just be the most spectacular viewing spot on the F1 calendar. That probably sounds incongruous for a track that produces little racing action, but this is simply watching the dynamics of an F1 car around a long, demanding corner.

It's not often you get to observe changes in the cars' stance at different parts of the turn and how that determines their subsequent behaviour. It's just after the flat-in-top Signes, so the left-hand tyres have just had a major workout and are about to get another.

A kink feeds them into the first half of the 180-degree turn, slightly downhill. They're doing about 110mph as they begin to turn and this is where it gets fascinating. That downhill contour induces understeer on even the best cars, but they are turning for so long that the loads upon the rear build up regardless and the rear begins to pivot around, even with the understeering front. It's effectively a four-wheel understeer drift that endures.

Sergio Pérez's Racing Point has a *lot* of understeer. To make a comparison with Lando Norris, the McLaren has less understeer but less oversteer too, ie it's drifting less. But the lesser degree of rotation at the rear is overcoming the shallower degree of understeer, for he is being pulled out wider than Pérez before being able to get back on the gas.

The Mercs are fastest – and look it. Hamilton and Bottas can take a shallower line in the deceleration zone, their grip such that they can begin turning earlier for the second part of the corner and thus accelerate earlier, too. Differences between the cars are as visible as ever, but expressed in a unique way. It's a pity the TV cameras cannot capture it.

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FRIDAY 25TH OCTOBER 2019

1961 Maserati 3500 G.T. (Touring) chassis no. AM101*1714*. Formally registered to industrialists who had relations with Juan Manuel Fangio. Used by the racing driver during his stays in Italy as a "daily driver" and, as an unofficial task, to verify its strengths and weaknesses for the Maserati technicians. The story is testified by documents over the years, including an autograph letter from Fangio. A page of history to bring back to its original beauty.



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Some distance away was Leclerc, a nemesis since they were kids in karts and still looking for that first win. Leclerc had controlled his weekend beautifully, sealing pole and leading from the off. But Ferrari had kept him on a tight leash during that first stint, not seeming to realise that his main rival was Verstappen. Now came the penalty for not having let Leclerc build up a bigger cushion.

Leclerc probably didn't need the team to alert him to Verstappen's charge, such was the crowd reaction to the Red Bull's gains. He upped his pace, but not enough. With four laps to go Verstappen was right with the Ferrari. He went up the inside into Turn Three and was briefly ahead to the roar of the crowd, but Leclerc cut back inside to regain the lead into Four. Another lap to gather himself and Verstappen attacked again into Three, this time even later on the brakes and ahead well before the turn-in point. Leclerc hung on around the outside knowing the run-off area provided an escape if needed. They touched, Leclerc took the run-off - and Verstappen was through for the first non-Mercedes win of the season and Honda's first since 2006. The stewards decided against any action.

The Austria win was timely for all sorts of reasons, but Verstappen was keen to see how the car's improved traits translated at Silverstone. While the result didn't come close to that of Austria - he finished fifth behind team-mate Gasly after being hit into the Vale gravel by an errant Vettel just after passing him for third - the underlying trend was good. His qualifying time (behind Bottas, Hamilton and Leclerc) was only 0.2sec off pole despite throttle lag. In percentage terms, it's the closest the car has been all season. There is a caveat: Mercedes had set up its car to protect the vulnerable left-front tyre and so lacked a little balance.

That tyre strain was in fact key to the race between the Mercedes drivers as Hamilton produced a dazzling display of speed, tyre conservation and tactical nous to beat two-stopping Bottas with just a single stop - against even the expectation of his own team. It was a brilliant display and Merc's ninth win from 10 races - the sort of stat that could yet turn Verstappen's head.

Word on the beat

Rumour, gossip and news from the F1 paddock

● It would seem the Spanish Grand Prix at **BARCELONA** will not be on the **2020 CALENDAR** – despite last-ditch attempts to save it. The in-season test will now be at Silverstone. Winter testing is set to remain in Barcelona.



● "The best that our drivers could bring to the battle was a shovel – to dig the hole we're in even deeper." The words are those of **HAAS** team principal **GÜNTHER STEINER** after his charges **ROMAIN GROSJEAN** and **KEVIN MAGNUSSEN** took each other out on the first lap of the British Grand Prix.

● "When I heard that their new evidence was **KARUN CHANDHOK'S** TV analysis, I relaxed a bit." Lewis Hamilton after initially fearing Ferrari's appeal of Sebastian Vettel's Canadian GP-losing time penalty might be overturned at the Paul Ricard appeal.

● A bid to return to **2018-SPEC THICK-GAUGE TYRES** for the second part of this season – as several teams have found difficulty in making the thin-gauge rubber work – was rejected after a 5/5 split vote in Austria. A majority of two would have been needed to agree to the change.

● **McLAREN** is not pursuing any plans to bring **FERNANDO ALONSO** back into its fold next year and has confirmed that its current line-up of **CARLOS SAINZ** and **LANDO NORRIS** will remain unchanged. The double world champ is still interested in a return with a top team, however. **FERRARI** has been speculated as a target, even though the Scuderia has Sebastian Vettel contracted until the end of 2020.

● With Ferrari and other teams still unhappy about aspects of the proposed **2021 REGS** set to be announced in October, there is speculation over whether **FERRARI** might use the threat of **VETO** to have them delayed for 12 months while key points are hammered out.

● F1 has released sketches of how the **2021** cars could look under planned new **AERO REGULATIONS,** with much cleaner lines and multiple venturi tunnels feeding a very big diffuser.

● **REFUELLING** has come back onto the radar for 2021, because the planned imposition of standard brakes and radiators is going to add about 20kg to an already bloated F1 car weight, putting yet-more strain on the Pirelli tyres. A smaller-tanked 'refuelling' car could be significantly lighter and more compact, even before the differing start fuel loads are taken into account.

● The **GPDA** is continuing behind the scenes to put pressure on having tyre performance targets written into the 2021 regulations.



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The Kirk F. White, 1972 Sebring 12 Hours, Ferrari Daytona Competizione



1972 Sebring 12h
Image courtesy of Revs Automotive Library (revsinstitute.org)

This Daytona was developed for Kirk White to contest the GT class at one of the World's great endurance races, it was converted from a production car to full competition specs in period. The car arrived at Sebring in 1972 with all the competition features as seen today - the features that are synonymous with these great GT cars. Large flared wheel arch extensions, covering 8" and 11" wide alloy race wheels secured by single locking nuts, alloy chin spoiler, reconfigured light assemblies, quick release fuel filler exiting through the boot lid, number marker lights, uprated suspension, and brakes from a mark IV GT40. In all there are 25 period Group 4 competition Daytonas recognised by the Ferrari factory, and this was certainly the fastest and most highly developed of them all with its unique specification. This car qualifies for some of the greatest events in the historic calendar - the Le Mans Classic and Tour Auto to name but two - and would be welcomed with open arms all around the world. Supplied with Classiche Certification. **£POA**

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Sparking the revolution

Tesla's Model 3 is its most affordable, and important, car yet, says **Andrew Frankel**



Don't be fooled by the muted styling, the Model 3 is hugely fast. Below, keyless entry with phone apps

SAY AND THINK WHAT YOU LIKE about Elon Musk and the somewhat unorthodox way he conducts himself, what he has achieved with his Tesla brand is extraordinary. And whether you think he is a man who will change the face of personal transport in the early part of this century as did Henry Ford at the beginning of the last, or an opportunistic chancer whose brand will go down as no more than a footnote in the history of the automobile as did so many dozens of others a century ago, right now his cars matter.

They matter because for some years they have pioneered the trail that, rightly or wrongly but increasingly, now represents the future of motoring. And they matter because as the European bluebloods belatedly launch their rivals, Tesla never has and probably never will be under greater scrutiny and pressure to perform. And none has mattered more than this, Tesla's fourth car, the perversely entitled Model 3.

No, it's not Tesla's Model T because even the cheapest version costs £38,000, but as that's fully £30,000 less than the least expensive Model S, it is the first to come within the range of the merely comfortably off rather than the genuinely rich.

In fact most people are spending over £56,000 to get this 'Performance' version of the Model 3 for reasons that will become immediately apparent when I tell you it will hit 60mph from rest in 3.2sec. Not only that, but because of the instantaneous way the front and rear electric motors deliver their power, it feels even faster. Its ability to go from parked to full thrust in a literal blink of an eye is unlike that of any conventional car. At first it is bewildering. Only after a while does it become quite exciting.

But first you have to figure out how to operate it, which for most people will be via an app on their phone, at least as far as entry and egress is concerned. While there is a key (a credit card actually), you don't need it.

So you climb aboard, settle in the seat and wonder where the dashboard has gone. Other than two little thumb operated rollers on the steering wheel, there is not a button to be seen. These rollers - which have multiple functions - two column stalks and the enormous central touchscreen are all the controls you get. And, indeed need. The screen is easy to navigate, has superb definition and both displays and controls the vast majority of the car's functions.

But I like having basic information, like how fast I'm going, in front of my eyes. So why no head-up display projected onto the screen with no need to interfere with the minimalist purity of the dash design? It's a surprising and disappointing omission.

Nevertheless, the Model 3 is a pleasant thing in which to just bumble about, and if that's all you do, you can expect to go over 300 miles between charges. At first I didn't like the fact the car slows dramatically when you lift the throttle so it can harvest energy, but most will get used to it and those who do not can switch the feature off, after which it's easy to modulate the power. It is also very, very quiet in here.

It rides well too, especially when you consider its traditional rivals will be stiffly sprung Germans like the BMW M3 and Audi RS4. But amid all that novelty value, a certain sense of occasion is missing. There's no growling motor. The dashboard is clean to the point of sterility. For your eyes and your ears, there's just not enough going on.





"It makes those German super saloons seem like mopeds. It doesn't look very fast, but it is"

But then you find a stretch of road and launch it. Instantly all those German super saloons seem like mopeds. In a straight line they'd be eating its dust. And the fact that there's been no drama makes its performance even more shocking. It doesn't even look like a very fast car. But it is.

It's fast in the corners too, despite its weight. The steering is exceptionally quick for a car such as this, but doesn't feel nervous or hyperactive. It steers pretty faithfully, though as speeds and effort levels rise there's little sense that the Tesla is starting to take the strain. It just does what it's been doing.

It's quite strange. Not bad, just strange. The Model 3 does nothing to excess: there's no terminal understeer nor snap oversteer. In fact it's one of the most neutral cars I've driven. But the sensation is not of such neutrality from the inherent balance of the car, but instead because that's how its brains have deemed it to be. You can almost sense it thinking. 'OK, so he's just turned in too fast and lifted off the throttle at the same time. What an idiot. So we'd better shuttle some torque over here, dab a bit of brake over there and save this sucker from himself.'

It's like the electronics have promoted themselves up the chain of command. It's as if your actions are mere instructions to the computers, which they then read, redact where necessary, and send on down the line. It can be fun, but so can driving a simulator. It doesn't feel like conventional driving.

It's been a while since I last drove a car that was so hard to get to know, and that is part of its appeal. Owners will still be finding out more things about theirs months and years after taking delivery. I found the Tesla Model 3 usually entertaining, occasionally infuriating but always fascinating.

But to me the sound of a multi-cylinder engine and the feel of a chassis executing your instructions directly rather than giving the impression of first being approved by electronics is more appealing. Then again, I'm a 53-year-old man and those are the cars with which I have grown up. I expect more youthful generations who have already spent years of their lives driving cars on computers will find this new Tesla compelling. So I expect it will be a success, and while it will never be a car that I crave, I'd say that, on balance, that success will be deserved.

TESLA MODEL 3 PERFORMANCE



- **Price** £55,900
- **Engine** Twin electric motors, 75kWh lithium ion battery pack
- **Power** 444bhp • **Weight** 1730kg
- **Power to weight** 257bhp per tonne
- **Transmission** direct drive, four-wheel drive • **0-60mph** 3.2sec
- **Top speed** 168mph
- **Range** 330 miles • **CO_2** 0g/km
- **Verdict** Complicated, but rewarding

A missed opportunity

An all-new Z4 should be taking aim at Porsche, but fires wide

I'VE READ A LOT ABOUT HOW THIS NEW BMW Z4 has been dynamically transformed from its predecessor, so much so I thought it might do what no previous Z-car had managed to do, i.e. provide serious opposition to a Porsche Boxster. Based on this, fat chance.

OK, this entry level 194bhp Z4 is both cheaper and a lot less powerful than any Boxster, so it would be unfair to hope it might rival one in a straight line. But with a shorter wheelbase and a (much) wider track than the old Z4 as well as new aluminium-intensive suspension, I really thought it could be quite something in the corners.

But it's not. It's very composed, always goes where you expect and is in all ways an entirely pleasant thing to drive. But laugh-out-loud fun? Not even close, I'm afraid - it's a faint smile playing on the lips at best.

The Z4 is not short of strengths. It's very comfortable and quiet with the roof up. Wind management with the roof down is good too. There's quite a big boot and a quality interior, though I'm still not used to BMW's new instrument architecture.

But there's nothing here to stir you, and there should be, even in an entry-level car. It's odd because BMW has recently climbed right back on top of its game as the 3, 5 and 7-series all show. An all-new Z4 was an opportunity to create a BMW sports cars for real drivers. Sadly it hasn't.



BMW's new Z4 is a very capable car, but doesn't give you that special feeling

BMW Z4 SDRIVE 20I SPORT

- **Price** £36,990
- **Engine** 2.0 litres, 4 cylinders, turbo
- **Power** 194bhp at 4500rpm
- **Weight** 1405kg
- **Power to weight** 138bhp per tonne
- **Transmission** eight-speed auto, rear-wheel drive
- **0-60mph** 6.6sec **Top speed** 149mph
- **Economy** 39.8mpg **CO_2** 138g/km
- **Verdict** Capable, but dull

Mercedes cracks it

Even non-SUV fans will be won over by the new GLS



IT WAS INEVITABLE REALLY: SUVS ARE fast replacing conventional saloons and estates in all the smaller mainstream classes, so it was only a matter of time before it happened to the largest of them all. This new Mercedes-Benz GLS is larger in every dimension than its predecessor and is so clearly trying to be the S-class of the SUV world that those exact words form the tagline with which it will be marketed.

Unlike a Range Rover, Rolls, Bentley or Lamborghini SUV, there's not just space for seven in here, but space to spare. Given its aspirations I expected it to be luxurious and comfortable, refined and laden with gadgets. What I absolutely did not expect was for it to be quite so good to drive.

At present only two versions are earmarked for the UK, the as-yet-unseen 600-plus horsepower AMG 63, and this 325bhp 3-litre 400d model. The motor is smooth, punchy and works wonderfully well with its nine-speed gearbox, but it's the chassis that's the real surprise. OK, this is no Lotus Elan, but the car is wieldy in a way you'd just not expect of one so high and heavy. It is genuinely pleasurable to drive yet ride quality has not been compromised.

No, it's not quite an S-class in SUV form, but it gets closer than I had imagined possible. For a big family in need of doing big distances, I can't think of a car on sale that would do the job better than this.

MERCEDES-BENZ GLS 400D

- **Price** £74,075
- **Engine** 3.0 litres, 6 cylinders, turbo
- **Power** 325bhp at 3600rpm
- **Weight** 2490kg
- **Power to weight** 131bhp per tonne
- **Transmission** nine-speed double clutch, four-wheel drive
- **0-60mph** 6.3sec **Top speed** 148mph
- **Economy** 32.8mpg **CO_2** 227g/km
- **Verdict** Surprisingly excellent





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Mechanical Chronograph with matte charcoal black dial, blue tachymeter scale on outer flange plus 60 second and 30 minute subdials • Domed sapphire crystal with anti-reflective treatment held by outer brushed bezel • Flat sapphire exhibition glass on rear showcasing the Swiss made ETA 2894-2 Elaboré chronograph movement with bespoke Farer bronze 'turbine' design rotor • Compact and ergonomic 316L steel case at 39mm diameter, 12.5mm depth and 45mm lug to lug • Chronograph oblong pushers set at 2 and 4 with bronze crown featuring signature 'A' inset on its profile.

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HORTONS BOOKS

Engineer of his own downfall

Gordon Cruickshank delves into an impressive history of an overlooked marque





BALLOT
Daniel Cabart and Gautam Sen
Published by Dalton Watson, £270
ISBN 978-185443303-9

BALLOT IS HARDLY A FAMOUS name now, yet after WWI the company built sophisticated racing and touring cars on the same plane as Sunbeam, Delage and Bentley, and contested Indianapolis and grands prix with cars which influenced Miller, Bugatti and the wider sporting automotive world. In other words, Ballot is more significant than you realise.

In two comprehensively illustrated and well-produced volumes the authors trace the path of this French enterprise, the path of so many manufacturers – driven by a passionate engineer, trying to build a high-quality product and finding the profits weren't there to sustain it. There are parallels with Bentley, especially in the sad fact that both W.O. and Ernest Ballot lost control of their eponymous companies – in the latter's case, forced out by the board even before in 1931 the firm was finally subsumed into Hispano-Suiza.

Cabart and Sen offer a staggering amount of detail in 920 pages on a marque which, Orson Welles-like, started with its finest work and gradually declined, failing to retain or capture either the luxury market or the sustaining bread-and-butter trade of Citroën and the like. Delving deep not only into the firm's records but officialdom at all levels, the authors depict Ballot's successful early stages supplying fine engines to many other makers for cars, boats and even airships, before putting its own anchor medallion on the prow of a new range of its own cars. Detail is impressive – plans as well as photos of the firm's Paris works, a wonderful post-Art Nouveau brick edifice – with extensive quotations from reports, prospectuses, and correspondence to depict the firm's technical triumphs and economic trials.

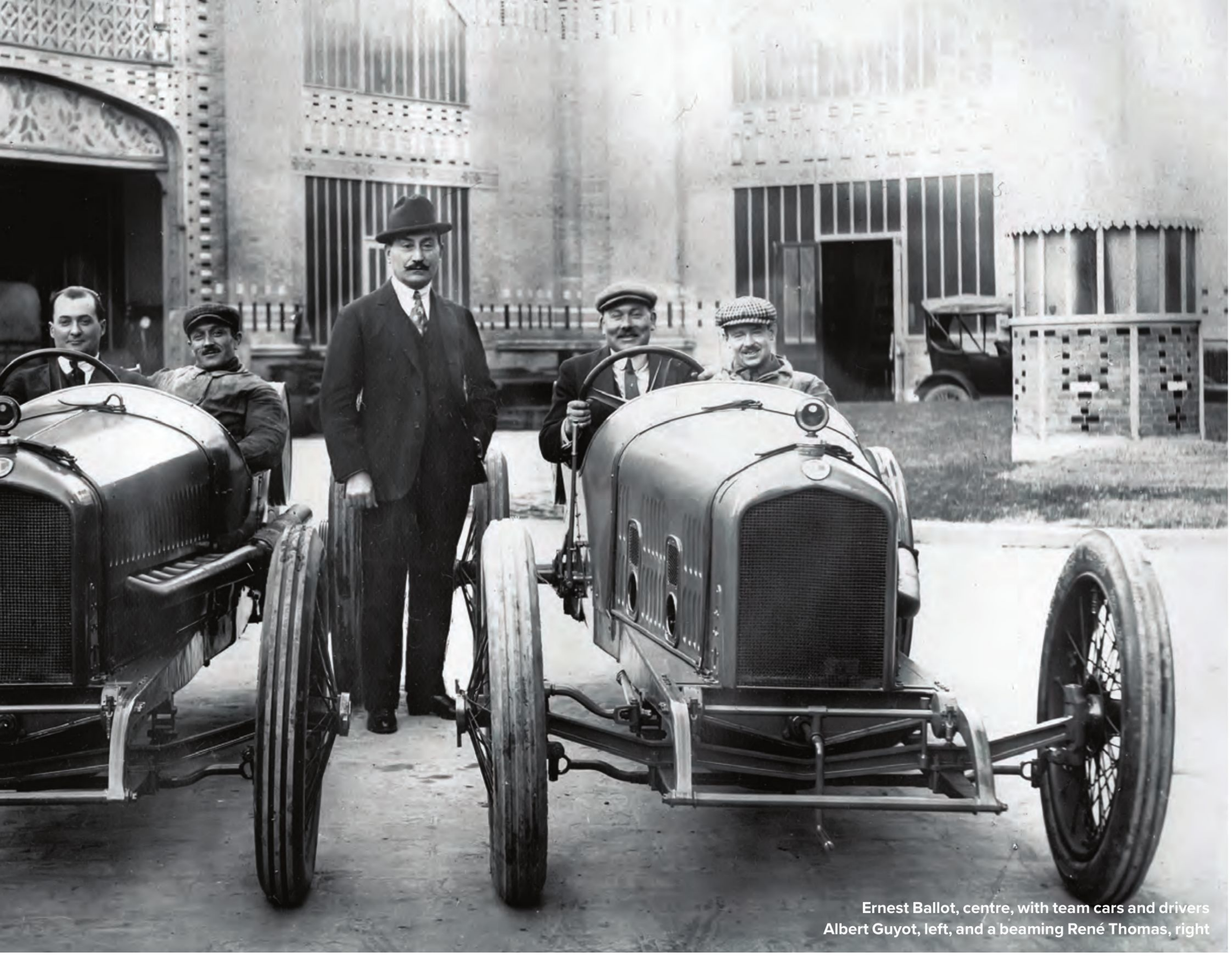
And technical triumphs there were: remarkably, M. Ballot was persuaded by engineering genius Ernest Henry to fund and build four twin-cam quad-valve eight-cylinder racers for the 1919 Indianapolis race. These magnificent machines didn't conquer the 500-mile event, but established a productive if fractious partnership between the demanding proprietor and the painstaking engineer, which would end badly.

Volume 1 supplies an overview and sees the grand prix cars analysed in huge depth by renowned technical author Karl Ludvigsen, aided by many drawings and photos. That's a feature of this book; it's not a straight run-through of company history. Instead it separates into sections by various experts: Ludvigsen on grand prix engines, David Burgess-Wise on the racing cars, including every race by the works team. As well as the bigger 8LC, Ballot built Henry's exquisite 2LS racing cars, and between them Ballots took second in the 1921 French Grand Prix and won the first Italian GP as well as a range of other race and hillclimb successes, shown in a wealth of fascinating photos. Here Burgess-Wise makes an interesting point, that modern image enhancement now allows us to identify vehicles with "forensic conviction".

A virtual avalanche of atmospheric pictures fills Volume 2 where all the road cars get their turn, illustrated by factory drawings, period photos, adverts and lavish shots of surviving cars. Bodies by every coachbuilder are shown on frames from the 2LT, simpler cousin of the racing 2LS, to the big straight-eight of 1927 which was hoped to save the firm. It didn't, but these carried some of the finest examples of grand coachwork on a par with 8-litre Bentleys and HS6 Hispanos. Which is ironic as latterly Ets. Ballot, now minus its founder, began to build H-S engines and install them behind a Hispano-esque radiator, a last attempt at independence before the larger firm swallowed it.

We're not done yet: a major section tells of the many cars which used Ballot engines (ever heard of the Bobby-Alba?), plus those boats, airships and traction engines, while *nine* appendices, including all Ballot patents, confirm how deep today's researcher probes.

There are two elements of this work that stand out. Yes, the technical presentation is awesomely comprehensive, but there's a lot to learn about what is called the Ballot legacy. Karl Ludvigsen outlines the influence that the Ernest Henry Ballots had on Harry Miller, on



Ernest Ballot, centre, with team cars and drivers Albert Guyot, left, and a beaming René Thomas, right

"Of all the people I spoke to only Peter de Paulo had a good word to say about Ernest Ballot"

Duesenberg, on Offenhauser and of course on the Sunbeam-Talbot-Darracq combine where, after Henry fell out with Ballot, chief engineer Louis Coatalen would employ him to design the 1922 grand prix Sunbeam. It's a famously tangled web: as Ludvigsen remarks, Coatalen "had no compunction about stealing and exploiting the ideas of others" and had already copied Henry's Peugeots for his 1914 TT Sunbeams. Karl also comments that it was the success of Ballot's masterpieces that encouraged Bugatti to concentrate on an in-line eight layout.

The most revealing part of this work is about Ernest Ballot himself. In photos he has an invariably doleful expression above a prissy moustache (a contrast to the always grinning René Thomas, his team driver, shown in one picture cheerily waving above the charred wreck of his crashed Indycar) and the pen portrait is not endearing. Autocratic and impatient, Ballot had a habit of acting secretly, which probably hastened his end at the helm. That and the poor financial management which became clear once he was ousted in 1927. Cabart quotes historian Griff Borgeson as saying "Of all the people I spoke to only Peter de Paulo [a Ballot team racer] had a good word to say for him". (Once while eating in a restaurant in Brescia I discovered my neighbour diner was de Paulo's nephew. If only I'd had more time...)

Possibly fuelled by their uncompromising characters, Ballot and Henry fell out, the book relates, because Henry refused to design the everyday vehicles the firm needed to survive. Sadly Henry's 1922 Sunbeams proved unreliable and his career slumped. An unfair fate for a genius. But the fact that Ballot then circulated a trade flyer with a cartoon of a shabby, drunken Henry stealing designs from other cars says a great deal about him.

Pity the poor reviewer who tackles a book not knowing enough about the subject to discover gaps or slips... But whether or not there are any (and it's hard to believe) I found this huge book highly absorbing, impressively presented and convincingly argued. It's impossible to imagine any Ballot information still out there unfound. And yet...

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Graphical tweaks and the addition of a storyline and driver market add to the immersion of *F1 2019*

Expanding the formula

Codemasters has hit a new high with its latest offering, *F1 2019*. **Samarth Kanal** explains how it has taken the franchise forward

CODEMASTERS' LATEST IN ITS F1 series is the best yet: *F1 2019* builds on its predecessor with improved graphics, a handful more classic F1 cars and the inclusion of F2.

But most significant is the revamped artificial intelligence, which is uncannily human in its behaviour. No longer are you able to breeze past your rivals at the first corner by ducking to the inside and braking late; *F1 2019* makes you work for every single overtaking manoeuvre. Now, every pass feels wholly rewarding.

F2 does add a new dimension to the game, with your career beginning in the 2018 F2 season (2019 F2 cars and drivers will be added post release). The cars are a handful in their own way, offering no less of a challenge than the F1 machines.

The game begins with you and fictional team-mate Lukas Weber pitted against snotty (fictional) rival Devon Butler in F2, giving you a taste of the series for a season before you graduate to F1 - but that's the extent of the story. From then on, Butler and Weber will race against you in F1, but fade away.

Other additions include a new transfer system that allows any driver to move to another team - Sebastian Vettel could drive for Mercedes in your game. And *F1 2019* delves further into the realm of fantasy as Ferrari is actually blisteringly quick in the single-player mode.

Somewhat sadly, those deviations from the world of F1 as we know it make *F1 2019* more appealing than the real thing. Every race is worth competing in, every move worth taking (thanks to the 'flashback' system that allows you to rewind your own mistakes) and every track now worth visiting thanks to the graphics overhaul.

The rain looks incredible, slickly glazing the circuit surface as a drier line gradually forms, while night races now have the cars gleaming under the floodlights of Bahrain and Singapore.

It's the finest offering under the official F1 licence. The only drawback is a half-baked extra piece of content in the form of the 'Legends Edition', which adds Ayrton Senna's McLaren MP4/5B, Alain Prost's Ferrari F1-90 and little else. Avoid that and stick to *F1 2019*'s core content.

With a wheel and pedals, *F1 2019* is a blissfully authentic recreation of the sport - even if it takes some creative licence to stop the current Mercedes dominance.



F1 2019
Codemasters **£45.99**
Platforms Xbox One, PS4, PC. **Tested on** Xbox One with controller, PS4 with Thrustmaster wheel and pedals

MY GREATEST DEFEAT

Will Buxton

The concept is sound – a collection of essays in which successful racers analyse moments when things went awry – and the cast (Emerson Fittipaldi, Ari Vatanen, Alain Prost, Niki Lauda, Alex Zanardi, to cite but five) is strong, but... It would have had a greater chance of fulfilling its potential had the featurettes been presented as structured prose rather than simple Q&As. There is some decent content, but the format makes for a less engaging read. **SA**

Published by EVRO, £19.99
ISBN 978-1-910505-40-3

TRACTION FOR SALE – FERGUSON FORMULA FOUR-WHEEL DRIVE

Bill Munro and Pat Turner

It's ironic that Harry Ferguson's four-wheel-drive system was originally aimed at producing a 'people's car' but finally appeared in an expensive sports coupé. But what he and Tony Rolt achieved was to crack the whole 4WD problem for road cars and feed vital technology, including ABS, into the industry. This informative book outlines the firm's sea of clever engineering. There's much racing too – rallycross Capris, P99, Novi Indycars, F1, Metro 6R4 – but the book's message is the huge but invisible influence the Ferguson company has had. **GC**

Published by EP, £54.99
ISBN 978-0-9931018

BROOKS STEVENS AND THE STEVENS FAMILY LEGACY

Compiled by Robert Birmingham

As one of America's leading industrial designers, Brooks Stevens has had many books and articles on his career; this is more a memoir of the family's car enthusiasm, their racing exploits, the Brooks Stevens museum and the design firm. At the core are Stevens's striking car designs – Excalibur J and SS, Studebakers, etc. It's hardly a slick work, with some dodgy snaps and amateur typesetting, but it adds background to a significant figure. **GC**

Published by HenschelHaus, $60
ISBN 978-159598-648-1

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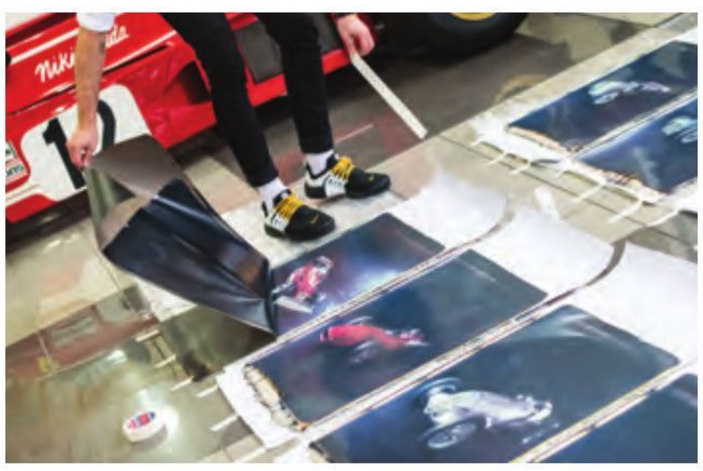
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The Ecclestone Heritage Grand Prix Collection: for the first time this prestigious Grand Prix car collection has been photographed. Opus were the chosen partners and brought the largest Polaroid camera in the world to capture these cars in a truly unique way. The giant Polaroid 20x24 camera has photographed many icons, from world leaders to Hollywood stars. But never in its 40-year history has it photographed iconic grand prix cars. Each print within the collection includes the stylish patterning around the edge of the prints - a unique DNA, formed during the trademark Polaroid development process.

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shop.motorsportmagazine.com/category/polaro

These toys are available from the Motor Sport shop *shop.motorsportmagazine.com*

Rex Dasher's Porsche Mission E is accurately scaled against the real thing

Product of the month

Plastic fantastic

Porsche and Playmobil collaborate in toys

AS MOVIE TIE-UPS GO, THIS ONE IS RATHER unexpected. Toy brand and Lego rival Playmobil will get its own big-screen adaptation in August, and Porsche has jumped on the product placement bandwagon to ensure its prototype Mission E electric sports car is centre stage. The secret agent character - brilliantly named Rex Dasher and voiced by *Harry Potter* himself, Daniel Radcliffe - handles a plastic variant of the machine in the film, and now your little ones can do the same with this officially licensed remote-control model. It has working lights, secret storage compartments and even a scale Porsche charging station to plug it in to.

£69.99, Playmobil.co.uk

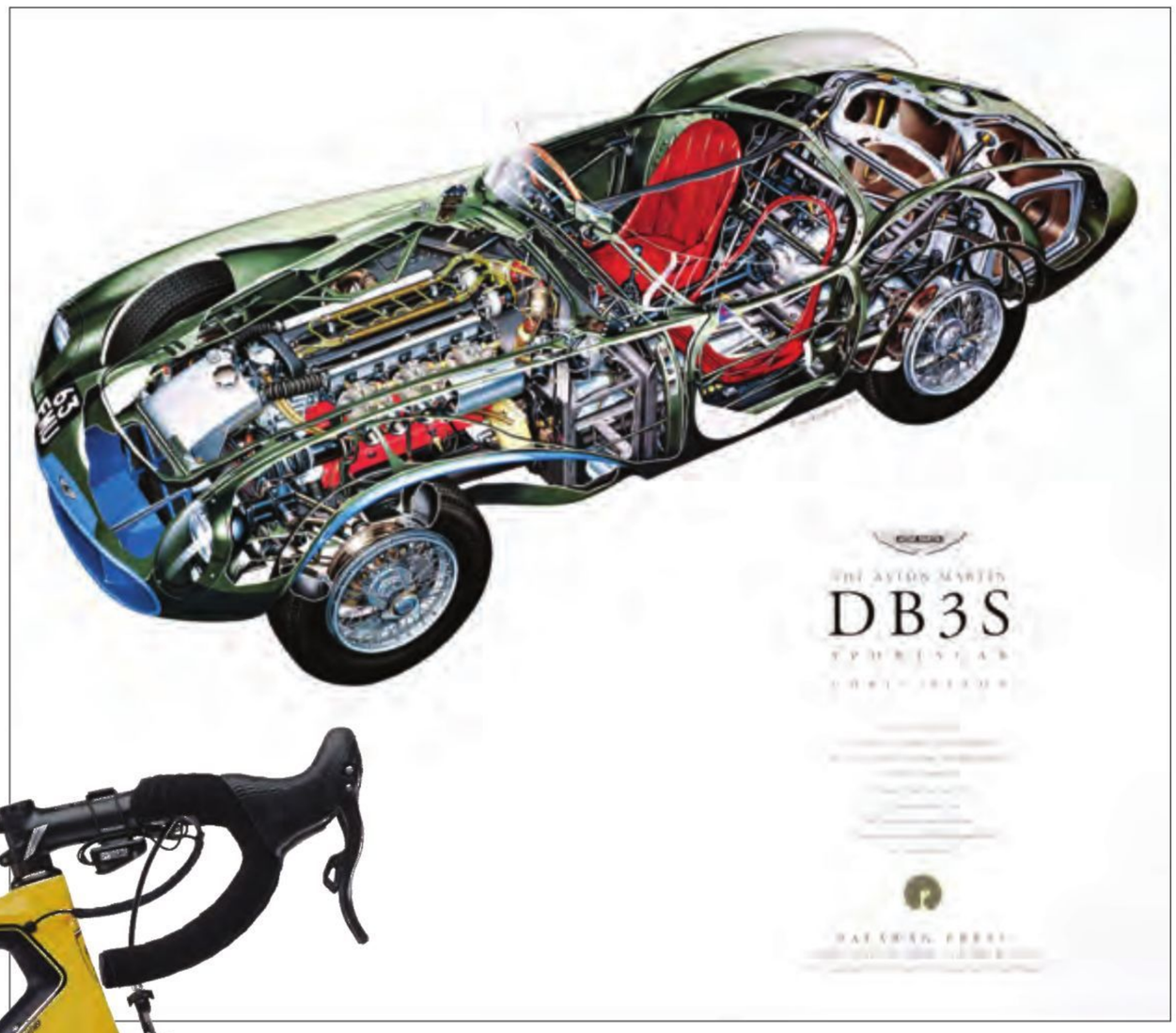




ICONIC CLOTH T-SHIRTS

Motor racing-themed shirts aren't a rarity, but these ones from Iconic Cloth stand out from the crowd thanks to their beautifully retro designs. Made from 100 per cent brushed cotton, our pick would be the Ayrton Senna one, which cleverly depicts the rain-soaked number 12 his Lotus 97T wore as the great Brazilian scored his breakthrough grand prix victory in Portugal in 1985. There are various Porsche options, including both retro Targa Florio and Le Mans-flavoured ones, nice Mercedes Mille Miglia '722' offerings and even some dedicated to Isle of Man TT icons such as Joey Dunlop and Mike Hailwood.

From £28, iconiccloth.co.uk



PALAWAN PRESS POSTERS

We're a big fan of the Palawan Press book range in the office, as the company puts out some beautiful, often limited-edition tomes, and now it's branched out with a range of posters, too. Of the first collection, this lovely cutaway image of the Aston Martin DB3S does it for us. It features the artwork of Tony Matthews, showing chassis number 7, registration 63 EMU, which was once raced by Roy Salvadori. Each example is printed on glossy paper and measures 80x69.5cm.
£25, palawan.co.uk



FERRARI SF01 RACING BIKE

Not to be outdone by other car-turned-cycling tie-ups (such as the BMW bike we featured recently) Ferrari has set out to create the ultimate road racing bike in this partnership with the oldest active cycling manufacturer in the world, Bianchi. Named the SF01 in Ferrari's F1 nomenclature – it has an ultra-lightweight carbon frame that incorporates vibration absorbing technology. Limited to 12, each bike is tailor-made, with an array of customisation options. The one thing that isn't negotiable is the colour scheme – it's *Giallo Modena* yellow only, with go-faster Ferrari detailing.
£15,500, store.ferrari.com



BRAWN GP STEERING WHEEL

The only downside to Brawn GP's remarkable 2009 Formula 1 season was that it missed out on a whole heap of merchandising due to the team being so short-lived. Born out of the ashes of Honda, which were rescued by Ross Brawn, Brawn GP contested just one season – and remarkably won the world championship with Jenson Button, and was then immediately bought by Mercedes. While it's technically still dominating today decked in silver, the white and lime colours never really got the chance to shine on merchandising stalls for long. Amalgam models is celebrating the 10th anniversary of the team by releasing some lovely recreations, such as this intricately modelled 1:4 scale steering wheel. There's also a 1:12 scale nosecone replica, or a full-blown 1:8 scale car replica for a hefty £5990.
From £165, amalgamcollection.com

MEMORABILIA, RACE-USED PIECES

Get some genuinely high-octane conversation starters with these once-raced mementos



PROST STEERING WHEEL

From Alain's McLaren MP4/3, taken from the chassis he finished third in at the 1987 Detroit Grand Prix.
POA, race-used.com



GROSJEAN HEADREST

Romain Grosjean's removable Lotus headrest, used between the 2012 and 2015 F1 seasons.
£800, mementoexclusives.com



LAFFITE HELMET

Harking back to a time of simple design. Laffite wore this when scoring podiums for Ligier in 1986.
£5500, race-used.com



WARWICK ENDPLATE

Used on the rear wing of Derek Warwick's Arrows Megatron during the 1988 Canadian GP.
£1250, mementoexclusives.com



Swing low, sweet chariot: Marc Márquez in typical pose, Honda balanced in constant defiance of gravitational laws

Spanish imposition

Will anybody be able to stop Marc Márquez at Silverstone?

August 24-25, Silverstone MotoGP, Great Britain

MINI BREAK

AFTER THE DEBACLE OF LAST season there's a lot to look forward to for this year's MotoGP visit to Silverstone.

The less said about the 2018 event the better, after torrential and persistent rain forced the meeting's cancellation due to the new track surface struggling to cope with drainage. That shouldn't be an issue this time around because Silverstone has completed its second full resurfacing in as many years to fix the matter, and the new surface should also be less bumpy and potentially grippier and therefore quicker.

Silverstone is always a spectacular circuit to watch bike racing. It's wide and super-fast, and the dedication needed for corners like Maggotts-Becketts-Chapel truly sorts the great riders from the merely good.

As for the pecking order so far this year, Marc Márquez is almost in a league of his own. At time of writing he'd just taken his 10th consecutive win at the German GP meeting and enjoyed a comfortable points lead heading into the summer break. Barring disaster at Brno (Aug 4) and the Red Bull Ring (Aug 11), it's hard to see anybody but the Repsol Honda man heading the table ahead of Silverstone. But there are plenty of stories behind him. Can Cal Crutchlow impress on home ground? Can Valentino Rossi turn around his troubles with Yamaha?

Plus, the supporting cast of Moto2 and Moto3 usually provide absorbing contests in which you can get the first glimpse of the future MotoGP front-runners.

Weekend general admission tickets start from £90, with grandstand tickets beginning at £110 via *silverstone.co.uk*.

LOCAL KNOWLEDGE

- **HOW TO GET THERE** Easily accessible via either the M1 or the M40, Silverstone is almost harder to miss than it is to find. Simply follow the A43 from either main motorway and it's well signposted.
- **ALSO GOING ON** The action's not just on track, it's on stage too with a series of concerts over the race weekend included in the admission price. Clean Bandit perform on the Saturday night.
- **DON'T MISS** The Moto3 race. It's early on Sunday and is always one of the best events of the entire weekend. About 30 teenagers going wheel-to-wheel is too good to miss.

OLDTIMER GRAND PRIX

August 9-11, Nürburgring, Germany

Most of the meeting takes place on the new circuit. Most, but not all... and that lends a special quality to the Oldtimer GP. Expect machinery spanning about 60 years, including GTs, single-seaters, vintage and touring cars.

BONNEVILLE SPEED WEEK

August 10-16, Utah, USA

The world-famous salt flats open for the business of speed for the first time this year, playing host to seven days of record-chasing as cars, bikes and, er, rather flamboyant creations attempt to set new straight-line benchmarks.

BTCC: ROUND 7

August 17-18, Thruxton

The British Touring Car Championship returns to Thruxton for its second instalment at the UK's fastest track. The BMW team has been on top so far this year, but will that last into the season's second half?



FORMULA 1: ROUND 13

August 30/September 1, Spa, Belgium

The summer break often means a timely reset in the GP season, and F1's annual trip to Spa is easily one of the most anticipated races of the year. Gorgeous scenery, race cars, *frites* and mayo... what more could you want?

FIA WEC: ROUND 1

August 31/September 1, Silverstone

And just like that, the World Endurance Championship is back before you know it for the 2019-2020 season. There's no Fernando Alonso, nor many LMP1s, but the GT class is still strongly contested. An event not to be missed.

MORE AUGUST EVENTS

August 17 NASCAR Bristol
August 17 RALLY Ulster Rally
August 18 INDYCAR Pocono
August 22 WRC Germany
August 24 NASCAR Road America
August 25 INDYCAR Madison

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Nigel Mansell, one of Britain's all-time sporting heroes, has partnered with *Motor Sport* to give readers a rare chance to be part of a unique evening's entertainment. With 31 grand prix victories, a world championship and a CART IndyCar title, Mansell has a story like no other, filled with triumph, drama and adversity. Don't miss your chance to hear tales from his legendary career.

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The way Farer is mixing things up

British design, inspired by classic cars, and made in Switzerland. Farer may be a young brand, but it's growing fast

ANYONE WITH AN INTEREST IN watches will know there's no shortage of UK-based brands, the majority of which design their offerings here and have them produced overseas, usually by private label manufacturers in Asia or, more rarely, Switzerland.

One of the most interesting to fall into the latter category is Farer, which was founded in 2015 by a group of watch-loving entrepreneurs headed by Paul Sweetenham, the former boss of TJX Europe (parent company of TK Maxx, among other firms) who has used his retail experience to build the brand into a true force to be reckoned with.

Having launched with a range of good-looking quartz-powered models, Farer began to attract a growing following with the introduction of its first mechanical watches in 2016, and has now added a comprehensive range of manual wind and automatic pieces, including chronograph, GMT, time-only and dive variations.

Every offering in the range is designed at Farer's London studio, with production being entrusted to one of Switzerland's leading manufacturers – Roventa-Henex – that operates under the radar to produce watches for some of the biggest brands.

But what makes Farer especially interesting is that Sweetenham is a huge car enthusiast, who maintains a constantly evolving collection of around a dozen classics, all of which he drives regularly.

His love of cars has led to models in the line-up being named after celebrated characters from the motor sport world, including land speed record holders John Cobb and Henry Segrave.

The launch of a new watch is often taken as all the excuse that's needed to take a road trip in one of the fleet, with a 1969 Aston Martin DBS being driven to the Scottish Highlands for the introduction of the 37mm hand-wound collection, and a 1962 Jaguar E-Type being piloted to Switzerland to announce the GMT models.



Farer's retro dials have a stand-out look thanks to their interesting colours – many being taken from old Porsche and Jaguar paint charts. The sea-green on the Lander II GMT is an exact replica of a paint option available to Porsche 356 buyers in 1956.

Visitors to September's Bernina Gran Turismo hillclimb will see the top drivers awarded special editions of a hand-wound chronograph, 20 further examples of which will also be available to buy during the event.

We would recommend the Segrave chronograph (*above*) – it's a great driver's watch and, thanks to the firm's direct selling method, it doesn't cost a fortune.
£1675. farer.com



FEW WOULD DISAGREE THAT Petter Solberg and his son Oliver stole the show at this year's Goodwood Festival of Speed, so affordable watch brand T.W. Steel must be pleased to have recently signed Solberg senior as its latest ambassador. Founded in 2005 by the then 23-year-old Dutchman Jordy Cobelens, the big watch specialist now has a suitably extensive range. We especially like this military-styled quartz movement Maverick MS124 chronograph.
£349. twsteel.com.



FRENCH CAR ENTHUSIAST BERNARD Richards – founder of B.R.M – has forged partnerships with several motor sport teams over the brand's 17-year history, Corvette Racing being among them. It is also the official timing partner at several race circuits and claims that over 1000 racing drivers around the world wear B.R.M products. This year, B.R.M was the official watch maker of the Monaco International Motor Show and produced this special V12-44-GT-Monaco.
£6650. brm-manufacture.com.

Precision is written by renowned luxury goods specialist Simon de Burton

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Esmee Hawkey has already established herself as one to watch in the all-female W Series

MOTORSPOR IMAGES

RACING LIVES

Dean & Esmee Hawkey

WHILE HARDLY A surname that is steeped in motor racing history, the Hawkey family is making its mark through some top championships. Esmee is perhaps the driver you'll know best thanks to her dual campaign in the new W Series and the Porsche Carrera Cup GB. It's an ambitious season for the 21-year old from Chislehurst, but she was inspired by her father, Dean, who has a more unconventional background.
Interviews by James Mills

DEAN: "You could say I'm a frustrated racing driver and that I'm living out my ambitions through Esmee.

At the age of 14 I chose between karting and motocross, and opted for motocross. But it's a good job I did because that's how I met Esmee's mother, Nicolle, when I was 19, at a race weekend in Holland.

By 21, I focused on my new business and didn't return to anything competitive for another seven years. It was Terry Rymer, a great friend, who suggested we go karting. So the pair of us bought karts and went to our local circuit where we messed around, and I thought, 'I rather like this'.

So then I threw myself into it, entering the most competitive series – Formula A in the British Championship – with a Rotax Tony kart. I was racing against people like Jenson Button, Jamie Green, Dan Wheldon, Susie Stoddart and Anthony Davidson. It really was a golden age of karting then.

The trouble was, they didn't like it. They'd all been racing together from eight to 16, and suddenly a 28-year-old turns up and is running at the front of the grid. It's never happened before, and in such a cliquey sport they're all asking 'Who is this guy?'.

After karting, I was making a bit of money on the side by buying BMW M3s in Germany, with Terry, and selling them in the UK. We stumbled across a little car lot near the Nürburgring, and over time we'd go on to buy about 40 M3s from the place.

The guy that was running it was Alexander Böhm, who went on to establish Black Falcon, which is one of the big racing teams in Germany, and he suggested we did some endurance races together at the Nürburgring. We did the 24-hour race, in a BMW M3, the VLN for three seasons and the Dubai 24 Hours.

With the kids growing up, I found time for one more race in the British GT Championship, driving a Ginetta in the GT4 class, and there was karting at the Monaco Cup six hour race. So mine wasn't exactly an orthodox path through motor sport.

But it was enough to sow the seed for Esmee and her brother Ethan. She used to love watching us at the Monaco Cup. Growing up, she was quite a shy little girl, but underneath it all she's always been very determined.

Initially, Nicolle and I weren't sure what to expect when we got her a kart. We thought Esmee just wanted to have a bit of fun and didn't dream that we'd all go on the journey that we have experienced.

She won her first novice race and that was it - we were off! My dad would mechanic for Esmee and I'd be with Ethan, her younger brother. Esmee would joke that Ethan was the golden child.

It's a lifestyle choice, I suppose. People outside of motor sport can't understand what you have to put into it, the commitment in terms of time, finances and the mental side of it. But what you shouldn't do is dwell on things, which is a lot harder to do than it sounds. For example, Esmee was racing in the Porsche Carrera Cup at Croft and had a terrible weekend. She was off the pace; she crashed the car in practice; she finished low down the order.

Ordinarily, we would analyse the race weekend. But at the end of this one I said, 'We're not going to talk about it,



MOTORSPOR IMAGES

Dean Hawkey in the Team Osborne Racing Ginetta G50 at Brands Hatch in 2010, his one round of the series

because nothing positive will come of it. Let's focus on the next round, at Oulton Park, in two weeks.' We went there and she had a great weekend.

So as a parent you have to help your child stop things consuming them. Focus on the positives and be there for them. It's hard to do but it's incredibly rewarding when it all comes good."

ESMEE: "The racing bug started because of dad. From a young age I would go and watch my father racing. The Monaco Kart Cup left the most lasting impression. It was a street circuit, all very glamorous for a kart race, and my younger brother, Mum and I would go with Dad.

You could watch the karts charge around the swimming pool complex. Back then, I'd jump into my Dad's kart and it was huge for me. From the surrounding environment, I'd assumed it wasn't something that girls could do, but by the time I was seven years old I asked Dad whether girls could race, and was surprised to learn it was possible.

This seemed to set off something in Mum and Dad, because for my eighth birthday I was given a Cadet kart. Dad hid it in a van he had from work, and told me he had a surprise for me.

It was a surprise... in more ways than one. It was second-hand, and for whatever reason all the body panels were covered in stickers of flowers. Straight away, I asked, 'Can we take all those flowers off it?' It wasn't very motor sport.

My grandfather worked as my mechanic for years and years through the karting scene. It meant we were very close. Once I'd got enough signatures to upgrade to a yellow plate in the Cadets, I got my head down and was battling for the championship. At the final race, at Ellough Park, [in Suffolk] I had set the fastest lap and was doing everything right to take the championship until I was punted off. It was gutting.

But there was a silver lining. Lawrence Tomlinson of Ginetta had been watching and saw a lot of potential in me, and gave me a scholarship for the Ginetta Junior Championship in 2015.

It was a great platform to get into car racing and taught me a lot of race craft, but the race weekends rarely went my way. Then came the GT Cup; I competed in a Porsche Cayman GT4, and at the end of my first season, I was runner up in my class.

So my sights were set on winning the following year. But during a test day at Brands Hatch I spun off at Clearways and was pushing so hard on the brake pedal that I locked out my leg.

I climbed out of the car and was walking around, looking at the wreckage, and then the medics arrived, when suddenly I lost my vision and shouted to the medical team, before collapsing. My leg was broken and adrenalin had been keeping me going.

After having most of the year off, I came back for the last race at Donington and won, which I needed to motivate me.

If I thought there was a big jump from the Ginetta Junior to the Cayman GT4, it was nothing compared to moving on to the Porsche Carrera Cup. The 911's a tricky car to drive; there's a very fine line between being absolutely on it and a couple of tenths off the pace.

Equally difficult is the cost of running the car. I'm lucky to have sponsors that have supported me for a number of years. And I think that being female helps simply because you're a rarer quantity in motor sport, which maybe makes me more marketable.

Dad has supported me, too. He's been a huge part of my career. I've looked up to him ever since those early days of karting, and he and Mum even backed my decision to put my accountancy exams on hold once I was selected to go through to the final selection rounds of the W Series. Handing in my notice, after two and a half years of hard



After graduating from Ginetta Juniors, Esmee Hawkey is competing in both Porsches and single-seaters

work, was kind of scary but looking back I wouldn't do it any differently. You just have to give it your all.

We don't see enough women in the world of motor sport. Hopefully W Series can fire lots of them into different racing series. It was a once-in-a-lifetime opportunity, and Sean [Wadsworth, chairman of W Series] deserves praise for having the vision and courage to make it happen. We don't pay for our drive and they don't expect anything in return from the drivers. But they will need sponsors to give it long-term viability.

"My leg was broken, but the adrenaline had been keeping me going"

The pressure during the qualifying stages for the W Series was tough. They threw everything at us over long days: skid pans, doing donuts, physical challenges, mid-engined rear-wheel drive cars, front-engined, front-wheel drive cars - I gave it my absolute maximum.

There was a great team spirit at the start, and it was nice to make new friends, but it was survival of the fittest. And that continues in the championship, where we're friendly off track but real rivals on track.

It's a great way to propel us into higher classes. Hopefully we'll see a few more names follow Jamie Chadwick [Williams development driver] into Formula 1, one way or another."

Follow James on Twitter @squarejames



Dean Hawkey with a young Esmee, and her younger brother, Ethan. Karting first sparked the family's racing passion



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HOWARD SIMMONS

From sweeping the Ralt factory floor in the early '80s, Carlin has gone on to create his own successful team

LUNCH WITH

Trevor Carlin

He left school at 16 to run a newsagent and is now at the helm of one of the most successful racing academies the sport has known. **Simon Arron** relates an unusual career trajectory

FOR AN INDUSTRY IN WHICH fragments of a second can be critical, motor racing doesn't always place too high a premium on punctuality. When *Motor Sport* strolls through the front door of The Wheatsheaf in Farnham, however, Trevor Carlin is already enjoying his first glass of San Miguel and primed to chat.

Carlin's name has been synonymous with success on the single-seater stepladder for the best part of two decades. His organisation presently runs teams in Formula 2, FIA F3, BRDC F3, the Euroformula Open (old F3, if you like), F4, IndyCar and the European Le Mans Series.

Many alumni have gone on to compete with distinction in F1, not least Sebastian Vettel, Nico Rosberg, Daniel Ricciardo, Kevin Magnussen and Robert Kubica, while several of the current IndyCar elite – Josef Newgarden, Will Power, Takuma Sato – have also raced in his colours. The cast is long and distinguished, particularly for somebody who began his active motor sport career as a gofer.

Before ordering miso-marinated lamb chops with sriracha and tahini sauce – plus another San Miguel – Trevor takes us back to 1979, when Sony was revolutionising the music market with its new Walkman and Margaret Thatcher's Britain was just taking shape.

LUNCH WITH *Trevor Carlin*

"I guess my racing interest stems from two uncles, Vic and Steve Hollman," he says. "Vic was the general manager at Hawke Racing Cars in the 1970s, but the company was bought out and had ambitious plans to expand. Vic wanted to stick to his Formula Ford roots, so hired Hawke designer Ray Hughes, brought Derek Daly on board as a partner and set up PRS to manufacture cars in Welwyn Garden City, though they later moved to St Albans - about 100 yards from my home.

"I'd left school at 16 and had planned to attend business college, but there was a newsagent for whom I'd been doing odd jobs since my early teens. He was opening a second shop and asked me to run it. I walked past PRS on my way to and from work and would always stop in to see the guys. I loved cars and working at the newsagent was brilliant, because I got to read every car magazine for free as soon as it came out. I became completely obsessed with motoring literature - and still am - but eventually I tired of working there and quit.

"I had no plan, I volunteered to sweep floors and drive vans"

"I didn't have a plan, but popped to PRS and volunteered to do anything that might be required - van driving, sweeping the floor or whatever - and they immediately asked me to go to Hewland in Maidenhead. I'd no idea where that was, but it was my first racing job, aged 19. I drove there with a cheque and picked up a Mk9 gearbox. The guys then worked all night to finish the car and it was delivered the following morning - all very hand to mouth."

PRS had performed strongly as a fledgling manufacturer from 1978, but its star had begun to wane by the time Carlin started helping out in '81. "The company didn't go bust as such," he says, "but custom dwindled and things just fizzled out. I then spent a couple of years drifting around, doing painting, decorating and other random stuff.

"My mum had a driving school at the time and I'd just turned 21, so was now allowed to become an instructor. She had a decent little business so I decided to take the necessary exams, but a week after qualifying I received a call from Steve. He was now working for Ralt and had a vacancy for a storeman, which basically meant monitoring spares, keeping the place tidy and helping to build the cars. I was torn, because my mum had invested in me, but I'd been offered a racing job I wanted. The timing wasn't great, but she was understanding and pointed out that I could always go back to being a driving instructor."

That day still awaits.

THE FOLLOWING MONDAY HE arrived at Ralt at 7.30, was given a grey coat and commenced his formal motor racing career at the helm of a broom, sweeping the place clean before the dawn of a fresh working week.

"I loved being involved in the building process and seeing another new car roll out of the factory every day," he says. "Ralt boss Ron Tauranac was a role model; it was a great education to see how well structured a factory could be. He would occasionally tick me off about keeping my hands clean and stuff, but he was a real inspiration - very open and happy to chat to us about anything. He was always busy, always running around the factory at high speed - absolutely turbocharged. I'm told he's still the same today, in his 90s."

Carlin remained with Ralt until early 1986, when tragic circumstance created an opening higher up the food chain. Highly rated Canadian Bertrand Fabi had signed to contest the British F3 Championship with West Surrey Racing, alongside Damon Hill, but lost his life in a pre-season testing accident at Goodwood. When WSR opted to



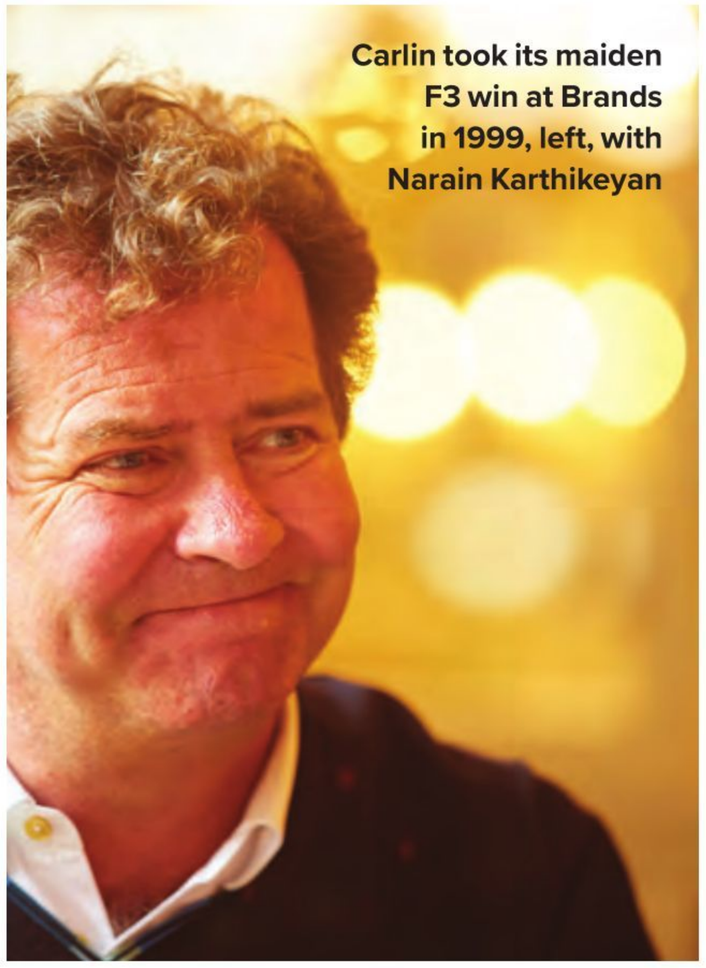
Champagne-stained Carlin with 2001 stars Sato – his first British F3 champion – and Davidson at Castle Combe

MOTORSPORT IMAGES

withdraw from the category for a year, Hill switched to Murray Taylor Racing and the team offered Carlin a job as his number two mechanic.

"That was good fun," he says, "but two months later Steve phoned to tell me there was a job going for a parts guy with Ralt North America, in California. That was far too tempting - good money, living close to a beach - it was the start of a love affair with American racing. I stayed there two years, until I got yet another call from Steve. He was setting up his own operation, Bowman Racing, to contest the 1988 British F3 Championship and needed a team manager. Did I want the job? I'd acquired a fair bit of knowledge by then and the timing felt right, so I accepted."

Bowman emerged as a significant force during the season's course, Gary Brabham finishing second to JJ Lehto in the standings,



Carlin took its maiden F3 win at Brands in 1999, left, with Narain Karthikeyan

and in 1989 the team expanded its effort to six cars. It was to be a contentious campaign, Bowman's linchpin David Brabham and main rival Allan McNish (West Surrey Racing) both being stripped of points as a result of protests and counter protests about alleged engine infringements. It wasn't until early the following year that the matter was ratified, all points were restored and Brabham was declared champion.

Bowman's first title success did, however, have consequences: it decided to become an F3 constructor. "That started off partly because our engineer Bruce Carey felt Ron Tauranac had supported West Surrey in 1989," Carlin says, "so he decided he wanted to take on and beat Ralt. The plan was to build a carbon fibre equivalent of the Ralt RT33 - a bit slimmer, much stronger, a little more aerodynamic. Bruce was brilliant at developing a car, but taking responsibility

LUNCH WITH *Trevor Carlin*

for a complete concept is very different. The more he got into it, the more he wanted to do - and of course that delayed the project."

Still armed with a Ralt, Bowman driver Steve Robertson finished third in the 1990 British F3 Championship - but the new car still wasn't ready by the campaign's end. "We'd told people we were building it," Carlin says, "but we had nothing to show, so drivers started signing up with other teams for 1991. We had nobody signed, no budgets and, as yet, no car. [Long-time ally] Anthony Hieatt and I ended up building it - we had one composites guy, one machinist, one fabricator and the rest was down to the two of us. We were pulling all-nighters three times a week, but unfortunately the car wasn't quite quick enough. It showed pace every now and then [Robertson won twice at Thruxton in 1991], but not enough to win any customers and, as with PRS, the money eventually dwindled away.

"For 1992 I wanted to focus on running a team, so we bought a Reynard and signed Philippe Adams. That went reasonably well initially, but Marcel Albers was sadly then killed at Thruxton and Philippe moved to Alan Docking Racing to replace him, because he felt the Ralt chassis would be more competitive. That pretty much finished things for me, so I simply took the summer off - and the winter, come to that.

"I went to Australia in March 1993, to watch the CART race in Surfers Paradise, and ended up working with AJ Foyt's team. I volunteered to build them a spare nosebox - and was then asked whether I could help with pitstops. I was wearing T-shirt and shorts, so said, 'I don't think so', but the CART rules stated that all those in front of the pit wall had to wear fire suits - but that wasn't a requirement if you were behind the wall. They just wanted somebody to support the refuelling hose from the rear, for which I didn't have to be over the wall - but it was still potentially the most flammable job and I was in the least suitable possible clothing. In the end, happily, I wasn't required.

"I then flew to Long Beach, started touting around for a job as a mechanic and Derrick Walker offered me a position. He asked where my tools were and I promised I'd get them shipped over, so that I could start work at his Indianapolis base a couple of weeks later. In truth I didn't have any, but my mum had moved to California by then and agreed to lend me some money. I placed an order worth $3000, arranged for everything to be shipped to Indy and went home to sort my affairs in the UK.

"Almost as soon as I returned, I received a message from West Surrey boss Dick Bennetts, who needed a new team manager. Personal circumstances eventually persuaded me to remain in the UK and I finally received my new tools about six months later...

"I absolutely loved working with Dick and it debunked lots of myths. Everybody used to say West Surrey was special, they did this, they did that, but in truth Dick just runs a really good, professional team. He had good budgets, good drivers and the right equipment. I'd worked with some brilliant people: Vic and Steve, Ron Tauranac, then Dick - it was a great education."

"I was asked to help with pitstops... in T-shirt and shorts"

WSR remained in F3 until the end of 1995, then landed a deal to run the factory Ford Mondeos in the British Touring Car Championship. Carlin didn't remain with the project for long.

"I felt bad about it really," he says, "because I'd been encouraging Dick to expand. The Ford deal was fantastic on the surface, but we didn't go in with a sufficiently big budget and after the first race I decided I wanted no further part. The expectations had been so high, but we were so far behind the eight-ball that I felt it was going to be a disaster."

He went his own way once more and, at



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Sebastian Vettel raced in Formula Renault 3.5 with Carlin in 2007. Below, Lando Norris beat hot title favourite Prema to secure 2017 FIA F3 crown



the end of that year, landed a deal to run pitstop challenges for members of the public, at events organised by the Williams-Renault F1 team. He acquired a truck and some pit equipment, while two Reynard F3000 chassis were converted to look like grand prix cars. "We spent about four months on the road and it was brilliant," he says. "I used a few proper race mechanics, plus some of my mates from the pub."

Such were the seeds of the powerhouse Carlin has since become.

"AT THE BEGINNING OF 1997 I received a phone call from renowned driver coach Rob Wilson," he says. "He was working with a young lad called Henry Stanton, who'd been racing in Vauxhall Lotus, and his father was interested in setting up a team. I had the kit because of the Williams pit challenge, though I didn't have a workshop. All I had was a barn on farmland near Woking, where the McLaren Technology Centre now stands - I had to move out when McLaren bought the site."

After meeting Stanton Sr, Carlin contacted former Ralt colleague Alan Howell, who had been running his own team - Weylock Racing - but was looking to sell up. "I asked him to let me pretend I owned his workshop, then promised to buy everything if I landed the deal to run Henry," Carlin says. "One evening he lent me the key, I showed the Stantons around and we were in business. Now I just needed to find a name. I really didn't want to call it after myself, but I looked in *Autocourse* for inspiration and all the best teams seemed to be based on family names - Ferrari, McLaren, Williams and so on. In the end it was more out of desperation than anything else that I settled on Carlin Motorsport. People came up and said, 'That's imaginative, must have taken you ages' - but it had."

With a staff of five plus a part-time truckie, his eponymous operation was in business. Did he have the faintest notion about how things might evolve (he presently has about 100 employees)? "Definitely not," he says. "I was just trying to find a way of staying in motor racing and paying the mortgage. Nothing's really changed today, it's just that I've got a slightly bigger ball...."

Stanton didn't complete that first season - he missed a couple of races with a broken wrist, then

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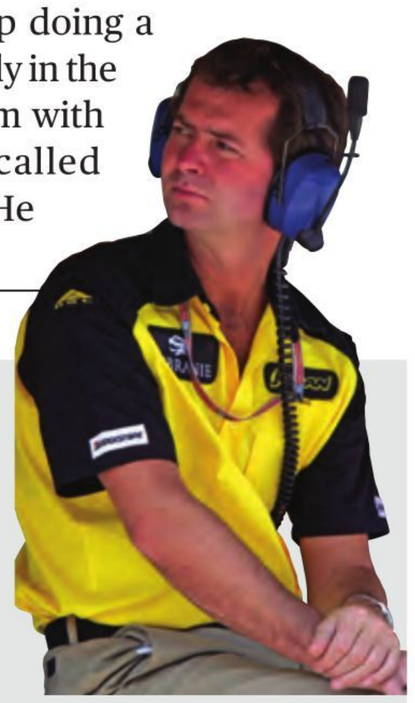
Indy 2019 was a disaster for Carlin's team, although Charlie Kimball – leading Fernando Alonso in practice – at least made the field

later decided that he didn't want to pursue a career in the sport - but Carlin recruited proven front-runner Jamie Spence for the Thruxton finale.

"His engine blew in the race," he says, "but he'd been very quick and, given that we were up against Paul Stewart Racing, Promatecme, Alan Docking et al, we were punching above our weight and I think people realised we had a good crew.

"The plan for 1998 was to run Narain Karthikeyan, who had sponsorship from General Motors India. The deal was about to be signed off when GM pulled the plug because it wanted Narain to use Opel engines and we had Mugen-Hondas, so we appeared to be stuffed.

"We ended up doing a couple of tests early in the year - one of them with a youngster called Jenson Button. He drove down in his Toyota Prius and asked why we weren't doing F1. I explained that the barriers to entry were too high, so it would have to be a customer-car model. We had a great chat and he liked seeing how we operated as a tiny team, because it reminded him of the old days. He told us the FIA would have to find a way to address the situation and in 2006 they announced a tender document for a new F1 entrant. I phoned to ask whether he thought we should apply and he said, 'I strenuously recommend that you do.' So I did, but then Prodrive was chosen to enter the championship from 2008, although that deal eventually fell through. Since then, of course, it has become ever harder."



Brief flirtations with Formula 1

Carlin has tasted life at motor racing's top table, but there is little prospect of making a return

Trevor Carlin has no particular Formula 1 aspirations, but has dabbled in the past with the sport's top tier. In 2005 he was hired as sporting director of Midland F1, formerly Jordan. "I'd been told there would be significant investment," he says, "so I accepted the role and dovetailed responsibilities with running my own team. The money never really materialised, though, so the opportunities to develop weren't there and I didn't stay long. And even when I was there, I'd be sitting on the pit counter, trying to tune one of the computers into live timing to see how my F3 guys were doing elsewhere...

"The following year Max Mosley phoned out of the blue and said he wanted to chat to me about racing. He was contracted to race in Formula Ford, but his manager Dave Robertson asked me to give him an F3 run at Pembrey because he wanted to know whether it was worth signing him to a management contract. It was February and we were the only car there, so there were no benchmarks, but you could hear every gearshift, every throttle blip. He did a reasonable time in the conditions, made no mistakes and was easy to work with. A month later Dave asked us to do it again - and this time Darren Turner was there with Portman Racing, running a new update kit, but Jenson was quicker than him in our standard car. We advised Dave to invest in him..."

Towards the campaign's end Karthikeyan came on board, having split from his previous team, and scored two podium finishes from six races. He stayed for 1999, taking pole and Carlin's first F3 win at Brands Hatch in April. "That," says Carlin, "is when things began to tick along properly. Late that season, we were testing again in Pembrey and watched this crazy young kid hurling Diamond Racing's B-class car around: Takuma Sato. He had massive commitment and brilliant car control, so we started talking to him and thrashed out a deal for 2000. That's when we really upped our game and started winning more regularly."

Sato was third in the championship that season - and beat team-mate Anthony Davidson to the title in 2001.

IT'S A REFRAIN THAT HAS BEEN repeated many times since - and in different categories, too. Nine drivers have won the British F3 title with Carlin, five of them - Sato, Jaime Alguersuari, Daniel Ricciardo, Jean-Éric Vergne, Felipe Nasr - subsequently going on to compete in F1. There have also been race wins and title successes in FIA F3 (Lando Norris was champion in 2017), GP2, F2, GP3, Formula Renault 3.5, FIA F4 and elsewhere. When 1997 world champion

LUNCH WITH *Trevor Carlin*

Jacques Villeneuve and former racer Patrick Lemarié recently announced their own racing scholarship, they confirmed that first prize would be a season with Carlin in British F4. And then there's an IndyCar programme that began in 2018...

"Once we'd proved we had a high-quality team, with really good people, it was inevitable that some of them would want to move onwards and upwards - nine times out of 10 that means they leave you, a bit like a driver. I had a team manager and an engineer that wanted to do something new, so I looked at Formula Renault 3.5 and by expanding the team I was able to keep the good people on board. That's what we've done ever since."

Are there any drivers he wishes he could have run? "Only one or two," he says, "because since we started to become successful many of the really good ones have come to us. I wanted to run Kimi Räikkönen after he'd mopped up in Formula Renault, so made an approach. When I heard we probably wouldn't get him I was thinking, 'Oh no, who's got in ahead of us?' I refused to believe it when first told he was graduating directly to F1, but sure enough...

"Running Sebastian Vettel in Renault 3.5 was interesting. Red Bull brought him to us at Misano and he looked OK, finishing on the podium in race one. I assumed that was about his level - a third-place merchant - but by the time I got to the airport that evening he'd been promoted to second because of somebody's technical infringement... and when I landed in the UK he'd been declared the winner because of another. The following day he qualified on pole and won, so my initial assessment wasn't quite right.



Barbadian driver Zane Moloney has been a multiple British F4 winner with Carlin this year

"The crew absolutely loved him. He was extremely serious about racing, but after debriefings he'd lie in the truck watching episodes of *Little Britain* on his laptop and laughing his head off."

Ricciardo created a more immediate impression. "Our car had yet to turn a wheel when I arrived at a pre-season F3 test in Albacete," he says, "but already the engineers were saying, 'This new bloke is going to be bloody good.' He'd taken them around in a road car the previous day, but despite not knowing the circuit had the place sussed straight away. He impressed us from minute one."



Since overseeing his first title in 2001, Carlin has won more than 20 racing championships

CV **BORN 13/3/63, ST ALBANS, ENGLAND**

- **1981** Gofer for Formula Ford manufacturer PRS
- **1984** Trains as driving instructor before taking job as Ralt storeman
- **1986** Stint with Murray Taylor Racing as F3 mechanic, then joins Ralt North America
- **1988-92** Team manager, Bowman Racing, British F3
- **1993-early 1996** Team manager, West Surrey Racing
- **1997** Establishes his own eponymous F3 team
- **2001** Takuma Sato becomes Carlin's first (of nine) British F3 champions; others include Daniel Ricciardo (2009) and Jean-Éric Vergne (2010)
- **2005** Short stint as sporting director of Midland F1
- **2010-11** Formula Renault 3.5 titles with Mikhail Aleshin & Robert Wickens
- **2014** GP3 title, Alex Lynn; Formula E partnership with Mahindra
- **2015** British F4 title, Lando Norris; first season in Indy Lights
- **2017** FIA F3 title, Norris; BRDC F3 title, Enaam Ahmed
- **2018** Champion team, FIA F2; maiden IndyCar season

IT HASN'T ALL BEEN SMILES AND success, though, and Carlin cites this year's Indy 500 as his most crushing disappointment. Two of his three entries failed to qualify - as did the McLaren-run car of Fernando Alonso, for which Carlin was providing some technical assistance.

"Those were absolutely the toughest 10 days of my motor racing career," he says. "The disappointment of not qualifying two cars - plus being attached to McLaren, which didn't make the cut and blamed us - and then to be running so well in the race with Charlie Kimball, who was a comfortable eighth when he was taken out... I felt pretty low.

"When we arrived at the test day, Max Chilton said the car felt the best he'd ever had at Indy and Charlie was quick, so it never dawned that we wouldn't qualify. But in the end we were a little too conservative in terms of the downforce we took off for qualifying - we just didn't give them a fast-enough car. It wouldn't have taken much to sort it out, but by the time we realised we were in trouble it was too late.

"IndyCar is incredibly tough. Even though it's a spec formula, you can do a lot more than you might think. You order a rolling chassis from Dallara, for $350,000 - and when it arrives you think, 'Where's the rest of it?' You then have to spend another $350,000, but there are different suppliers and lots of things you can do. We're still playing catch-up in that respect and you really can't underestimate the likes of Penske, Ganassi or Andretti. They are all great teams and run 10 cars between them, so even qualifying in the top 10 is a pretty decent effort..."

Carlin nowadays travels to about 30 events per season, but says he enjoys it as much now as he did when it all began. "It really is a seven-day job, but it's self-inflicted so I can't complain," he says. "I still love it, but throughout it all I've never really had a long-term vision - it's just been a matter of trying to keep the company on solid foundations. It has been going for more than 20 years now and I'd like it to keep going for at least another 20."

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LETTERS

Mark Hughes's web report on the 2019 Canadian Grand Prix was interesting and there are some aspects that reflect the general position with regard to fairness in motor racing.

I am not sure what comes first, the regulations or the racing spirit? Can we allow racing on the basis of contact? When I saw Ayrton Senna barge Martin Brundle on the straight at Snetterton many years ago and the stewards called it "a racing incident", I realised we were on a slippery slope.

In the case of the decision in Canada, the stewards were spot on. The case is not whether Sebastian Vettel was on the edge of losing control - he had lost control and was regaining the track. Even at speed that's his responsibility and that pedal on the right can go both ways, down or up. I know about the age-old arguments that racers won't give in, but we've had very good competition without all the barging.

The flaw lies in the belief that the leading driver has a claim to the racing line. If someone is catching from behind and has their wheels next to yours, you need to modify your trajectory to accommodate them.

GERARD SAUER, STREATHAM, LONDON

I enjoyed your recent Paul Newman articles, which brought back good memories. It was good to see his smiling face again. The one detail that disturbed me was the implication that Newman's wins in my Lotus Elan at the driving school and his first regional race win are not corroborated.

My friend Peter Mullen had four Datsuns to build for Bob Sharp's team. Newman requested a car, but there was not enough time to build it and give him enough time to attend his course and qualify for that season's races. Since my Elan was driverless, I suggested that he could use that instead.

Newman *did* win the school race! After that, his Datsun 510 was still not ready for the first regional event of the season, so Peter, Paul and I went to Thomson Raceway and Newman won again in my Elan.

RICHARD H YAGAMI, ALTADENA, CALIFORNIA



Paul Newman in Richard Yagami's Elan. Mullen leaning in, Yagami on boot

I am writing to inform you of the sad death of former sports car entrant Richard Cleare, for whom I worked as team manager between 1980 and 1987. Richard formed the team to contest rounds of the World Endurance Championship and, in particular, the Le Mans 24 Hours.

The team never had many staff and remained indebted to like-minded enthusiasts who gave up some of their leisure time to help out during race weekends. Lack of sponsorship did not dampen Richard's enthusiasm and drive and the team's efforts were rewarded on many occasions.

Richard's Porsche 934, rebuilt at Autofarm and immaculately prepared, became one of the most competitive cars of its type. With Tony Dron and Richard Jones, he finished 13th overall and first in class in the 1982 Le Mans 24 Hours.

In 1986 Richard purchased a March Porsche 85G from the USA and took another Le Mans class win, but financial constraints finally brought the story to an end after the 1987 Silverstone 1000Kms.

The sport has lost one of its true gents, the like of whom we shall not see again.

PETER TWITCHEN, HOLBEACH, LINCS

Robert Ladbrook's recent article on the future of Formula 1 as a pay-per-view TV spectacle was interesting, but I have to admit that the current arrangement of evening highlights on Channel 4 suits me fine.

I have spent too many fine Sunday afternoons thinking, "I should be outside doing something useful, rather than watching controlled tyre management."

IAN MCRAE, NORTH LANARKSHIRE

Heroes of Le Mans - I can't wait to read about my hero! Number 1 - yes, he was brilliant but drove good cars. No, my hero isn't in the top 10, but then he only won once. Maybe the top 20? No. His team-mate is in at 23, so I must get to him soon. Top 30 - 40 - 50? No. There must be a page missing?

This man won the race in one of the most dangerous and fastest cars in the most evil weather ever seen at Le Mans. The previous year he was leading the race by four laps after 21 hours when the clutch failed. The year after his win he finished second at an average speed of 137.43mph.

Come on boys, this guy is a living legend. A man still racing today. Who is he? Richard Atwood.

MARTIN WAIN, CHESTERTON, STAFFS

While reading some past issues I came across a dispute between readers over the provenance of Chaparral as the name for Jim Hall's supremely advanced sports racers. It is truer that chaparral is a shrub and less true that it's a bird, although both have merit. The bird lives among the chaparral in the high desert of the American south-west, from which its nickname was derived, originally as chaparral bird, itself a colloquialism for the road runner, officially known to ornithologists as Geococcyx californianus.

The road runner has a top recorded ground speed of 27mph and is able to fly short distances to escape predators. Its wings generate lift for that purpose and, unlike its high-winged racing namesake, simple gravity provides all the downforce needed.

JULES DELACROIX, SANTA BARBARA, CALIFORNIA, USA

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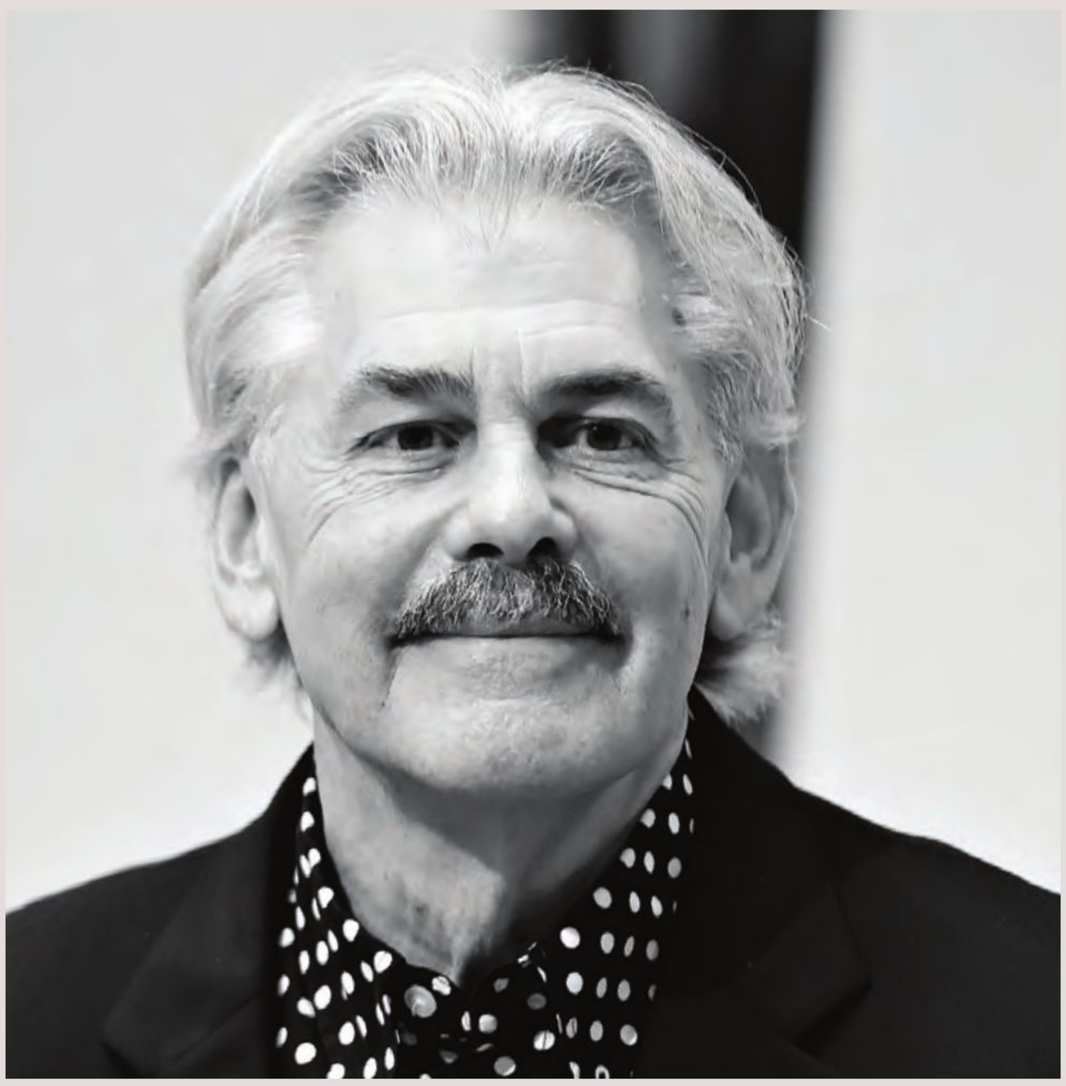
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Roger Penske made history with the Zerex Special before it inspired a young Bruce McLaren to go it alone. Lost for almost six decades, now it's back. **Robert Ladbrook** tells the story

PHOTOGRAPHER **JAYSON FONG**

The original unfair advantage

ZEREX SPECIAL RESTORATION

The hype of the Goodwood Revival may centre on Ferrari 250s, Aston Martin DB4 GTs, rumbling Cobras and enduring E-types. But nestled in the entry for this year's event is a car that's arguably more significant and storied than all of the more extravagant exotica in the paddock combined.

The Zerex Special is probably the most important and influential car you've never heard of. This diminutive, unassuming prototype is the car that first displayed Roger Penske's cunning engineering genius. It's the car that first wooed Bruce McLaren into wielding a spanner in his own name, and in many ways launched the global automotive empire that's become his legacy. In a former life this car also competed in Formula 1 and, on top of that, it sowed the seeds for the legendary Can-Am category.

While the Zerex has a bit of a cult following across the United States West Coast – thanks to Penske's exploits with it in the early '60s – its competition pedigree in the UK was brief, but highly successful. Plus, to us, its name sounds like a photocopier – it's not. Zerex Special was actually a brand of antifreeze from Dupont, Penske's sponsor. At the time America frowned on monetary sponsorship in motor sport, so Penske simply stuck two small white stickers on the sides and gave the machine the moniker of the sponsor. The Zerex Special it became.

So, what is the Zerex Special? It's actually not an easy question to answer. "This car is about four cars in one, so it's got a pretty complex lineage," says Greg Heacock, the car's proud owner, and the reason this piece of history is still alive. After an exhaustive restoration lasting almost two decades, both the story of the Zerex Special, and the car itself, have been pieced back together by the work and dedication of Heacock. It is a story that crosses continents and eras and includes the original engineering and design team as well as a *Motor Sport*.

First, let's cover the car's backstory. The Zerex actually started life as an ill-fated Cooper T53 F1 entry. Chassis F1-16-61 was freshly built when it lined up on the grid for the 1961 United States Grand Prix at Watkins Glen in the hands of American entrant Walt Hansgen. It only lasted 14 laps, when Hansgen crashed while trying to avoid the spinning Lotus of Olivier Gendebien, ripping a corner off in the impact and twisting the chassis.

That should have been game over, were it not for another American driver in that race – Roger Penske. On one of only two F1 starts in his career, Penske had rented a John Wyatt Cooper T53 for that race and spied an opportunity. He bought the remains of the damaged chassis and rebuilt it with the intention of using it for Formula Libre races, but went a bit further.

Having studied the Sports Car Club of America (SCCA) rulebook, Penske spotted an early trend for creating central-seat sportscars, which enjoyed better weight distribution and handling characteristics. He figured an F1 chassis would be the perfect base for one. However, the cars still had to have two seats side-by-side, but no mention was made to the size of the second seat, or if anybody ever had to actually fit into it.

In the true Penske style of always looking for the unfair advantage, no matter how slight, the team fabricated brackets to fit a monkey seat – barely large enough for a child – to the side, underneath a hatch in the skin of the newly-created sidepod. Penske crammed himself into the tiny space, knees jammed to his chest, well above the bodyline, to prove to concerned scrutineers that it constituted a passenger seat.





Comfy in there? Roger Penske crams himself into the so-called passenger seat to prove its legality. Above, as the seat is now

DAVE FRIEDMAN

The 2.5-litre Coventry Climax engine dominates the skeletal chassis. It was 2.75-litres originally, but had reliability issues



The original Zerex Special went through four iterations. This one is the Penske-spec single-seater

He added custom-designed sports car bodywork over the top and fitted a 2.75-litre Coventry Climax engine, significantly larger than the 1.5-litre four-cylinder unit used during its brief F1 career.

Penske and what was then called the Updraft Special - named after his engineer Roy Gane's Pennsylvania-based Updraft Engineering company - were an immediate hit during 1962. The combination won multiple races by handsome margins, culminating in the USAC Road Racing Championship title in the first season.

IT WAS DURING 1963 THAT THE CAR, now known as the Zerex Special, morphed into its third iteration. Still driven by Penske, but sold to John Mecom's eponymous racing team, the chassis was changed dramatically with the bottom tubes of the frame widened enough that two seats would fit between the frame rails, this time with the driver's seat being moved to the right and a proper passenger seat fitted alongside to avoid the ever-tightening rules.

Despite the more compromised design, the Zerex still succeeded. Keen to test his creation farther afield, Penske entered the 1963 Guards Trophy race at Brands Hatch. Against the heavier and less nimble Cooper Monacos, Lotus 19s and Ferrari 250 GTOs, Penske and the Zerex dominated. It may have had two seats by now, but there was unanimous feeling that it wasn't built in the spirit of a true sports car of the time.

"I was at that race as a boy, and I remember being absolutely outraged at this American creation coming over and blatantly bending the rules," says Frank Catt, owner of Wealden Engineering - Heacock's designated custodian of the Zerex while it's in the UK. "We were horrified. It was a completely illegal car as we saw it, yet it got through scrutineering on a technicality and won the race by a country mile. I remember all the chatter being: 'Is this the way sports car racing is going, then? This Yank chap can turn up with buckets of cash, make what he likes and call it a sports car?' In those days we were purists and Ferrari GTOs and Jaguar E-types were brand new cars, and this Zerex was totally alien and mind blowing, but that

"This American creation bending the rules outraged people"

was Penske all over. I'm amazed that this car has ended up with me all these years later."

After 1963, Mecom opted to offload the now two-seater Zerex. Bruce McLaren had a firm relationship with Cooper, having driven for the works team in F1 since 1958. He liked the development potential of a car like the Zerex, and bought it, making it the first racing car McLaren ever owned himself (the tiny 1929 Austin 7 he began his career in was bought by McLaren's father, Les, and then commandeered by Bruce).

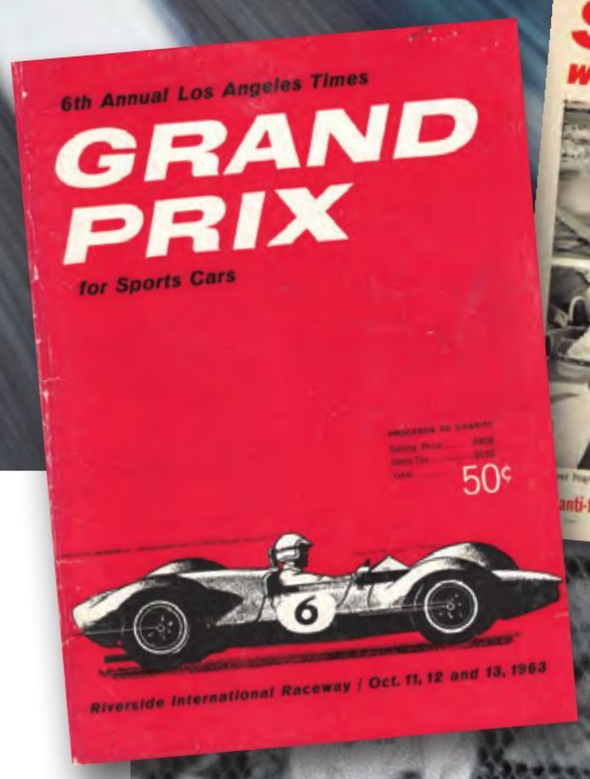
This is where the key part of the Zerex story occurs. McLaren fitted a huge 3.5-litre Traco-Oldsmobile V8, with bulging exhaust tailpipes protruding through the now shorn-away rear bodywork. But the old chassis simply didn't have the torsional rigidity to stand up to that sort of torque, so McLaren cut the bodged centre chassis away and replaced it with his own, stronger tubular-frame design. Now called the Cooper-Oldsmobile, Bruce entered it into the British and Canadian Sports Car championships under his own fledgling Bruce McLaren Motor Racing team. After some oil pressure problems stopped the car at Oulton Park, McLaren dominated round two at Aintree, beating Jim Clark's Lotus 30. McLaren would go on to win that year's Guards Trophy and was only denied glory in the RAC Tourist Trophy at Silverstone by a clutch failure.

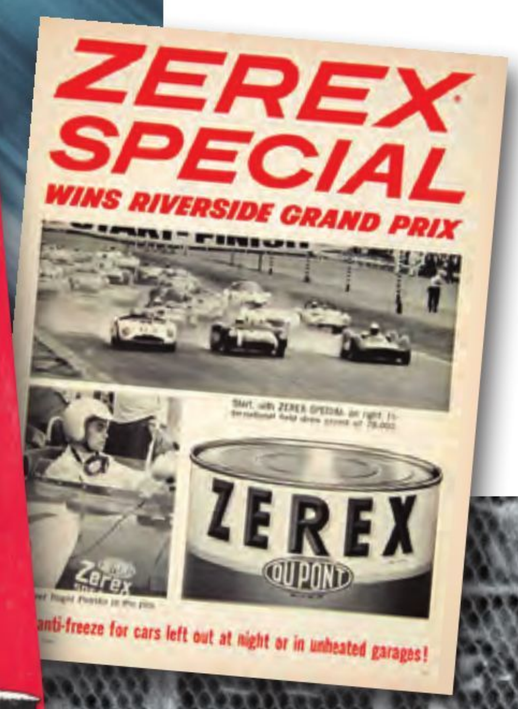
That was as far as McLaren's relationship with the Zerex went, but it had served its purpose. Bruce McLaren Motor Racing had made its first real impression on the sport, and constructed its first racing chassis. McLaren would split with Cooper's F1 team and run his own F1 concern from 1966. That probably can't be totally credited to the Zerex, but it was certainly a launchpad for McLaren's independence and remains the first car it ever fabricated.

As for the Zerex, it was sold to one-time F1 starter Dave Morgan for 1965, who raced it sporadically before it changed hands again, to Venezuelan Leo Barboza and eventually disappeared entirely after 1966.

The remains of that car are still thought to be in storage somewhere in South America, but its exact location and condition are unknown. So, if that's lost in the wind, what's this Zerex? Remember that bit of old chassis McLaren cut away and discarded?

"It all started when I was working to restore an ex-Pete Lovely Lotus 19, because I've always had a fascination with the Coventry-Climax engine and the cars it powered," says Heacock, a Seattle-based businessman and amateur racer. "Through that project I built a good relationship with ▶







DAVE FRIEDMAN

Roger Penske at the wheel of the ever-changing Zerex Special at the Riverside Grand Prix in 1963. Above, original race programme and celebration advert from the event

Pete and his mechanic at Rosebud Racing in Texas, Jock Ross. We started looking for the correct Climax engine block for the Lotus, and knew it was in the UK. I already knew Frank [Catt] as he was a big Ford GT40 man and we'd struck up a friendship as I'm in the UK quite a lot – I even married a Brit!

"We traced the block to a private seller, who we met at the Beaulieu Autojumble. There we were with a garden trailer, and this guy with his garden trailer full of junk and it was like a scene from *Steptoe & Son*! We found the block with the right numbers for Pete Lovely's car, but there was also this big chunk of racecar frame, boxes of sheetmetal and fittings, brackets and other cut-up bits, which the seller thought were from a Lotus 19. We bought the engine block for £1500 and rest of the bits for £250, got them home and quickly realised the bag of bones wasn't from a Lotus at all.

"Frank thought he recognised the car, mainly from the rear air scoops, and swore he'd seen it before. We got some help from [*Motor Sport* historian] Doug Nye, and also the LAT Photographic agency, which sent us all the shots they had of the Zerex. We were counting rivets to try to identify the bits!"

With the bones of the original chassis with Heacock, his connection with Lovely and Ross yielded more parts to the puzzle. Ross put him in contact with Penske's original mechanic Gane, who in-turn knew Harry Tidmarsh, who constructed the original sports car bodywork for Penske at his workshop in Philadelphia. Photos were sent back and forth, and eventually all parties agreed. It was unquestionably the centre section of the original Zerex Special chassis.

"We made a good fist of identifying it, but Roy Gane really called it as he recognised some of the Cooper chassis modifications he'd made originally, such as moving the shifter outboard and passing the shift rod through the right cockpit frame tube to accommodate the exhausts," explains Heacock. "That's when Roy and Harry said 'Well, if you've got this much of the car, we've got a load more here in boxes.' We could even pick which iteration of the car we wanted to rebuild – but the single-seater 'Penske spec' for me was the real Zerex Special, so that's what we went for."

The remains were transported to Seattle, where the frame was built around the original pieces, supplemented by original Cooper parts taken from another restoration of Steve Froines' T53 in California.



"We took it all to a well-respected Lotus 19 fabricator called Archie Hodge," says Heacock. "He'd just built a new frame for Froines, so we took his old one and put it into the mix with the piece of shit we had to essentially create a new Zerex frame. We also got the original Armstrong suspension dampers, brake calipers, the steering wheel,



The old gang back together. Roy Gane (left), body architect Harry Tidmarsh (middle) and Greg Heacock relax after a day of restoration

Cooper shifter knob, full dash, front radiators and air scoops. Suddenly we had all four corners and things were coming together. We had to fabricate things like the wishbones and the exhaust parts as they were ratty."

But there was also some customary Penske magic with the original chassis that wasn't immediately noticeable.

"When we got the two Cooper frames together, we realised the Zerex one was shorter by about an inch and a half," adds Heacock. "We spoke to Roy about it and it turns out they shortened the chassis so they could make the nose more pinched and lower for less wind resistance. So, it wasn't enough that this was already a single-seater, not a sports car, but they did that too for some more unfair advantage! The whole thing is a beautiful cheat from front to back."

The engine is, as you would expect, a Coventry Climax unit from Crosthwaite & Gardiner. But this time it's a 2.5-litre.

"The way they used to get 2.75 out of the units was by machining the piston liners until they were almost see-through," adds Heacock. "They'd get a race or two out of them and then they'd just erode or crack and need replacing. In modern engines, Crosthwaite gets more power out of the 2.5 with some port work, and it's more reliable."

Some could call this iteration of the Zerex a reimagining, or an evocation, but that's not quite right. This is as real as it can get. Underneath is the metal and soul of the original Penske-built special, and it goes the extra mile for authenticity on top, too.

"Once the chassis was done, we got started on the bodywork," continues Heacock. "We had a fair few bits already, like tracings and a few body parts. But there were a few panels around the back that there are no good images of in-period. It's quite



Bruce McLaren at the wheel of the notably larger Oldsmobile Special after his work to widen and stiffen the car in 1964

DAVE FRIEDMAN

How the Zerex inspired Can-Am

Penske may have pioneered the design, but McLaren's modifications set the tone for something far bigger

Among its many credits, there's also a strong suggestion the Zerex Special had a big part to play in the creation of one of motor racing's all-time great formulas – Can-Am.

The Canadian-American racing series for big-capacity, big-power sports cars ran from 1966-1987. But the idea and the formula was developed from the type of car that began seeping into Group 7 sports car racing from 1964, right when the Zerex was the benchmark.

When Bruce McLaren bought the car, along with the Traco-Oldsmobile V8, from the Mecom workshops and set about fitting a unit with more bulk and power than the original chassis could handle, it set the tone firmly for Can-Am.

"The fourth iteration of the Zerex Special is actually the first-ever McLaren," says Heacock. "He cut it up, built his own chassis and fitted a huge engine. It's basically a 'McLaren M1-minus-1'. If you look at the Can-Am cars from the 1970s they were basically single-seaters with huge engines and big air scoops either side of the driver. It's funny to look at this car from 1962 and see the same trend. It's not as wide, but the Zerex definitely fits into the puzzle of Can-Am's early days.

"The car must have been terrifying when Bruce put that 3.5-litre unit in the back. That must have been about 500bhp in a car weighing no more than 1200 pounds. I've had conversations with people who saw it race like that and I reckon Bruce was absolutely fearless – and at that time he probably believed he was indestructible, too. But those guys back then were like that. Roy would tell me most would race a car with three lug nuts out of five, just because if the wheel was still on it would probably be OK. There was no health and safety back then. It was pretty insane. But the development of the Zerex just shows how much motor racing changed across those few years in the 1960s."

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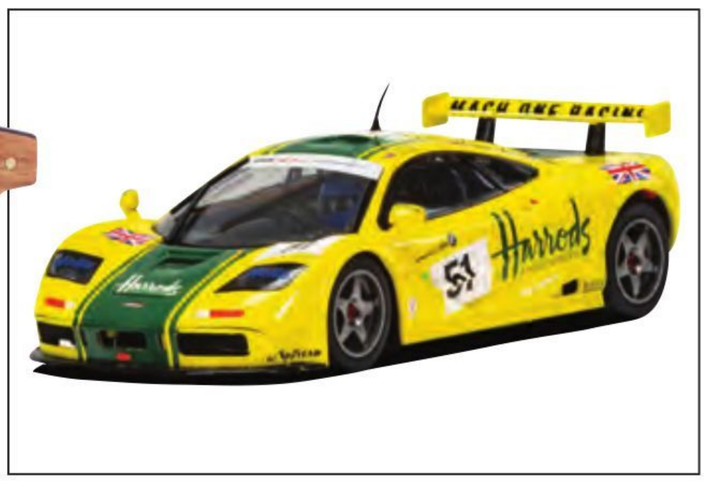
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complex how it all tucks away back there. So we went to Harry and he got out the same 55-gallon drum he used to make the original ones, the same mallet he used almost 60 years ago, and a piece of aluminium and just hammered it all out again. You can't get much more original than that."

After acquiring the original chassis parts in 1999, and intensifying the project over the last five years, the Zerex finally returned to the track last year. Sadly, too late for Tidmarsh, Ross and Lovely – who have all since passed away – to see it run.

So what's it like to drive the culmination of the work of so many great people, reliving the glory days through the project?

"It's an incredibly special car to drive and you can feel the history behind it," says Heacock. "You can get it crazy sideways and hold it due to the long wheelbase and the engine has so much torque you can basically steer it on the throttle. But it's the history that soaks into you. Somebody once suggested that we re-trimmed the steering wheel, I told them we'd be crazy to do that – Roger Penske and Bruce McLaren once held that!

"Working with people like Harry, Roy and Jock and seeing their methods was amazing, too. I once watched them gas-weld aluminium, which I knew they did back then, but I've never seen. I've only TIG-welded before, but they just got the torches out and it was beautiful. They were so fast too, so old school – such beautiful work with the simplest tools. It shows that we rely far too much on modern technology to do this stuff for us now. We just don't use our hands and our brains enough anymore."

Now back and running, the Zerex made its Goodwood debut during the Members' Meeting back in April, and will now be one of the star attractions at the Revival, where Heacock will race it in the Whitsun Trophy.

During *Motor Sport*'s podcast with Penske himself earlier this year, we informed him of the Zerex's restoration. Penske was visibly moved by the project, and admitted to having a strong affinity for the car he built to bend the rules. Heacock adds that he'd love for Penske to one day drive it again: "I'd love to know what he thinks of it."

For now, the car's in the UK for us to enjoy, before heading back to the States. "There's a few people in America who weren't too pleased that I brought it straight to the UK as they wanted it at places like Monterey Car Week, but there's time for all that," says Heacock. "People want to see these cars and the Revival is one of the best showcases. I'm not one to have something like this and hide it away."

And what about the next step? Is there anything left unsettled after this epic project?

"I've actually been trying to track down the McLaren version of the car in Venezuela," he says, with a grin. "I'd love to buy it and restore it and put it alongside this one, to have both cars together again, after so long. That would be truly amazing."





Heacock has been the linchpin of the restoration, having unearthed the original Cooper chassis

ZEREX SPECIAL RESTORATION



The car that Bruce bought, followed by the car that Bruce's legacy built. The new McLaren 720S Spider chases Osborne in the Zerex at Goodwood

HOW FAR THINGS CAN COME in six decades. Across the timespan of McLaren engineering, technology and design has moved on light years.

Just take a glance at the Zerex Special – the car that launched Bruce McLaren Motor Racing in the mid-1960s – alongside the latest road-going offering from the firm that carries his name, the 720S Spider.

Not so much chalk and cheese, more chalk and autoclave-cured carbon fibre.

But, while external appearance couldn't be more different, does the driving sensation change much with it?

Joe Osborne is one of McLaren's roster of development drivers. Having raced in high-ranking championships like British GT, the Blancpain Endurance Series and Michelin Le Mans Cup, he's well versed in modern sportscars. So much so that McLaren has entrusted him with the development of its new 720S GT3 customer racing machine.

But how would the 30-year-old from Bedford cope with stepping back in time?

"I've raced a Lotus 19, a Lola T70 and a Group C Nissan so historic cars aren't entirely new to me, but I've never driven anything as unusual as this," says Osborne, surveying the svelte Zerex, dressed head-to-toe in McLaren GT race gear. The sponsor-decked overalls contrasting starkly with the bare Zerex bodywork.

"The first thing that strikes you is the Zerex is absolutely beautiful... proportion-wise it's perfect. You can tell it's the product of some creative engineering loopholes, because nothing about it is entirely normal.

"Getting into it is strange – it's like a modern prototype where you have to navigate wide bodywork before lowering yourself in. But once you're inside it feels like a single-seater. In period, this car was a cutting-edge prototype of sorts.

From humble beginnings...

Bruce McLaren's legacy is now a global industry, and it started with the Zerex Special. McLaren development driver Joe Osborne talks to **Robert Ladbrook** about comparing two very different ages of engineering



Joe Osborne (right) is well versed in the abilities of the 720S, but was impressed with the simple Zerex



"They told Penske all cars had to have horns so he fitted a bulb horn"

"To start it you prime the fuel pump and flick the master switch, then push the starter, and everything gets loud. The moment that Coventry Climax fires up the vibrations hit you right in the spine. It instantly establishes that connection between you and the engine. It's a completely different sensation to a modern car, where there's always some sort of separation, be it mechanical or electrical. You can feel the pistons firing and almost don't need to look at the rev counter because you can feel what the engine is doing.

"Pulling away, everything is easy going. The clutch is light and progressive and when you get up to speed the chassis feels solid. A lot of classic cars can feel quite loose, almost like there's a weld broken somewhere, but this felt direct and responsive. You can feel how it's riding bumps and reacting to camber changes through the chassis and steering. There's also now a fifth gear, which it didn't have in period, but which it definitely needs with the modern engine.

"The throttle response is stunning. You have so much torque, and it pulls right away, even from the fewest revs. It's got 270bhp and is very light. We're at 500bhp per tonne with the GT3 car, so the two are similar in power-to-weight, but that's about it."

And what are his impressions about how the Zerex came to life, and what it represents against a modern era of single-make series and often stifled ingenuity?

"Nothing in the 1960s was homogenised," Osborne says. "Imagine the R&D hours that went into this car – it was probably nothing. Now we will do 4000 hours of R&D on computers, but back then you just had the brightest minds thinking simply how to make a sports car. It's like a rolling laboratory for sports car racing, and I love its quirks.

"One of my favourite bits is the addition of the bulb horn bolted under the dash. Scrutineers told Penske all cars had to have a horn, so he just strapped that on because it did the job and kept the car legal.

"There's an emotion that we don't get much of anymore. Modern racing cars are so clinical and performance-focused, and the result of that is we have great racing. At the Spa 24 Hours you can have 60 GT3 cars within a second of each other. But the downside of that is you do lose some of that emotion and rawness each time we find more technology.

"This is a special little car. I grew up reading about Can-Am. It was iconic and such a key area of sports car racing history, and you can see the roots of it in the Zerex. I can see why it appealed to Bruce, too. From this car he worked out what he wanted to do, and I can only assume he bought it because of its adaptability. He could pick and change whatever he wanted with it, with no restriction. It was one big experiment. Penske and McLaren could both apply their trade... This is a snapshot of a time when so many things were changing."

McLaren as a company has also recognised the car that essentially kick-started the brand. McLaren Automotive CEO Mike Flewitt told *Motor Sport*: "I am delighted to see this car back. It plays such an important part in the history of McLaren, as it was undoubtedly hugely influential on not only Bruce, but also the development of sports cars into Can-Am cars. The Cooper history is very significant given Bruce's success with the team [in F1] and hands-on experience with its cars. Then, to further tie in Roger Penske, a legend of motor sport and the automotive industry... It all makes this car's history fascinating."

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Pick of the paddock

As well as the Zerex Special, the Goodwood Revival is crammed with extra-special machinery. **Gordon Cruickshank** chooses some of the best to look out for at this year's event



Change of clothes: this Ferrari SWB raced at Goodwood with a Drogo body before returning to its original style

KINRARA TROPHY

1962 FERRARI 250GT SWB/C

ENTRANT **ARNOLD MEIER**

Across the weekend of September 13-15, the Goodwood Revival will showcase some of the finest cars, drivers and historic racing in the world. And one of the gems on the grid will undoubtedly be this Ferrari 250GT SWB/C. Derived from the 250GT, a true Grand Tourer for racing and rallying, the short-wheelbase version carried the same 260-280bhp 3-litre Colombo V12, but was much lighter, especially the 72 alloy-bodied examples. A dual-purpose machine, it could be driven to the track, raced and then driven home. For favoured customers Ferrari produced a *competitzione* version with the V12 tweaked to 300bhp. Apart from disc brakes there was nothing innovative about the SWB's design – it was a perfectly sorted package.

Delivered to Brussels, this example has had an adventurous life, including a film star owner. After a season of racing and hillclimbing in 1961 it was readied for Le Mans in 1962 – which ended badly with a major crash. Instead of repairing the bodywork the owner sent it to the Drogo coachworks in Italy, which clothed it in a smoother, long-nosed shape. Actor James Coburn bought it before it returned to Europe for a new racing career, including Goodwood's RAC TT Celebration where Danny Sullivan and Stefan Johansson raced it.

In 2015 it lost its unique Drogo body, replaced by original-style panels, and since then it has raced regularly, appearing at the Le Mans Classic, the Tour Auto and, of course, the Goodwood Revival.



Richard ‘Mad Jack’ Shuttleworth won the 1936 Donington GP in this Tipo B – and it was later converted to a two-seater road car!

ALL IMAGES MOTORSPORT IMAGES

GOODWOOD TROPHY

ALFA ROMEO TIPO B MONOPOSTO

ENTRANT **CHARLES NEARBURG**

A ground-breaker in its time. Alfa Romeo’s Tipo B, or P3 in popular parlance, was the first true centre-line single-seater grand prix car, and until the arrival of those silver machines from Germany it dominated the top rank of racing. Powered by a 2.6-litre twin-supercharged straight-eight it was both light and powerful, and in 1932 achieved multiple victories in the hands of such as Tazio Nuvolari and Rudi Caracciola. With a larger 2.9-litre motor, and under Enzo Ferrari’s wing, P3s scored a magnificent 1-2-3 in the 1934 French GP, but the Mercedes and Auto Union onslaught was at hand...

Motoring and flying enthusiast Richard ‘Mad Jack’ Shuttleworth purchased this car direct from Ferrari’s team for the 1935 season, topping the Brighton Speed Trials, setting Brooklands records and winning the Donington Grand Prix. After a major accident in 1936 he had it rebuilt by the factory, but was killed in an air crash without racing it again. In the 1940s is was converted to two-seater road-going form and tested in *Motor Sport* by Bill Boddy. Since then it has raced regularly both as a sports car and later converted back to current monoposto form - but uniquely it is still road-registered!



KINRARA TROPHY

1960 ASTON MARTIN DB4GT

ENTRANT **TOM ALEXANDER**

One of 75 lighter GT versions of the Aston DB4 introduced in 1959, with shorter wheelbase and uprated twin-plug 302bhp engine. Known for its continuous history and very original interior, this 1960 example was supplied to the USA and raced extensively at Sebring, Lime Rock and Bahamas Speedweek, including by grand prix driver Innes Ireland, before a new career in historic racing from the 1970s. It has competed in Classic Le Mans and Goodwood meetings and its guest drivers have included Tiff Needell, Andy Wallace and Christian Horner.



RICHMOND & GORDON TROPHY

1958 COOPER T45

ENTRANT **HARVEY SYKES**

Who would have thought the flimsy 500cc machines of the 1950s would turn grand prix racing on its head? Yet with their rear engines, nimble handling and low weight that’s what they did: Stirling Moss won the 1958 Argentine GP in a Cooper T43, the first world championship victory for a rear-engined car, despite giving away valuable power to the Ferraris and Maseratis.
A month later at Monaco this very T45, similarly run by Rob Walker’s private equipe, scored another victory with Maurice Trintignant, proving the front-engined grand prix car was doomed. Look for Trintignant’s signature on the Cooper’s nose.



ST MARY'S TROPHY

1957 AUSTIN WESTMINSTER A105

ENTRANT **TOM ALEXANDER**

In the 1950s you didn't need a supercar to go racing – family saloons offered tyre-howling excitement with minimal mods. That's why Jack Sears managed to win the inaugural British Saloon Car Championship in this weighty Austin Westminster. Part of the BMC rally team, Sears chose an ex-rally A105 for the new series because of its 2.6-litre engine. At the time class wins counted equally, so although his rival Tommy Sopwith kept winning the larger class in his Jaguar Mk1, they ended that 1958 season on equal wins. Solution? A shootout in matching Riley 1.5s, which Sears won by a whisker.



BROOKLANDS TROPHY

1925 BENTLEY 3-LITRE

ENTRANT **JONATHAN TURNER**

A car with a unique place in the Bentley story – this was the first to contest Le Mans as a works entry. Following John Duff's privateer victory in 1924, W.O. Bentley prepared this car to pair with Duff's for the 1925 event. With a tuned engine, lightweight body and a 25-gallon petrol tank it looked a favourite – but Le Mans rules demanded running 20 laps with hood up, and the team didn't allow for the extra drag. The car ran out of fuel after 19 laps, so Bertie Kensington-Moir and Dudley Benjafield were excluded. Restored to 1925 form, 'Number 10' enjoys extensive rally and race outings – and finally finished Le Mans at the Classic event in 2016.

GLOVER TROPHY

1963 BRABHAM-CLIMAX BT7

ENTRANT **JAMES KING**

The first grand prix winner from world champion and racing car constructor Jack Brabham, Ron Tauranac's BT7 design was a slimmer evolution of the previous BT3. Fitted with the Climax V8 and a five-speed Hewland transaxle gearbox this chassis, no1, was allocated to new recruit Dan Gurney. With a third place and two seconds Gurney proved the new car could rival the dominant Lotus entries, but poor reliability meant no victories that year.

Driving this car the following season, Gurney brought the team its first victory - the French GP - and won again in Mexico. Indeed, Gurney drove this chassis in every championship round throughout 1963 and '64, winning again in Mexico in the latter season - and when he didn't win he either led or qualified on the front row, only to be let down by mechanical maladies.

For the following season the team used the newer BT11 but retained BT7 no1 as backup, driven by Brabham himself as well as Denny Hulme and Giancarlo Baghetti, before selling to a privateer for hillclimbing. After a few years of obscurity it re-emerged in 1977 with a Buick V8 engine before being returned to its original specification. It is now a frequent competitor in the hands of James King, and featured in a *Motor Sport* track test in May 2018.





David Hart's Costin-bodied Lister will square up to its one-time team-mate for the first time since Le Mans in 1959



Dan Gurney, Jack Brabham, Denny Hulme, Giancarlo Baghetti – this Brabham's roster of drivers is impressive



FORDWATER TROPHY

1963 TVR GRANTURA MKIII

ENTRANT **TIM LAYZELL**

Blackpool's only car maker evolved its stubby glass-fibre coupé steadily from 1958 until by '63 it offered the longer and bigger-engined MkIII, a popular club racer with 1800cc MG power in the nose of its tubular backbone chassis. In the hands of Paddy Gaston this example contested the Nürburgring 1000Km and Silverstone 6 Hours in 1964, the Spa 500km in '64 and '65 and also the 2-litre class of the 1964 Tourist Trophy at Goodwood. Various people raced it after that, including the great Gerry Marshall, and more recently it won the 2009 Fordwater Trophy at the Goodwood Revival.



SUSSEX TROPHY

1959 COSTIN LISTER-JAGUARS

ENTRANTS **JOHN HUGENHOLTZ, DAVID HART**

A historic meeting for these two machines - both were Lister team cars in 1959 and this will be the first time they have raced together since Le Mans that year. With six-cylinder Jaguar power, Lister's handy chassis proved a regular winner during the later 1950s, topping some 30 races in '59, some in 'Knobbly' form and some, like this pair, clad in aerodynamic bodies shaped by Frank Costin.

The first works Costin built, John Hugenholtz's BHL2 scored a debut win at Goodwood for Ivor Bueb who campaigned it through 1959 including at Le Mans, where Jaguar's reduced 3-litre engine, required by new regulations, let them down after running in fourth place. After a couple of seasons racing on the US West Coast it rested in private collections before returning to Europe, where in the last decade it has raced widely including appearing at the Goodwood Revival.

Dating from 1958, David Hart's chassis BHL3 first brought victories in Knobbly form for charismatic Archie Scott Brown before a crash at Spa resulted in a rebuild to updated Costin spec for 1959. Because of the 3-litre Jaguar's problems Le Mans brought no glory, but then the silver screen beckoned - BHL3 appears in the racing film *The Green Helmet*. It raced again at Goodwood before moving to Australia where it received a Chevy V8, now replaced by a correct Jaguar D-type spec engine.



KINRARA TROPHY

1961 JAGUAR E-TYPE

ENTRANT **ADAM LINDEMAN**

One of the first 16 E-types off the line, of which seven were built for private race teams with more power, close-ratio gearbox and chassis and brake modifications – the first competition E-types. This example was supplied new to British racer (and secret stamp collector) Sir Gawaine Baillie, who raced it through 1961 without great success against the dominant Ferraris. Later it went through a period of neglect, being rescued at a purchase price of £2450! After a nut-and-bolt restoration it remained a road car in the USA but more recently has raced in historic events with current owner, art dealer Adam Lindemann.

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BLOODHOUND'S NEW BOSS

The saviour of speed

When Britain's land speed record project went bust the administrators got out the angle grinders, but an audacious rescue bid means it will be undertaking a 500mph test run this autumn. **David Tremayne** meets the man keeping the Bloodhound dream alive

BACK IN OCTOBER 2018, Bloodhound hit major financial troubles and its appointed administrator, FRP Advisory LLP, appealed for interested parties to save the project. There were several, but when everything went quiet it became clear that, despite FRP's reputation for saving F1 teams, no saviour was about to step forward for Richard Noble's troubled operation.

Until, that is, early in December, when Charlie Warhurst messaged his father Ian, who had just retired after selling his very successful Dewsbury-based turbocharger company, Mellett. Within a week the 49-year-old engineer from South Yorkshire found himself meeting men with angle grinders as they were literally preparing to cut up £25m worth of beautiful machinery that had been painstakingly and lovingly created by the team Noble had formed in 2008. Thus would end the dream to boost the number of STEM (Science, Technology, Engineering & Maths) students in Britain with an engaging and brilliant engineering adventure… oh, and aiming for 800 and then 1000mph on land.

"I'd retired and was sitting around when Charlie sent me a text on the Friday night and said, 'Hey, Dad, have you seen… Bloodhound is for sale and you can buy it'," Warhurst says. "I assumed that was just a way of getting to the next stage, while protected from creditors. That someone would come along and sort it out.

"I was interested from the sidelines. I'd got a gold membership [to the Bloodhound project] for my 40th birthday from my brother, and I'd followed ThrustSSC keenly. I was one of those getting up early and checking the videos to see how it had got on.

"Then I thought, 'If it goes to auction, it's going to get scattered around the world. You won't be able to regroup even if the car itself stays intact.' So, I just thought I could buy all of it. Rather than going to auction, if I put in an offer to buy everything and ringfence it, I could hang on to it and hand it back whenever anyone's ready for it."

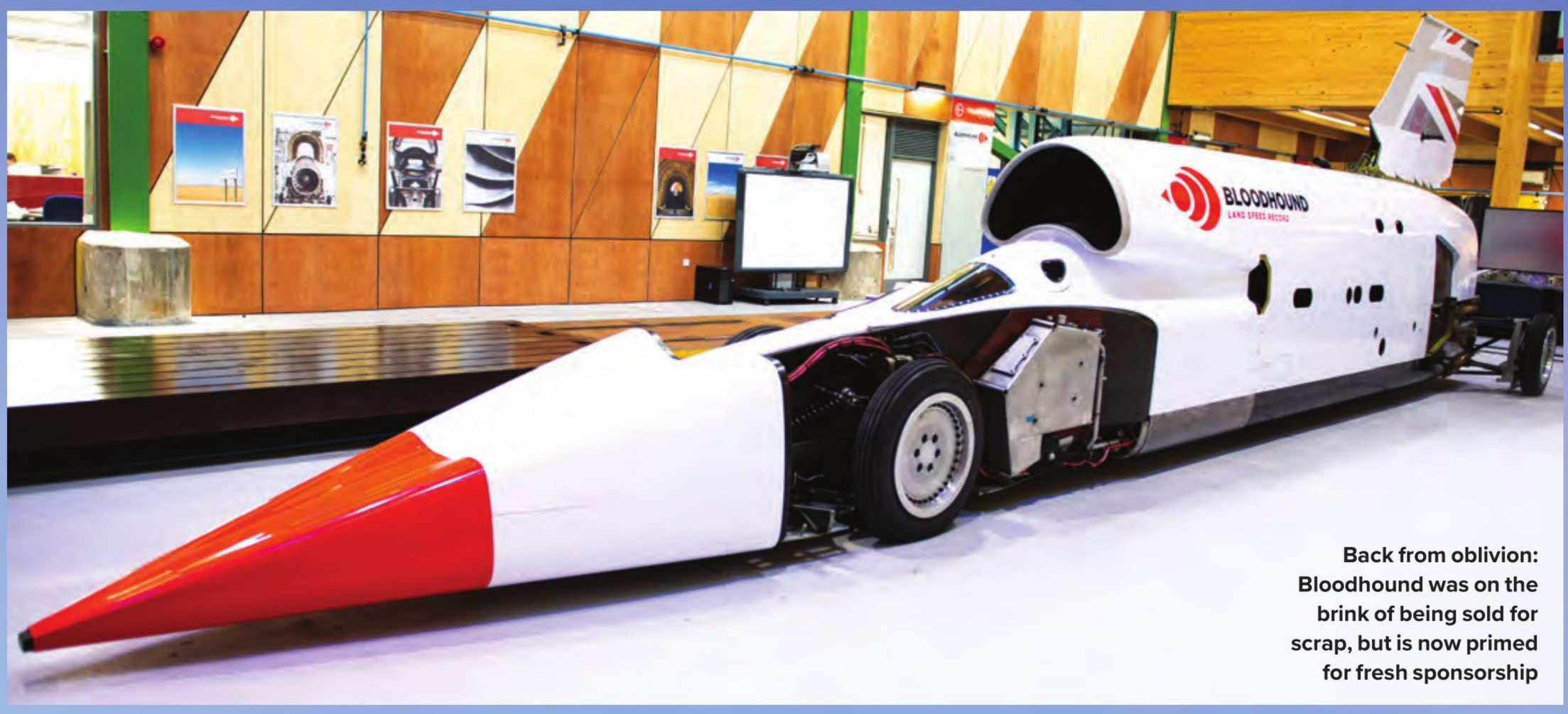
He contacted Noble on the Sunday afternoon, and by Monday was talking to administrators Andrew Sheridan and Matt Whitchurch. But what might have seemed like a simple proposition, buying the assets but not the debts of a project that had run out of steam, soon turned into something far more complex thanks to the myriad components that had been supplied by sponsoring or supporting companies. Who owned what? What had been donated and what was on loan? The Rolls-Royce Eurojet EJ200 turbofan engines, for example, belonged to the Ministry of Defence.

"I could see why anybody else with a business, worried about legal stuff, would not want to go near all this with a bargepole."

Warhurst met engineering chief Mark Chapman at the team's base in Bristol, the lease on which was very expensive, and that was pushing the administrators because they had to keep paying but had no income from the project.

"Messy is the wrong way of putting it," Warhurst says, not wishing to be disrespectful to what Noble had built. "How would you expect it to be, after 10 years? I mean, ▶

Yorkshire-based businessman Ian Warhurst stepped in to save the Bloodhound land speed record project



Back from oblivion: Bloodhound was on the brink of being sold for scrap, but is now primed for fresh sponsorship

that's how it works. People do favours, and it's done on a handshake, which is absolutely fine. It would be nice if I had all sorts of contracts. But it wasn't clear, and the information that was available was in five pallets of files that were all over the place."

The rent was due at the end of the month and with nobody to pay it, the administrators wanted Bloodhound out. But moving a 44-foot-long jetcar requires expensive equipment and handling. Sacrilegious as it seems, they were going to butcher the car, cutting it into more easily handled pieces.

After all that blood, sweat and tears, and clever research and design that had created something even safer and better suited to ultra-high speed on land than its Sound Barrier-piercing predecessor ThrustSSC, it would then be sold off at scrap value.

"Had I not gone down on the Tuesday, there were literally men in the car park with angle grinders waiting to come in," adds Warhurst. "And I realised that if I didn't do something there and then, Bloodhound was going to go into the skip and that would be the end of it."

Warhurst chooses not to disclose how much he paid, but he took the massive step of putting his money where his mouth is and went ahead with one of the bravest business decisions in land speed record history.

"Had I not made the first phone call on that Friday, whatever happened to Bloodhound I'd have just gone, 'Oh, that's a real shame.' But because I was stood there and effectively felt as though I would be the one who'd be responsible for actually letting that finally happen. I kind of thought, 'I'm not sure I'd be able to live with myself with that. Even if it just goes into a museum as a whole car, that's the very least the project deserves.'

"Now I like joking about that I'm on the rebound. I sold my last girlfriend [Mellett] and now I've got another one [Bloodhound]."

A sexier and rather more demanding one, though.

"I'm not sure I could live with myself if it went into a skip"

The vastness of South Africa's Hakskeenpan will play host to Bloodhound's first 500mph test this year

"By the following Friday lunchtime, I'd signed up, and Bloodhound was mine."

Warhurst, who loves restoring vintage Rolls-Royces and owns several of them, doesn't just talk the talk, he walks the walk, too. His retirement probably lasted four days, but he has the full support of his wife Nicola, who has a background in marketing, and their three children, Charlie (19 and a keen Bloodhound model rocket-car racer), Thomas (17) and Joe (13).

But where does the Bloodhound team go from here?

While he is clearly passionate about the project, Warhurst is, first and foremost, a businessman.

"When I first got involved I was chatting to Richard [Noble] and assumed I'd be letting him get on with it. I had no idea that I would end up as the CEO. I went to see him a couple of times for advice, but he was quite keen to get me to say that I would run the project. Actually, I wasn't going to, I was just going to help out. But the more I got into it, the more I thought, 'I can afford this, I can see a path forward, make sure the right people are in the right places and get the plan in place. And if I'm putting my own money into it, I don't want just to be somebody who keeps sticking it in and waits to see what's happening'."

Having stabilised things, he told the key team members he was keeping on to go and enjoy Christmas. Then in the New Year the skeleton crew - pilot Andy Green, Chapman, aerodynamics guru Ron Ayers, financial director Rick Sturge, operations director Martin Roper, head of engineering operations Stu Edmondson, commercial director Ewan Honeyman and PR Jules Tipler - began formalising the forward plan under the aegis of Grafton LSR Ltd, and relaunched the project on March 21st.

Warhurst has managed to keep Rolls-Royce on board, but the emergence from administration has opened up all of the sponsorship sites on the car again, which is why it has been wrapped for the time being in white with a red nose - to provide a clean canvas for future investors.

Bloodhound's STEM activity remains impressively far-reaching, and Warhurst admits freely that what interests him the most "is the aerodynamics and engineering. I'm not a massive speed freak at all. I'm a mechanical engineer and I'm determined that the legacy of the project should be that the Bloodhound Education Charity continues for the next 20 years, inspiring young people and adults alike to be interested in engineering."

He committed fully to getting the project to the stage where initial high-speed testing could be conducted.

"I can afford to pay for that," he said when we talked back in May. "But after that point I'll be like, 'Okay, I think I've paid for enough now.'"

That's the point where the project must have raised enough sponsorship to keep progressing. When the administrators were seeking buyers there was talk of £15m to get to 800mph, and another £10m to get to 1000, but he is sceptical of such figures.

"I don't want to pay for everything myself, but on the basis that hopefully I'll get the money I'm loaning the project back at some point. But I'm not expecting to make any money out of it. That's not the plan.

"But if this project is pushing the bounds of known engineering technology, and the government wants to put a grant in to help us solve an engineering problem that will then have use in the wider world, why not?

"As I stand here now I might be stupidly optimistic but my view is that I don't see any reason why we won't be able to do the high-speed testing and then 12 months after that get ourselves out and going for the first land speed record attempt in the digital era."

On July 10 the team proudly confirmed that Bloodhound will run on the specially prepared 12-mile dry lake bed course on the Hakskeenpan in South Africa's Northern Cape this October.

Two years ago Green ran successful 200mph UK trials at Cornwall Airport in Newquay. Now the car has been converted to high-speed testing spec. This time the target will be 500, where the stability transitions from being governed chiefly by the interaction of the wheels with the desert surface to being controlled by the aerodynamics. This is the next key milestone prior to aiming for the initial 800mph target.

So, is this a genuine rescue mission, or just a stay of execution?

It's impossible to say for sure at this stage. But Warhurst is a genuine fellow with a proven business track record and innate determination and passion, who has laudably spent his own coin thus far. Richard Noble remains a friend of the project, and many key team members are still fully committed. And right now, the future for Bloodhound is bright again.



The world's finest driver?



ANDY HONE

EXCLUSIVE INTERVIEW

It's quite some claim, given that the six-time grand prix winner is up against a rival seeking his sixth F1 title, but there is no mistaking the aura around Max Verstappen. **Mark Hughes** spoke to him


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A foreboding vision of the future? Verstappen is firmly on Mercedes' radar, and could be a long-term Hamilton replacement

We sit down at Red Bull with the man Christian Horner insists is now the world's best Formula 1 driver. The photographer can't resist the cheeky temptation to sit Max Verstappen with his back to a window that overlooks the Mercedes three-pointed star outside. But that association is very much in the news as we chat, Max still fresh from his dramatic win in Austria.

Horner's is one hell of a claim when Lewis Hamilton is in his full pomp and breaking all the records. There would, of course, be one way of finding out: have them both in F1's fastest car as team-mates. It's the pair-up that F1 – on the back of six straight years of Mercedes domination and staring at possibly many more – craves. If there has to be a dominant team, having the king and young pretender together slogging it out would surely lend the sport a Prost/Senna dynamic.

Speculation is rife as the possibility emerges that Verstappen could choose to be on the driver market as early as next year, if certain Red Bull performance clauses are not met... and Valtteri Bottas is only contracted at Mercedes until the end of this year. But even beyond that clause and the assumption it will be met, Verstappen's contract runs only one year longer, to the end of 2020 – as does Red Bull's with F1 and Honda's with Red Bull...

As with any subject, Verstappen doesn't hesitate before answering. "I'm just looking at what the options are and what is coming in the next few years. With the new regulations in 2021, not many people know what's going to happen. For me it's important what happens in the coming races, in terms of improvements, and also knowing what Honda is going to do in the future. So I'm just listening, talking with Red Bull. What's guaranteed, what will happen in the future?" He's clearly thinking of imminent decisions though, when he talks of seeing what happens in 'coming races' driving his thought process.

Aside from Honda's continued closing of the gap to Mercedes and Ferrari, Verstappen will be assessing if he thinks Red Bull can regain its place at the top of the aerodynamic pack, a status it had even into the hybrid era but which has been lost this year. "It's been better since we got the new front wing in Austria," he says. "The latest



"A move to Mercedes? I am just looking at what the options are"

PHOTO: ANDY HONE

regulations hurt us; we were really good at designing the front wing around the car and with these new wings it's a bit easier to lock the fronts again. The stability of the car when steering is all a bit more disconnected than before. Also the tyres this year have not helped us. I said as early as the Abu Dhabi test last year that I preferred the 2018 rubber, the way it behaved, because with the latest Pirellis at the test you had oversteer then mid-corner understeer, which is basically the wrong way around. You want more stability on entry and a bit more front-end grip mid-corner. I think they went the wrong direction and it seemed to suit Mercedes a bit better. We lost mid-corner rotation, which was always our strong point – allowing us to keep up a higher minimum speed than the others."

Can that progress be maintained? Is it just a temporary setback from the new regs and tyres, or indicative of something more fundamental? How committed is Honda to the challenge? The answers to these questions are what might or might not lead him to Mercedes.

What would be in it for Mercedes, given the certain edginess it would bring to the team's internal operations? Potentially a couple of things. With its own superstar now 34 (13 years older than Verstappen), it would secure it a mega-talent of the new generation rather than risk letting him go to a rival for the long term. Secondly, it may be that the corporate side of Mercedes – as opposed to the racing side – would like the positive publicity. If continued Mercedes/Hamilton domination is perceived to be generating negative PR, perhaps it might prefer to inject some excitement, even if that meant a less serene time. Regardless of Toto Wolff's shareholding, the race team is serving the company, after all.

When the idea was sprung upon Hamilton in Austria, with Verstappen

sitting next to him, he seemed taken aback. "I think the team's pretty happy with Valtteri and me," was his initial response. "But I do know Max is definitely interested in opportunities... If there is a chance, then great." Turning to Verstappen, he said, "Sure, I don't mind driving with you. I'll drive against whoever."

"Yes, well he had to say that," says Verstappen with a ready smile. "I'd have said that [in his situation]. He's not going to say, 'Oh, I'd hate it.' But I don't think about these things," he continues, not entirely convincingly. "Also, I'm not purely focused on Lewis. There are other great drivers in the paddock who can achieve similar things." Ouch...

So how good does he believe Hamilton is? Here, if one didn't know better, you might think he was baiting him. "It's car-dependent. I don't think he's had the pressure of a team-mate over the years. He should really have won it in 2016 as well if it wasn't for engine failure... but after the summer break there were a few poor starts and stuff where he lost first place. But he never really had big pressure from his team-mates."

Hamilton has been delivering for many years now. Verstappen, for all his scintillating peaks and Hamilton-like ability to jump straight onto the high wire, has only been delivering error-free performances since last season's rash of mishaps culminated with his disastrous accident in Monaco, putting him at the back of the grid in the fastest car. Since then, he's been flawless. What's been behind that transition?

"There are other great drivers in the paddock, not just Lewis"



Victory in Austria was the sixth of Verstappen's F1 career. But with 92 starts already, he could be impatient for further success

"I think it's little margins that can go really wrong or really well. But you always learn from your mistakes and I definitely did - but to say that I completely changed the approach was not true. It was just fine-tuning a few things that make the end result of the whole weekend a lot better. Just learning, adapting, trying to get better. I don't think I tried to drive harder or faster. Maybe I just took it back a bit and that's made me go faster. I was maybe trying too hard..? It's about picking your moments when to push and when not to. Then learn from your errors. Sometimes it's good to make mistakes because you need to feel it first before you start to change things.

"Also you have to remember that my progress was so fast, with only a year in F3 between karts and F1. I guess some of the mistakes I made in F1, others made in lower categories where there's not much media around. For me, I prefer to make them in F1 than staying in lower categories."

IS THERE MORE TO COME? "HOPEFULLY it's just natural. I think you can always improve as a driver. But mainly nowadays in F1 when you're in there for five years, it has to do with experience, what you experience through the whole year rather than purely driving. It's more about just putting the pieces together by experience."

Which tallies with Horner when he gave further justification for his assessment. "If you look at his performances this year, he is giving everything, every single lap. In his fifth year of F1 he has become complete. In the last 12 months he has got maturity as well. The way he handles pressure has been extremely impressive... He's passionate. That's part of the reason people warm to him. He's not afraid to say it as it is. Is that a bad thing? I'd rather have a driver like that, that has that passion, has fire in his belly - you can channel that."

But six grand prix wins and no poles is a relatively paltry score. It's understandable he needs to be convinced that Red Bull-Honda is going to be able to step up. He might only be 21, but for someone of his calibre five years in is a long time to be waiting.

"So I'm 21 now. I hope I'll be in F1 another 15 years. Yeah, until I'm 36. You also have ▶



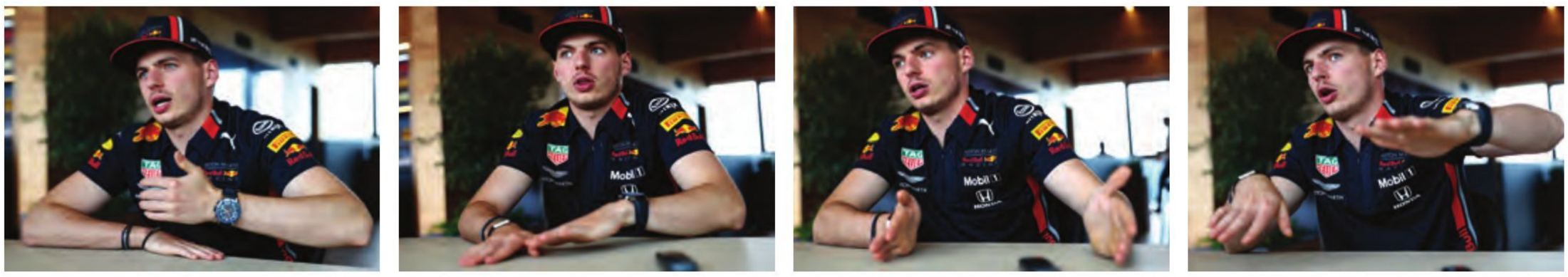
Verstappen's crash in Monaco in 2018 was arguably his lowest point. This year he showed he'd learned from his mistakes to take fourth

GETTY

to remember that I started when I was 17, so a bit earlier than some. I guess it depends also on how competitive you still are at 36. If you're still in a championship-winning car, fighting for podiums, then yes. Obviously I'm not going to drive at the back. If you've achieved victories and podiums, when I'm 36 I'm not going to stay here just to drive last. That's for sure."

There have been little glimpses of how a 'Hamilton/Verstappen in equal cars' dynamic might look. At Malaysia in 2017, he's at his laptop doing sim racing. "Yeah, I do a lot of online racing. Recently I was doing the Le Mans 24 Hours online and I also did the Spa 24 Hours [which he won alongside Lando Norris]. In sim racing I prefer endurance to sprint racing because I think it gives you a lot more satisfaction when you work for something. You have a lot more fun, working together with your team-mates and stuff. I race with Lando. We're pretty similar in age, same generation and he's really fascinated about it. We talk a lot online and we're on a WhatsApp group and stuff."

The product of nature and nurture, with both parents talented drivers, Verstappen was born into racing and has never known a life outside it. If you're not sure of his total immersion in racing, consider his response to what he might do after retiring from F1 aged 36. "Oh I see life after F1. What I would love to do is go to a private track with a race car, not an F1 car, and just do your own driving. Just enjoy it. No pressure, no one around, you can just do your thing. If you



Does Formula 1 now have too many rules? Max Verstappen enjoys his wheel-to-wheel racing, and is even OK with a bit of low-speed contact out on track

with Hamilton chasing the title, Verstappen staked all on knowing his rival would be cautious - and pulled an audacious outbraking move for the lead.

A few months later in China with Verstappen on vastly grippier, newer tyres, catching leader Hamilton with just a few laps to go, the Merc left a tempting gap around the outside of the fast Turn Seven, not normally a passing place. Verstappen had no need to be surrendering to the temptation of that gap, given that he had so much more grip he could have passed in a very straightforward way into one of the last couple of corners. But that audacity overruled the logic of the moment as the Dutchman attempted to steer his Red Bull around the outside of Hamilton on a marginal corner. One little twitch of Hamilton's wheel as he corrected a (real or induced?) slide - and Verstappen was obliged to take to the run-off to avoid contact, losing him the race to Red Bull team-mate Daniel Ricciardo. Not always responding to the moment is probably one of the improvements Verstappen means when he talks of having become better since then. But leaving that tempting gap illustrated the sort of shrewdness Hamilton might need to prevail. Within such ambiguity does conflict breed.

Both men clearly love the essence of wheel-to-wheel racing, but Hamilton recharges his batteries between racing with his other life - in showbusiness, fashion or seeking thrills on two wheels. When Verstappen's not racing, or on the simulator,

F1'S WHATSAPP GENERATION

Max Verstappen is at the head of a new wave of young drivers. Relaxed in person and on social media, they point to a vibrant future for the sport.



MAX VERSTAPPEN

- **Born** Hasselt, Belgium
- **Age** 21
- **First car race** 2014 Florida Winter Series
- **F1 debut** 2015 Australian GP, aged 17 years, 166 days

LANDO NORRIS

- **Born** Bristol, UK
- **Age** 19
- **First car race** 2014 Ginetta Junior Championship
- **F1 debut** 2019 Australian GP, aged 19 years, 124 days

want to do 10 laps, you do 10 laps. If you want to do a long run you do a long run. Come in, have a break, look at the data, just enjoy it, the driving. Still going to the limit of course. That's what I'd love to do."

So what does he need from the car, to do his best stuff? "A pointy car but with a rear that is just stable enough to have a controlled balance. I like a strong front end. I don't really like understeer, it's just killing the whole feel of the car. But yes, strong front end with a rear that is just on the edge. But of course, you still need to rely on that rear." Sounds pretty much like what Hamilton looks for, too.

But when Verstappen talks of other drivers in the paddock being comparable with Hamilton, he's talking of others of his own generation. He relishes battles with his old karting rival Charles Leclerc, such as the one that won him the Austrian Grand Prix a few laps from the end - and which caused the stewards to take a closer look. At Silverstone - prior to having an extended reprise of that dice in the race - he was still thrilled by the manner of that win.

"I was surprised he hung on quite so long around the outside. I expected him to back out and try for the undercut, like most people would do. So that's how we ended up in that situation where we had that little touch. In his position you risk it and wait for the guy to be penalised. Whereas if it had been Turn Four you wouldn't risk it, because you'll just end up in the gravel. Then if you had ended up in the gravel, it's your fault. But because you have that run-off it goes to the stewards... I think we have too many rules. Maybe over the years the drivers have created it themselves. And we need to step away from it. We should be able to race hard. I don't mean hitting each other really hard, going off the track massively. But little touches at low speed, not at 200mph in the middle of the straight, but outbraking someone and you're squeezing each other a bit. I think that's exciting - better than having a DRS pass, which isn't really overtaking. I think that move in Austria was exciting for the people, because I was catching and you could see it was going to come before the end of the race."

With Verstappen and Hamilton in the same car, there would surely be race after race like that... ●

GEORGE RUSSELL

- **Born** King's Lynn, UK
- **Age** 21
- **First car race** 2014 Citroën 2CV Championship
- **F1 debut** 2019 Australian GP, aged 21 years, 30 days

ALEXANDER ALBON

- **Born** London, UK
- **Age** 23
- **First car race** 2012 Formula Renault Alps 2.0
- **F1 debut** 2019 Australian GP, aged 22 years, 359 days

CHARLES LECLERC

- **Born** Monte Carlo, Monaco
- **Age** 21
- **First car race** 2014 Formula Renault Alps 2.0
- **F1 debut** 2018 Australian GP, aged 20 years, 160 days

MOTORSPORT IMAGES



An accumulation of drivers, team representatives and officials at the Nürburgring in 1961. Dan Gurney appears a paragon of youth, right, but had already turned 30. Jim Clark, left, and Bruce McLaren, second right, were the upstarts in this company, aged 25 and 23 respectively

Young guns

Max Verstappen is at the vanguard of a fresh-faced group of grand prix drivers, but over time F1 has witnessed many changes of the guard as youth sweeps away age. **Simon Arron** looks back

MAX VERSTAPPEN, AGED 21, presently in his fifth full season as a fully-fledged Formula 1 driver? The notion would once have seemed ridiculous.

When the F1 World Championship commenced at Silverstone in May 1950, the average age of the 23 participating drivers was just south of 39, that of the three podium finishers 44. Geoffrey Crossley was the only starter yet to toast his 30th birthday.



Impromptu meeting at the 1973 South African GP. In his third full F1 season, Emerson Fittipaldi (centre) was on his way to a first world title. Just behind him, Jody Scheckter and Niki Lauda were starting to forge their reputations. Denny Hulme, bottom left, was a veteran at 36

Different times, of course. Racing's war-imposed cessation had deprived many drivers of what should have been their competitive prime and there had likewise been technological stasis: that landmark Silverstone race was dominated by the Alfa Romeo 158, a car whose roots could be traced to 1937.

It took a while for the grand prix demographic to shift: youngsters such as Stirling Moss, Mike Hawthorn and Peter Collins broke through during the early 1950s, but Juan Manuel Fangio was still accumulating titles – his fifth, in 1957 – at the age of 46.

In 1959 Bruce McLaren, 22, became the youngest winner of a world championship grand prix, a benchmark that endured until Fernando Alonso's maiden F1 victory at Budapest in 2003 (though it has twice been lowered since). Fledgling future greats tended to trickle into the sport's upper tier through the 1960s – Jim Clark and John Surtees in 1960, Jackie Stewart and Jochen Rindt in 1964-65 – but the pace of significant graduation accelerated at the following decade's dawn. Emerson Fittipaldi and Ronnie Peterson made their debuts in 1970 and Niki Lauda the following year (although it took a couple more for the Austrian's gift to become apparent), with Jody Scheckter and James Hunt following in swift succession.

There have been occasional multiple reboots ever since, for instance Villeneuve, Piquet, Arnoux and Pironi emerging in 1977-78, Button, Montoya, Alonso and Räikkonen in 2000-01 and Rosberg, Hamilton, Vettel and Kubica in 2006-07.

The present campaign feels similar. In reality Verstappen is slightly old news, but inescapable youth and an aptitude for creating headlines keep him fresh. Charles Leclerc is the first raw youngster since Gilles Villeneuve to have been trusted with a Ferrari race seat – and he has made much of the opportunity, being unlucky not to win in Bahrain (only his second start for the team) and coming within a Verstappen-sized lunge of breaking his duck in Austria. He has also outpaced decorated team-mate Sebastian Vettel on several occasions.

The ultimate potential of the latest rookies is trickier to assess. Lando Norris has an upper-midfield McLaren at his disposal and has made impressive use of it, so much so that the team has already extended his contract until the end of

2022. Having been dropped and then rehired by Red Bull - fast becoming a trend with the energy drink manufacturer's driver academy, given the extent of previous culls - Alex Albon's turn of speed has perhaps been one of the campaign's surprises, even though he finished third (just behind Norris) in last year's FIA F2 Championship. He crept into F1 slightly below the radar, having initially committed to race for Nissan in Formula E instead. George Russell should be assessed not so much for doing as well as he can in the hamstrung Williams FW43, but for the fact he comfortably beat both Norris (one win) and Albon (four) in F2 last year. He scored seven victories... and only patchy reliability prevented him accumulating several more.

When they made their respective F1 debuts, these last five named had an average age just shy of 20.

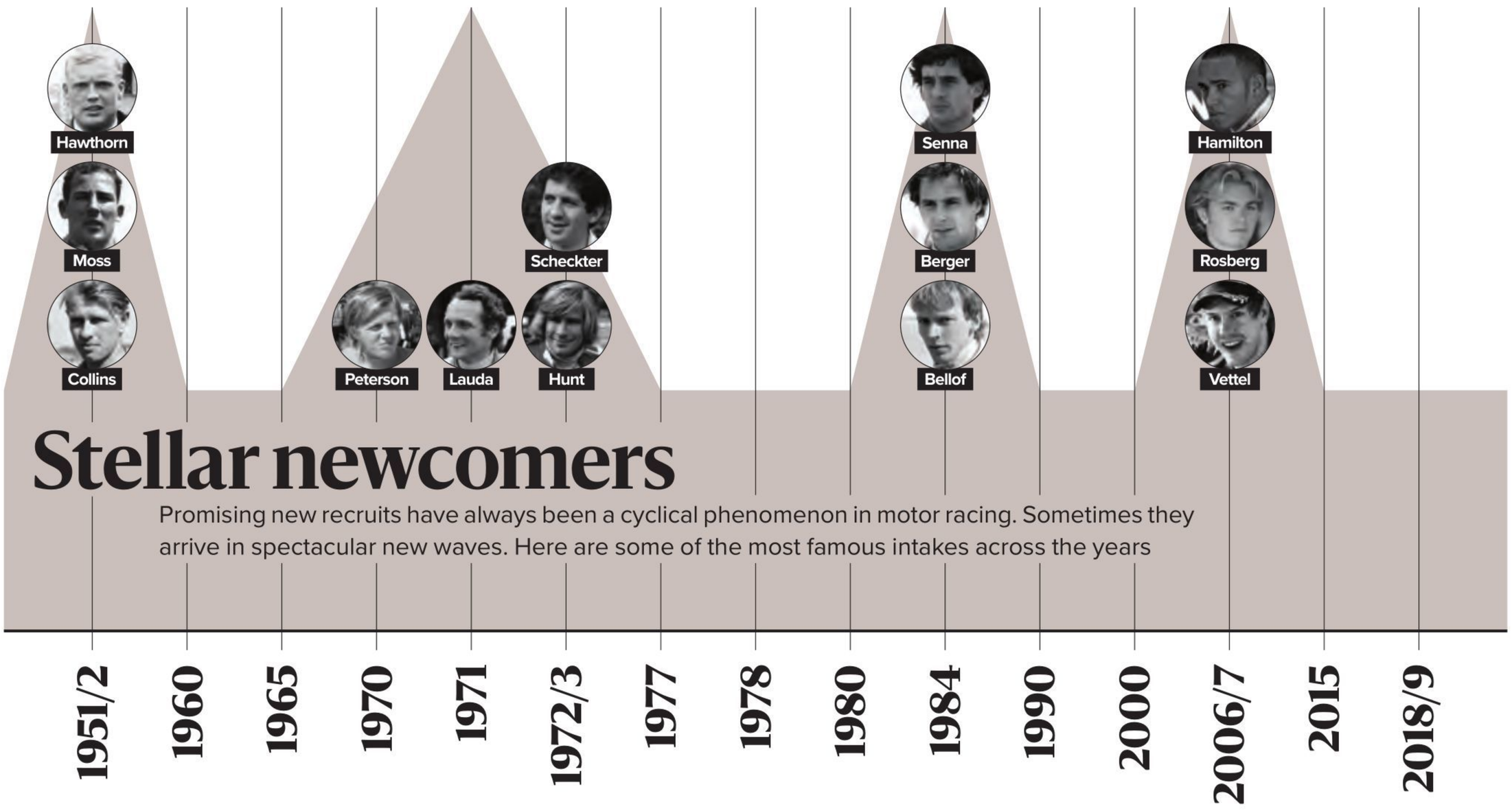


The class of 2001: Formula Renault graduate Räikkönen with fellow rookies Montoya and Alonso

IT'S NOT JUST THAT THE SPORT HAS GOT younger, but the methodology has also altered significantly. If we consider some of the intake from the early 1970s, Peterson's progress was abetted by the generous backing of private benefactor Count 'Gughi' Zanon di Valgiurata; Lauda took out a vast bank loan (without the remains to repay, until his vim at the wheel of a BRM led to a phone call from Ferrari); Scheckter earned a scholarship to race in Europe in 1971, continued to win after graduating from Formula Ford to F3 mid-season, signed a McLaren F2 contract for '72 and had made an impressive GP debut with the team before the year was out; Hunt fused success with setbacks until aristocratic enthusiast Lord Hesketh offered him a chance and subsequently smoothed his path to F1. Back then racing careers were more likely to start at 18 than eight.

The modern generation tends to have competed for several years before getting anywhere near a car - and the best are usually snapped up some time before they're eligible for a road licence: Lewis Hamilton and Norris by McLaren, Sebastian Vettel by Red Bull, Leclerc by Ferrari and Russell by Mercedes. Verstappen is promoted as a Red Bull driver, but was nothing of the sort until the later stages of his lone F3 season in 2014; he was still only 16 when an impending F1 race seat with Toro Rosso was confirmed. It's all about maintaining physical and mental fitness, media training, data acquisition and simulation tools.

Scheckter once had to craft his own roll-cage from exhaust tubing, so that he could legitimately race the Renault 8 in which he forged a name for himself in his native South Africa. The days of such initiative are probably past.



Stellar newcomers

Promising new recruits have always been a cyclical phenomenon in motor racing. Sometimes they arrive in spectacular new waves. Here are some of the most famous intakes across the years

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FERRARI CHALLENGE TRACK TEST

Prancing force

Ferrari has made its 488 Challenge bigger, faster and more hardcore, and aimed it at the UK. **Andrew Frankel** gets to grips with the world's most powerful single-make racer



Say what you like about what Brexit or the lack it is doing to our economy, for one lucky constituency of well-heeled voters it doesn't appear to be having any effect at all. These are people who buy Ferraris. The UK is now Ferrari's second-largest market after the US, accounting for almost 2200 sales last year. So Ferrari has decided to launch a UK-only branch of its now 26-year-old Ferrari Challenge one-make race series.

And that makes it unique: the addition of the UK means there are now four such series around the world, but while the European, Asia Pacific and North America ones are regional, we alone as a country have a series to ourselves. So far this year it's already been to Brands Hatch, Snetterton and Croft, with Silverstone still to come.

I caught up with it at the season prelude, which was also at Brands, where no fewer than 20 drivers, old and young, rich and poor - OK, probably not poor - took delivery of their new 488 Challenge race cars. And jolly excited they looked about it too, so excited indeed that one took the opportunity to turn left at the exit of Paddock Hill Bend early in the first session with a seriously deleterious effect on his bank balance.

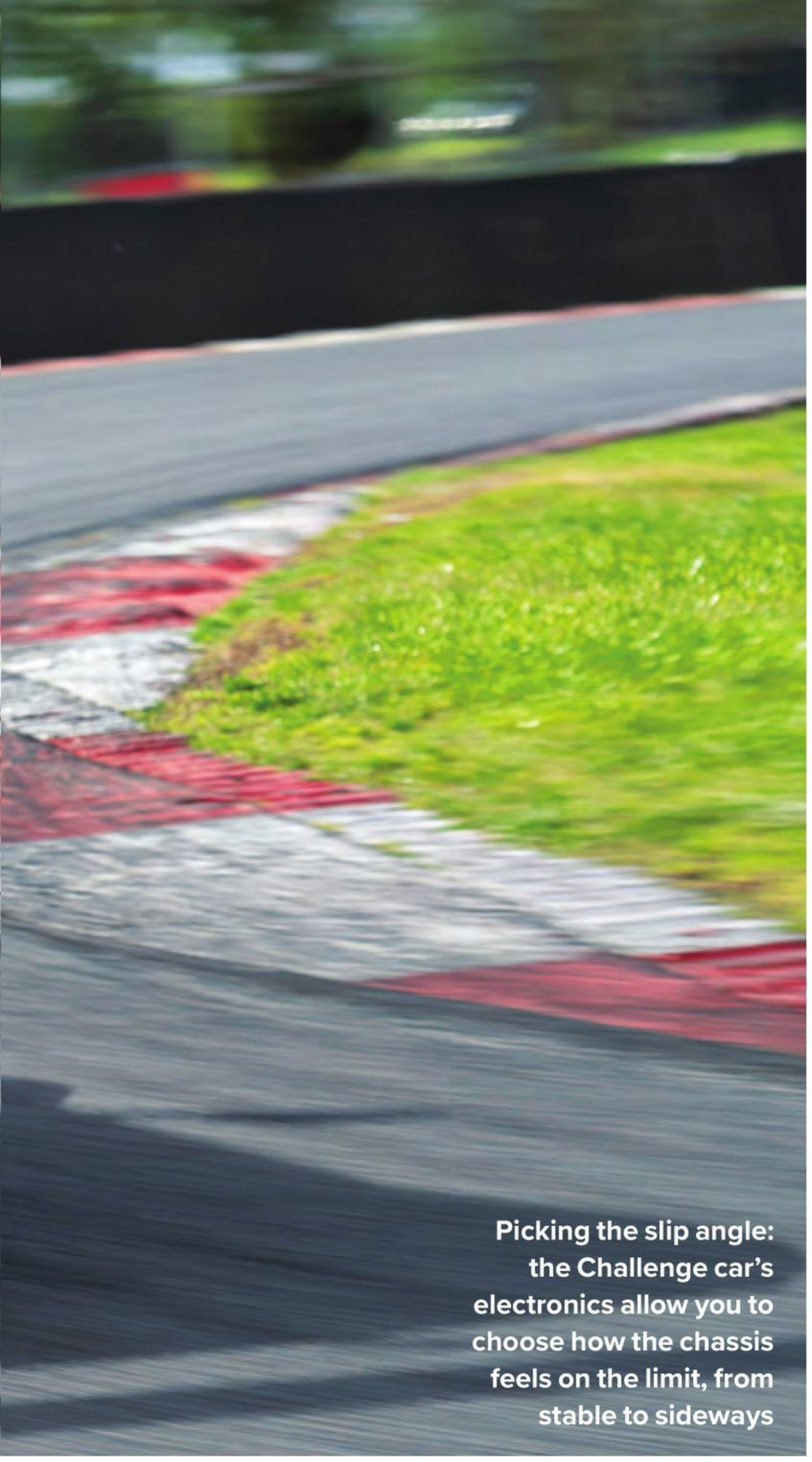


MOTORSPORT IMAGES

The F355 was the car that really kick-started the growth of the Ferrari Challenge in 1996, but also highlights how far it's come with the new 488

Being old enough, my mind spooled back to another time and another track when a rather younger, fatter Frankel drove the F355 Challenge at Fiorano. The difference in how Ferrari chose to go one-make racing then and now is illuminating to say the least.

Back then it was enough to be able to say you raced a Ferrari. This was 1996, the series was only three-years old and the F355 was only the second Ferrari after the 348 to be turned into a one-make racer. To do this, Ferrari stiffened its suspension, fitted some slicks and the necessary safety equipment, and that was pretty much it.



Picking the slip angle: the Challenge car's electronics allow you to choose how the chassis feels on the limit, from stable to sideways



ALL IMAGES MAX EAREY

After a briefing from James Calado, Frankel got stuck in to Ferrari's new one-make racer

Modifications to the bodywork extended to the rather haphazard application of some stickers, while if you sat behind the wheel the only way you'd know you weren't in the road car was by the fire extinguisher in the passenger footwell and the little cut-off switch ahead of the gear lever. It even kept its electric windows, for goodness sake.

Now compare that to what we have here today, which is not so much a modified version of a 488 road car as its evil alter ego. The engine has bespoke race mapping and is 20kg lighter than the road car's, and that doesn't include the 8.5kg shaved from the exhaust system. The gearbox has shorter ratios, too. I don't think the F355 even had traction control, but the 488 racer has a stability system that's so sophisticated it provides two separate controls to allow the driver to select not just at what point the system intervenes, but the level of actual intervention. So, a scared gentleman driver in the wet could programme the car to limit yaw to nothing at the first sign of slip, while a pro could let it all hang out to a point where the car might otherwise be beyond retrieval.

It of course has full race suspension and monstrous Pirelli slicks, but it's probably in the area of aerodynamics - an area ignored entirely by the F355 - that the car is most changed. You'll notice most the barn-door rear wing that's developed from the GT Pro Le Mans-spec 488, but it's balanced out by a hell of a front spoiler and some convincing dive planes. They've even raked back the front radiators to improve air flow and reduce drag. There are new vents at the front and back to help cool the engine and brakes.

Inside, the road car cabin is noticeable now only for its absence. You could be in a GT3 car. A single-screen digital dash doesn't describe infotainment options but perhaps more relevantly, the settings you've chosen for both traction control strategies and the ABS, too. On the wheel you'll no longer find switches for your indicators but instead buttons for the car-to-pits radio, drinks bottle, pit-lane speed limiter and scrolling through pages on the information screen. To your right there's a bank of less important switches, one of which controls the air-conditioning, not as a luxury item they forgot to remove, but a safety item designed to keep drivers cool and focused.

But perhaps the single most significant thing about this race car is the one thing that hasn't changed: unlike GT4, GT3 and even WEC GT racers, the output of the engine has not been touched, so the 488 Challenge retains the full 670bhp of the road car. Ferrari claims it to be the most powerful one-make racer in the world.

Which means it's properly rapid. The only comparable circuit times we have are from Fiorano where the 950bhp LaFerrari hypercar recorded a lap time a fraction under 1min 20sec. The Challenge car goes round in 1min 15.5sec which, put another way, is 7.5sec around a short lap quicker than the 488 road car from which it is derived. Put a third way, it is only 1.5sec slower than the £2 million, 1036bhp FXX K purpose-built track car. Which makes the Challenge car's €249,000 list price before taxes seem a bit more reasonable. That said, if you're going to race it there's a £24,000 entry fee for the season plus a £90,000 service fee for all technical assistance, tyres and fuel for all qualifying and race sessions, although if you want to go testing - and you will because at least some of your rivals will be booking entire tracks to themselves for the day just to get their eye in - that's all down to you and your own pocket.

James Calado, who won this year's LMGTE Pro category at Le Mans and the 2017 WEC title, shows me around. "It's really good fun because it's not being held back by

"Notice the barn-door rear wing, taken from the Le Mans racer"

restrictors," he says. "It's properly quick in a straight line, but obviously you're losing a lot to the GTE car through the corners." Unlike the Challenge, the Le Mans machine develops vast amounts of downforce, mainly from underneath the car. "Be really positive with it, don't worry if it starts to move around and just enjoy it." As pre-match briefings go, it's one of the less proscriptive.

It's going to be interesting, not least because while its 1340kg dry weight might sound quite impressive by road car standards (and it's about 130kg lighter than the standard 488GTB), it's still a reasonably heavy racer. But with a great deal of power.

If I have a reference point, it's the McLaren 570S GT4 car I raced at Spa last year, because both are mid-engined twin-turbo V8 single-make racers without GT3 levels of downforce. But the big difference is that while McLaren decided to run its series to precise GT4 regs, which means restricting the engine back to as little as 430bhp and fitting iron brakes, Ferrari felt no such obligation. And, as I left the blend line behind me and put my foot down for the first time, I was somewhat startled by how the car leapt down the track.

AT FIRST THE EXPERIENCE IS dominated by the engine, which is perhaps how life should be in any Ferrari. With less weight and shorter gears the racer feels not only significantly faster than the road car, which is already exceptionally quick, but faster in a straight line than any GT4 or GT3 race machine. Ferrari says it will accelerate from rest to the red line in fourth gear in six seconds flat, and I believe it.

Thus, the temptation is to drive it like some old American street machine, thundering down the straights and crawling through the corners. But the Brands Hatch Indy Circuit doesn't have any straights of note, certainly not in a car as capable of devouring them as this, and this is a mid-engined Ferrari with carbon-ceramic brakes (road car Brembo discs with race-spec pads), slicks and race suspension. So I start to work it a little harder, prodding and probing here and there to see what it will do and how it will do it. And here's the thing: the Challenge reveals itself to be a very different kind of racing car, one that for a modern machine takes a rather novel approach to the deceptively difficult business of getting itself around a race track.

For because it is a one-make racer and all the cars are the same, the lap time doesn't matter. That Fiorano time might seem pretty rapid, but it's far slower than this car could go if Ferrari wanted it to. The truth is that while the driving experience of a GT4 car like the McLaren is dominated by cornering speed, in the 488 Challenge it is not. On the contrary and relative to the power at your disposal, it has very little downforce and not even that much mechanical grip.

And were this another car, this could be problematic: frustrating at best, somewhat hazardous at worst. But it's not. In fact, it is entirely to the benefit of the driving experience. I will not be the first to observe that the standard road-going 488GTB is probably the best balanced mid-engined car on the market, and it's a trait that has been handed down to its race-prepped sibling.

As Calado said, there is nothing to fear from letting it move around a little – or, indeed, a lot. With enormous amounts of torque, what I expect are quite hard Pirellis and, lest we forget, those magic dials allowing you to tailor-make your own safety nets, you can keep it neutral, slide it a little or skid it a lot. The only problem with taking the more extrovert approach is that in a race scenario you're going to come nowhere. But perhaps you don't care about that?

Even if you do care, the car's inherent friendliness means you can set it up for the minimum intervention level, which will allow you to extract the maximum from the car in terms of lap time, while knowing that if you do overdose the tyres, or they start to get distressed in the latter stages of the race, the car's not going bury you in the barriers.

I really liked this car. Despite all its technology and state of the art appearance, there is something delightfully old-school about it. It is a real drivers' car, by which I mean it is a car for people who love the simple business of driving far more than they do the more complex business of winning. Come first or last in one of these and you're going to have a hoot, which, surely, in a series where all the cars are the same, is the only thing that matters.

What is the Ferrari Challenge?

A brief history of Ferrari's global grand touring series

First created in 1993, the Ferrari Challenge is a single-make series operated by the Maranello marque. Its first car was the 348 Berlinetta, but it has since evolved over time to use the F355, 360, F430, 458 and now the current 488 Challenge model.

Ferrari operates three regional classes around the world, the Ferrari Challenge Europe, North America and Asia-Pacific. There was formerly a domestic Italian series, but it was merged into the European category from 2012. All competitors can also take part in an end-of-season world final, the Finali Mondiali, which brings all Challenge drivers together from across the series.

The Ferrari Challenge GB is new for this year and runs over four rounds for its initial season, with races at Brands Hatch, Snetterton, Croft and Silverstone GP scheduled.



JAKOB EBREY

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Living the dream

Think you've missed your big Le Mans chance? **Joe Dunn** meets a man who, with a budget and a lot of determination, managed to beat the odds and claim a podium place this year

PHOTOGRAPHER **LAURENCE BAKER**

STANDING ON THE PODIUM at Le Mans, Wei Lu looked like any other driver who has conquered the famous 24-hour race: shattered. "I wish we could have done a bit more," he said of his and his team's third place, "but it's hard not to be happy standing up here."

Sharing a Ferrari 488 GTE with Rodrigo Baptista and Jeff Segal, Lu would eventually be bumped up to second in the GTE-Am class after a rival Ford was disqualified. It was a good weekend's work for Lu, who was literally living the dream less than six years after he started racing in earnest.

Lu, 32, moved to Canada from China in 2006 to set up a construction business. He proves that with determination, talent, some world-class coaching and a budget, it is never too late to attain racing glory - even at events like Le Mans. His route to the podium began by enrolling for the Ferrari Challenge, then rising through the ranks until reaching the highest endurance sports car racing echelon.



MOTORSPORT IMAGES

From the left, Rodrigo Baptista, Jeff Segal, JMW team principal Jim McWhirter and Wei Lu celebrate at Le Mans... before their promotion

"It all started in 2014 when I went to my local main dealership and bought my first Ferrari," he says. "The owner said I should start to do some Ferrari Challenge events. He took me to watch a race and I fell in love - it was amazing.

"The following day I decided to buy my first 458 Challenge car, so I jumped right into it. I didn't do the full season, just a couple of races, but from there it just started."



JMW's Ferrari finished on the same lap as the Porsche that inherited GTE-Am class victory

"The proper way is to start in karts, but that wasn't an option"

The Italian marque's single-make initiative started in 1993 and claims to have given thousands of drivers the opportunity to compete in high-speed events at some of the best racetracks in the world. This year is the first in which there has been a bespoke UK series, with the last race due to take place at Silverstone in September.

It is open to anyone with a Ferrari 488 Challenge race car, a national 'A' licence and – here's the kicker – a big budget: a full season of four rounds will cost £114,000 plus VAT.

For those Challenge drivers who want to take their hobby further, Ferrari offers progression: "The Challenge is like a ladder system", says Lu. "You can start from zero in the novice class and move all the way up to semi-professional. I went from the bottom to the top and found myself racing against great drivers."

He finished second in the championship in 2017 and decided, along with his coach Jeff Segal – a professional US racer and Daytona 24 Hours class winner – to take it to the next stage. That meant a Ferrari 488 GT3 car and the Pirelli World Challenge SprintX GT Championship series, where he had a decent season in 2018, and then the huge step up from a 488 GT3 to the 488 GTE and the European Le Mans Series.

"The GT3 is night-and-day different from the Challenge car," he says. "More complicated, more people needed to run it, more speed... To begin with I had no concept of Le Mans, it felt too far for me, but I had watched Jeff do Le Mans and he loved it.

"Then they just happened to have a spot for a bronze-rated driver in the GTE-Am class, which is perfect for me."

Prior to the big race Wei competed at Paul Ricard and Monza in the European Le Mans Series to build his confidence. The team qualified on the second row (in class) for Le Mans then held on for third behind Keating Motorsport's Ford GT and Team Project 1's Porsche. The Ford's disqualification for a fuel infringement subsequently elevated the Ferrari to second.

Lu is realistic about his route to the podium. "Obviously, the proper way of doing this is to start in karts and work your way up, but for me that wasn't an option.

"At my level and starting so late, it is more a matter of investment than sport. As in business you need to invest and hopefully you will get a return – as thankfully I have. If you ask an F1 driver how much has been invested in their careers, it might be hundreds of millions. I've done it for $2m, so in some ways it's good value."

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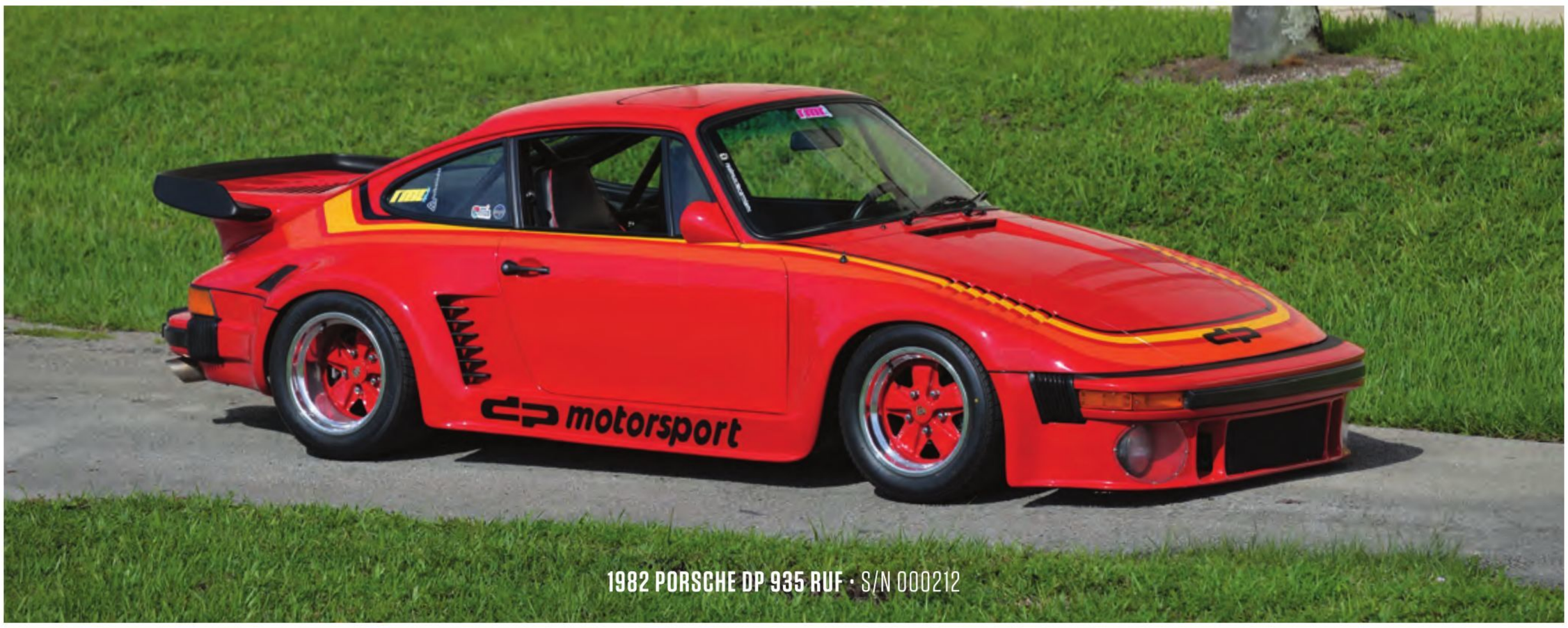
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The glitzy Pebble Beach Concours d'Élégance might be the headline, but there's plenty of variety beyond

Living for the week

The California coastline is peppered with prestigious events during Monterey Car Week. **Simon de Burton** is your guide

WHILE YOU ARE reading this item, thousands of old cars will be in the process of being prepped, polished and preened for what many consider to be the most important event in the historic calendar - Monterey Car Week.

Actually an 11-day jamboree that this year runs from August 9-19, Car Week evolved from the world-famous Pebble Beach Concours d'Élégance which in turn was founded in 1950 as an aside to the Pebble Beach Road Races.

The one-day concours, which has taken place every year since save for 1960, remains the jewel in the crown of this automotive feast and brings together 200 of the world's finest and most valuable veteran, vintage and classic cars. All will line up on the golf links to be viewed by more than 15,000 spectators as leading experts examine each vehicle with forensic care before choosing the winners in a range of categories - and finally select the best in show.

But while concours day remains both the climax of Car Week and the jewel in its crown, the satellite events taking place during the build-up have taken on their own significance - and one of the most eagerly anticipated is the McCall's Motorworks Revival, which is widely regarded as the festival's true start.

Taking place on Tuesday (Aug 14) at the Monterey Jet Centre, it will mark the 28th time former Pebble Beach judge Gordon McCall has combined a display of cars, motorcycles and aircraft with gourmet food, top wines and craft beers for the delectation of 3000 revellers (all aged over 21), who will pay up to $1225 for the privilege of being part of the VIP guest list.

A couple of days later, the gates open for the 17th edition of The Quail, a Motorsports Gathering, which takes place at The Quail Lodge and Golf Club in the shadow of the Santa Lucia mountains.

Combining half-a-dozen judged classes in categories ranging from post-war racing cars to the great Ferraris and sports and racing motorcycles, this genteel automotive garden party will also celebrate Bentley's centenary, the 25th anniversary of the McLaren F1 and shine a spotlight on the electric car industry. Luxury and supercar makers, meanwhile, will offer test drives around the area's jaw-droppingly scenic roads.

For those seeking less formal events - or possibly to spend some money - Retro Auto Monterey (The Inn at Spanish Bay) should certainly be on the list. Free to enter, it combines a wide selection of luxury goods and the latest high-tech car gadgets with automobilia, ephemera, art and other motoring collectibles.

Really serious collectors should also head to Automobilia Monterey, a three-day

selling event featuring more than 45 of the world's leading dealers offering everything from vintage motoring posters to rally plates and bonnet mascots to scale models and rare motoring books, all of which will be guaranteed authentic and original - with no reproductions allowed.

Porsche fans, meanwhile, are spoiled for choice with two marque-themed events - the Classic on August 12, which is organised by Porsche Monterey and open to owners of historic models who want to display them to the public; and the larger Werks Reunion taking place from 7am on August 16 at the Corral de Tierra Country Club in Salinas.

Organised by the Porsche Club of America, the event welcomes all types of Porsche and includes a relaxed competition element in which cars are judged not by conventional concours standards but by a more relaxed (and realistic) set of criteria based on certain attributes agreed prior to judging - so a beaten-up 911 SC with a great story to tell could have as much of a chance of picking up some tinware as the most pristine 2.7 RS.

German car enthusiasts who prefer the products of BMW, Mercedes-Benz and Audi are also catered for with a Legends of the Autobahn gathering at The Club at Pasadera on August 16, while *Ferraristi* will be similarly served for in the gardens of Carmel's Barnyard shopping village, to which owners are invited to bring their cars for public display with a backdrop of good food and live music.

And while the world of old motors is undeniably male dominated, Monterey accommodates the enthusiasm for the subject among the fairer sex, notably through the staging of a women-only car show organised by the Prancing Ponies Foundation, an organisation dedicated to teaching leadership skills to young females.

Also worth seeing is the turnout of 400 super- and hypercars for Exotics on Broadway, while there are also a couple of events designed to prove that Monterey Car Week doesn't take itself too seriously. The Little Car Show at Downtown Pacific Grove features 100 micro and mini vehicles with engines of less than 1601cc capacity and, at Laguna Grande Park in Seaside, the unmissable (and increasingly popular) Concours d'Lemons - a gathering that invites the owners of "the oddball, mundane and truly awful" to compete for a glittering selection of, er, trophies... all gleaned from local thrift shops.

The static showcase

Concours and shows to see at Monterey Car Week

AUGUST 12 - 15

Automobilia Monterey Ballroom of The Embassy Suites, US1, north of 68. From 10am daily. Admission $20 *automobiliamonterey.com*

AUGUST 13

Concours on the Avenue Ocean Avenue, Carmel, CA 93921. 10am-5pm. Admission free. *carmelconcours.com*

AUGUST 14

McCall's Motorworks Revival Monterey Jet Center, 196 Skypark Dr. Monterey, CA 93940. 5pm-10pm. Admission from $425. *mccallevents.com*

The Little Car Show Lighthouse Avenue, Pacific Grove. 12pm-5pm. Admission free. *whatsupmonterey.com*

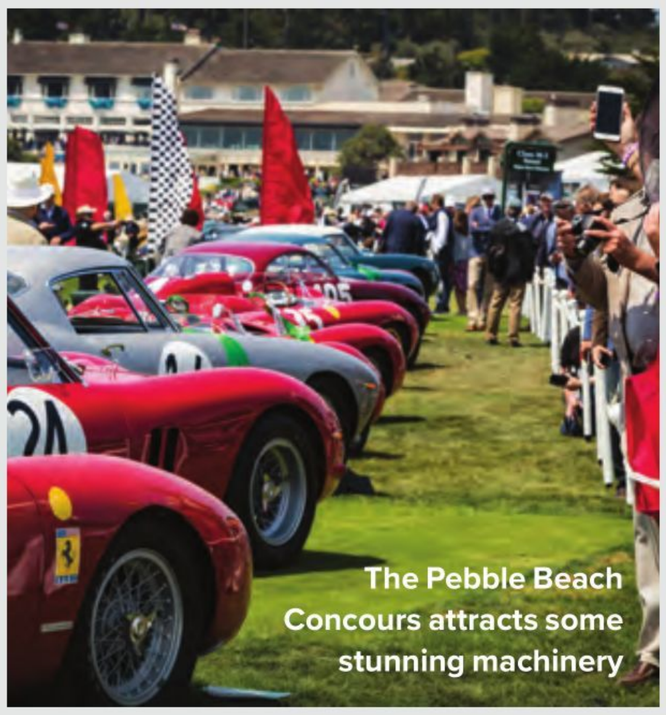
Prancing Ponies Car Show Dolores Street, Carmel-by-the-Sea. 11am-3.30pm. Admission free. *prancingponies.org*

AUGUST 14 - 15

Carmel Mission Classic Carmel Mission Central Plaza, 3080 Rio Road, Carmel, CA. 6pm-midnight. Admission $50 (adv.) $60 (on door) *carmelmissionclassic.org*

AUGUST 15 - 17

Pebble Beach RetroAuto 2700 17 Mile Dr, Pebble Beach, CA 93953. 9.30am-5.30pm daily. Admission free. *pebblebeachconcours.net*



The Pebble Beach Concours attracts some stunning machinery



Vintage automotive exotica is a mainstay of The Quail Gathering

AUGUST 16

The Quail, A Motorsports Gathering 8205 Valley Greens Drive, Carmel, CA 93923. 10am-4pm. Admission $950. *www.peninsula.com/en/signature-events/events/motorsports*

Werks Reunion Corral de Tierra Country Club, Salinas, CA. From 7am. Admission free. Car park $20. *werksreunion.com*

Legends of the Autobahn The Club at Pasadera, 100 Pasadera Drive, Monterey, CA 93940. 9am-3pm. Admission free. Car park $20. *legendsoftheautobahn.org*

AUGUST 17

Barnyard Ferrari 3652 The Barnyard, Carmel, CA 93923. 4pm-7pm. Admission $60. *thebarnyard.com*

Exotics on Broadway Seaside, California. 3pm-8pm. Admission free. *exoticsonbroadway.com*

Concours d'Lemons Seaside City Hall, 440 Harcourt Ave, Seaside, CA 93955. 10am-1.30pm. Admission free. *24hoursoflemons.com*

Concorso Italiano Black Horse Golf Course, 1 McClure Way, Seaside, CA 93955. 9.30am-5pm. Admission from $190. *concorso.com*

AUGUST 18

Pebble Beach Concours Pebble Beach Resort, CA 93953. From 10.30am. Admission $450. *pebblebeachconcours.net*

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Beauties of the Beach

The Pebble Beach Concours is the sales highlight of Monterey Car Week, with headline events from all the major players

THE PEBBLE BEACH CONCOURS and the Monterey Car Week that surrounds it are widely regarded as the most important happenings in the classic car calendar - so it comes as no surprise to see that all the major specialist auctioneers set out their stalls in various locations on and around the peninsula in order to make the most of this captive audience.

At the centre of things will be Gooding and Co, which marks its 16th year as the official Pebble Beach auctioneer, while rivals Bonhams and RM Sotheby's will stage their events at Carmel's Quail Lodge and the Monterey Conference Centre respectively.

Those looking for a little extra showmanship and a great deal of choice, meanwhile, will find both at Mecum's 600-vehicle effort at the Hyatt Regency hotel and at Russo and Steele's 300-lot sale happening at the Old Train Station on Figueroa Street. That's on August 15 - 17

Finally, Worldwide Auctioneers will hold its sale on the evening of Auiust 15 at the Pacific Grove Golf Links, bringing the tally on offer from all six houses to more than 1500 cars - some of which are tipped to fetch in excess of $5m apiece. And all of them are expected to find new homes within the space of 72 hours. Here's our pick of the crop and where to see them.

GOODING AND CO

August 16-17; Pebble Beach Equestrian Center; corner of Stevenson Drive and Portola Road. On view August 14, 10am and then from 9am daily. Sale begins 5pm (Friday), 11am (Saturday). Admission $40 inc catalogue. *goodingco.com*

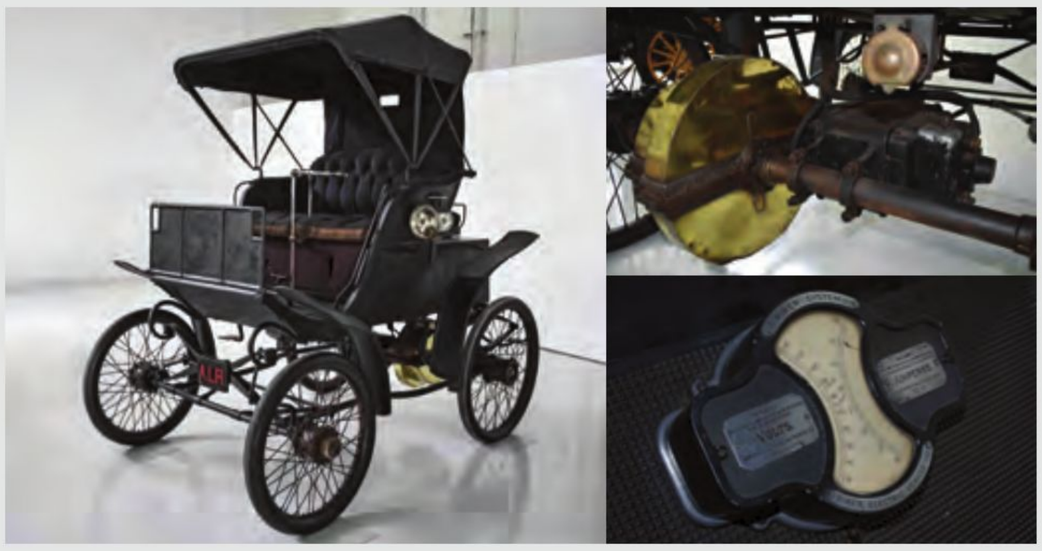


***STAR CAR* 1958 FERRARI 250 GT SERIES I CABRIOLET**

One of only 40 Series I cabriolets and one of four fitted with covered headlights, side vents, and bumperettes. It was built by Pininfarina for aristocrat, playboy and actor Prince Alessandro 'Dado' Ruspoli. Ruspoli was the inspiration for Fellini's classic film *La Dolce Vita* and was friends to the likes of Salvador Dali, Brigitte Bardot, Truman Capote and Pablo Picasso. In Italy until the 1980s, the car was bought by collector Ron Hein before winning many awards, including a first in class at Pebble Beach in 1994. This is the first time it has been offered at auction – it could realise $8m.

WORLDWIDE

August 15; Pacific Grove Municipal Golf Links; 77 Asilomar Avenue. On view August 12, 1pm-6pm; 13-14, 9am-6pm, sale day 9am-3pm. Sale starts 5pm (Thursday). Admission $100 inc catalogue. *worldwide-auctioneers.com*



***STAR CAR* 1898 RIKER ELECTRIC**

Never mind today's battery-powered hypercars – this 1898 Riker is claimed to be 'the most important electric car of all time'. At 121 years old, it was built by Andrew L Riker, a pioneer designer who, ironically, was instrumental in helping the US car industry transition from using electric motors to combustion engines. It won the first American 50-mile road race and the Charles River Park race held during the Mechanics Fair of 1898 before being shown at the Paris Exposition two years later. Original and unrestored, it has never been on public sale. Estimate: on request

RUSSO AND STEELE

**August 15-17; The Old Train Station; 290 Figueroa St.
On view 9am-3pm daily. Sale begins daily at 5pm.
Admission $30 *russoandsteele.com***



***STAR CAR* 1965 SHELBY COBRA**

Cobras don't come much more desirable than this concours-winning 1965 example that has been restored to its original combination of red paintwork and black interior. Offered with a remarkable history file that includes everything from a photo of the first owner with the car to its factory brochure, Shelby American order sheet and sales invoice, it's also documented by the Shelby American Registry. A matched set of Stewart Warner gauges, factory side vents and new chrome wire wheels complete the lot.

RM SOTHEBY'S

**August 15-17; Monterey Conference Center; 1 Portola Plaza.
On view from 9am daily. Sale begins daily at 5.30pm.
Admission $150 inc catalogue. *rmsothebys.com***



***STAR CAR* 1965 ASTON MARTIN DB5 BOND CAR**

One of four DB5s built to 'Q branch' specification for the Bond film *Goldfinger* and one of the two bought by Eon Productions to promote *Thunderball* in the US, this is described as 'the most famous car in the world'. Extensively restored in Switzerland in 2012, it features all 13 special-effects gadgets, including revolving number plates, hydraulic bumper rams, passenger seat ejection system and Browning machine guns. Once owned by noted collector Sir Anthony Bamford, it is tipped to realise $4-6m.

BONHAMS

**August 15-16; Quail Lodge Golf Club; Western Lawns, Valley Greens Drive, Carmel. Sale starts 11am daily.
Admission $100 inc. catalogue. Free entry with Quail Motorsports Gathering ticket. *bonhams.com***



***STAR CAR* SHELBY/DE TOMASO P70**

Among the most radical cars at any Monterey Car Week auction will be this one-off. Designed by Peter Brock (of Shelby Daytona Coupe fame) the P70 was born from a collaboration between Carroll Shelby and Alejandro de Tomaso in an attempt to create a car to contest the United States Road Racing Championship. Shelby abandoned the project after being commissioned by Ford to run the GT40 endurance campaign. De Tomaso subsequently finished the project alone and entered it into the 1966 Grand Prix of Mugello – but it failed to finish the first lap.

MECUM

**August 15-17; Hyatt Regency Monterey; 1 Old Golf Course Road. On view from 8am daily. Sale starts 9am daily.
Admission $20 in advance, $30 after start of sale.
*mecum.com***



***STAR CAR* 1954/59 FERRARI 250 MONZA**

This remarkable one-off was originally owned and raced in Italy, achieving 15th in the 1955 Mille Miglia before having its original Pininfarina Spyder bodywork remodelled by Scaglietti with the distinctive pontoon nose it still wears today. Powered by a 3-litre Colombo V12 and once sold to Ferrari's US agent Luigi Chinetti, it was restored in 2013 and finished in the correct blue and white livery it sported during Chinetti's ownership. Offered with Ferrari Classiche certification, the car belongs to Dana Mecum, founder of Mecum auctions. Estimate: on request.

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The sheer variety of the Monterey Reunion is astounding, with cars of all shapes, sizes and speeds

Laguna in bloom

If static shows and sales aren't your thing, head to the legendary Laguna Seca for one of the world's top historic race meetings

The Pebble Beach Golf Club on 17-Mile Drive might be regarded as the very centre of Monterey Car Week – but for those looking for some high-speed action the only place to go is the WeatherTech Raceway at Laguna Seca, which plays host to half-a-dozen days of serious classic competition culminating in the Rolex Monterey Motorsports Reunion, which this year takes place from Thursday (August 15) until Sunday.

On the previous Saturday and Sunday (August 10 and 11), the Pre-Reunion events offer race fans the opportunity to see more than 300 entrants battle it out in nine separate categories including 1955-1961 sports racers, 1963-1966 GTs, 1967-1981 Formula Fords and IMSA prototypes – with some of the most thrilling sights and sounds being provided by the Masters Formula 1 grids for GP cars built between 1966 and 1985.

Entry tickets cost $70 in advance for both days (or $40 per day) and, with access to the paddock being available to all, the Pre-Reunion really does offer a chance to enjoy motor racing as it used to be.

There's certainly no doubt that it should whet the appetite of even the most jaded race fan ahead of the main Rolex Reunion event, which attracts about 550 cars (drawn from more than 1000 applicants) to compete across no fewer than 14 classes and provide something for everyone. Line-ups include pre-1940 sports racers, Trans-Am cars from 1966-1972 and endurance legends dating from the early 1980s until as recently as 2016.

Look out, too, for some truly star drivers. Double F1 world champion Mika Häkkinen, for example, will pedal the wild 670 horsepower McLaren M8D Can-Am car from 1970 (famous for its so-called 'Batmobile' rear wing) – a sight that should alone justify the $170 price of a four-day ticket.

The famously thrilling track was built from scratch in just 60 days during 1957 on the site of a dry lake bed (hence its name). For the six years prior to that, cars battled it out on a narrow, twisty, tree-lined circuit adapted from the town streets that served as the Pebble Beach Road Race course.



1950s sports cars from such as Maserati will shine in the sun as part of the full Reunion programme

It proved surprisingly safe as the venue of the Del Monte Trophy race, but in 1956 car customiser and hot rod racer Ernie McAfee was killed when his Ferrari slammed into a tree, leading to a decision to create a purpose-built raceway nearby.

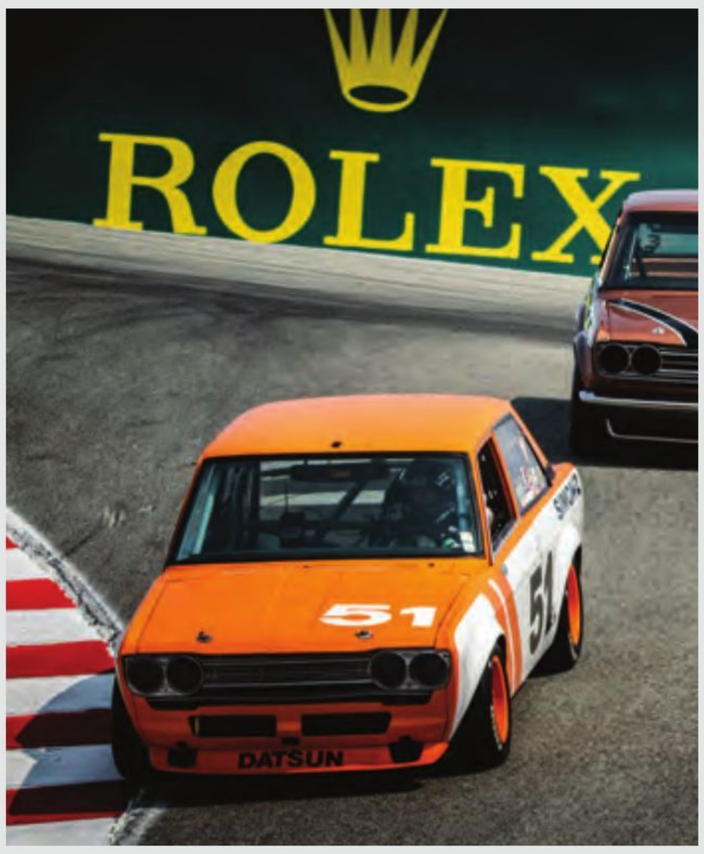
During the past six decades, Laguna Seca (which is managed by the Sports Car Racing Association of the Monterey Peninsula, otherwise known as SCRAMP) has hosted everything from the American Le Mans Series to Formula 5000, Moto GP and the World Superbike Championship, with the track coming to be known the world over for its famous Corkscrew turn, which starts with a blind crest and challenges drivers and riders with an 18-metre drop in elevation.

But Monterey Car Week inspires plenty of other dynamic events away from Laguna Seca, too. The first gets underway on day one (Tuesday, August 13) in the form of the Monterey Kick-Off Cruise-In, during which anyone and everyone with a car that's cool or classic is invited to take part.

More than a week earlier, 30 entrants in quality and thoroughbred cars built before 1968 will have left from Seattle, Washington, to take part in the Pebble Beach Motoring Classic that arrives on the peninsula during the afternoon of Wednesday, August 14, having covered 1500 scenic miles.

The following day features another group taking part in the annual Pebble Beach Tour d'Élégance - again backed by Rolex - a gentler run that takes in sections of the original 17-Mile Drive (the scenic road through Pebble Beach and Pacific Grove) and includes mountain and valley roads and a stop at Carmel-by-the-Sea.

And on the same afternoon, 100 more cars are due to arrive having made the 320-mile journey from Los Angeles to Monterey as part of the 'Italian Stampede', an escorted drive established in 2010 that, despite its name, is open to sports and luxury cars of all makes.



With its big elevation change, the Corkscrew has become Laguna Seca's defining challenge

Chasing the action

Monterey plays host to a full week of moving events

SUNDAY, AUGUST 10
Monterey Pre-Reunion
WeatherTech Raceway, Laguna Seca.

MONDAY, AUGUST 11
Monterey Pre-Reunion
WeatherTech Raceway, Laguna Seca.

TUESDAY, AUGUST 13
Monterey Kick-off Cruise-In
Lighthouse Avenue, Pacific Grove.
3pm - 7pm

WEDNESDAY, AUGUST 14
Pebble Beach Motoring Classic
Arrives 3pm.



THURSDAY, AUGUST 15
Pebble Beach Tour d'Élégance
7am line-up; 9am start
Italian Stampede
Arrives from 7.30pm
Rolex Monterey Motorsports Reunion
8am start

FRIDAY, AUGUST 16
Rolex Monterey Motorsports Reunion
8am start

SATURDAY, AUGUST 17
Rolex Monterey Motorsports Reunion
8.30am start

SUNDAY, AUGUST 18
Rolex Monterey Motorsports Reunion
9am start

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Although some classic cars are freighted to shows and events by ship, the vast majority travel aloft



Precious cargo

Safely delivering a seven-figure Ferrari might cause a few nervous moments, but Cosdel knows the ropes

IF YOU'VE EVER WAVED GOODBYE TO your four-wheeled pride and joy after leaving it dockside to face an uncertain journey across the sea, you'll be familiar with the days of anxiety that can follow. Was it carefully loaded? Was it properly tied down? Will it actually arrive, undamaged and in one piece?

On top of those worries, there is also the mountain of paperwork to consider, plus the complex rules of import and export that differ from region to region and, of course, the danger of losing your vehicle altogether if everything isn't perfectly in order.

Undoubtedly the best way to avoid all the above is to entrust your car to a professional transportation company - and few have the same reputation among exhibitors at the Pebble Beach Concours as that enjoyed by Cosdel, the San Francisco Bay-based firm founded during the 1960s by Martin E Button, husband of long-standing concours chairwoman Sandra Button.

Button began his career with a freight forwarding firm that mainly shipped foodstuffs around the world, but Fantasy Junction dealership founder Bruce Trenery inspired him to combine his interest in cars with his knowledge of the transport world by setting-up Cosdel as an all-round logistics business with a leaning towards the import and export of classics.

"When I joined Cosdel 20 years ago, I would say half of what we handled was general cargo and the other half cars - but now the cars account for 90 per cent and have become our primary focus," says general manager Sara Rider.

"If I was to pinpoint one particular area of expertise," she adds, "I think it would be our understanding of international customs laws. Nowadays, most people don't own cars in their name - they are usually registered as belonging to a collection, a museum or a corporation, and that can make moving them between countries quite difficult. But our experience with such situations means we can usually smooth the way."

For this year's Pebble Beach Concours, Cosdel has 'smoothed the way' for the temporary import into America of about 40 cars, 24 of which are vintage Bentleys that have been shipped over as part of the marque's centenary celebrations. And, perhaps surprisingly, the majority will arrive by aeroplane, not ship.

"Cars often have to remain at a restoration facility until very shortly before an event, and air shipment allows for that immediacy," says Rider. "It is more expensive, but there is an enormous amount of wealth among collectors and they are prepared to pay extra, especially when there are so many events taking place in different countries within a short space of time."

Typically, Rider estimates it will cost an average of $4000-10,000, depending on size, to send a car from the States - but, due to the higher cost of fuel and cargo space in Europe it could be as much as €15,000 to fly one the other way around.

To the many owners who regularly use Cosdel, however, such sums are insignificant. Last year, for example, the firm was tasked with shifting David and Ginny Sydorick's multi-award-winning 1937 Alfa Romeo 8C between concours events at Chantilly, Villa d'Este and Pebble Beach, and has also moved the 'original' Rolls-Royce Silver Ghost AX 201.

When it comes to the most valuable consignment that Cosdel has so far been tasked with shifting, however, there is nothing to beat the 10 Ferrari 250 GTOs it flew from the USA to Italy for the 55th anniversary reunion in 2017.

cosdel.com

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Tom Walkinshaw Racing developed the first XJS tourer itself, before tempting Jaguar to back the team

The first of the breed

Far from just another racing XJS, this Jaguar is actually the very one that sparked a racing revival, says **Simon de Burton**

THERE WILL BE FEW (IF ANY) *Motor Sport* readers who don't recognise the initials TWR as short-hand for Tom Walkinshaw Racing, the team that put Jaguar back on the competition map when it contested the 1982 European Touring Car Championship with the very Motul-sponsored XJS coupé that's pictured here – TWR XJS chassis number one.

It all started after Walkinshaw, who died in 2010, put forward the suggestion that the XJS might be the car to take Jaguar successfully back to the track.

CEO John Egan gave the idea his blessing on the basis that the factory would supply two cars and parts back-up for the project, but would only be forthcoming with cash in the event of podium placings, offering Walkinshaw £30,000 for each win, £20,000 for second places and £10,000 for thirds.

Starting with a standard, road-legal XJS V12 in Damson Red, Walkinshaw and his small team developed 'TWR001' to the homologation requirements of Group A regulations, unveiling the car – and announcing the ETCC campaign – in March 1982, just before the first race at Monza. He and co-driver Chuck Nicholson (aka gentleman driver Charles Nickerson) were forced to retire in Italy, after damaging the underside on a chicane kerb.



The Lovett/Dieudonné and Walkinshaw/Nicholson Jags lead at Silverstone in '82. Below, the hulking 5.3-litre V12 powerplant and production-derived interior

MOTORSPORT IMAGES





By the end of the season, however, the team had clocked up wins at Brno, the Nürburgring, Silverstone and Zolder, with the sister car also taking second place in the two latter events.

The success led to Jaguar making an official and formal return to the ETCC in 1983, with TWR running the marque's famous green and white cars on behalf of the factory and sowing the seeds for the team to develop further Jaguars that contested the WSCC and IMSA GT Championship - and also went on to win at Le Mans and Daytona.

But the car that started it all - this one - was rather ignominiously retired and put to one side with the intention of being used as a development mule or cannibalised for parts before, 30 years later, being acquired by leading historic racer Chris Scragg.

By then its true significance had been lost in time, so Scragg had it prepared to race specification by renowned Jaguar specialist M & C Wilkinson (the engineering side of the Sayer Collection, from whom it is now available), acquired its FIA papers and was about to sell it as simply a race-ready XJS - before a chance encounter with a former TWR employee revealed it was chassis one.

It was restored by Wilkinson to the exact specification and livery in which it won at Silverstone in 1982 (the first Jaguar TT victory since 1951) and is now offered in race-ready condition.

It is the final car from Scragg's collection of half-a-dozen competition Jaguars, put up for sale following his retirement from historic racing in 2014. And make no mistake - this is also a genuine and highly significant piece of racing history.

1982 TWR JAGUAR XJS

Chassis number one. On offer at The Sayer Selection, Everton, South Yorkshire. c£500,000, *sayerselection.com*

In the market for a racing saloon?

The world of classic tin-tops offers a wealth of diversity



1969 FORD ESCORT RS1600 MK1. £78,500. A competition car from birth and comes with a twin-cam beneath its snout; this one was fully restored in 2012. *albionmotorcars.com*



1972 RENAULT 12 GORDINI. €17,000. Never had the same cachet as the legendary 8 Gordini, but is just as versatile. Suitable for hillclimb, track or special stage. *moreschi.info*



1970 DATSUN 1600 SSS. £37,500. Originally registered in America. Full Gp2 specification, with forged racing pistons and five-speed close-ratio transmission. *fsautomoveis.com*



1974 OPEL COMMODORE GS/E. £85,000. Raced in Gp1 by Salvatore Ferlito, but converted to Gp2 spec. Last period start in 1980, then stored by Ferlito for 38 years. *springbok.de*

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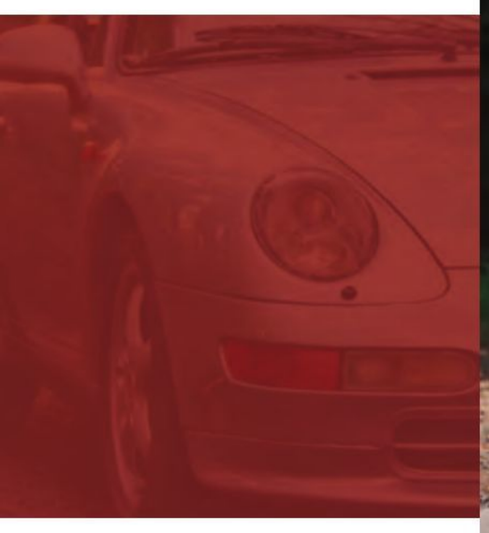
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Ultralight Deutsch-Bonnet has competition past and could be a class winner again

AUCTION HERO

Da Silva's lost gold

A new auction venue – and country – offers some unsuspected classics, says **Simon de Burton**

RM Sotheby's will stage its first auction in Portugal on September 21 when it offers the remarkable Saragga Collection of 130 classic cars - all of which will be sold without reserve. Built up during a 30-year period, the collection covers 55 marques and spans more than a century, with the oldest car dating from 1910 and the most recent being a 2007 Aston Martin V8 Vantage AMR.

The sale will take place close to the stylish resort of Comporta, south of Lisbon, and includes many cars that have been in Portugal since new. Among the highlights are a sought-after 1973 Porsche 2.7 RS and a 1966 Mercedes-Benz 600 with a unique glass roof conversion carried out by the celebrated French coachbuilder Henri Chapron of Citroën DS *Decapotable* fame.

The majority are road cars, but the sale includes some interesting race-orientated machinery, too, among which is a 1947 HRG with 'Aerodynamic' coachwork by Fox and Nicholl, a beautifully restored Lotus 69 and a rare Willys Interlagos Coupé - the Brazilian-built version of the Alpine-Renault 108.



Output of air-cooled flat-twin Panhard motor was between 58-70bhp, but it was lightweight

The competition car that caught our eye, however, is this DB Type HBR cabriolet dating from 1951. 'DB' - for Deutsch-Bonnet - was founded in 1938 by coachbuilder Charles Deutsch and racing driver and car designer René Bonnet and by the 1950s had proved itself a powerful force in the world of small-capacity sports car competition.

Light and agile, the cars were powered by air-cooled flat-twin Panhard engines, and at the peak of the marque's success delivered three class wins at Le Mans and four in the Mille Miglia.

The DB Type HBR cabriolet on offer from the Saragga collection has spent its entire life in Portugal, having been delivered new to gentleman driver José Emidio da Silva who used it for anything and everything involving an element of competition - hillclimbs, circuit races, regularity trials and rallies, he did them all in his trusty DB.

And evidence of the capabilities of both car and driver can be seen in the impressive results they achieved, notably a first in class at the 1951 Vila do Conde Circuito da Primavera (where the DB beat considerably more powerful opposition, including a Ferrari 166MM and an Allard J2). Da Silva also took a class win in the 1952 Portuguese hillclimb championship and the same year returned to the Circuito da Primavera to win a production car race.

What happened to the DB after his ownership is largely unknown, however, save that it ended up in a private collection for decades before being rediscovered and comprehensively restored.

Only lightly used since, the car has both its original registration documents and a FIVA passport (French historic car documentation). But, more importantly, it's ready to be used in anger - and, as da Silva so ably demonstrated, should prove capable in a wide range of events.

1951 DB Type HBR Cabriolet. On sale at R.M. Sotheby's, Comporta, September 21. Estimate: €70-90,000. *rmsothebys.com*



1952 GORDINI TYPE 15S. SOLD FOR €690,000. BONHAMS. One of only two remaining, this Gordini Type 15S has a glorious history that includes being driven (albeit in an earlier configuration) by Juan-Manuel Fangio in the Reims Grand Prix. Rebodied in 1952 and fitted with a 135bhp Type 18 twin-cam, it was raced by Prince Bira and many others before being neglected in the UK. It was bought in 1978 by French Gordini enthusiast Jean-Louis Hamoniaux – who finally restored it 27 years later.



1964 LOTUS ELAN 26R. SOLD FOR €83,440. ARTCURIAL. Not just any old Elan, but one of the 97 '26R' competition models featuring lightweight bodywork, modified brakes and suspension, magnesium wheels and engines tuned by BRM or Cosworth. This BRM-powered version was raced extensively in period.



1968 FORD CORTINA MK II 'SAVAGE'. SOLD FOR £31,000. HISTORICS AT BROOKLANDS. Said to be the inspiration for Ford building hot saloons, it was created by racer Jeff Uren whose company, Race Proven, fitted a three-litre Essex V6 and upgraded the brakes and suspension. This one-off was restored to its original spec.



1929 AUSTIN SEVEN ULSTER RECREATION. SOLD FOR £15,750. H&H. This exceptional evocation seemed like an excellent buy. Fully rebuilt between 2015 and 2017, it's based on a short-wheelbase saloon, with the conversion being carried out by a marque specialist who prepared the car for rally and competition use.

Bonhams keeps it real

Modern and affordable classics to be sold through new more mainstream subsidiary

THE INTERESTING THING ABOUT the old car world is that, paradoxically, it is constantly evolving - as automotive technology develops, attitudes to driving change and new generations emerge, so cars from the recent past come to be regarded as 'interesting' more quickly than ever.

It's a fact that has been addressed by Bonhams with the launch of its new venture called MPH, an off-shoot of the main classic car department that will be based at Bicester Heritage and specialise in auction sales of modern and affordable classics.

Headed by specialist Rob Hubbard, MPH will stage four drive-through sales per year with the debut event set to take place on September 26.

One of the features of the service will be a simple online consignment process which includes a 100-point condition report and three price options ranging from £125 plus VAT for an online catalogue entry and a half-page in the print version, to £175+ VAT for a full print page, and £300 plus VAT for the addition of professional photography and a full pre-sale valet.

But perhaps the most enticing feature of MPH is the fact that sellers will pay just five per cent plus VAT on the hammer price, and buyers 12.5 per cent plus VAT.

It's an initiative that might just make buying at auction fun again.





1992 WILLIAMS-RENAULT FW14B. SOLD FOR £2.7m. BONHAMS. Described as 'the finest-ever Williams F1 car,' and 'an unstoppable force in the hands of Nigel Mansell', this is one of the most celebrated cars of 1990s F1. Mansell and Red 5 chassis FW14B 08 contested seven of that year's races together, winning five.



1959 BOCAR XP-5. SOLD FOR £79,240. HISTORICS AT BROOKLANDS. Produced by aeronautical engineer Bob Carnes of Colorado from the late 1950s until 1962, when the factory was destroyed by fire. This track-biased one, said to be capable of 180mph, is one of only a handful of surviving XP-5s from the 15 or so built.



MAX GIRARDO

"Maybe there are too many auctions and buyers aren't excited?"

I'll focus my reviews on the Artcurial Motorcars sale in Paris, the Bonhams Chantilly sale and the Bonhams Goodwood Festival of Speed sale.

First off, Artcurial. The results were reflective of the selection of cars on offer: less than half found new homes, and the star lot – the short-nose 1965 Ferrari 275 GTB – sold for €1,930.800, which was not a stand out compared to some prices achieved at auction in America this year.

There was a lack of enthusiasm in the room, and perhaps if there had been a bit more energy, more cars would have sold.

Next up is Bonhams' Chantilly sale. The Gordini Type 15S stole the show, selling for €690,000. The perfect car for a cultivated collector, it will now join a refined European collection.

Overall, the sale was better than the previous year's — which may come as a surprise for those who looked at the catalogue. To me, this further emphasises that, when studying auction results, one always needs to look at how individual cars sold (or didn't), before making a judgement if it was good or bad.

Bonhams' Goodwood Festival of Speed sale — a mere five days after Chantilly – was perhaps an example of too many sales back to back?

Overall, the sale was good, even though the percentage of cars sold did not necessarily reflect this. Some cars made spectacular prices, like the 2011 Land Rover Defender SVX *Spectre* that sold for £316,250. If you missed out, another *Spectre* Defender is being offered by a UK dealer for £265,000! The highlight of the sale was the 1992 Williams-Renault FW14B "Red Five" F1 car, which sold for £2,703,000.

It's interesting how Bonhams auctions coincide with events; Chantilly and Goodwood for example. I get the concept of holding one in an environment full of collectors; however, with so many activities, events and displays going on, it may just work against them.

Although auction results seem to be slightly subdued across the board, the events are vibrant and exciting. The passion for cars is stronger than ever. The classic car industry is fuelled by passion, and that is why we love it.

Maybe there are simply too many cars and too many auctions? Maybe buyers are just not that excited to go to so many sales? Monterey is next, and it will set the tone for the remainder of the year. The quality is second to none, and definitely a step up from Europe.

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

GOODING & CO.



1953 ALFA ROMEO 6C 3000 CM SUPERFLOW IV I've known of this car for a while and always loved it. It's a racing chassis with the most stunning Pininfarina design. One look and you'll fall in love.

GOODING & CO.



1975 FERRARI 312T It was driven by three-time world champion Niki Lauda — oh, and he won the 1975 French GP in it. F1 cars are very desirable, and this particular one is a good as it gets.

RM SOTHEBY'S



1962 FERRARI 250 GT SWB BERLINETTA There are two significant reasons: one, I absolutely love a SWB, and two, this example is offered without reserve — a true test of the market.



Buying guide

Porsche 911 Carrera RSR

One of the most charismatic racers from Stuttgart's rich seam

PORSCHE'S MIGHTY 917 HAD BEEN legislated out of the World Championship for Makes at the end of 1971, but little more than a year later the German marque was once again notching up big victories in prestigious sports car enduros. Not with a prototype, but with a GT car – the Porsche 911 Carrera RSR.

The new Porsche, initially in 2.8-litre form, claimed a victory on its race debut in the 1973 Daytona 24 Hours with the Brumos team. The car driven by Peter Gregg and Hurley Haywood beat a modest and fragile field of prototypes in February '73, although by way of a paperwork quirk it was running as one itself. The new RSR, which introduced the world to Porsche's duck-tail rear spoiler, had yet to be homologated, so had to run as a prototype.

Seven weeks later, Gregg and Haywood made it two big wins from two starts at the Sebring 12 Hours, this time sharing with owner-driver Dave Helmick. They triumphed against a field of GT cars in what was no longer a round of the WCM - exactly what the RSR had been conceived to do.

Porsche had been building hot versions of the 911 for race tracks and rally stages for years, but the stars aligned in the creation of a machine that is right up there in the pantheon of the marque's great racing cars.

Customers were clamouring for a more competitive car for international GT racing and rallying, at a time when the firm's resources had been freed up after a new 3-litre capacity limit did for the 917's world championship career. The company hierarchy also happened to be looking for a halo car to reinvigorate the now nine-year-old 911 model line.

The capacity of the flat-six boxer engine had already been creeping up as the customer racing department strove to keep the car on the money in the GT ranks. Now, Porsche took the engine out to 2.7 litres for the Group 3 Carrera RS, the homologated base car, and 2.8 litres for the full-house Group 4 racer. A 3 litre followed for 1974.

The RS and RSR did the job for which

PORSCHE 911 CARRERA RSR

- **Price new** N/A
- **Price now** £1.75-2.5m
- **Engine** 2.8-litre flat-six
- **Power** 280bhp
- **Le Mans class wins** 8
- **Verdict** The definitive Porsche GT racer of its time. It set a benchmark for customer cars that the company still follows to this day



RSR in full flight during the 1974 Nürburgring 1000Kms, Helmuth Koinigg at the wheel of the car he and Manfred Schurti took to seventh place

MOTORSPORT IMAGES

they were intended. Kremer Racing won the European GT Championship with Clemens Schickentanz in 1973, and John Fitzpatrick followed up on that success the following season, having started out with Georg Loos' Gelo Racing before switching to Kremer.

There were class victories at the Le Mans 24 Hours, too. Kremer won the GTS class in '73 and the victories kept coming for the car right up until 1978.

The RSR served another purpose as well, by providing Porsche's customers with a winning GT option. It was a lead-in to the forthcoming Group 5 'special production' class that would eventually be delayed until 1976. The rules allowed for a manufacturer to develop a Group 5 silhouette racer out of a Group 4 car. The RSR was that machine.

Development of what eventually became the Porsche 935 started earlier than expected. When the factory squad was picked up by the scrutineers at Monza '73 for a modification to the rear suspension, it made an overnight swap to the prototype class.

"The RS and RSR did the job for which they were intended"

A bigger rear wing appeared for the race, and Porsche opted to stay in the higher category to allow it to develop the RSR. Bigger fenders and larger wheels followed during a season that included another giant-killing win in the Targa Florio. A turbocharged engine would then come on stream in '74.

The RSR was a success – and also set Porsche on course for even bigger things.

Market view

Air-cooled 911s have always been popular

It's no secret that the values of air-cooled Porsches have accelerated over the past 10 years – and the RS and RSR models are no exception.

American auctions dominate 1974 RSR sales and prices steadily increased each time one came to market. To underline the point, prices climbed from £380,000 at the Bonhams Quail Lodge auction in 2010 through to a peak of £1.6m at Amelia Island in 2016.

While the 1973 RS hasn't experienced such large gains, values do seem to be somewhat more stable. This might in part be due to the international nature of the market for the RS, with recent sales in Japan, France, Germany, America and the UK. In 1973 a Touring sold at Bonhams in London for £319,000, while at a 2016 RM Sotheby's auction one fetched £460,000. Two sales in 2019 suggest continued strong support, with a £450,000 sale in Paris in February and another for £420,000 at Como in May.

Singer and Magnus Walker have probably done more to raise the profile of air-cooled Porsches among younger generations than the factory could have imagined, so demand should remain strong.

The RSR, a race-spec development of the RS, is a lot more pricey, especially for one with proven heritage.

Robert Johnson,
Classic and Sports Finance

CLASSIC & SPORTS FINANCE



ONE CURRENTLY FOR SALE

1974 Porsche 911 Carrera 3.0 RS

On the forecourt

With success on both racetracks and rally stages to its name, this is a rare car with a strong back story

This rare 1974 Porsche 911 Carrera 3.0 RS offered for sale by William l'Anson Ltd has a rich period competition history. To complete the gruelling Le Mans 24 Hours once is impressive enough, but to go on and complete it a further three times, winning the Group 4 class in 1976, is perhaps an even more remarkable feat.

One of only 55 examples built and run from 1976 onwards by the famous Alméras Frères team, this fine example's illustrious competition history embraces both racetrack and rally stages – it has competed in the Tour de France twice, the Monte Carlo Rally and Giro d'Italia, to name but a few. The car was driven on a number of occasions by versatile French legend Jean-Claude Andruet - and also featured in Disney's *Herbie Goes to Monte Carlo*.

With a long continuous ownership history, including a stint with renowned Porsche expert John Starkey, the restoration was completed fairly recently by Heritage Motorsport in America and Prill Porsche Classics in the UK.

"This 3.0 RS has a huge amount of racing and rallying under its belt, and as a class winner at Le Mans that puts it into a special bracket," says Ben Mitchell from William l'Anson. "With a clear lineage through its life, the car was restored so that a previous owner could take it back into historic racing at some of the best events worldwide."

Price is on application.

William l'Anson Collectors Car Sales, Birdlip, Gloucestershire
Tel: 01285 831488, *williamianson.com*



ONE PREVIOUSLY RESTORED

1974 Porsche 911 Carrera 3.0 RS

In the workshop

There's a fine line between restoring and updating. This RSR retains its originality after a stringent rebuild

When this 1974 911 Carrera 3.0 RS arrived at Historika's Ipswich workshops it went straight on the chassis jig. That resulted in a decision, says Nick Morfett who runs the Porsche specialist with father Kevin, "to pull it apart and give it a proper, bare-metal restoration".

The car, sold new through French Porsche importer Sonauto in August 1974, had an extensive and varied competition career in period and subsequently in historic events. Owned at one stage by multiple Le Mans participant Raymond Touroul, it raced at the French enduro on two occasions, twice finished on the podium in the Tour de France and also competed in the Monte Carlo Rally with Bernard Béguin at the wheel.

"It had done a lot of work over the years and competed in a lot of rallies," explains Morfett. "There are photos of the car with all four wheels in the air, so they do take a pounding. It wasn't particularly true or square, so we needed to get it back on its factory points."

Historika kept the original structure and panels.

"I think we changed one door skin," says Morfett. "You always try to keep as much originality as you can, to repair rather than replace. This car was pretty much in its original spec and hadn't been updated to the latest and greatest."

The car is now back in its 1976 Tour de France livery and ready to go in historic events.

Historika, Witnesham, Suffolk
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Buying guide

Aston Martin DB5

As driven by Bond, but minus revolving number plates...

IT'S BEEN DUBBED 'THE MOST FAMOUS car in the world'. It's not clear who said as much but, whether or not such claims are true, there's little doubt that the Aston Martin DB5 is one of the most desirable vehicles of all time.

The British manufacturer has Eon Productions, the owner of the James Bond franchise, to thank for that. Giving the quintessential Bond Sean Connery a gadget-laden DB5 to drive in *Goldfinger* and then *Thunderball* secured the Aston grand tourer a place in the consciousness of the wider public. Cameos in later post-Connery Bond films, a big-selling Corgi model and now the official continuation car, announced last year, mean that everyone can identify '007's Aston', even if they can't quite conjure the model name.

Bond didn't drive a DB5 in Ian Fleming's novel. He couldn't, of course, because the book that shares its name with the movie was published five years before the car's 1963 launch. In the book, his MI6-issue vehicle – complete with machine guns, revolving number plates, ejector seat *et al* – was an Aston DB MkIII, so it was only right that in *Goldfinger* released in 1964 that 007 should drive its mid-60s successor.

The car Fleming chose for Bond, correctly called the DB2/4 MkIII, was superseded in 1959 by the DB4, the first Aston to be built at the famous Newport Pagnell factory that remains in Aston's hands to this day. The DB5 continued the development trend on its arrival four years later. It was more GT than sports car, a roomier vehicle with added creature comforts.

The DB5 wasn't really a new machine, rather a revamp of the final DB4 Series V. It retained its live rear axle after a De Dion semi-independent system was considered and discarded. The all-aluminium, straight-six overhead-cam engine was enlarged from 3.7 to four litres, increasing power by 40 or so horses and, apart from the very earliest cars, a ZF five-speed gearbox replaced the four-cog David Brown transmission.

And it was all clothed in ever-more alluring aluminium *Superleggera* coachwork

ASTON MARTIN DB5

- **Price new** £4248 (inc taxes)
- **Price now** £550,000 to £1 million
- **Engine** 4.0-litre 12-valve straight six
- **Power** 282bhp ● **0-60mph** 7.1sec
- **Top speed** 145mph ● **Rivals** Jaguar E-type, Ferrari 275 GTB
- **Verdict** The quintessential Englishman's tourer



designed by Carrozzeria Touring in Italy. The DB5 wins hands down over both its predecessors and its successor, the 1965 DB6, in any DB beauty contest.

Refinements found inside included electric windows for the first time and the option of air-conditioning. An automatic Borg-Warner transmission was a no-cost option.

As with its predecessor, there was a high-performance Vantage model with some 40bhp more due to uprated carburettors and reprofiled camshafts. And there was also a short run of convertibles, and even a shooting brake, originally a one-off to facilitate the hobbies of Aston boss David Brown, a hunting, shooting and fishing fan.

It is the two-plus-two coupé that is the definitive DB5, perhaps because it was driven by the definitive Bond. Maybe this is even the definitive Aston Martin, at least in silver.

"Maybe this is even the definitive Aston Martin, at least in silver"

There isn't a record of how many of the 1500 or so DB5s built were delivered in what was officially known as Silver Birch. Aston, don't forget, had a chequered history through much of the 1970s and into the '80s, going bust on one occasion. But marque experts contend the shade it was not the most common choice of the time.

It's also impossible to know just how many of the remaining DB5s are presently resplendent in Silver Birch. The likelihood is that it's a sizeable majority. If you have the money to own one, you want it to look just like Bond's – the most famous car in the world.

Market view

A cocktail of speed, comfort and versatility

It is hard to imagine a more quintessentially British sports car than the Aston Martin DB5 – a style icon and a true driver's car.

A development of the DB4, this model took a successful formula – light Carrozzeria Touring body, wonderfully powerful straight six – and refined it.

With the ability to outpace all but the finest of its Italian super car rivals, while simultaneously carrying four passengers and luggage, there were few finer choices for a wealthy clientele.

The DB5 has today become one of the truly great collector's cars. Prices have risen keenly over the last decade, helped in no small part by the world-famous James Bond connection. The film producers had wanted Bond to drive a Jaguar E-type, but the firm declined to lend any vehicles and Aston thus stepped in.

A regular saloon in average condition should hover around the £400,000 mark, but prices can double for a Vantage. At the top of the chain is the DB5 drop-head coupé, for which a buyer will expect to pay at least £1.2 million. Beyond that there is the ultra-rare DB short-chassis Volante, which can easily fetch more than twice as much as a DHC at auction. The owners of such wonderful vehicles consider them to be worth every penny...

David Bond, managing director, Footman James

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We share your passion



ONE CURRENTLY FOR SALE

1964 Aston Martin DB5

On the forecourt

More than 20 years in a lock-up led to dilapidation, but the car was still complete – and ripe for restoration

There is an amazing story behind the DB5 being sold by Aston specialist Nicholas Mee & Company. It sat for more than 20 years in a lock-up before its recently completed restoration as a James Bond lookalike in Silver Birch.

"Imagine a garage at the back of a block of flats – that's where it was discovered," says Ed Barton-Hilton, sales and marketing manager at Nicholas Mee. "At one point the garages were rebuilt around the car! It was in pretty poor shape, but most importantly it was complete."

The car, sold new in 1964 to Edward Portman, the ninth Viscount Portman, was taken to renowned Aston specialist Adrian Johnson, formerly Post Vintage, for what Barton-Hilton describes as "a nut-and-bolt restoration", as well as a change of colour from its original Sierra Blue.

"It is one of those over-used terms, but this really was nut and bolt," he says. "Where possible everything was restored, repaired or else replaced with factory items."

Like many DB5s, the engine has been taken out from 4.0 to 4.2 litres with bigger pistons, a common upgrade. "If you are rebuilding an engine today, you go to 4.2," says Barton-Hilton.

The car has been used just once post restoration – for the wedding of the owner's daughter. He decided that he didn't want to spoil the car after seeing the finished article.

The asking price is £850,000 and, reckons Barton-Hilton, "You won't find a better DB5 in Silver Birch."

Nicholas Mee & Company, Hatfield, Hertfordshire
Tel: 0208 7418822, *nicolasmee.co.uk*



ONE PREVIOUSLY RESTORED

Aston Martin DB5

In the workshop

Traditional panel-beaters are essential in the world of Astons – but there aren't too many left

The DB5 that arrived in Oselli Classic and Sports Cars' workshops a little more than two years ago was a "nice, roadworthy car", reckons company boss David Eales. That didn't affect the work schedule that followed as it underwent a full restoration.

"It certainly wasn't a basket case, but the brief from the client was to create the best-possible DB5 in its original specification," says Eales, who worked for Aston back in the 1970s. "You end up going through exactly the same process as you would with a far inferior car.

"The body still has to come off, and you never know what you are going to find. The deeper you go, the more work you find. It's important for any client to go into an Aston restoration with their eyes wide open."

This car needed new sills and floorpan sections. Some of the aluminium bodywork needed reshaping, too. "The bodies can easily lose their shape as the result of a relatively minor ding," says Eales. "That means you have to factor in extra time, because we bring in specialist panel beaters – a dying art."

This car, which was completed earlier this year, retains its original Black Pearl paintwork and fawn leather interior. "It went to Aston under its assured provenance certification scheme and won a gold award," says Eales. "It's still here at the moment, because the owner lives in London, so it's a great showcase for what Oselli can do."

Oselli Classic and Sports Cars, Great Horwood, Buckinghamshire
Tel: 01993 849610, *oselli.com*

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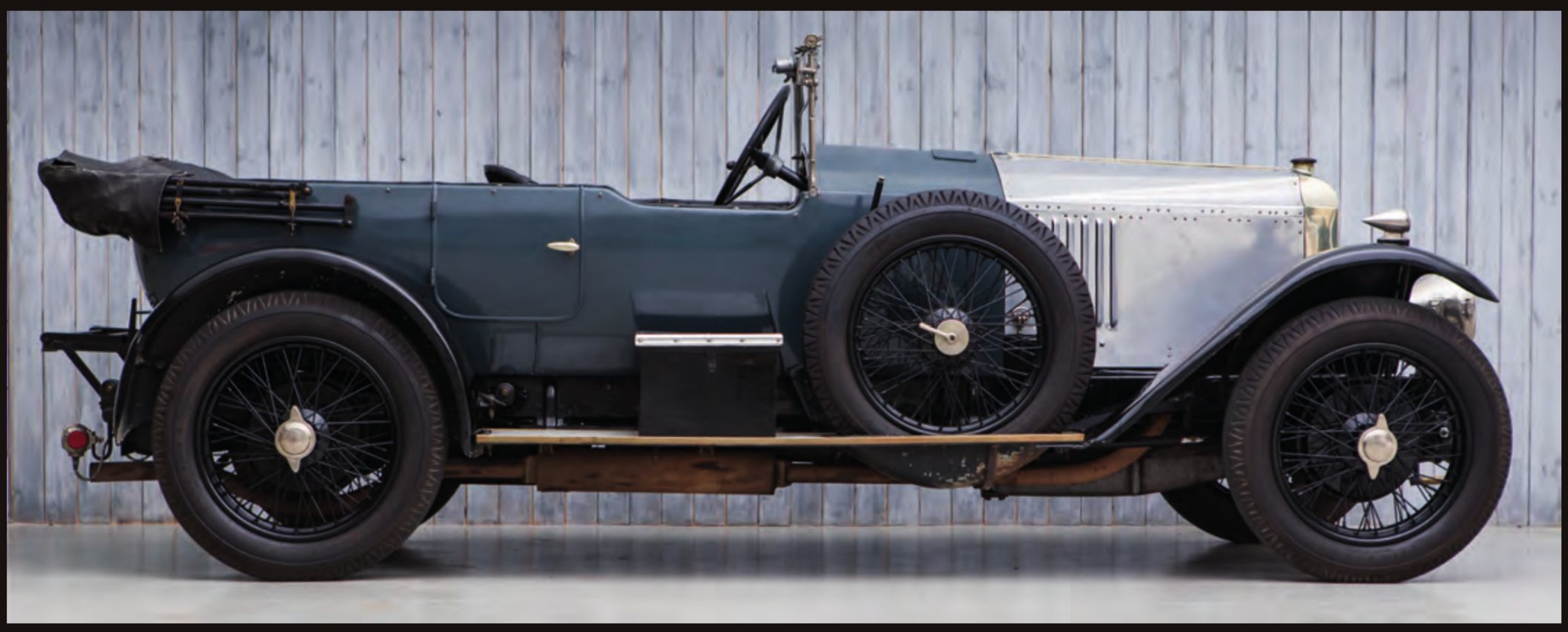
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1924 VAUXHALL 30-98 VELOX TOURER

The Vauxhall 30-98, arguably the finest British sporting car of the vintage period. A striking early example with a well-documented history, OE88 was registered FL 3544 in March 1924, the registration it retains to this day, and has enjoyed just 5 previous owners to date. Still retaining its original Velox coachwork, continuously maintained and accompanied by an extensive history file including factory documentation and correspondence dating back to September 1927. Well known in VSCC racing circles and active on the circuit through the '50s and '60s with Denis Aldridge, a veteran of the Pre-War Preservation class at Chantilly Arts & Elegance Concours and no stranger to a trial, circuit or hill climb, this car epitomises what a vintage sportscar should be all about.

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Built by Arrows Grand Prix for the 1982 Formula 1 season, and proven to be an effective design with a selection of point-scoring finishes. After being sold by Arrows, this A4 was raced in historics by Ted Williams from 1989. In 1991, it changed hands twice, before entering a long-term collection where it would remain for 20 years. Having been unraced through that period, CGA Race Engineering were tasked with rebuilding it for then owner, Laurent Fort, in 2012. Raced just a few times since, this A4 remains in very tidy condition with limited miles and is a very accessible car for the FIA Masters Historic Formula 1 Championship.



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1962 LOLA MK4 FORMULA 1

The 1st Formula 1 car built by Lola, it debuted in early 1962 at the Brussels GP with John Surtees. Surtees also campaigned this car in the Lombank Trophy at Snetterton, and led the Lavant Cup at Goodwood. Following its contemporary career with the Bowmaker Racing Team, the Mk4 made its way into the famed Donington Collection, where it would stay until bought out of the collection in the 2000s. Subsequently restored and prepared for historic racing, powered by a Coventry Climax 1,500cc V8, it was a multiple winner in the hands of Mark Piercy, has been a regular of the Goodwood Revival and has also been a veteran of the Monaco Historic Grand Prix.

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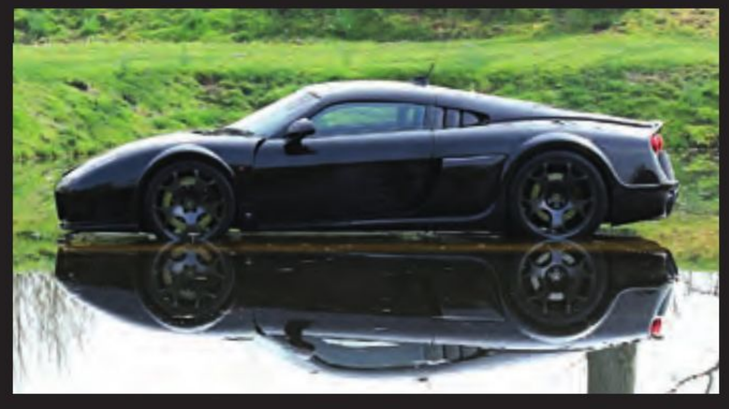
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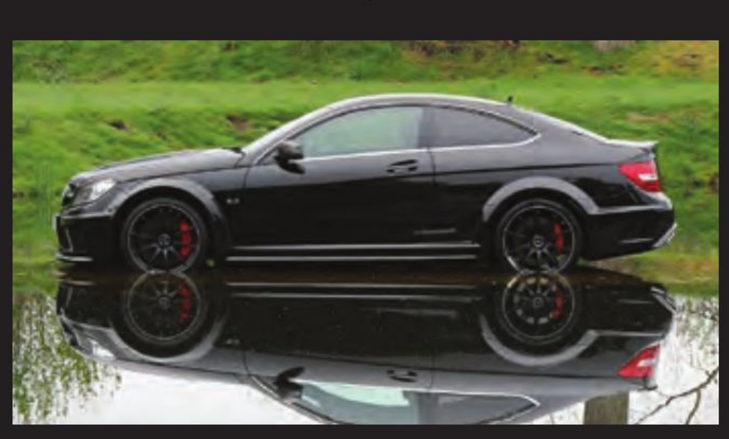
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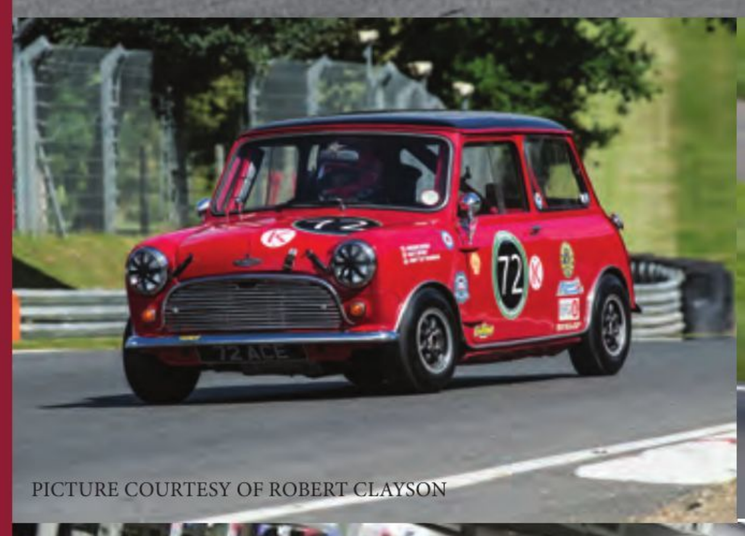
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Aston Martin DBRS9.

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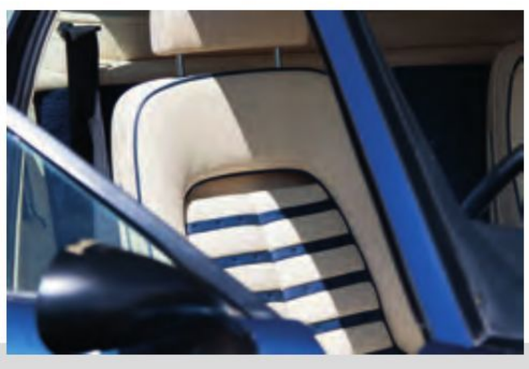
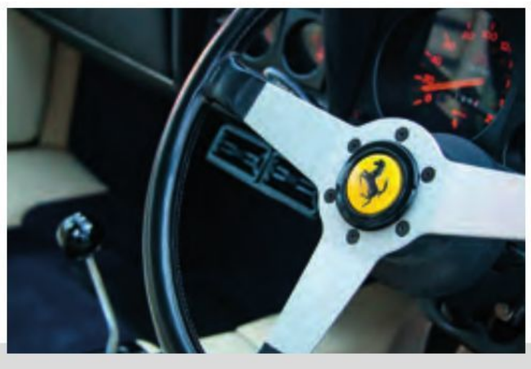
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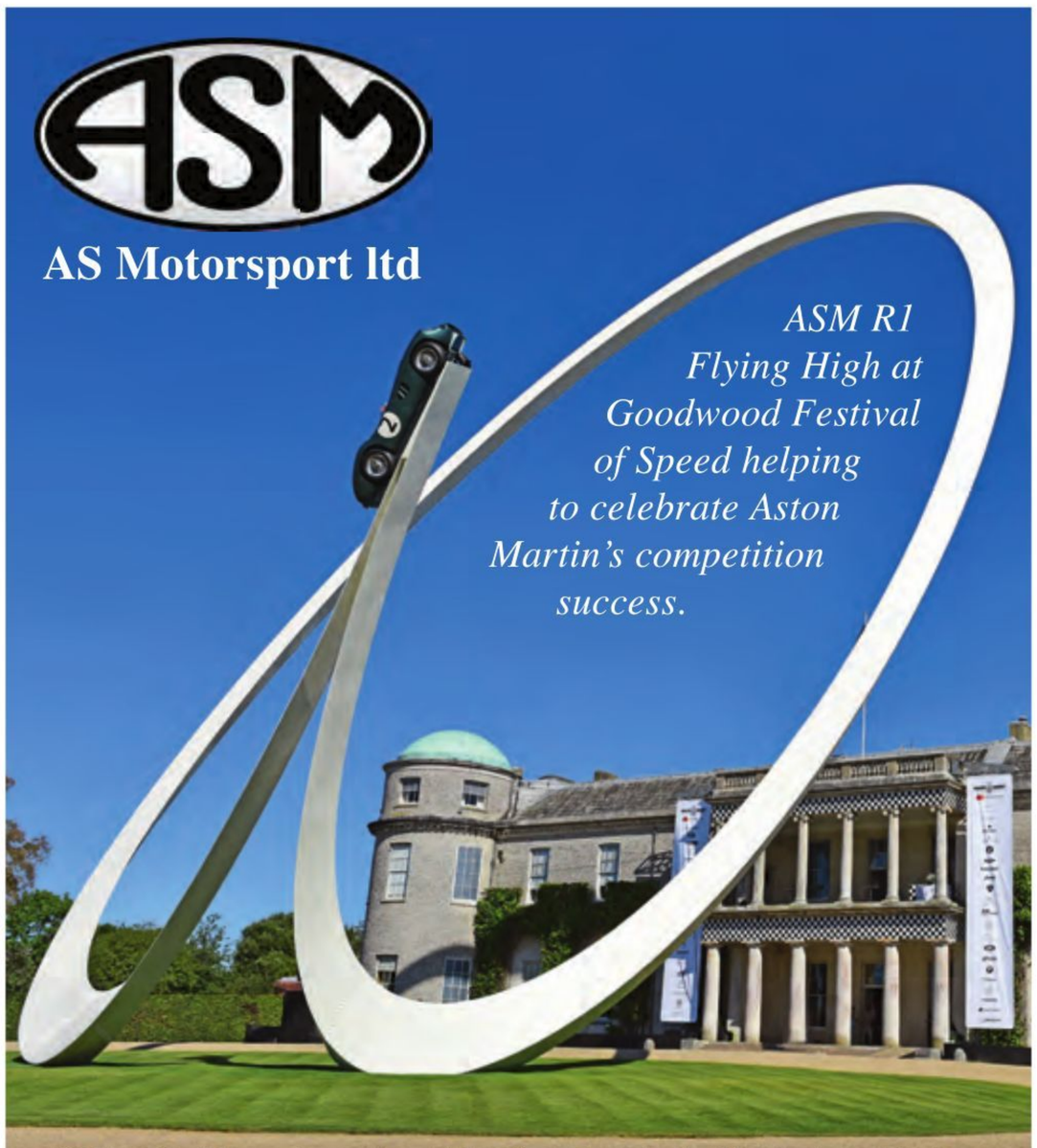
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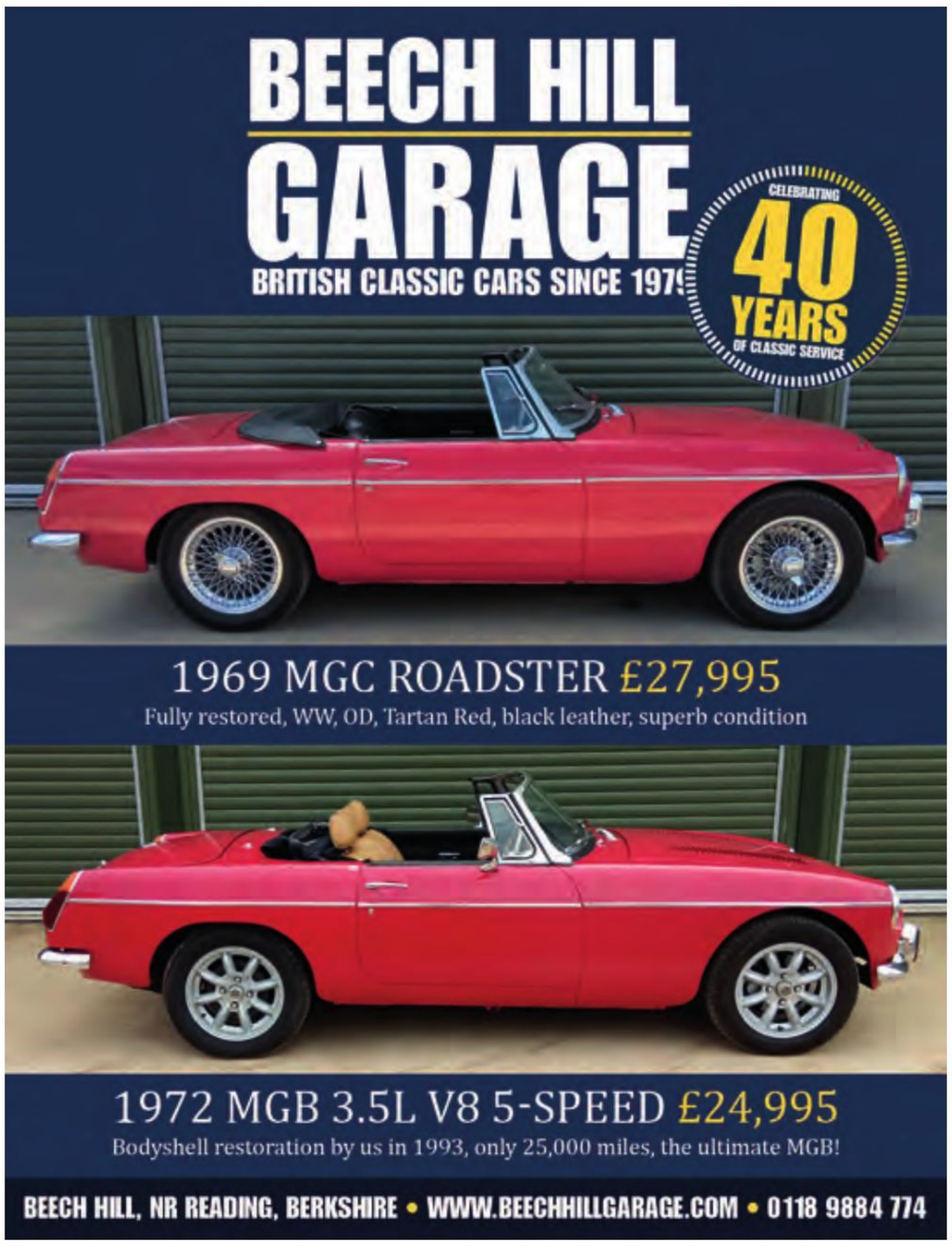
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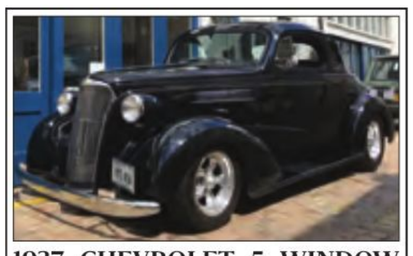
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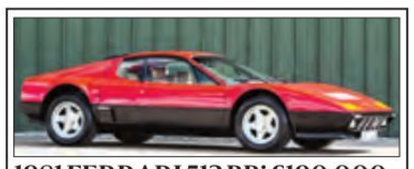
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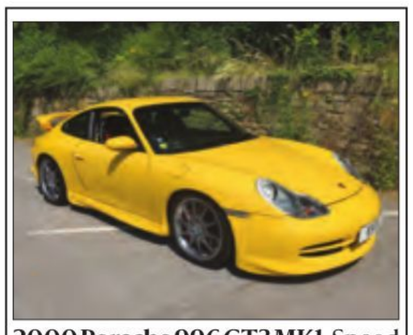


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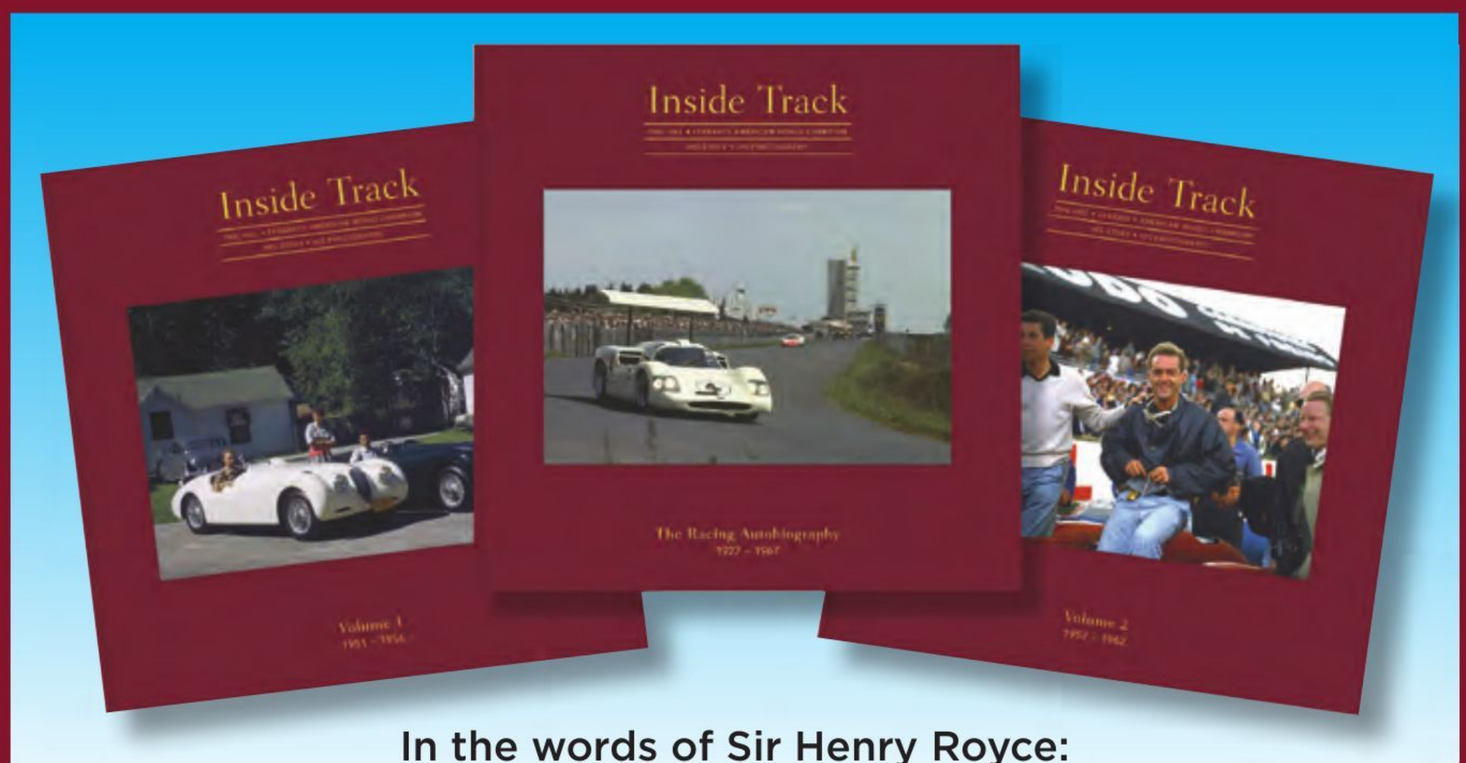
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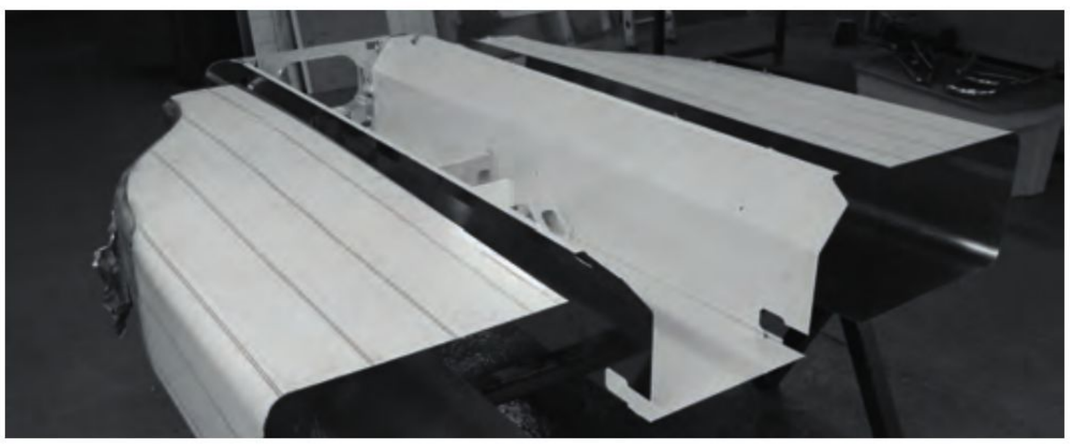
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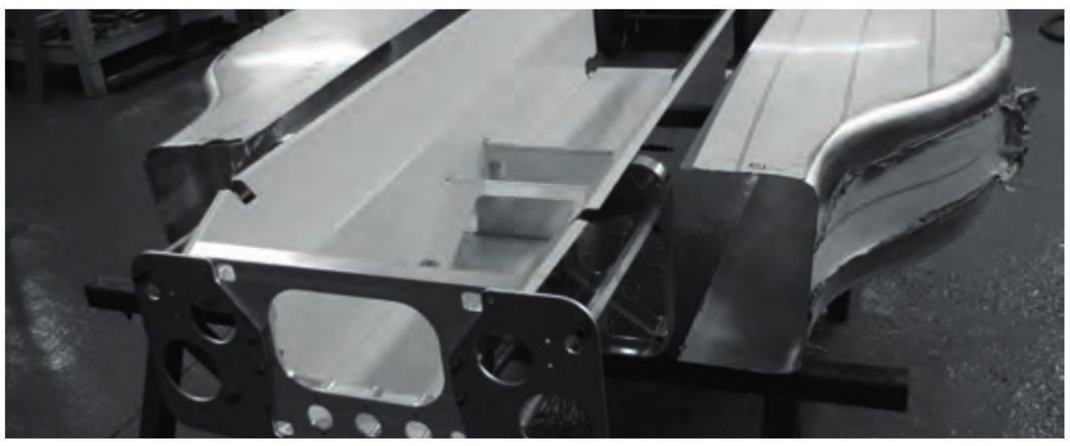


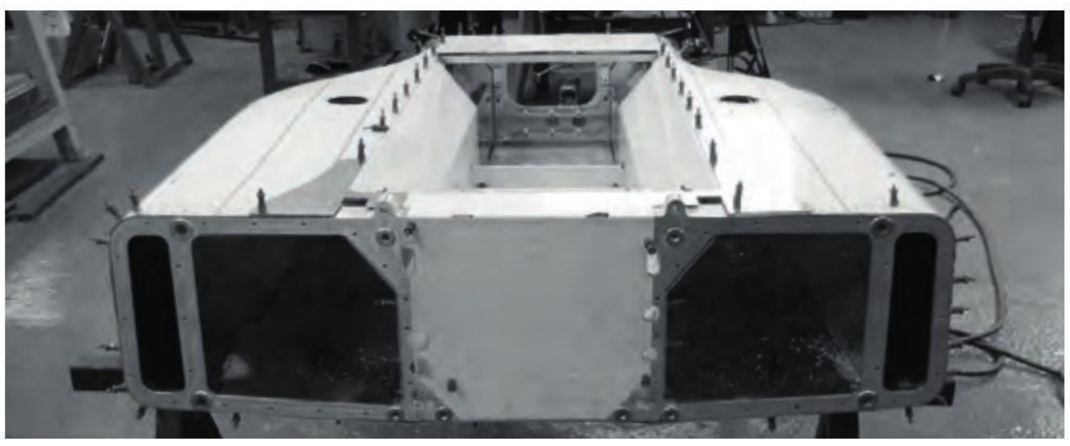
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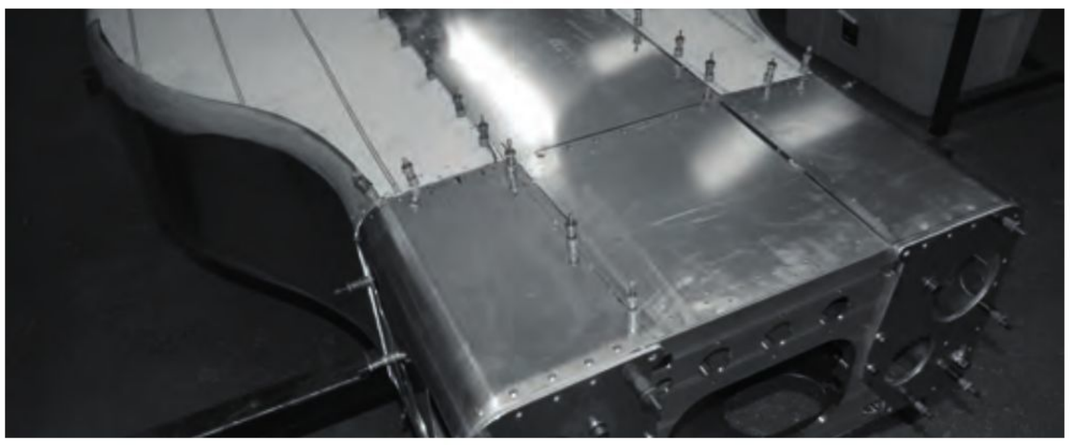
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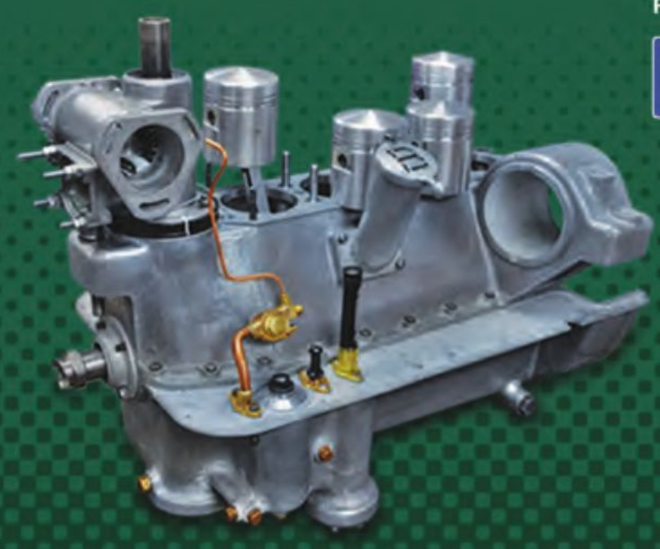
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Bright news for older cars

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.

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.



One bulb - 3 functions





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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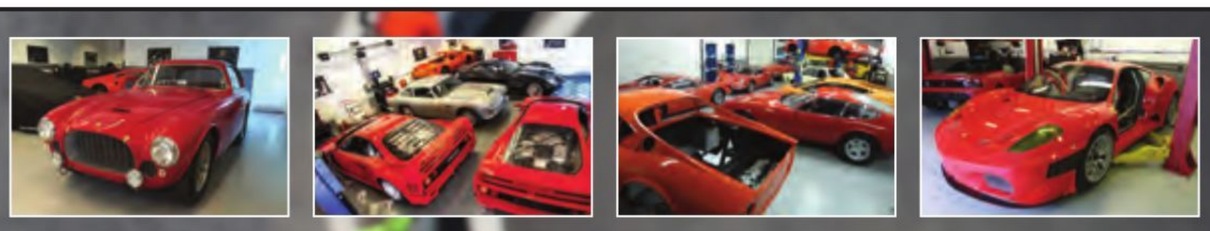
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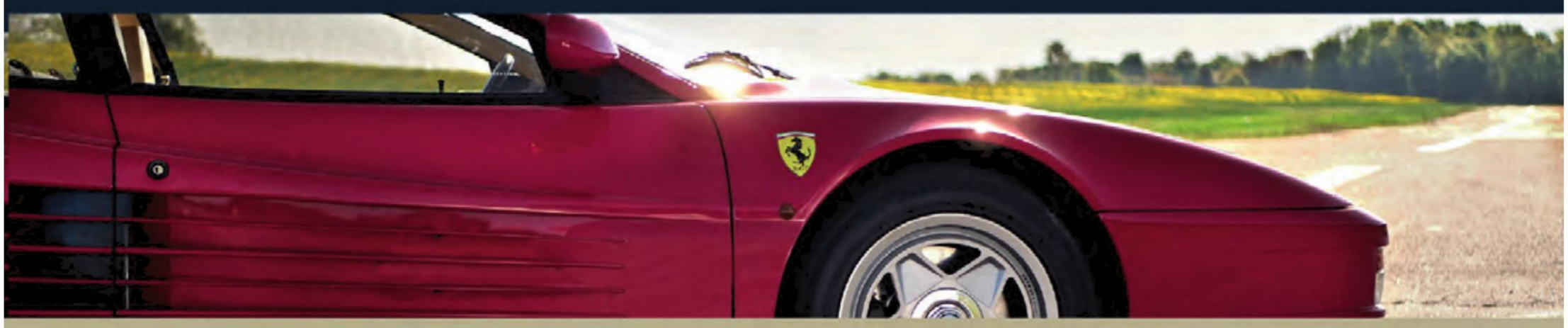


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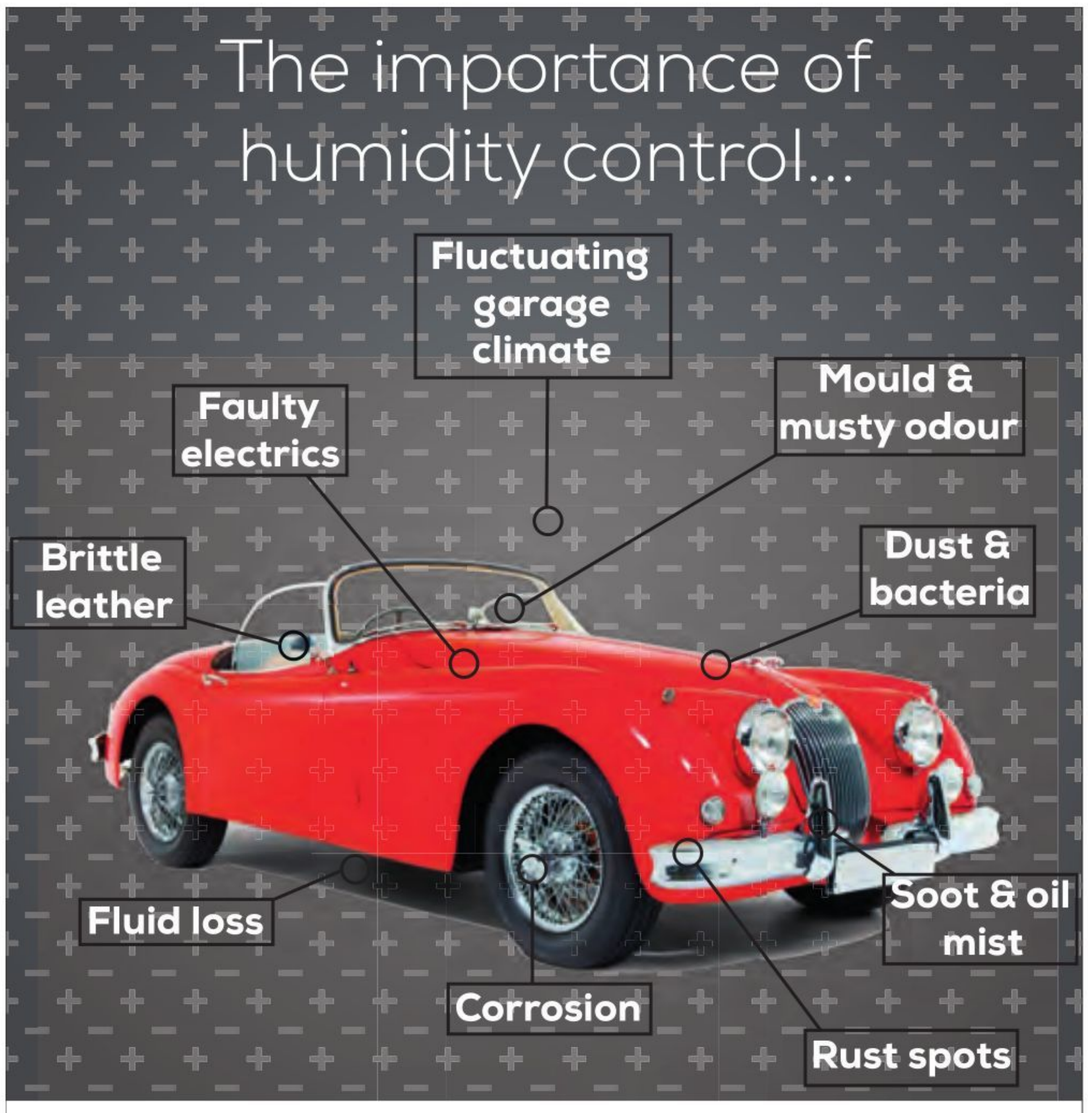
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YOU WERE THERE



All shots on this page are from the 1960 British GP meeting. Here, Dan Gurney enters the pits in his BRM P48



Above, Gino Munaron (left) gives Scuderia Castellotti's Cooper T51-Ferrari a helping push; he took the car to 10th place in the main race. Below, Minis ready for a demonstration run in capable hands... though Graham Hill persuaded all drivers to leave the grid in reverse





Above, motorcycle racing star Geoff Duke contested the Formula Junior support race in a Gemini. Right, Bruce McLaren agrees to sign an autograph amid the paddock's simplicity

Brian Muir's Willment Cobra in the Oulton Park paddock, 1966. He finished fifth in a sports car race supporting the Formula 1 Gold Cup

The world in black & white

Dordogne-based **David Baxter** has appeared on these pages before, but there is no reason not to delve once again into what his letter described as a 'pre-telephoto' archive. Short lenses often capture a world of engaging background detail...





Shots from Bo'ness are a *You Were There* rarity – but very welcome. Above left, Robert Mickel (Cooper 1500) on the hill in June 1960. Left, David Boshier-Jones set BTD at the same event in his 1100 Cooper

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



JUNE 11, 1967
LE MANS, FRANCE

Home-spun engineering in the classic French idiom. The Peugeot 204-engined CD SP66C of Claude Ballot-Léna/Denis Dayan leads the Alpine A210 of Philippe Vidal/Leo Cella. Neither car lasted 24 hours, the first overheating and the second running its bearings. Some way ahead, Ford driver Dan Gurney was a matter of hours from inventing the celebratory tradition of spraying the champagne...

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CAR OF THE MONTH – **Aston Martin DB7 Vantage Manual**







2000 Aston Martin DB7 Vantage Manual, finished in special order Porsche Cobalt blue with Pacific blue and Parchment hide interior, complimented with Walnut dash and door cappings and dark blue Wilton carpet. This exceptional example has covered just under 38,000 and comes with a fully stamped Aston Martin service history. It has had just 3 owners from new, the last of whom has owned it since 2004 and has kept the car in exemplary condition and during his ownership has covered just 10,000 miles. The specification includes 6 speed manual transmission, power assisted steering, fully adjustable electric heated seats, fully adjustable steering column, heated front and rear screens and 18" alloy wheels. Manual versions of the DB7 Vantage were produced in very low numbers and to find one in this condition is becoming rare. Not expensive at **£42,750**



1954 Jaguar XK120 FHC

Finished in Pale metallic blue. Only on the market due to the bereavement of a close friend and neighbour and a very capable restorer of fine motor cars. Although this was an ongoing project prior to the owner becoming too ill to complete the task, the amount of work already completed amounts to at least 75% of the total job. The body shell, now fully re-painted is completely free of any corrosion and most of the mechanical parts have undergone complete refurbishment and are now installed into the body shell. The engine has been completely rebuilt and the original Moss box has been replaced with an all synchro 5 speed alternative. New disc brakes and callipers are fitted to the front and the original drum brakes to the rear are all rebuilt and fitted. The car has new shock absorbers all round and the rear springs are correctly leather bound. The car has all new veneers ready to be fitted to the interior and the dashboard is completely assembled with newly refurbished gauges and wiring loom and is completely ready for fitting. The car has a louvered bonnet and a Le Mans style filler cap and with the car are numerous boxes of un-opened parts purchased from Guy Broad. We believe that everything is present with the car including a new exhaust and new individual bucket seats which only require trimming. In addition, rear discs and callipers are also with the car for conversion to rear discs if desired. This is a rare and exciting project and the finished article will be an attractive motor car that will be huge fun to drive. Please note that this is a far cry from the frequently offered imported rot boxes where much of the body work is only fit for replacement. **Please enquire.**

1958 Aston Martin DB MkIII

Finished in pale metallic blue with contrasting grey hide interior. This car has been the pride and joy of a fastidious gentleman who has owned it for over 20 years. Shortly after his initial purchase the car was sent to Racing Technologies in 2003 who rebuilt and upgraded the engine and made improvements to the handling of the car. Having carried out a 20 mile test drive recently through the Devonshire lanes, I was very impressed with how the car drives and especially with the instant response of the upgraded engine. The car is also fitted with the essential overdrive unit which is operating perfectly and the manner in which the car holds the road made it a very exhilarating driving experience. New Michelin tyres were fitted in 2016 since when the car has covered only 2,500 miles and I should go so far as to say that this is one of the best driving Feltham Astons that we have ever had the pleasure of handling. Other items which contribute towards the quality of the vehicle are an aluminium radiator coupled with and electric cooling fan and an electric heated rear window. On closer inspection of the car's file, around £82,000 has been spent on the upgrades to the engine , steering and suspension and every invoice for this work is included with the car. Also present are 15 mot certificates showing a total mileage of less than 10,000 miles since 2003. Maintained on an annual basis since 2004 by marque experts Wren Classics whose detailed invoicing contributes towards a very comprehensive history file from which it can be seen that maintenance has been on a "No expense spared" basis. I could wax lyrical about this car and bore you to tears so come and drive it and appreciate its exceptional qualities. **Sensible offers over £200,000 considered.**



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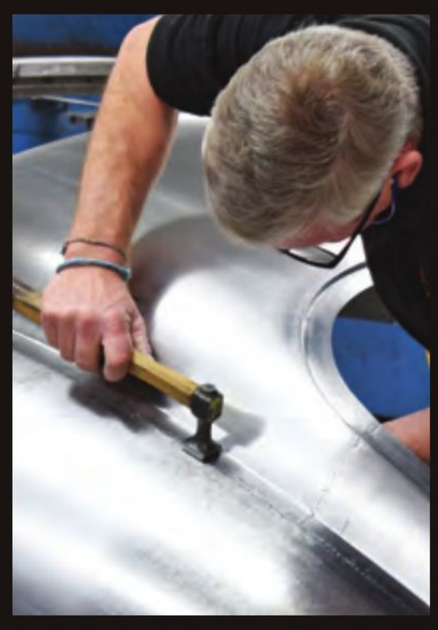
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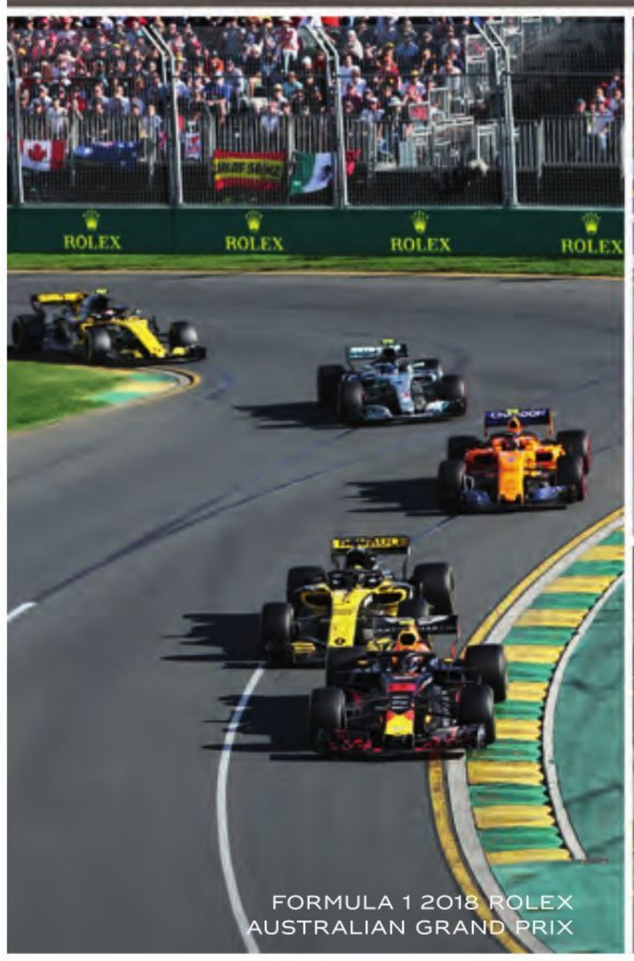
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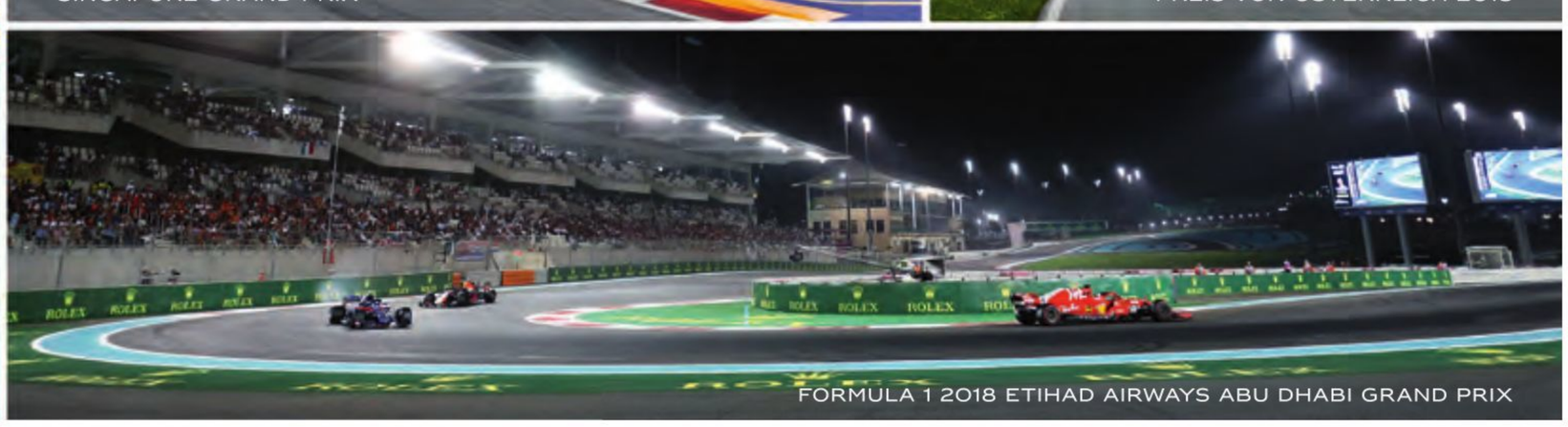
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