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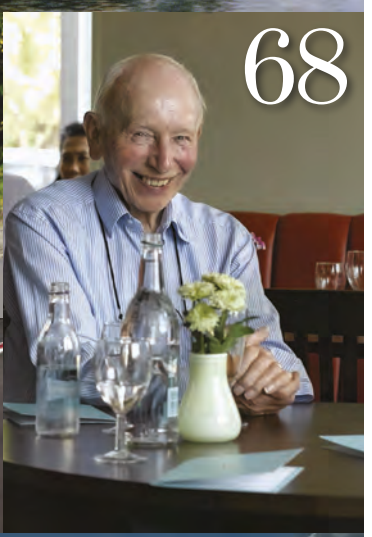
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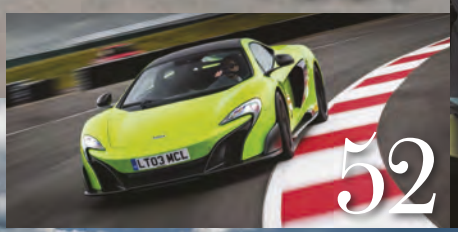














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DAMIEN SMITH
EDITOR

THE WILLIAMS FORMULA 1 factory, on the last afternoon of term before the enforced summer shutdown. The place is buzzing with activity as the crew works against the clock to complete job lists before everyone must leave the premises. Breaking the curfew would bring strong censure and damaging penalties, but how is it enforced? There's no sign of blue-shirted FIA officials hovering in doorways. Aside from electronic means to measure email activity, it seems the ban is almost self-enforcing: the risk of discovery within the small, incestuous world of F1, and the subsequent repercussions, are too great to consider.

But elsewhere, it's business as usual. August doesn't mean a holiday for everyone at Williams because there's more to the Oxfordshire HQ than a mere F1 team – literally. On arrival, I was thrown by the presence of an impressively large building where the car park used to be. The shutdown doesn't count for the 160 employees of Williams Advanced Engineering who have found work here since July last year when David Cameron pulled the cord to open it.

In the foyer sits a sleek supercar, Jaguar's stillborn hybrid-electric C-X75, WAE's most high-profile project to date. In the workshop sit three more in identical burnt orange that star in the new James Bond adventure, *Spectre*. Tell-tale cracks in the body of one hint at suitably hard use.

The car was a useful project for Williams, despite Jaguar's cold feet ahead of launch, because it offered the perfect showcase for technologies developed first on the race tracks of F1.

"The start of the commercialisation of this F1 'know-how' was the Flywheel KERS programme, which was developed for F1 and subsequently banned," says Aussie Craig Wilson, managing director of WAE. "The business saw there was potential in this technology, which was applied in sports car racing with Porsche and Audi. More significantly trials were also conducted with buses."

The subsequent sale of the flywheel business to a company specialising in high-volume manufacture only highlighted the value of new avenues for Williams to explore – both in and out of motor sport.

"The board recognised it was a great way to level up the Group," says Wilson. "F1 is an expensive business, as we all know, and certain regulations have been brought in that restrict the use of some of our capabilities and assets. For example, we have two windtunnels, only one of which we can now use, and for a limited amount of time. So do you have these assets sitting idle or do you try and do something else with them?"

WAE's roots can be found in the Renault British Touring Car team of the 1990s and the Le Mans-winning BMW V12 LMR of 1999, and even deeper to the Metro 6R4 if you care to dig. All were built on a Williams backbone. As a formal entity, the company has only existed for three years, but it's already profitable with up to 30 different projects on its books, covering four main sectors: automotive (including Nissan NISMO), motor sport (Formula E and others Wilson won't name, but a Le Mans-winning manufacturer is said to be one), energy (more efficient supermarket refrigerators!) and most recently defence. Shortly after our visit Williams announced a £17m collaboration to design and manufacturer systems for the Scout Specialist Vehicle (tanks, to those of us without a military background).

It's all a long way from Alan Jones and Keke Rosberg.

Even so, motor sport remains key, even in this expanding corner of the Williams empire. Formula E and its Williams-developed batteries is a project of particular pride to Wilson and his workforce.

"It's been a big success," he says. "They had been talking to Nissan, but they couldn't match the performance requirements needed in the timeframe. We were approached with less than 12 months to do the whole programme, from nothing. The biggest risk was producing the battery for all the cars. If it didn't work the whole championship would be dead. The most pleasing aspect for me is that we've had only one battery failure in the entire first season that affected a car in a race. With two cars per driver and four cars per team, that's 440 starts."

Limited battery range requires the mid-race car switch, an uncomfortable concession. But such technology takes time to develop – along with the obvious. "Money solves problems, like all things," says Wilson. "[Cars lasting a full race] is four years away from where we are today, and there is a technical route map for this laid out by the FIA. But with more investment it would be quicker."

As Formula E enters its second









Jaguar C-X75 and Formula E batteries (left), by Williams Advanced Engineering. Above: PM opened building last year

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season, Wilson admits further motor sport projects could be on the horizon. Would he be open to a proper racing programme in the manner of the Renault BTCC and BMW sports car campaigns of the past?

"We might, yes," he says. "We have got the capability. The company has done it before and it's got greater resource now. Back then it was borrowing from F1 whereas now we've already got another business geared up for other projects. I'm not saying we're beating doors down, but we can do it."

Formula E has a full quota of teams right now, but the addition of a fully-fledged Williams entry would be quite a coup. "We would look at opportunities which would be the right fit for us, and Formula E is a great fit," says Wilson.

There are risks for any business in motor sport, of course. Nissan's disaster of an LMP1 project is a case in point. "They should be commended for doing something different – but it wasn't a positive different… It just wasn't," shrugs Wilson. "You just can't afford to do that at the level of a global brand, in my view. They thought they had struck on something that would be an easy win, but the result was plain to see. Had that been our concept and our idea I wouldn't have been happy with its impact on our business."

Biting off too much is an understandable concern for Wilson. Nevertheless, the message from Williams Advanced Engineering is clear: "Motor sport keeps you sharp and it's still a big calling card. We're definitely open for business."

❖

SPEAKING OF EXPANSION, OUR world of *Motor Sport* has grown significantly in the past month. Firstly, we have a wonderful accompaniment to our popular audio podcasts. Back in the 1970s, host Rob Widdows earned his chops with a motor racing show known as *Track Torque*, broadcast on Portsmouth's Radio Victory. Pulling in favours from friends, Rob interviewed many great names and built up something of a cult following. Happily, he kept the tapes – which we have now digitised.

The first show, featuring an interview recorded with Lord Hesketh in 1979 and a 10-minute chat with F1 newbie Nelson Piquet, is available to download now from our website. At just £1.99, it's great value – and there's much more to follow.

Then there's our second launch of the month – and yes, we've come up with another great way for you to lose hours of your day. The *Motor Sport* Database features results and statistics on world motor racing through the ages, from F1 and far beyond. Compiled by our very own 'Stato' Peter Higham, the Database goes beyond other resources available elsewhere, with expertly written profiles to go with the numbers and a nifty F1 driver comparison feature, too. Combined with the archive reports from 91 years of *Motor Sport*, it offers a new source of motor racing info that we believe is second to none.

Check it out at the address below. But be warned: don't start looking if you have anywhere else to be for the rest of the day. Ⓜ

SEE PAGE 66
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IN NEXT MONTH'S ISSUE

Forty years on: Damon Hill recalls his champion father

ON SALE OCTOBER 2



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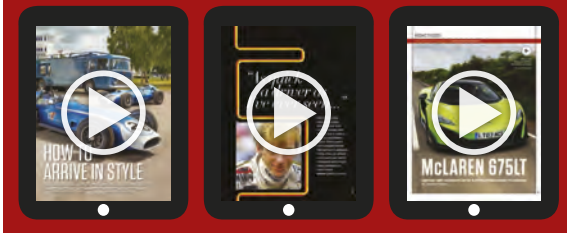
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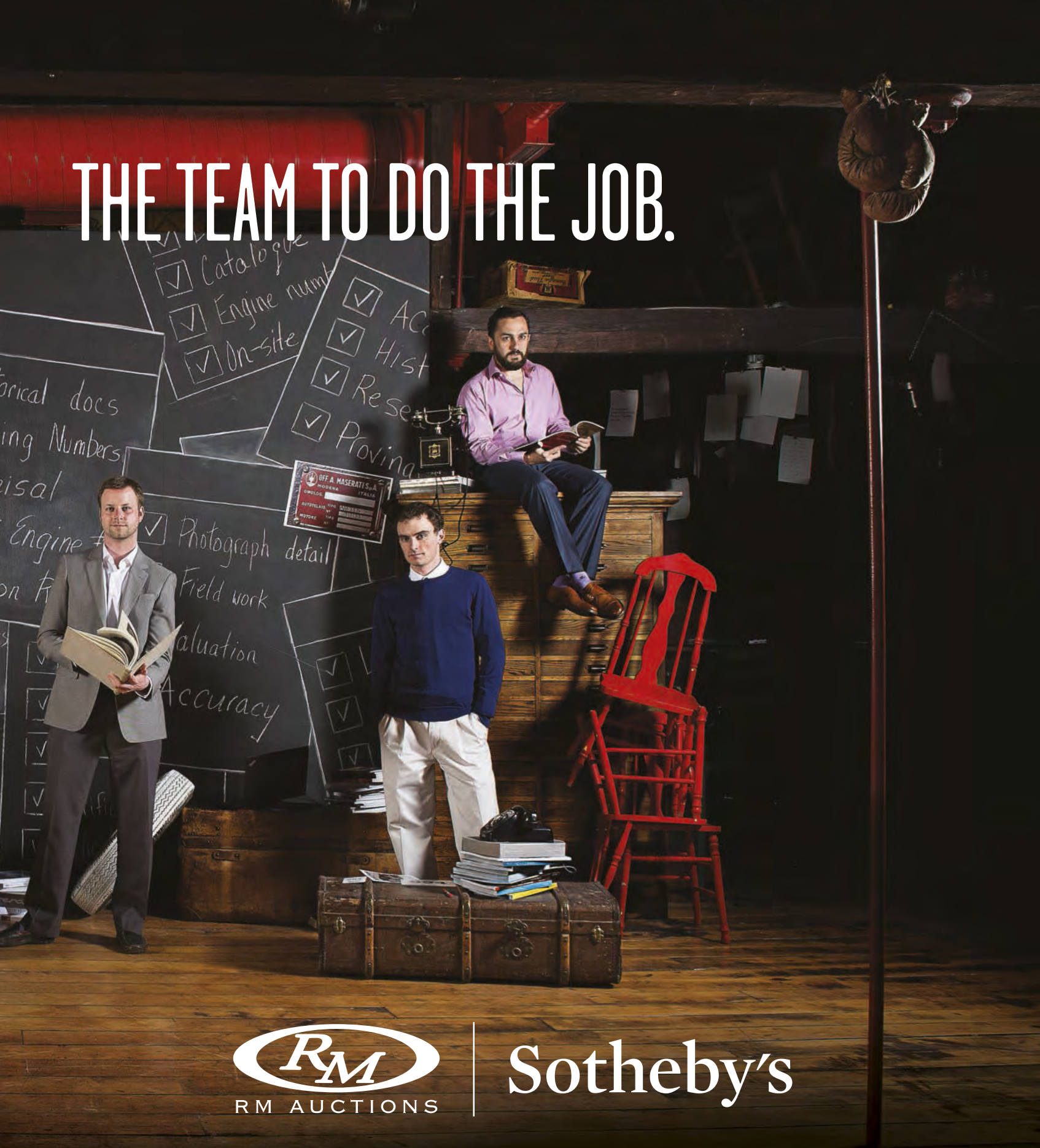


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IN PICTURES



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Classic Car Week

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The 2015 Monterey Classic Car Week embraced its usual blend of shows, auctions and action, including the famed Pebble Beach Concours d'Élégance and the Rolex Monterey Motorsports Reunion race meeting at Laguna Seca. During the latter, a flock of Shelby GT350 Mustangs competed in an event celebrating the model's 50th Anniversary.

PRESCOTT, UK, AUGUST 1-2
Mark Walker slides his 1905 200hp Darracq towards class victory during the Vintage Sports-Car Club's annual hillclimb. His best time – 47.39sec – put him 4.0sec clear of rival Edwardian James Collins (Hudson Super Six).

PETER MCFADYEN



RED BULL

TROIS-RIVIÈRES, CANADA, AUGUST 9
Off the ground... but still trading paint. Reiniss Nitiss (Ford Fiesta) and Timmy Hansen (Peugeot 208) in action during the seventh round of this year's World Rallycross Championship, won by Frenchman Davy Jeannay (Peugeot).

QUEENSLAND, AUSTRALIA, AUG 1-2
Prodrive Australia's Ford Falcons won all three rounds of the V8 Supercar series at Queensland Raceway, Mark Winterbottom (pictured) taking two victories and Chaz Mostert one.

NÜRBURGRING, GERMANY, AUGUST 9
Audi World Endurance Championship racer André Lotterer drove a 1981 Audi Coupé during the 43rd Nürburgring Oldtimer GP meeting. His father Henri was part of the team that built the car in period.



LAT



THE MOTOR SPORT MONTH

IN PICTURES



RED BULL

PIHLAJAKOSKI, FINLAND, JULY 31
Hayden Paddon and co-driver John Kennard escaped without injury after this spectacular exit from the Rally Finland. Their Hyundai was running fifth overall when they crashed out of the event within a kilometre of finishing the sixth stage...



BMW

NOTTWIL, SWITZERLAND, AUGUST 2
Racer, BMW ambassador and double Olympic champion Alex Zanardi added three more gold medals to his tally during the UCI Para-cycling Road World Championship, triumphing in the time trial, individual road race and team relay events.



AUDI / RED BULL

SPIELBERG, AUSTRIA, AUGUST 2
Antonio Felix da Costa (BMW) duels with Miguel Molina (Audi) as rain besets the DTM's Austrian weekend. The main talking point? A radio call that appeared to urge Audi racer Timo Scheider to push off a rival. In other news, Matthias Ekstrom won...



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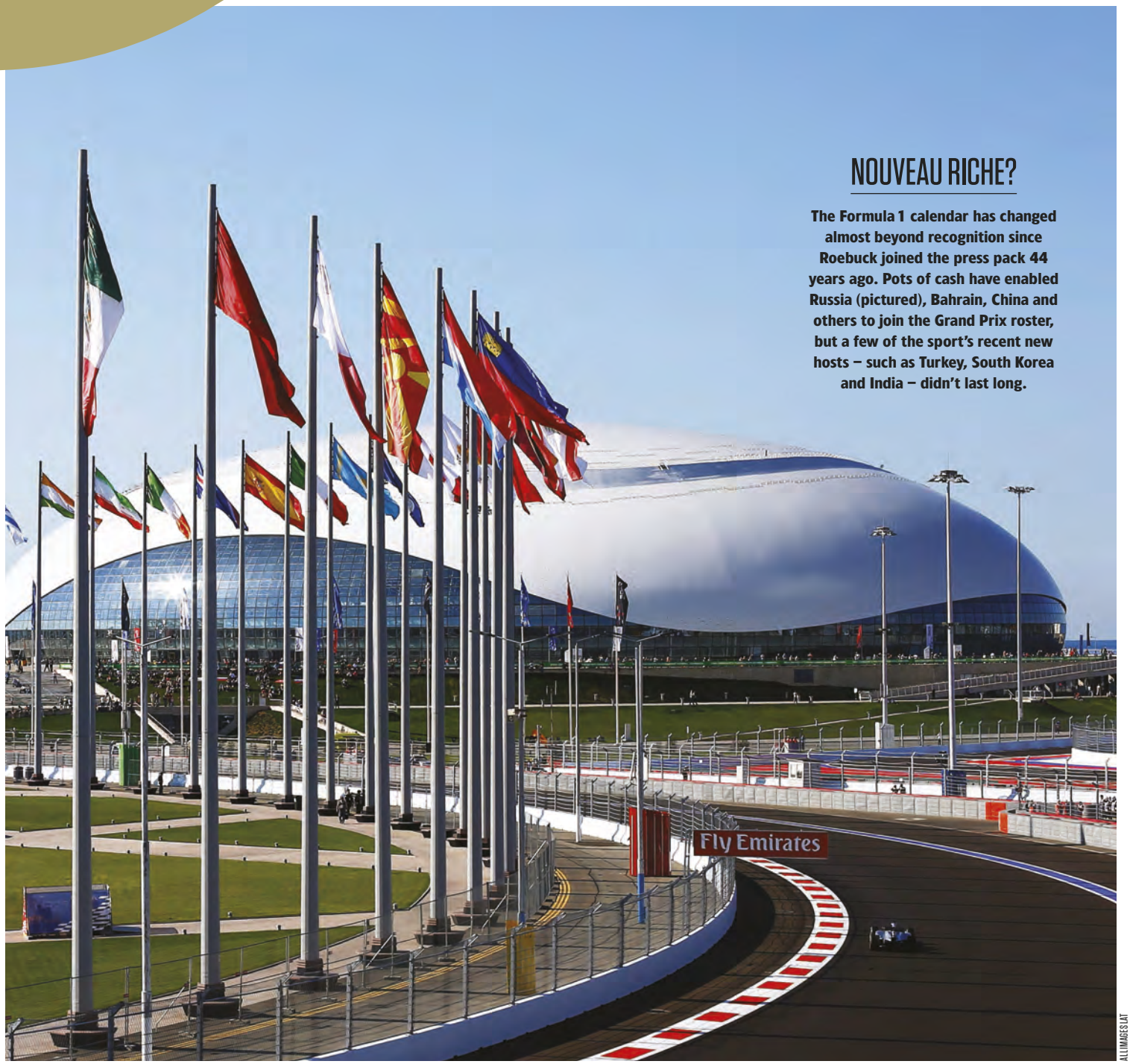
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REFLECTIONS *with*



Nigel Roebuck

>> TOO MANY F1 RACES >> OVERTAKING AS AN ART FORM >> LEWIS HAMILTON'S WORLD



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NOUVEAU RICHE?

The Formula 1 calendar has changed almost beyond recognition since Roebuck joined the press pack 44 years ago. Pots of cash have enabled Russia (pictured), Bahrain, China and others to join the Grand Prix roster, but a few of the sport's recent new hosts – such as Turkey, South Korea and India – didn't last long.

REFLECTIONS *with* Nigel Roebuck

THE MIDSUMMER BREAK IS ALWAYS A quiet time in Formula 1, at least in terms of motor racing. The tabloids tell us that Lewis Hamilton, newly braided hair and all, has spent some time in Barbados, partying with Rihanna, but most paddock habitués opted for something a little more tranquil. Most of all, the mechanics – particularly those with families – will have appreciated the opportunity of a little normal life.

That being so, they have been dismayed to learn that 2015 may be it, as far as worthwhile midsummer breaks are concerned: the projected calendar for next season schedules the Hungaroring on August 7, then Spa on the 28th, so a clear fortnight's holiday is off the agenda. This year, with the cancellation of the German Grand Prix, we have 19 races in the world championship; in 2016 there will be 21, and some think that a few too many.

In my first year of working in Formula 1, 1971, there were only 11, and all but Kyalami, Mosport and Watkins Glen were run at European circuits: Montjuich, Monaco, Zandvoort, Paul Ricard, Silverstone, the Nürburgring (Nordschleife, of course), the Österreichring and Monza.

My, my, what a romantic sounding list, is it not? Only three – Monaco, Silverstone, Monza – survive in the F1 lexicon today, but fear not, traditionalists: on the near horizon we have Baku.



The 1971 Race of Champions was one of six Formula 1 events in the UK that season

If, 45 years ago, there were but 11 point-scoring *Grandes Épreuves* on the calendar, there were also eight non-championship races, and while three of the venues were Buenos Aires, Ontario and Hockenheim, the other five were in this country, with Brands Hatch and Oulton Park getting a pair apiece. Throw in the Grand Prix, and British fans of my generation had half a dozen opportunities to see Formula 1 cars in action – and, what's more, without the need to resort to a building society.

Just as in 2015, therefore, the F1 brigade raced 19 times in 1971, but the times were way simpler. For one thing, it didn't take a fortnight to change a Cosworth DFV; for another, the bulk of the races were close to home, so that long-haul flights were a rarity. In 2016 only eight of the 21 Grands Prix will be run in Europe.

Those happy with this situation have always taken the line that, "It's called the *world* championship, and must be seen to be so…" This reasoning, in itself, is not without value: of course it was important for Formula 1 to extend its reach – particularly to countries like Australia, Canada and Mexico, which have a passion for it – but the old argument that companies need to shout their names in new markets has less validity than it did, because the days of multi-national sponsors in F1 are essentially over. This is why the teams – particularly the smaller ones – are now so much at the mercy of Bernie's 'end-of-season payout'.

If way too much of the world championship is chequebook-shaped, that was always going to be the case once the commercial rights to F1 had fallen into the hands of a private equity company – which was itself no more than inevitable once, through the good offices of Max Mosley's FIA, they had become Ecclestone's to sell.

Thus, nine years ago, 'Formula One' was entered into the portfolio of CVC Capital Partners Ltd: you'll find it on the company's website, alphabetically sandwiched between Evonik Industries, a German chemicals company, and Fraikin, a French truck rental outfit.

"In March 2006," the blurb begins, "CVC Funds acquired majority control of Formula One ('F1')." It concludes thus: "Recent additions to the FIA calendar such as China, Singapore, Abu Dhabi and India (2011) continue to enhance the worldwide appeal of the brand and the economics of the business."

Needs a little updating, I'd have thought, to include the enchanting Mr Putin, to say nothing of Azerbaijan, but the message is implicit: you may have thought of it as a sport, but 'Formula One ('F1')' is now a commodity, like trucks or chemicals. At the foot of the page is a quote from the CEO, one BC Ecclestone: "CVC has been a helpful partner for the management team over the last number of years, in pursuit of the strategic opportunities for the business."

Quite what Bernie means by 'helpful partner' is not immediately apparent. Certainly one can see how CVC has been 'helpful' to him personally, and also to the company's investors, who take succour from the billions it bleeds from Formula 1, but I'm not sure such as Bob Fernley or Monisha Kaltenborn could find a convincing argument for its being 'helpful'. "You know how these people operate," one team principal muttered to me: "Move in, ream, move out…"

As far as Formula 1 is concerned, certainly CVC moved in and reamed – and now, if speculation be true, devoutly it is wishing to move out. Job done, as they say. Sadly, though, the expectation must be that ultimately another 'private equity company' will replace it. Remember the old joke about God hating money? How so? "Well, look who he gives it to…"

Forgive me, I'm starting to sound like Jeremy Corbyn, but this aspect of the sport I've loved all my life makes me *angry*. The other day I remembered something Frank Williams said to me a while ago: "Formula 1 has been hi-jacked, so get used to the idea. These people will run it exactly as they wish to run it – and there's nothing we can do about it…"

Apparently there isn't. I'm rather far from alone in believing that most of Formula 1's current ills stem from the day Mosley agreed to sell the FIA's family silver to Ecclestone, not only at a 'fire sale' rate, but also – absurdly – for 100 years.

If Max's 'Don King Clause', allowing the FIA the right of veto over Ecclestone's 'selling on' to an unsuitable party, were not invoked in the

case of a private equity company, one wonders why he came up with it in the first place. The commercial rights to F1 should never have been allowed to leave the Place de la Concorde.

Still, too late now. In the nine years of CVC's 'ownership' of Formula 1, I have yet to be apprised of any beneficial contribution it has made to the sport, but much has been deleterious to it. We lost the German Grand Prix this year, because neither the Nürburgring nor Hockenheim could make financial sense of it, and the same is true of other European circuits – notably Monza – where government largesse is unavailable, and a Grand Prix has to stand or fall on its gate money.

When these situations arise, Ecclestone and his sycophants invariably suggest that the problem lies with the circuit organisers, who should lower the cost of admission in order to attract a bigger audience. This blithely sidesteps the fact that ticket prices are what they are because the tariff for a Grand Prix is eye-watering, and the organiser has no other means of income to attempt to meet it. The circuits should charge less, and the teams should cut their costs: what never enters the debate is a possible trimming of CVC's avarice.

As I said, the company's website suggests that, "Recent additions to the FIA calendar have enhanced the economics of the business…" If there's no doubt that this has changed the nature of the world championship, neither is there any that it has contributed to the downturn in public interest. New and bland circuits, attended by small crowds in countries not interested in F1, do not have much appeal. Just as the drivers' faces light up when they get to Spa or Suzuka, so it is with those who watch them.

Personally, I rather liked it when we had fewer *Grandes Épreuves*, always feeling that less was more, that the sense of occasion was heightened, just as by The Majors in golf. And time was when even Bernie saw some merit in restricting the number of races, not least from the competitors' point of view. "The teams," I said to him 20 years ago, "are adamant that we can't have more than 16 races."

His reply? "They're right. We can't. No way. I would never, ever, *ever* put more than 16 races on the calendar…"

Fast forward a decade, to 2005, and the picture had changed somewhat: we were up 19, and I reminded him of what he had said.

"Well, I'm a liar!" he replied. "No, it's not that I've changed my mind, as much as a set of circumstances that have made it happen. For one thing, there's been this big push to keep races in which we can run with tobacco branding. We can still do that in Italy and Germany, for example, which is why we've got two races in each of those countries.

"As far as the future goes, we're trying to do something in Russia, and there's interest from South Africa, Mexico, and so on. If they come in, some places are going to have to go. In 2006 we'll have 19 races again, but after that I think we'll probably finish up with 18."

The teams, I said, still insist that they'd prefer to keep it to 16. "Yeah, well, I understand that – it's a bit of a strain on them to run all these races – especially the back-to-backs that we have to put together…"

This was, of course, the year before CVC acquired the commercial rights. Ecclestone, then as now, did the actual deal-making with the circuits and TV companies, but at that stage was still his own boss. Yes, he had become unfathomably rich over time, but so, too, had many others in F1, and dogs don't howl when beaten with a bone. Few begrudged Bernie his wealth, for he had brought so much to the business: they don't feel the same about CVC and its one-way fiscal street.

If tobacco advertising were a factor in shaping the calendar 10 years ago, it is no longer a matter of debate, yet still the schedule continues to grow, and the 21 races projected for 2016 represent a new high mark. As Ecclestone acknowledged, back-to-back race weekends are particularly onerous for the teams, but next year no fewer than seven are scheduled.

Across the pond it is even more daunting, for the IndyCar powers-that-be accepted – from a consulting group apparently devoid of racing experience or knowledge – the barmy advice that the season should conclude by the end of August, so as to avoid competition with football for TV time.

Compressing the season into five months has produced a variety of dire consequences, readily predicted by the racing community, but ignored by the people who direct their lives. IndyCar folk *dream* of double-headers: taking into account testing, qualifying and racing, the Toronto race – run on June 14 – marked their *ninth* consecutive weekend on duty, leaving many at the outer edge of exhaustion. In a sport obsessed with safety, that seems short-sighted as well as inhumane.

> "I RATHER LIKED IT WHEN WE HAD FEWER GRANDES ÉPREUVES, ALWAYS FEELING LESS WAS MORE"

The IndyCar finale comes at Sonoma on August 30, after which Juan Montoya, Scott Dixon & co won't race again for seven months. Not ideal for keeping the series to the fore in the public mind – nor for the mechanics laid off by their financially stretched teams for the winter: for half the year you work like a dog, for the other half you don't get paid. No surprise that many have taken their leave of IndyCar.

NASCAR, of course, is a whole other world – 38 races in 41 weekends between February and November – but so extreme is this schedule that teams double up on mechanics, so that some weekends you work, some you don't.

In Formula 1 time was – with budgets off the clock, and a tyre war in play – when testing was a constant activity. This was manna, of course, for young drivers looking for as much seat time as possible, but it drained resources and necessitated the hiring of separate test teams. To the regret of many, testing is now essentially banned, but the advent of the 21-race calendar has got people murmuring about the possible need for – and cost of – two teams of mechanics, *à la* NASCAR, where all the races are on one continent.

Problem is, of course, that new countries coming into the world championship tend not to be close at hand. Last year Austria returned after years away because Dietrich Mateschitz wanted a race at his revamped Red Bull Ring, and could readily afford the going rate. Most in Europe are not in that happy position – and that of course makes them unattractive to an outfit like CVC. Don King would understand.

❖

TIME WAS WHEN 'FAN SURVEYS' WERE UNKNOWN IN Formula 1, largely because no one ever gave them a thought. In healthy numbers aficionados went to the races, or watched them on TV, just as they always had, and presumably always would. Even through the Schumacher-Ferrari years that held true: one man may have been winning all the time, but a Grand Prix was still something not to be missed.

Through the last decade, though, that situation discernibly

changed. More and more new countries came into the world championship, and if they had governments willing to underwrite the cost of putting on a Grand Prix, they did not, for the most part, have a populace that gave a damn about it. Thus we became accustomed to the sight of sparse crowds at many races, and even in some 'traditional' countries we began to note sizeable gaps in the grandstands where previously there had been none.

There were other changes, too. In 2006 CVC acquired majority control of Formula 1, and many were dismayed to see their beloved sport fall into the 'ownership' of an entity wishing only to milk it. Then, a couple of years later, the machinations of those darling bankers resulted in the worldwide financial meltdown, and while this – of course – didn't hurt the perpetrators too much, it left many of their victims conspicuously worse off, with the cost of attending a Grand Prix suddenly far down their list or priorities.

During this period, too, Formula 1 cars became appreciably slower, Max Mosley's FIA choosing to replace the 3-litre V10 with the 2.4-litre V8, which met the decibel requirement of an F1 engine but otherwise left both drivers and spectators underwhelmed. As time went by, you noted that, years after he quit Formula 1, Juan Pablo Montoya's lap records, set in 2004 at such as Monza and Interlagos, remained intact.

The Formula One Teams Association, formed in 2008, for a time raised our hopes that some sort of balance might be restored to the sport: all the teams were signatories to it, and unanimity would surely add weight to their fight for more power in the face of Ecclestone/CVC. This did not escape Bernie, who lost little time in buying off first Red Bull, and then Ferrari – whose chairman, Luca di Montezemolo, had been the original president of FOTA.



Martin Whitmarsh ignored his inner purist to push for the adoption of DRS in F1

Its unanimous voice gone, FOTA was essentially a spent bullet, although it kept going for a while, with Martin Whitmarsh replacing di Montezemolo. In 2010, very much at his behest, FOTA commissioned a fan survey.

Traditionally Whitmarsh had been no-nonsense about Formula 1, seeing it very much as an engineering exercise. I had many a debate with him about technical aspects – notably traction control (in the periods when it was legal) – that I thought undesirable in what was supposedly a test of driving skill. Martin would allow that he could see my point of view, but then argue that – desirable or not – traction control inescapably made a car quicker: "Why else," he said, "did… some teams cheat, and use it when it was banned?"

It was a fair point, albeit not one that placated me, so when in 2008 standard ECUs came to F1, consigning traction control to the bin, I rejoiced. Rather to my surprise, so also did Whitmarsh, who by now had come to look upon racing in a different way.

"I must admit that I've changed my position over the years," he said. "When it came to the purity of Formula 1, and all that stuff, I was the most sore-arse person in technical working groups, whereas now I'm the one who bullies them into doing things either for reasons of cost reduction or entertainment. For example, probably no one put more weight behind DRS than I did, but at one time I'd have fought that like hell – the artificiality of it would have been so offensive to me…

"The thing is," Martin went on, "I was very personally involved in FOTA's fan survey thing. More than 85,000 people took part in it, and the *overwhelming* thing they wanted – whether I liked it as a purist or not – was more overtaking.

"Everything we'd previously tried to do – reducing dependence on the front wing, whatever – didn't really help with that: the fact is that aero dominates in today's F1, so that you can't follow another car closely enough through a quick corner to have a decent shot at overtaking on the next straight. As well as that, we have modern-day circuits that might have been designed to make overtaking difficult, so it was out of all this that the idea of DRS came about…"

Undeniably the Drag Reduction System – contemptuously described by Tony Southgate in a recent *Motor Sport* podcast as 'that opening wing thing' – did increase the amount of overtaking in F1. How could it not? And if it could have been manicured to make overtaking a *little* less difficult, it might have got a better reception from the purists: as it is, too often it looks like a walk in the park, and in Grand Prix racing overtaking should *never* be easy.

Mark Webber, who left F1 at the end of 2013, has always been a purist, and the principle of DRS was offensive to him. "It can't be right to have cars of different specification – which of course they are when some have the wing open and some don't – in the same race at the same time. And another thing is that of course DRS has discouraged attempts at conventional overtaking: to pass into Turn One at Interlagos, for example, used to be a nice signature move – but now why would you do that when you've got DRS on the next straight?

"These days you hear people saying, 'Wow, that pass was amazing!' – but it was using bloody DRS! And you say, 'What are you talking about, mate? The guy didn't even close the door – there's no point when the fellow behind is suddenly 18kph quicker than you'."

Whatever, DRS was conceived, and introduced, directly because, as Whitmarsh said, the fans participating in the FOTA survey trenchantly indicated their wish to see more overtaking, and in the absence of any enlightened thinking about downforce – such as generating the bulk of it, as in the ground-effect days, from the car's underbody, rather than wings – there seemed no other means of creating it.

Perhaps Jacques Villeneuve, like Webber always a man to speak plainly, had a point when he suggested that it was dangerous to ask the fans what they wanted to see in the sport. Why? "Because a lot of modern F1 is what they said they wanted…"

Part of the problem here is that it's impossible to lump together 'the fans' into one group. How many are hardcore, how many



Old-school F1 opulence: the Hotel de Paris overlooking Casino Square, Monaco

casual, young or old, long-time enthusiasts or new to it?

Given the state of uncertainty that has assailed Formula 1 in recent years, though, the opinions of those who follow it – from whatever vantage point – must surely have a value, even if only to paint an overall picture of what they perceive to be good and bad. I may hate DRS, for example, but perhaps I'm in the minority.

In the recent past, two fan surveys have been conducted, one by the Grand Prix Drivers Association, the other by *Autosport*. Unsurprisingly, the response to the GPDA's survey was considerably greater, at 215,000 to 35,000, and culled from 94 countries, whereas the magazine's might reasonably be assumed to be largely UK-based – as evidenced by the fact that, while the GPDA lists Kimi Räikkönen, Fernando Alonso and Jenson Button as the three most popular drivers, *Autosport* has them 2-3-4 – behind Lewis Hamilton!

In both surveys, the favourite teams came out as Ferrari-McLaren-Williams, and although it was no surprise that the traditional circuits, headed by Spa, were the most popular, I'll confess to being amazed that the Hungaroring came out ahead of such as Interlagos and Suzuka…

Although the surveys are not directly comparable in terms of the questions asked, it is possible to correlate many of their findings. And most heartening to me is the firm conclusion by fans that, while they may be dissatisfied with many aspects of the contemporary sport, overwhelmingly they do *not*, as GPDA chairman Alex Wurz said in his statement, "…believe it needs a revolution, nor want it to become an artificial show, with gimmicks introduced simply to make it more entertaining."

Alleluia! There was I, feeling increasingly isolated in my distaste for silly tyres and double points and reversed grids and handicap ballast and every other Barnum & Bailey idea intended artificially to spice up the show, but perhaps many more folk have similar views than Bernie & co might have suspected. In the GPDA survey, for example, fewer than half those polled thought DRS had improved the quality of the racing.

Significantly, there was in both surveys a consummate – 80 per cent – wish to see more than one tyre company in F1, but while I wholeheartedly concur, we must accept that it's not going to happen, not least because a bidding war, to be the sole supplier, is so good for the coffers.

There is also a strong desire to see the drivers 'more open and honest', and that should surprise no one: for years they have been criticised for behaving like automatons, controlled by overweening PR folk fearful of controversy, of 'the wrong thing' being said.

Away from a race track, in fact, most of the drivers are far from colourless, and it's sad for fans that they never have the opportunity to see – and hear – them in a more relaxed environment. At the circuit, undeniably, what you tend to get is the same safe platitudes, so that anyone of my vintage gets misty-eyed at the memory of someone like Alan Jones in his prime. Picture this…

At the end of 1980, the season in which Jones became world champion, Goodyear withdrew from F1, leaving Michelin as the sole supplier, and although the company's product was superb, the Cosworth brigade felt it better suited the more powerful turbocharged Renaults and Ferraris: thus, at mid-season, when Goodyear indicated a willingness to return, Williams and Brabham were happy to do a deal.

"It was supposed to be just us and Brabham, right?" said Jones. "That lasted one bloody race – now it's Lotus and Tyrrell and Alfa on Goodyears, too! That wouldn't bother me too much if they were sticking to their promises to us, but they're not – in terms of supplying stuff we specifically requested, they've let us down very badly. If it were up to me – which it isn't – I'd go back to Michelin tomorrow…"

"You're not going to write this, are you, Nige?" muttered an anxious Frank Williams. His driver had different advice. "Yes, bloody write it!" he roared. "If you do, something might get done about it!"

REFLECTIONS *with* Nigel Roebuck

Toto, Christian *et al*, you don't know you're born.

It would be unthinkable, in the F1 of today, for a driver to speak like that on the record, but if they are more disciplined – not to say cautious – than they were, perhaps there is another contributory reason, as alluded to by Sebastian Vettel.

Ferrari's team leader has always been relatively open, more willing than most to allow his feelings to break surface. He also – unusually – has an interest in how racing used to be before he became a part of it, and acknowledges that communication with the press is far more guarded than once it was. That said, he suggests that in part this is due to the pressures of time.

"In the past the drivers could be open because they had less to do. I'm not saying they were lazy – they just had fewer responsibilities. Gone are the days when you got out of the car, lit a cigarette, told your mechanics 'make the car faster', and then met a couple of nice girls in the hotel. These days the drivers have almost no time to be more open. We barely have time to relax and reflect…"

If Vettel is downplaying the PR aspect, I don't doubt his assertion that lack of time also has a part to play. Such as Reutemann and Andretti – even Prost and Senna – were not required to spend hours poring over data in the way of drivers today.

Maybe Gerhard Berger had the answer in something he said to me a few years ago. "You want to improve Formula 1, to take it back to being a sport, a fight between drivers? Simple – ban telemetry! It'll never happen, of course, but it should…"

A question for the next fans' survey, perhaps? JV may have his reservations about their value, but one hopes that the powers-that-be have at least taken on board the basic premise of the latest findings: gimmickry has no place in Formula 1.



A world away from F1: Lewis Hamilton in New York with US actor Jamie Foxx

GETTY

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SPEAKING OF GIMMICKRY, AMONG THE IDEAS DISCUSSED recently by the F1 Strategy Group, in its efforts to revamp the business, was one to run a secondary race on Saturday afternoon: perhaps unsurprisingly it elicited very different responses from two of the sport's major stars.

"I'm traditional on some things," said Sebastian Vettel, "so I'm not in favour of it. A Grand Prix should be a Grand Prix: I know it's only a qualifying race, but it will take some of the spectacle from Sunday."

Lewis Hamilton saw it differently. "I'd be very happy for the weekend to change," he said. "I've been here for nine years, with Thursday/Friday/Saturday/Sunday always exactly the same, so I'd be happy for them to muddle it up to make it more exciting. If the format stays the same for the next seven years, I don't think I could take that…"

Would Hamilton have reacted that way back in 2007, the year in which he burst into F1? I wonder. Through that season Lewis was starry-eyed about the world in which he found himself: still living in England, earning not much from McLaren, every couple of weeks he got to race a Formula 1 car, and that was enough.

On the surface, at least, the boy 'living the dream' all those years ago is barely recognisable in the 'brand' Hamilton has become today. Over time, as the money multiplied, Lewis acquired not only the mandatory F1 accoutrements – apartment in Monaco, private jet etc – but also a taste for a high life unconnected with motor racing. If at the race track he remains all business, the nature of Formula 1 these days allows him to lead another life unthinkable not so long ago.

There may have been fewer races in years gone by, but testing was an almost ceaseless activity, and if that were still the case neither Hamilton – nor any other F1 driver – would be free to disappear between Grands Prix. During his later McLaren years Lewis routinely spent his free time in the USA with Nicole Scherzinger, and the effects of their on-off relationship occasionally took a toll of the team's patience. "Every time they have a falling-out," grimaced Martin Whitmarsh, "we lose three bloody races…"

From that point of view, Hamilton's *annus horribilis* was 2011, but the following year he was invariably brilliant again, and his victory in the inaugural race at Austin – when he chased down and beat Vettel's Red Bull – was one for the ages.

By now, though, Niki Lauda had persuaded him that a move to Mercedes was the one he should make: 2013 might be difficult, but the year after would usher in the new era of 'hybrid' engines, and Mercedes, Niki assured Lewis, was prepared for it like no other team.

Told him no lie, did he? Essentially Hamilton and Nico Rosberg have gone into the last 29 Grands Prix with only one rival apiece, and at times like this Formula 1's statistical history can quickly change shape: two years ago Hamilton had 22 victories, 10 shy of Alonso; now he has 38, while Fernando remains on 32.

At the end of last year the relationship with Scherzinger finally ended, and many – remembering Lewis's morose heart-on-sleeve behaviour in times past – wondered if we were in for more of it this season. Not a bit of it: if anything, he has been more impervious to problems – not that there have been many – than ever before: the debacle at Monaco set him back a bit, but a fortnight later he walked Montréal.

Over the winter the other major change in Hamilton's life was his decision to part with Simon Fuller's XIX Entertainment, and to sign instead with William Morris Endeavour, a massive agency based in Beverly Hills. This year Lewis has been showing up here, there and everywhere, be it at rap concerts, championship fights in Vegas, fashion shows in Paris and New York, whatever, and Lauda has said the team has no problem with his way of life so long as it doesn't interfere with his obligations to the team.

Hamilton's agreement with William Morris does not include racing contracts, and when time came to renew the Mercedes deal, due to expire at the end of this year, he chose – amid all the globe-trotting – to handle negotiations himself: if they dragged on interminably, he came out of them with the deal he required. A busy lad, the world champion, these days living a very different dream.

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F1 FRONTLINE *with*



Mark Hughes

>>MID-SEASON DRIVER ANALYSIS >>WHY RED BULL IS ON THE ROAD TO RECOVERY

HUNGARY HEART

Sebastian Vettel celebrates his second victory of the Formula 1 season. Having qualified third in Budapest, the German led from the start and was never troubled as the Mercedes drivers ran into problems that converted front-row starts into sixth and seventh places by the chequered flag.

LAT

F1 FRONTLINE *with* Mark Hughes



Proposed rules would produce wider cars and quicker lap times, but possibly less overtaking...

LAT

IF YOU READ OUR WEBSITE YOU WILL have seen the Formula 1 proposals for 2017, with wider, more aerodynamically aggressive cars that will be at least five seconds faster than the current generation. No sooner was that published than the F1 strategy group issued a directive to its technical group saying it wished to investigate ways of improving overtaking. In many ways, these are conflicting aims. Put simplistically, the faster the cars, the harder overtaking becomes. Furthermore, these conflicts have to be resolved by March 2016 when the 2017 regulations are published. It's already clear these moves could create more problems than they solve.

It's another manifestation of a business run by an executive committee rather than a sport being led by a governor. These moves are in response to market research. Yet the trick isn't asking people what they'd like you to provide, but providing something so fantastic they'd never have thought of it. But that requires the mindset of visionary, not an executive.

So in response to a segment of fans expressing disappointment that current cars lap more slowly than those of several years ago, the technical group was tasked with coming up with the 'five seconds a lap faster' car. That's easy: increase the downforce and the tyre width. But immediately it's in conflict with another of the perceived problems: not enough overtaking. In fact, within the concept of the initial 2017 formula proposal, there is already some attention given to that. The bigger, steeper-ramped diffuser ensuring more of the total downforce comes from the underbody should in theory make the car's wake less turbulent. But, as a few F1 engineers have pointed out, the aerodynamically faster cars will still have shorter braking distances. And others have pointed out that the vortices from the endplates of the wider and lower rear wing will be very disruptive for the front wing of a following car. Then there's the fact that two of the wider cars side-by-side will take up an extra 40cm of track – not conducive to overtaking.

The conflict between performance and overtaking is just one of many. For example, cars faster by 5sec per lap in qualifying would require significantly more than the current allocation of 100kg of fuel if severe economising in the races were to be avoided. There's conflict between the fans that say they wish to see the cars sliding more and those who say the current cars look tame in their direction change compared to a few years ago. The 2017 proposal would see the return of that super-aggressive direction change, but they'd slide much less. Lower downforce equals more sliding but paradoxically makes it easier for the drivers so that there's way less difference between a great driver and a good one. The drivers will tell you current cars are too easy – and that they want more downforce.

All we are doing here is going backwards and forwards in recent history and rediscovering the flaws of racing with any given downforce level. Then there's the conflict between change and limiting costs. Change is invariably expensive.

So, with a sport that is tying itself up in knots trying to please everyone while keeping the money rolling in, it's time to recognise that the answers are not to be found from a bunch of executives running a business (i e the strategy group). Regardless of the technical formula, many of these conflicts disappear when you jumble up the grid order. As we said here last month, that doesn't have to mean artificiality. The remainder would evaporate if a severe limit was put on costs and the technical formula was opened up – potentially creating huge divergence in how lap times are achieved. But that's radical – and F1 generates way too much money for those involved in its running to do anything radical. Which is what is slowly strangling it.

STRAIGHT *talk*

The desire to please fans raises the possibility of conflicting goals...



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Half-term report

Mercedes-Benz might have dominated the opening phase of the 2015 Formula 1 season, but there have been some engaging sub-plots in the Silver Arrows' slipstream. Sebastian Vettel is back to his imperious best, even if that usually means fighting for third place, and the McLaren-Honda alliance has shown little sign of replicating a glorious past. As the campaign enters its final stretch, our Grand Prix editor answers key questions about all 20 drivers and analyses form to date



LEWIS HAMILTON

Is this the best he's been?

Lewis alternates between the yin of his racing life – where his default setting is 100 per cent conviction that he is faster than anyone – and the yang of his showbiz lifestyle, the kid from the council estate who's made it global and likes to project it. The cars Mercedes has provided have let this other part of his life flower, because he's winning regardless. Last year was the first time he'd experienced being in unquestionably the best car, but now he's reached an equilibrium. It's made him more assured. He'd always known he was the fastest, but previously he could be unsettled on the occasions that didn't translate. Circumstance can still trigger him to over-strive, like in Hungary, but nothing dents him.



NICO ROSBERG

Can't win bare-knuckle scraps against Hamilton? How does he fix that?

He can't. Ultimately you can only be who you are in something as intense as F1. Even on a bad day he will usually still be second, so Nico could yet sneak a title win – but only via the vagaries of the scoring system and some misfortune for Lewis. It will not be on performance or through putting moves on Hamilton. Last year he fought against the idea that Hamilton will always prevail wheel-to-wheel and tried at Spa to make a point – which only brought censure from the team. A hard one to come back from. He will always have the odd weekend where his greater technical feel will allow him to retain an advantage all weekend (Spain), but the die is set.



SEBASTIAN VETTEL

Star on the rise once again. What's changed in the past six months?

He's been freed up from expectation and the pressure that followed from – for the first time – falling short of that expectation. That was a nasty shock and helped him on his way out of Red Bull. At Ferrari, anything better than last year's woeful season was going to be good, and the fruit was relatively low-lying. As he picked it off they fell in love with him, his work ethic, his speed, his easy way with everyone. The whole team was soon buzzing at his frequency. A virtuous circle of performance has duly unfolded and his confidence is now running where it always used to. So we see the smart calls, the full attack and, when required, the steel beneath the smile.



KIMI RÄIKKÖNEN

People are starting to discuss his sell-by date, but didn't he pass it some time ago?

In Kimi's two Maranello stints, they have only ever seen flashes of the driver who competed so relentlessly against them while at McLaren. Even in his 2007 title year his performances wavered between okay and exceptional. These days there are fewer of the latter. Last year it was hard to assess, so far off was the car, with traits diametrically opposed to his needs. That no longer applies and Vettel has shown that Räikkönen is a couple of vital tenths away from his best. There is still the odd great day in him but, although he's staying at Ferrari, this once formidable force is destined to see out his F1 days as a quality number two.



With the Mercedes duo usually some way ahead of rivals – eight wins from 10 starts, to date – Ferrari, Williams, Red Bull et al have been left to squabble for relative crumbs



DANIEL RICCIARDO

Seems to have been in the same bubble that burst around Vettel last year. Why?

There were occasions this season (Montréal stands out) when Daniel got to see what it was like for Vettel in 2014. Things just wouldn't click, the car wasn't answering his demands like before, his team-mate was coming on inconveniently strong. The smile never left his face, but it hurt. Since Silverstone the RB11 has been on a productive development path and finally has the sort of precision and high-speed aero grip that marked out previous Red Bulls. As this happened, the real Ricciardo was revealed just below the surface. His inspired performance in Hungary was only partly about the emotion of Jules Bianchi. It was also the unpopping of a cork.



DANIIL KVYAT

Radio impudence underlines the correct attitude. How good could he be?

Daniil is a deeper, more sensitive individual than the brusque Russian exterior suggests and finds himself in the shade of Ricciardo's sunny charisma. He understands this, but just puts his head down, forms his own protective barrier – and refuses to accept being shaded in the car. He carries the inner certainty of his performance and is no compliant number two. And he can drive. As his experience has built he has made progress with his former weak point of tyre management. His early-season lack of form was more about car issues than Daniil issues: if he can now join up his peaks as the car comes good, he could be ready to win.



FELIPE MASSA

Is the car flattering him, or has he rediscovered his mojo?

Felipe is relaxed in his own skin these days and that's allowing him full access to his natural flair. It has never been a polished flair, his driving having many excesses and inconsistencies, but there's enough control to ensure the buzzing energy is generally moving him forwards. He's seen and done it all and, after the horrible pressures of being Alonso's team-mate at Ferrari, his Williams days are a breeze. He's a guy that needs to be relaxed to give his best. The Williams environment has made that possible and we are seeing a coda of the driver that almost won the 2008 world title. Out on track he's pushing like crazy then, debrief done, he's back to enjoying his life.



VALTTERI BOTTAS

If he's *that* good shouldn't he be absolutely battering Massa?

There could be something in that. Totally unflappable, amazingly consistent, a great feel for the tyres but… The spark of last year – the guy that was putting those aggressive passes on everyone at Stowe as he came through the field – hasn't been so evident so far in 2015. Was the recent possibility of moving to Ferrari a distraction? Is there something about the FW37 that doesn't suit him as well as the FW36? He's not one for revealing. This is all relative; he remains a quality driver and one who is comfortably out-scoring his team-mate in the championship. But the trajectory of his progress has definitely been brought up short this year.

F1 FRONTLINE *with* Mark Hughes



Alonso defends against Pérez. On 2015 form, being able to fight Force India symbolises one of McLaren's better days



FERNANDO ALONSO

Started at Minardi, might as well be back there. Discuss.

When he looks back on his career, Fernando is going to accept that the first McLaren contract should have been the backbone of his multiple title-winning career. Had he stayed, say, from 2007-12, there's nothing he couldn't have achieved. Instead he's returned with both parties on their uppers, Fernando arguably the best of his era but with no title for nine years, McLaren in danger of becoming a spent force. But all it needs is for the Honda to come good. The chassis is excellent and Alonso remains supreme in how relentlessly he hustles the car, plus his fantastic racecraft. If the engine breakthrough doesn't happen, though… It doesn't bear thinking about.



JENSON BUTTON

Is the end of the road finally nigh, given McLaren's strong reserve pool?

Jenson's qualities have never been fully appreciated by Ron Dennis, who was ready to drop him for 2015 before politics intervened to give JB a reprieve. Will he get another? Difficult to see how McLaren can continue to carry such a heavyweight (and expensive) driver line-up when the results are not there. Stoffel Vandoorne – ironically a Button protégé – is waiting in the wings as he dominates GP2. Yet Button could still have F1 options even if McLaren doesn't renew. If Bottas goes to Ferrari, what will Williams do? It could do worse than re-signing Jenson; he's not as good as Alonso at bullying a 17th place car up to 13th, but is still fully capable of winning.



NICO HÜLKENBERG

Great track record, so why is he still in a resprayed Jordan?

He's led a race on merit in a Force India, he's stuck a 2010 Williams on a decisive pole position, he regularly transcends the level of his cars. Yet still the big teams look elsewhere. This year is a case in point; Ferrari was looking at possibly negotiating with Williams about how much it would need to pay to buy out Bottas' contract at a time when Nico was a free agent. If he can be criticised, it's that his aggressive style is not best suited to the Pirelli era of racing. Those races where an extra stop is marginal usually see him having to make it – which in turn means he will tend to be beaten by team-mate Pérez. But only in those very specific circumstances.



SERGIO PÉREZ

Good at looking after tyres, which reaps rewards. Does he have any other uses?

Pérez fights harder in defence than any other driver on the grid. He's one very tough cookie if you want to find a way past. That combative skill and his shrewd way of nursing the tyres combine to make him a useful asset for a team like Force India, as it guarantees a useful tally of points. But his style is generally unsubtle and he's not outright quick enough to justify a place in any top team. Occasionally his style leads to trouble, too. His defence against Grosjean in Malaysia was ridiculously OTT. And while Maldonado was the perpetrator in Hungary, Pérez made zero allowance for the guy he was racing. A metre of room was all that was needed.



"IN THE WAY HE AGGRESSIVELY PUSHES AGAINST THE LIMITS OF FEASIBILITY GROSJEAN IS A HUGELY EXCITING PERFORMER"



ROMAIN GROSJEAN

People link other drivers with top teams, but aren't there more obvious choices?

Even more puzzling than Hülkenberg, Grosjean is conspicuously missing from the top teams' shopping lists. This driver who three times in 2013 might have beaten Vettel's Red Bull to victory with an inferior car was, as of Hungary, 9-1 up in qualifying against a very quick team-mate. The Lotus E23, while better than its predecessor, is still only a mid-grid car, so the spotlight is shining elsewhere for a second season. In the way he aggressively pushes against the limits of feasibility Grosjean is hugely exciting – recall his around-the-outside pass of Massa at Budapest's Turn Four in '13 – and could absolutely light up the front of Grands Prix, given the car.



PASTOR MALDONADO

2012 Spanish GP v most of the rest. How do you explain the Maldonado enigma?

For most of this season Pastor had managed to keep a lid on it. Then came Hungary and a season's worth of transgressions all in one afternoon. He doesn't have the explosive qualifying pace of his team-mate (other than at Monaco, where he remains blindingly fast) but has a superb handle on the tyres and this allows him generally excellent race pace. He's an intelligent, articulate guy out of the car but once in the cockpit he struggles to contain that inner Tasmanian Devil. Red mist remains his enemy and leads him to invent new ways of messing up his weekend, just as he invents a new way around a corner each lap.



MAX VERSTAPPEN

Hype, mistakes, measured racecraft. Too much too soon, or genuine prodigy?

We've seen the audacious overtakes, the way he can come from nowhere and ambush the guy ahead, yet not lock a wheel, totally at ease with scrubbing off the excess speed before the apex. We've seen the way he can hold up a great pace on the harder tyre, ready to attack on the softer one later on (his debut in Melbourne was going to be a spectacular example of that, but the car broke), but we've not yet seen it all joined up from one race to the next. That's about nothing more than relatively empty data banks. As is his struggle sometimes to prepare the tyres and brakes properly for the ultimate qualifying lap. It will come. He's prodigiously gifted.



CARLOS SAINZ

Very good thus far. How has he coped in the shadow of Verstappen overdrive?

One of the highlights of the season has been watching this guy come in and demand attention. With the spotlight on his record-breaking team-mate, it would have been easy to fall into the role of 'the other driver'. Instead he's shown great mental strength and composure – and no small degree of talent. He finds the limits of the car by pushing beyond them and is frequently the most spectacular driver of all in practice sessions, yet rarely goes off. He then slots all the pieces of information together for the crucial qualifying lap. He's 6-4 up against Verstappen at the halfway point and continues to develop into a potentially top F1 driver.

F1 FRONTLINE *with* Mark Hughes



"NASR'S IS A BEAUTIFUL NATURAL FLOWING STYLE BEHIND THE WHEEL, LOTS OF MOMENTUM AND SILKY INPUTS"



FELIPE NASR

Rarely convincing in GP2, now showing star potential. Is F1 a little bit too easy?

It probably is. But that's no reflection upon Nasr, who has genuine star potential. Even if current F1 cars did have more aggressive grip levels, with front ends that responded more instantly, that did not demand a driver always be aware of tyres and required stint lengths, Nasr would still be looking good. His is a beautiful natural flowing style behind the wheel, lots of momentum and silky inputs. It's all about feel for him – and in this is his biggest obstacle this year: the sensation given through the pedal of brake-by-wire systems that can be inconsistent. Once this is resolved, we should see more consistent demonstrations of his Carlos Reutemann-like qualities.



MARCUS ERICSSON

Great at Suzuka, less so at paler racetracks. Why?

Marcus has a more aggressive style than his team-mate; later on the brakes, more positive steering input. But the combination of Sauber aerodynamics and Pirelli tyres doesn't reward this technique. A softening of his inputs might see him go faster. Being beaten by a rookie in your sophomore year isn't great, but Ericsson is far from outclassed. His points-scoring drive in Hungary was aided by attrition but showed his ability to put a strong error-free race together. An improvement in braking feel at Suzuka last year let him properly access his potential, but sometimes the traits of the car are set and it's the driver that needs to adapt.



WILL STEVENS

Two FR3.5 wins do not an F1 star make. A symptom of the sport's current malaise?

How do you even begin to assess the level of the drivers in cars that are 2sec slower even than the next slowest? What we have seen from Will is a willingness to have a go, to push hard throughout a Grand Prix weekend. He may not have lit up the junior racing categories – though he was no slouch – but history has shown that need not be a definitive indication of a driver's potential. Step forward Niki Lauda. On paper he would appear to have dominated his team-mate, but even that is less than clear as the jockey-like Stevens's weight gives him a 0.5sec advantage over Merhi in a car that cannot be brought down below the minimum limit.



ROBERTO MERHI

Smart to dovetail F1 and FR3.5 when he seems to be doing both quite badly?

Roberto should perhaps shave off his ample locks as a publicity stunt to bring attention to the fact that he desperately needs to lose every bit of possible weight. The car is at the legal limit with 63kg Stevens on board and around 12kg over it with the much-slimmed Merhi. Aside from the blunting of acceleration, braking and lateral grip this imposes, it also means Merhi's car cannot have the ideal weight distribution, especially for the slower courses. As with Stevens, he has a good but not outstanding pedigree in the junior categories, not one that screamed 'F1'. It's impossible to judge if he's transcending that level or not.

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GRAND PRIX NOTEBOOK

HUNGARY



Rd 10 HUNGARORING, JULY 26 2015

1	SEBASTIAN VETTEL	Ferrari SF15-T	1hr 46min 09.985sec
2	DANIIL KVYAT	Red Bull RB11	1hr 46min 25.733sec
3	DANIEL RICCIARDO	Red Bull RB11	1hr 46min 35.069sec

FASTEST LAP DANIEL RICCIARDO Red Bull RB11 1min 24.821sec
RACE DISTANCE 69 laps, 188.667 miles
POLE POSITION LEWIS HAMILTON Mercedes W06 1min 22.020sec



THIS YEAR, AS LAST: ONCE THE SAFETY CAR CAME IN IT WAS impossible to call whether the Ferrari, the Red Bull or one of two Mercs was going to win this race. This time it was Sebastian Vettel's Ferrari, but it could easily have been a repeat for 2014 winner Daniel Ricciardo.

What could have been Red Bull's first victory of the year went up in front wing shards as a desperate lunge on Nico Rosberg's Mercedes failed to come off. After the inevitable drive-through penalty he took a distant third, with team-mate Daniil Kvyat following Vettel over the line – a disappointing outcome for Ricciardo after an impassioned drive. But for Red Bull, taking two podium places and being in the fight for victory was by far its strongest showing of the season. What had gone right?

Partly it was circumstantial. On another day Lewis Hamilton's Mercedes would have waltzed it, but an over-hot clutch led to him being mugged at the start by both Ferraris and his team-mate. This in turn triggered that over-striving to which he's prone – twice, in fact. Rosberg was off his pace having over-compensated to protect the left rear tyre with his set-up. This exacts a heavy time penalty on a track mainly of long duration turns linked by short straights – another of Red Bull's favourable circumstances, taking the emphasis away from engine power.

But there was merit there too from both Ricciardo, who drove a spectacular, passionate Gilles Villeneuve sort of race, and Red Bull. The RB11, having struggled to match the form of last year's car and often overshadowed by the Toro Rosso STR8, was finally coming good. A new front wing introduced at Silverstone had addressed the car's difficulty in linking up the airflow coming off the endplates with that in the super-sensitive area just ahead of the sidepods.

It's now clear that the current formula hurt Red Bull in more ways than just power and the abolition of exhaust blowing. The narrower front wing impacted much more on Red Bull's aerodynamics than on others. Into this year, further regulation tweaks have compounded that damage. Red Bull had been able to combine a big rear ride height, to maintain rear slow-speed downforce, with extreme rake, leaving a tiny gap between the road and the floor's leading edge. The smaller this gap, the more the diffuser's effect as the tiny gap and the extreme rake combine to make the whole underfloor a venturi, with the diffuser acting as a smaller venturi behind it, pulling the flow through yet faster. Crucial to pulling the air hard through the diffuser is the ability to create a pressure difference behind it by getting the flow around its outside moving fast – and a crucial part of achieving *that* is generating vortices ahead of the sidepods, to accelerate the flow coming off the front wing, around the bottom of the sidepods and on to the top of the diffuser. With 2014's rules, linking up that airflow became rather more difficult. Adrian Newey is now convinced that the Mercedes aero department made a better job of doing that than Red Bull's. It was no longer possible to run the Red Bull's rear ride height so high, but the front could still be low. Until this year, that is.

The 2015 stipulation of magnesium skid blocks within the underfloor plank defining the ground clearance put a stop to that. Magnesium is much softer than the metal previously used, so to avoid wearing the plank illegally thin the ride height had to be increased. As Red Bull relied more than others on a tiny front ride height, it almost certainly suffered more than the rest. Furthermore, this year's bodywork regulations introduced to avoid the ugly nose solutions of 2014 are believed to have caused Red Bull further problems in joining up that front wing-to-sidepod airflow, further hurting its ability to increase rear ride height.

A Mercedes-like front wing was introduced at Silverstone and through the fast sweeps the RB11 was among the very fastest cars – and it was



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running visibly more rake. "Until Silverstone we hadn't been seeing the high speed aero advantage we had last year," said Ricciardo.

For Hungary another new feature was added – a blown front axle, whereby air from the brake cooling ducts exits through the centre of the wheel. The correlation between this and the new front wing wasn't quite as expected and for most of the weekend both cars ran the blown axle with the old wing, albeit with tweaks to the guide vanes.

Ricciardo was delighted: "It's the first time in a long while we haven't really touched the balance through the weekend. I felt I could dictate the balance a bit more and position the car more where I wanted to. Everything we've brought over the last two races, we've made it work."

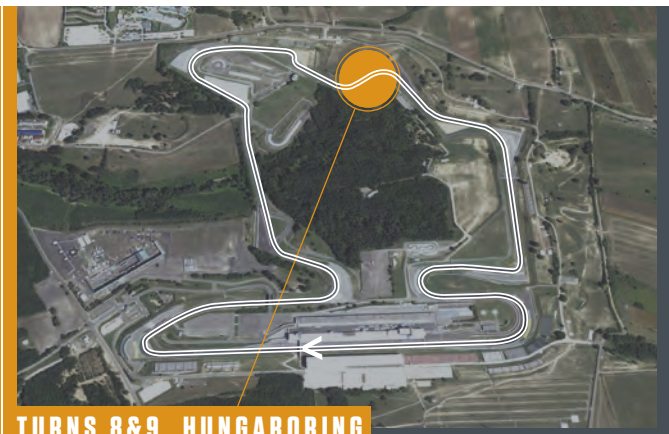
He was just edged out for third on the grid by Vettel's Ferrari, with Kvyat fifth. It's difficult to out-drag Ferrari and Mercedes engined cars with a Renault engine – and predictably Ricciardo didn't. So while Vettel got a flyer and was intimidating Hamilton into surrendering the lead, Ricciardo was failing to hold off Bottas for fifth. Daniel hung on side by side with the Williams through the first turn until eventually they interlocked wheels, the Red Bull pitched into the air as Bottas went through. This was bad news as the Williams was a much slower car around the Hungaroring than the Red Bull. Not only that, but Kvyat and the Force India of Nico Hülkenberg were able to take advantage of Ricciardo's loss of momentum. Kvyat had flat-spotted his tyres and was passed by Hülkenberg at the end of the first lap.

"Daniil is struggling. I'm much quicker," reported Daniel over the radio. Daniil turned the airwaves blue when it was suggested he allow Ricciardo an easy passage, but conceded nonetheless – and it took only a few laps then also to find a way past the Force India. With Hamilton off on the first lap trying to pass Rosberg and rejoining way back, Ricciardo was running a solid fifth, later fourth when Bottas pitted early. He was, however, a long way behind the Ferrari one-two.

His race would eventually be brought alive by a Red Bull strategy call that paid off. At the first of what would be two stops, when most went onto a second set of the softer tyres, Red Bull put both its drivers on the harder primes, which allowed the recovering Hamilton on his soft tyres to relegate Ricciardo to fifth. But there was almost no risk – and the possibility of being able to challenge for the win if there was a late safety car. Which, thrillingly, there was – after Hülkenberg's front wing disintegrated and spread shards over a big area of the pit straight.

After the leading runners had pitted under the safety car, Ricciardo lay fifth on his new soft tyres, with every car ahead of him now on the slower mediums – and the previously big deficit to the Ferraris wiped out. Game on. He made a move on Hamilton the moment the safety car came in, getting ahead into Turn One. In trying to resist, Hamilton understeered into the Red Bull's side, causing it some bodywork damage but not enough to stop Ricciardo's charge. His fourth place became third as Räikkönen's Ferrari was retired with an ersH problem. Next he was all over Rosberg's Mercedes, but it was too fast at the end of the straights. This wasn't a day for settling for a result, though. With time running out, he felt if he could just scrape past the Merc, Vettel's Ferrari would be within reach. Making an incredibly late dive down the inside of Turn One, smoke pouring off the front tyres, he was briefly ahead – but as they exited the corner their lines converged, each refusing to cede. The Red Bull's wing cut the Merc's left-rear tyre, consigning Rosberg to a long, slow drive for a replacement, and Ricciardo to the pits for a penalty, extinguishing any hope of victory and dropping him a place to Kvyat.

With the Mercs in trouble, it had been a day of opportunity for everyone – and Ferrari had grasped it. But for Red Bull to have been in the hunt to do so was a measure of its recent progress on track.



TURNS 8&9, HUNGARORING

Trackside view

"Up at Turns Eight-Nine, at the track's maximum altitude, the breeze that is blowing up the dust and swaying the branches is a calming balm beneath a savage, unrelenting Budapest sun.

Up here the sonic echoes of the car that's just flashed by interweave with those approaching from down below, an F1 wall of sound. They pop over a crest on the approach to the chicane, run hard over the kerbs out of there, ragged, their rear tyres finding the brown dust between the kerb serrations, throwing it into the air as they accelerate hard towards you, growing bigger in the frame dramatically quickly. Understeer is the enemy as they attack the left-hander of Eight, taking them out too far to the right, off the optimum approach line for the right-hander at Nine.

Nico Rosberg is trying to find a way around this inconvenience, briefly experimenting with a shallower turn-in to Eight from farther back, carrying more speed up to the apex, but then having to get messy and slow to bring it all into line. He wrestles with this transition for a couple of laps before accepting the cure is worse than the problem.

The Toro Rossos are understeering more than the others, the team trying to protect overheating rears, and standing up so close you can hear their



front tyres scrabbling across the surface, trying but failing to get a bite. The generic understeer limitation is bringing out the ghost of the flick and catch technique of Kimi Räikkönen's more exuberant younger days, when his future seemed as limitless as that bright Budapest sky. The echoes of his car hang poignant in the dusty air."

MAP DATA: GOOGLE 2014 DIGITALGLOBE







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

For the first time, we are tasking our readers with the job of deciding who should join the 29 current members of the Hall of Fame, which was founded in 2010. There will be five awards made at a ceremony next year (date and venue to be announced), representing Formula 1, sports car racing, motorcycling, rallying and US motor sport. First up for voting is Formula 1. *Motor Sport's* podcast team has chosen a 'long list' of nominees. Voting is already well under way, with readers telling us why their choice should be the next F1 entry into the Hall of Fame. Join the debate and cast your vote. We'll be deciding and releasing the nominations for the sports car category next, so keep an eye on the website for the Hall of Fame podcast special.

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MIKE HAWTHORN
Britain's first F1 world champion and the 'golden boy' of the 1950s.
"There was never doubt that on his day Mike could tackle anyone." ***Chrisb***

SIR PATRICK HEAD
Williams co-founder and architect of nine F1 titles for constructors and seven for drivers.
"The man behind the FW06, 07, 08 (and the six-wheeler), 11, 14 and 14B. Reasons to be cheerful…"
Andrew Scoley

NIGEL MANSELL
British lion who won 31 Grands Prix, and back-to-back F1 and Indycar titles.
"An out-and-out racer. Thirty-one wins when the giants Senna, Prost, Lauda and Piquet strolled the earth."
Richard Allen

GORDON MURRAY
Free-wheeling designer behind Bernie Ecclestone's 1970s and '80s Brabhams.
"Forghieri has admitted Murray is the one he admired most among his fellow racing car designers." ***Lucio Chiodi***

JOCHEN RINDT
F1's only posthumous World Champion – and one of its most exciting talents.
"One of the truly great World Champion drivers, who many will have never seen, but should be enshrined."
@EarlKirby

BERND ROSEMEYER
Charismatic Auto Union ace who dominated the 1936 European drivers championship.
"If you look at the Auto Union Type C and try to understand it from a mechanical point of view, only then do you appreciate Bernd's absolute talent."
Dragos Soare-Rada

GILLES VILLENEUVE
Free spirit and cult hero for a generation. Shone brightly for too short a time.
"The most exciting driver I ever saw, one who changed my understanding of what was possible." ***Peter Coffman***

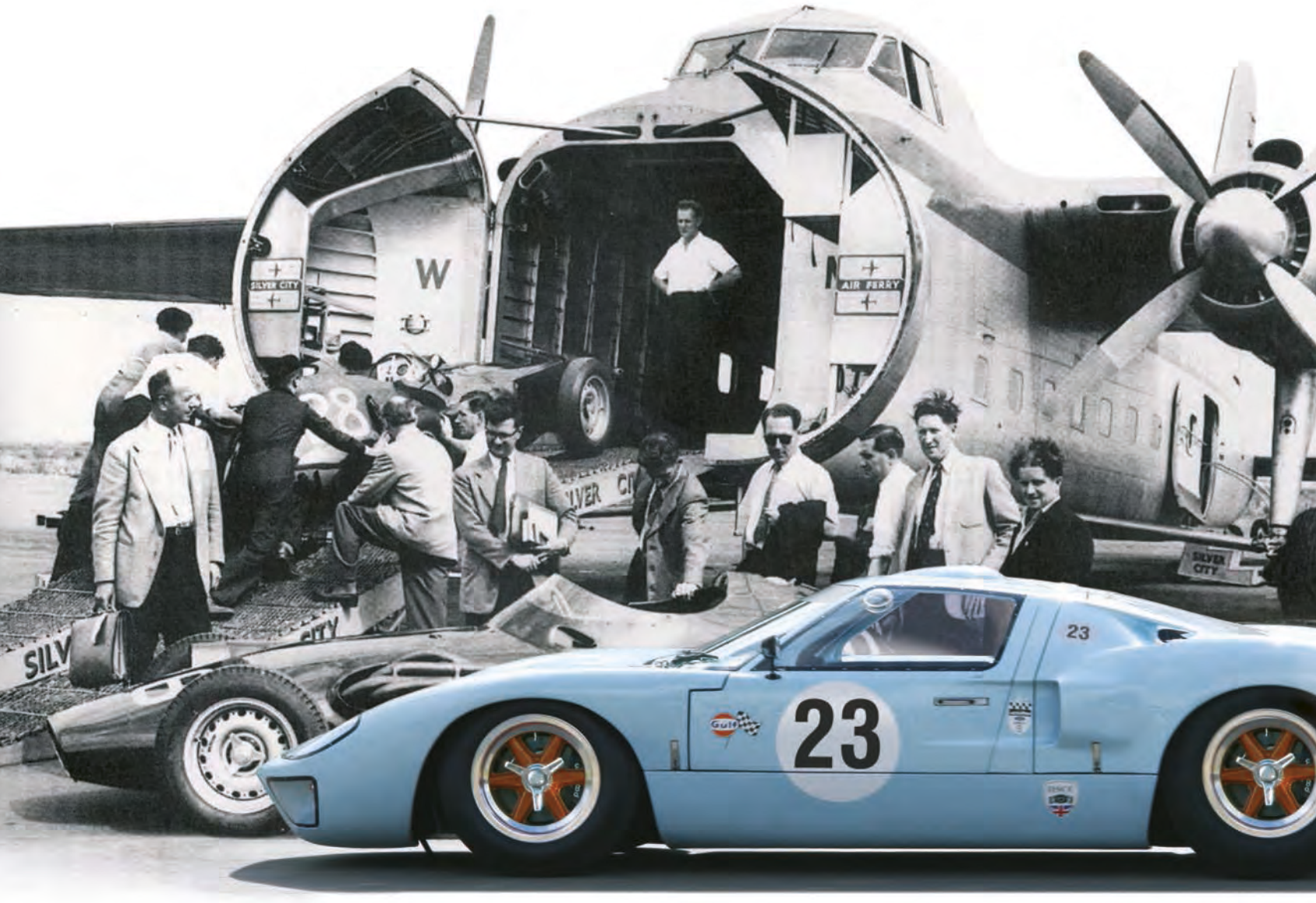
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Formula E tech war begins

Teams reveal innovative ideas ahead of season two | BY GARY WATKINS

CARS RACING IN THE SECOND season of the Formula E Championship will have one, two, three, four and five gears. That simple fact reveals the diversity of technical solutions chosen in reaction to new regulatory freedoms in the FIA's electric vehicle series.

Formula E, which begins its second season in Beijing on October 17, will no longer be a one-make series. The Dallara-designed Spark SRT_01E chassis will remain, but the so-called manufacturers – Renault and seven of the 10 teams – have been free to develop their own powertrains under a five-year road map that will lead to the end of mid-race car swapping by 2018/19.

The challenge has not been simple. The teams have had to work within the constraints of the architecture of the Spark chassis, but the rules limit not only the energy they have available but, uniquely in international motor racing, the power, too. And then there was the question of the financial and technical resources available to the teams.

EXTREME SOLUTIONS

Reigning champion Nextev TCR from China, DS Virgin Racing and Renault (which supplies and backs the e.dams team) have been most innovative with their technical choices. Each chose a twin-motor solution and fewer gears than their rivals – just one for DS Virgin and Nextev, and two for Renault.

They have each opted for a high-torque motor package that has allowed them to do away with the need for a conventional gearbox. That saves weight and reduces any losses that come with changing gear.

DS Virgin Racing chief technical officer Sylvain Filippi suggested there are big gains to be made, even though the amount of energy from the Williams Advanced Engineering-supplied battery will remain at 28kW/h and maximum race power will be capped at 170kW, up from last year's 150kW.

"In theory, if you are power-limited you can only go so far," he said. "But in reality it is the opposite. Efficiency gains will translate into performance. The more efficient you are, the less lifting [coasting to conserve energy] you will have to do.

"That is why our philosophy has been to redesign the powertrain completely. We believe we have made significant gains in efficiency."

> "In this first season of open powertrains, do you really want to go for a fully optimised solution in terms of weight and packaging and miss something that causes a bit of trouble?"
> **Vincent Gaillardot**

Renault has chosen to err on the side of conservatism, by going for a two-gear set-up. "It is a question of risk assessment," said Vincent Gaillardot, Renault's Formula E programme manager. "In this first season of open powertrains, do you really want to go for a fully optimised solution in terms of weight and packaging and miss something that causes a bit of trouble, or do something where you have a bit more margin?"

THE MIDDLE GROUND

The majority of teams will be using their own single motor set-ups and a multi-speed gearbox. They have linked up with a range of technical partners.

Andretti, for example, is collaborating with US-based Houston Mechatronics on the development of a new motor. Venturi, holder of the electric Land Speed Record, has produced its own that will also be used by Dragon Racing, while Mahindra has gone to McLaren with its own specifications for a revised unit.

Andretti team principal Roger Griffiths explained that a rule mandating that the motor must drive through a conventional mechanical differential "was the death of the two-motor solution for us".

He added: "If you want your motor to be nice and small, with a low centre of gravity, you end up with a high-speed motor that needs more gears [because it has less torque]."

The Abt Schaeffler Audi Sport team was keeping details of its approach secret ahead of the last of three two-day Formula E tests scheduled for Donington Park in August, but the car is known to have a three-speed gearbox and is believed to have a single motor.

UPGRADING THE FAMILIAR

Team Aguri has opted to use the season-one package of the McLaren Electronic Systems single motor and a five-speed Hewland gearbox. Team principal Mark Preston, a former Arrows, McLaren and Super Aguri designer in Formula 1, argues that the gains that can be made with a shift to a new package can be outweighed by those available through optimising the existing equipment. "Power is not limited in any series using internal

combustion," he said, "but here we are limiting power and that means top speed. As long as you are not torque-limited out of the corners, you are not limited by the powertrain.

"Our basic calculation was that the races are most likely going to be the same number of laps and the energy from the battery is staying the same. If you look at the difference in the energy usage across the grid in season one, there was a bigger margin than the efficiency gains you are going to be able to make with the motor in season two.

"The good thing about Formula E is that we don't know all the answers. Only time will tell who is right, and that is going to be fascinating."





VILLENEUVE SIGNS FOR VENTURI

Formula E hit the headlines during the summer when it was announced that Jacques Villeneuve, 1997 F1 champion, would be racing next season for the Monégasque Venturi team. The deal should give the 44-year-old Canadian his first full season of racing since he comepeted in F1 for Sauber in 2005.

Villeneuve said he was embarking on a full programme after a nomadic post-F1 career in which he has raced sporadically in everything from NASCAR and sportscars through the World Rallycross Championship and Stock Car Brazil because "the opportunity was there".

He added: "It has been fun going from ice racing to NASCAR and V8 Supercars to rallycross, but I have been looking for a full programme. It will be good to be in a full-time seat where you can work with the team through a proper test programme."

Villeneuve will be paired with his former Peugeot sportscar team-mate Stéphane Sarrazin at Venturi, while Nick Heidfeld moves across to Mahindra to join Bruno Senna.

> "It will be good to be in a full-time seat where you can work with the team through a proper test programme."
> **Jacques Villeneuve**

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LAT

GORDON KIRBY

A CHANGE FOR THE BETTER

BACK IN 2009, AT ONLY 19, GRAHAM RAHAL became IndyCar's youngest winner. Since then his career has floundered. Many people began to write him off, but he has bounced back in style this year, winning two mid-season races and pushing himself into a title battle with Juan Pablo Montoya and Scott Dixon.

Graham has driven for his father Bobby's team over the past three years and, after two disappointing campaigns, Bobby made some major changes. He promoted Eddie Jones to be his son's race engineer and hired Mike Talbott and Martin Pare, both formerly with Newman/Haas, to lead his team's vehicle dynamics and R&D departments. Rahal also promoted long-time employee Ricardo Nault to team manager. "I decided I was going to get out of the way and let those guys do their jobs, and the proof is in the pudding," Rahal says. "Ricardo has done a fantastic job running the team. He's a racer's racer, very competitive, and has developed a very good working relationship among the crew.

"The biggest by-product of all these changes is that the atmosphere in the organisation is 180 degrees from where it had been. My job is now to find the funding, make the big picture decisions and give those guys the tools they need to do their jobs."

Bobby also made the decision to take himself off the team's timing stand. "I loved being on the radio with Graham," he says, "but it was clear there were times when emotions ran high. I said to Graham last winter that we need to get the emotion out of it. I said we needed to be less passionate and one way to achieve that was for me to walk away and observe from elsewhere. I still help out by spotting, but I think not being on the timing stand has proven to be a positive."

Graham agrees wholeheartedly with his father. "Putting Eddie, Martin and Mark together has been like magic," he says, with a grin. "They clicked from the very beginning and everything worked. There's never any second-guessing and we've made the car's handling significantly better."

It's doubly impressive that Rahal has achieved so much this year because he's a one-car team competing against the four-car operations from Penske, Ganassi and Andretti. "The focus on a single car can be powerful if you can figure out the basic set-ups that the driver likes," Bobby says. "I don't think it's a negative being a one-car team, but you have to have a very hard-working, committed group of people to get the right kind of results. I think putting all the focus on one entity is pretty powerful."

Bobby couldn't be more pleased with Graham's performances this year. He says: "Self-confidence in a driver is probably the most powerful of all the tools a team has. Graham is very confident when it comes to the races and very confident in the work the engineers are doing.

"I think Graham is one of the best racers out there. When raceday comes he goes to the front and doesn't make mistakes. He's not over-driving the car and has it set up the way he likes it.

"Now we're seeing the real Graham. I think we're seeing the Graham we saw in 2009, but it's a better Graham because he's that much more mature. At 26, it's like everything has come together. He's in a good place and we're seeing the effects of that."

As well as emerging this year as a serious force in IndyCar, Graham will get married at the end of November to NHRA drag racing star Courtney Force, a daughter of drag legend John Force. Life couldn't be better.



For Oliver Jarvis, driving the Nürburgring in an Audi R8 was "breathtaking..." AUDI

OLIVER JARVIS

GETTING BACK IN THE 'RING

AS THIS MAGAZINE GOES ON SALE I WILL BE back in the cockpit for the fourth round of the World Endurance Championship at the Nürburgring, after what seems to have been an eternity since Le Mans. I have to confess to mixed feelings heading to the track located in the Eifel area of Germany, and famously nicknamed the Grüne Hölle (Green Hell). This is because it replaces Autódromo de Interlagos, one of the most exciting and challenging circuits in the world and one I have longed to drive for as long as I can remember. That's to take nothing away from the Nürburgring, but from a purely selfish level I would have loved the chance to have finally driven one of the few tracks left on my 'to drive' list.

There is often the concern that with so much focus on Le Mans there can be a lull for the following races until the title fight really heats up at the end of the year. This has been completely negated with the introduction of the Nürburgring! It may not be Le Mans-esque in character, but it's a race of huge importance being the final round in Europe and marking the halfway stage in the championship. Never underestimate what a race on home soil means to the manufacturers (noting the fact Toyota is based out of Cologne).

My first experience of the Nürburgring was back in 2008 in the DTM – albeit on the shortened layout. In fact in four seasons of DTM, and two Nürburgring 24 Hours, this will be my first experience of the modern Grand Prix track in its Formula 1 configuration. It was that same weekend in 2008 that I also experienced the legendary Nordschleife and really began to understand its allure. Rather than being in the driver's seat for my first laps around the iconic track, I was a passenger alongside Mattias Ekström. The Nordschleife offers an unrivalled experience in the passenger seat, as with every blind corner and crest you hold your breath not believing it possible you can come out the other side unscathed. It definitely grabbed my attention!



The modern Nürburgring has never appealed in quite the same way, but I'm really looking forward to experiencing it in an LMP1 car. It was never been one of my favourite tracks in either the DTM or the GT3 R8. I was always pleased in the R8 when we turned left on to the Nordschleife for the 24 Hours instead of right to start another lap on the GP track. This could be because the car was always set up around the demands of the Nordschleife, but it's a feeling as a driver that you don't forget. In the DTM (on the shortened version) I never felt as though the track flowed or really got going, but I'm hoping the GP track will really play into the strengths of the high-downforce LMP1 cars.

Driving the Nordschleife in an Audi R8 is an incredible, breathtaking experience. As a track you can never stop respecting it – the moment you do it bites! For me it's unbelievable to think that from a safety point of view this is a modified and improved version of the track to that which hosted rounds of the F1 world championship from 1951-1976. To drive in that period and in the cars at the time, the drivers must have been fearless knowing that every time they went out on track there was a distinct possibility they would not return. It's no surprise to see the names from that era that went on to dominate at this track – Alberto Ascari, Juan Manuel Fangio, Stirling Moss, Jim Clark, John Surtees, Jackie Stewart and Jacky Ickx.

The Nürburgring will be a crucial race for my team-mates and I in car no8, as we simply cannot afford to drop any further behind in the championship fight. I'm never one to pay too much attention to the points at this stage, as the end of the Nürburgring race will mark the mid-way point of the season, so there's still plenty on offer and a long way to go.

The Nürburgring has never been kind to me in terms of results, especially in the two 24-hour races I competed in, where in both instances my team-mates were involved in unfortunate incidents that led to us losing the chance to fight for victory. I'm hoping that the weekend of August 29/30 will provide the opportunity to change this.


LAT

— OBITUARIES —

John Greenwood

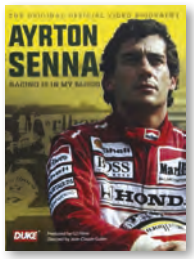
Chevrolet Corvette racing legend John Greenwood died on July 7. He was 71. The son of a General Motors executive, the Michigan-born engineer/driver began his career in autocross events in 1968, competing in a brand new big-block Stingray. Greenwood sealed his first SCCA A Production drivers' title in 1970, before claiming a repeat win in '71, his brother Burt being a key collaborator and foil. Greenwood also dominated the 1975 Trans-Am series but is best remembered for his endurance racing exploits. His stars and stripes-liveried Corvettes proved blisteringly fast, even if they didn't have the greatest finishing record. Greenwood and TV personality Dick Smothers won their class in the '71 Sebring 12 Hours, while Greenwood-built 'Vettes retired from the Le Mans 24 Hours in 1972-73 and on their final visit in '76. In its ultimate incarnation, Greenwood's 725bhp wide-bodied 'Super Corvette' had an independently verified top speed of 221mph.

Buddy Baker

NASCAR star Elzie Wylie 'Buddy"Baker has died after a battle with cancer. He was 74. Baker raced in NASCAR's top series for 33 years from 1959-1992, winning 19 races including the Southern 500 in 1970, Talladega four times and the Daytona 500 in 1980.

Driving Harry Ranier's Oldsmobile in 1980, Baker set a record race average for the Daytona 500 that still stands today – 177.602mph. Baker was the son of 1950s NASCAR star Buck Baker.

Often called the 'Gentle Giant' (he was 6ft 6in), Baker retired from racing in 1992 and made a successful transition to TV and radio.







Ayrton Senna: Racing is in my Blood

Directed by Jean-Claude Guiter

The first thing that strikes you about this 1992 documentary is how far the genre has moved on in the past 20 years. Made-for-cinema films such as *Senna* have raised the bar of our expectations in terms of production – and in comparison, this hour-long study of the great Brazilian has dated badly.

Firstly, there's the incessant use of squally music as an audio backdrop, although it's a cliché that still entraps modern documentary makers (see the recent *Lauda* release). One question: why?

Then there's the voiceover. Concessions can be made, given that English wasn't the first language of the production team, but much of the narrator's waffle doesn't even make sense. And "aggressivity"? Really?

But... this is Senna, which means wonderful action footage, particularly the stuff captured by track-level cameras rarely used today. It reminds you once again just how visceral Formula 1 used to be. On-board with Senna through Suzuka's 130R makes you blink.

Interviews back home in Brazil and on holiday catch him in relaxed mode, a different man to the tense figure of those famous press conferences. He's still *intense*, of course, and utterly mesmerising.

His meditations on danger and the fragility of life bring a chill, because we – unlike the film-makers – know how this will end. Senna had yet to be defined by the horror of Imola 1994, which somehow works to this film's advantage.

Worth viewing, despite its faults. **DS**

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Bugatti

Type 57 Grand Prix – A celebration

Neil Max Tomlinson

Don't be put off by the word 'celebration', which sometimes translates as 'some photos I've taken of a car I like'. This is a serious exploration by a member of the Bugatti Trust into the competition variants of Ettore's, or perhaps more properly Jean's, great Type 57 sporting machine. Backed as you'd expect by comprehensive photographs and drawings, it goes into the often confusing overlap between the inter-related T57 and T59 while explaining the almost endless differences in specification between the various competition chassis. It also challenges accepted history on these cars. Be prepared to get your hands dirty – we go right into numbers of chassis drillings that might indicate which gearbox may have been fitted to the 1939 Le Mans car, and even into compositions of various alloys.

Alongside the engineer author's very evident deep research are photos of his own impressive collection of Bugatti models, especially the Tanks, which lightens the tone (even if they're all black and white).

You need already to have some grip of Molsheim history to appreciate the depth of the information here, and I'm sure I won't remember it, but that doesn't matter. If ever I'm writing about Type 57 Bugattis I can dive into this. **GC**

Published by Veloce

ISBN: 6-36847-04789-4, £50

Raymond Mays' Magnificent Obsession

Bryan Apps

There is some fascinating content herein, not least copies of many letters exchanged between author Apps and key personnel in the dual stories of ERA and BRM, the marques in which Raymond Mays played a founding role.

These paint vivid portraits of refined manners in a different world, but some of the messages might be familiar. Corresponding with Apps, Mays wrote, "I have just come back from Switzerland, from where I went to Milan for the Italian Grand Prix, which I enjoyed, but the present cars and drivers are nothing to the earlier days."

The date? September 21 1979...

The rest, unfortunately, is less edifying. The marque histories are little more than a series of thumbnails and sketchy race reports that add nothing to previously published works on the core subjects.

The whole is illustrated by Apps' own paintings. Art is for others to judge, as I am woefully unqualified to pass comment on the technicalities, but some of the cars look a little out of proportion and I wouldn't have recognised a few Grand Prix winners' portraits without the aid of a caption. For all that, though, there are some pleasing illustrations, mostly of ERAs and 1950s BRMs, although there's also a nice study of Jochen Rindt balancing his Lotus 72 on the throttle at Zandvoort in 1970. As the book draws towards its conclusion, other marques pop up with increasing frequency.

Far from perfect, then, but not without its charms and the creator's passion is as obvious as it is absolute. **SA**

Published by Veloce

ISBN: 978-1-845847-86-9, £40.00



Twenty-four-hour party: while riders race, the Bol d'Or crowd parties

MORTONS

MAT OXLEY

24 HOURS OF BEAUTIFUL MADNESS

ON THE WEEKEND OF SEPTEMBER 20 THE world's greatest motorcycle endurance race returns to its spiritual home after a decade and a half in the wilderness at Magny-Cours. The homecoming of the Bol d'Or 24 Hours to Circuit Paul Ricard in Provence has been greeted with wild enthusiasm by those who remember the event's heyday in the 1980s and 1990s.

The Bol at Ricard was like no other race. From a racer's perspective it was the most prestigious 24-hour of them all, bigger even than Le Mans. From the fans' point of view the Bol was a late summer weekend of wild atavistic abandon, punctuated by rock concerts, bullfights, hog roasts and the occasional glance at those madmen – and mad women – riding round and round in circles, their minds and bodies begging for release.

The comedown from the Bol was long and slow – for fans and racers alike – and was undertaken on nearby Cote d'Azur beaches, at least by those who understood the correct way to do things.

Twenty-four-hour racing has always been a French thing, ruled by Frenchmen riding for French teams. Terry Rymer is an exception. The Essex lad made his name in World Superbikes, then fell in love with endurance because racing day and night is an adventure like no other, during which you see things you'll never see in several lifetimes of short-circuit racing.

Riding the dawn stint at the Bol was always breathtakingly beautiful: watching the rising sun light up the bleached rocks of the Sainte-Baume mountain ridge to the north of the track. It was a fool's dawn, though; at 5am there are still 10 hours to go.

Rymer won the Bol five times between 1992 and 1999, first with Kawasaki and then with Suzuki. He also won the World Endurance Championship twice, recording further race victories at Le Mans and the daunting Spa-Francorchamps.

"In the middle of the night at Spa it's all bright lights in pitlane, then you accelerate out of the pits and on to the track and, boof, it goes black, and all you can see is your two silly little headlights bouncing around," he recalls. "I remember getting me head down, looking over me shoulder to get into the traffic, and the little taillights coming flying past – whoosh, whoosh – and flames coming out of the exhausts. The hairs on the back on my neck used to stand up: that cold night air, the smell of brakes, the smell of tyres and hot oil. It really was a great feeling that fired me up, no matter what time of night I went out: attack, attack, attack!"

The atmosphere at the Bol d'Or was very different from dark, deadly Spa; like a race with a rock festival and funfair attached. The weather was also much better, though not always. Rymer will never forget racing through a stormy night at Ricard.



"The hairs on the back on my neck used to stand up: that cold night air, the smell of brakes, the smell of tyres and hot oil. It really was a great feeling that fired me up, no matter what time of night I went out: attack, attack, attack!"

MORTONS

"There was lightning coming in and it was like a strobe light on the rain spray coming off the tyres. It would be daylight for a split second, then it would be night again, and for that split second every single rain drop was frozen in mid-air."

Although Rymer was faster than his French rivals from the moment he arrived at Kawasaki, he gained more long-distance wisdom with every 24 hours. "It's a different kind of racing: you've got to learn how to carve through traffic, and the big thing is trying to get the best out of a brand new set of tyres – you can make 10 seconds in that first lap if you know how to.

"I loved the whole thing and I trained really hard because you had to be fit. You also just had to have that determination, a kind of masochism, because it's a stupid thing to do, innit? I used to stay awake for the full 24 hours. I tried sleeping once, but I woke up like a zombie. By the time it gets to three in the morning, you think, what the f**k am I doing this for – this is such a stupid thing to do!"

And not only for the racers. The Bol d'Or was always a festival of Bacchanalia for the fans – endless beers and barbecues, with inevitable results.

"You'd be coming onto the Mistral straight watching fans doing naked wheelies on bikes, then sparks flying and ambulances charging around. At dawn the camp-fire smoke lay very heavy and very dense on the Mistral. So you were caning down there in sixth gear, then for one second, which is a hell of a long time when you're doing 190mph, you couldn't see anything, then you'd burst out of the smoke. That kept you awake. Thinking back on it all, it was f**king dangerous."

If the Bol was a kind of Dante's Inferno for the riders, it was more like Mad Max for the fans, and not always in a good way.

"One year the bike broke in the middle of the night, so me and the wife are driving out of the paddock in our hire car when we get set about by hundreds of lunatic bikers with bonfire ash all over their faces. I'm trying to keep a low profile but they stop us and set about the car, banging on the windows and trying to turn the car over.

"So I had to make a decision – what am I going to do? So I stuck it in first gear, knocked over about 20 people, ran over a few legs and we were gone. Imagine if they'd caught us..."

Will this year's Bol be as wild? Who knows, but without doubt it will be Ricard's maddest event since Bernie Ecclestone bought the venue in 1999 and turned it into a deluxe test track.

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Group C fields have dwindled in 2015, to the point that scheduled Zandvoort races were cancelled

JAKOB EBREY/SILVERSTONE CLASSIC

Fresh impetus for Group C

Promoters unite in bid to boost struggling series | BY PAUL LAWRENCE

THE GROUP C CATEGORY WILL have a fresh new look and a revised calendar for 2016, when it is run by the France-based Peter Auto organisation.

The new arrangement for the Le Mans cars of the 1980s and 1990s is described as a partnership between Peter Auto and the Group C Racing Association. Over recent seasons, the series has been managed by front-running driver Bob Berridge. Group C cars will henceforth be in action at each of the events run by Peter Auto. This year, the company promoted events at Dijon, Paul Ricard, Spa and Monza and is also responsible for organising the Le Mans Classic. It is expected that Group C cars will in future appear on the Le Mans Classic bill.

The move comes after the 2015 series suffered smaller grids than expected. The high-profile Silverstone Classic meeting drew only 15 cars and planned races at the Zandvoort Historic Grand Prix, in late August. were shelved.

The promoters hope these changes will boost the series, but it is not yet known if Group C will appear at Silverstone in 2016. "Group C Racing and Peter Auto intend to assemble a field of 25 cars," said a spokesman.

Mexican trip for F1 racers

THE MASTERS HISTORIC Formula 1 series will appear on the support bill at the revived Mexican Grand Prix in early November.

The Masters races will be open to cars from both the US and European Historic F1 series. It will be the first time that Historic F1 cars have raced at the Hermaños Rodriguez track.

Historic F1 will appear at back-to-back contemporary Grands Prix. A field of 38 cars has already been confirmed for the US race at Austin in Texas on October 25.

"To earn two F`1 Grand Prix support slots is a privilege and we look forward to providing a grid that reflects the prestige of our Mexican debut," said Masters founder Ron Maydon.

All-star cast at Goodwood

LE MANS WINNERS TOM Kristensen, Derek Bell, Jochen Mass, Emanuele Pirro, Andy Wallace and Jackie Oliver will all be part of the star driver line-up at the Goodwood Revival (September 11-13).

Nine-time Le Mans winner Kristensen will race a Ford Fairlane Thunderbolt in the St Mary's Trophy as well as the unique Lister-Jaguar Coupé in the TT. Five-time winner Bell will drive a Jaguar C-type in the Freddie March Memorial Trophy on the Friday night.

BTCC rivals Jason Plato and Matt Neal and three-time WTCC winner Andy Priaulx will head up 14 drivers with BTCC history. Plato will share a Mini Cooper with TV chef James Martin and Priaulx will race a BMW, while Neal and current Honda team-mate Gordon Shedden will field their Lotus Cortina in the St Mary's Trophy. Andrew Jordan will also feature in that race, sharing a freshly built Lotus Cortina with his father Mike.

The date for 74th Goodwood Members' Meeting has been confirmed as March 19/20 2016, when a race for Ford GT40s will run into dusk on Saturday to celebrate the 50th anniversary of the car's maiden Le Mans win. Demonstration sessions will include ground-effect F1 cars.

■ **The date for the 2016 Donington Historic Festival has been confirmed as the May Day Bank Holiday weekend, April 30-May 2 2016. The now well-established three-day festival will celebrate the 80th anniversary of the 1936 British Grand Prix, won at Donington by the Alfa Romeo of Richard Seaman and Han Ruesch.**

Purley's Lecs back on track

THE PAIR OF LEC FORMULA 1 chassis built for the late David Purley returned to racing at the Silverstone Classic after an absence of more than 30 years.

The cars were bought from Purley's widow Jane and rebuilt by WDK Engineering. The first CRP1 is a recreation of the car in which Purley had a terrible accident in pre-qualifying for the 1977 British Grand Prix at Silverstone, while the second car was used by Purley in Aurora British F1 races in 1979 after his recovery.

Neither car had raced since period until Joe Twyman and James Littlejohn drove them at Silverstone on behalf of the new owners. "We bought the remains of the first car from the



JAKOB EBREY/SILVERSTONE CLASSIC

Donington Collection and rebuilt it from that," said Twyman.

Silverstone Can-Am date

A RACE FOR CAN-AM CARS WILL headline the 2016 Silverstone Classic, marking 50 years since the creation of the Canadian-American Challenge Cup.

The race for the hugely powerful sports-racing cars of the late 1960s and 1970s will be a key feature of the July 2016 event.

"We'll definitely have a major Can-Am race next year," said event promoter Nick Wigley. "I want people to get cars ready and we'd love to have 90 drivers applying for 50-something places on the grid.

"We've not yet decided whether we'll include the turbo cars but it will be a spectacular Can-Am celebration."

The series started in 1966, initially running to Group 7 regulations, with no restrictions on power and little control over aerodynamics.



LAT

Call to arms for FF heroes

A RACE FOR FORMER FORMULA Ford 1600 drivers is being planned for this year's Formula Ford Festival at Brands Hatch.

The idea is to get as many previous FF1600 racers together as possible for a celebration of the 40th consecutive Festival at the Kent track. The 2015 edition will be the 44th in total, as the event ran at Snetterton for four years before moving to Brands Hatch.

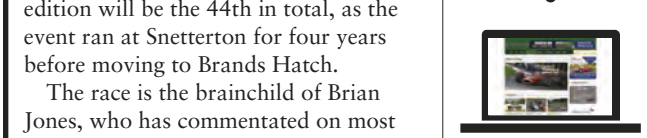
The race is the brainchild of Brian Jones, who has commentated on most Festivals. "We're also planning a celebration dinner on the Saturday night," he said.

Likely entries include John Village, who has returned to FF1600 racing this season after a gap of 25 years.

- **James Baxter has set a new course record for pre-war cars at Prescott. Baxter powered ERA R4A up the Gloucestershire hill in 39.68sec.**

- **Period British stars Jimmy McRae, Russell Brookes and David Llewellin will be part of the Circuit Déjà Vu reunion in Killarney next Easter. The non-competitive event celebrates the history of the Circuit of Ireland.**

- **Well-known motor racing writer and photographer Paul Boothroyd has died. He was prolific at many UK circuits from the 1970s until the 1990s. He is survived by wife Yvonne and son Chris.**



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26 vehicles sold for over $1m



1960 Porsche RS60
Raced in period by Stirling Moss, Graham Hill, Edgar Barth, Hans Herrmann, Dan Gurney and Bob Holbert. The last of four works RS60s
Sold for $5,400,000
NEW RECORD



1962 Ferrari 250 GT SWB Berlinetta Speciale
Coachwork by Bertone. Nuccio Bertone's personal Ferrari
Sold for $16,500,000
NEW RECORD

1934 Packard Twelve 1108 Sport Sedan
Sold for $3,630,000

1967 Ferrari 275 GTB/4
Sold for $3,877,500

1982 Porsche 956
Winner of the 1983 Le Mans 24 Hours (Haywood/Holbert/Schuppan) and other WSC races
Sold for $10,120,000 NEW RECORD

1961 Ferrari 250 GT SWB California Spider

One of only 37 covered-headlight models. Coachwork by Scaglietti
Sold for $16,830,000 NEW RECORD

1965 Ferrari 500 Superfast
Among the last coachbuilt Ferraris
Sold for $3,025,000

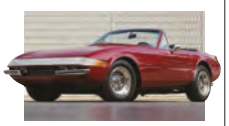
1957 Ferrari 410 Superamerica Series II Coupé
Coachwork by Pininfarina. Originally owned by the Shah of Iran
Sold for $5,087,500 NEW RECORD



Bonhams

@ PEBBLE BEACH AUGUST 14

12 vehicles sold for over $1m



1971 Ferrari 365 GTS/4 Daytona Spider
16th of 25 Euro-spec cars built
Sold for $2,640,000

1955 Lancia Aurelia B24S Spider America
Sixth in 1955 Torrey Pines Road Races (Lou Brero/Robert Gillespie)
Sold for $1,952,500

1985 Ferrari 288GTO
One of only 272 built
Sold for $2,365,000



1959 Ferrari 250GT Competizione
Coachwork by Scaglietti. Third in 1959 Tour de France (Roger de la Geneste/Jean-Pierre Schild). First in class in 1959 Coupes du Salon (Schild). First overall at 1960 Watkins Glen SCCA (Dean McCarthy)
Sold for $8,525,000

AUCTION CALENDAR

SEPTEMBER

2-6 AUCTIONS AMERICA
Auburn, USA

4 SILVERSTONE AUCTIONS
Woodstock, UK

5 BONHAMS
Beaulieu, UK

5 BONHAMS
Chantilly, France

5 WORLDWIDE AUCTIONEERS
Auburn, USA

6 COYS
Castle Hedingham, UK

7 RM SOTHEBY'S
London, UK

12 BONHAMS
Goodwood, UK

15 BARONS
Esher, UK

21 SHANNONS
Melbourne, Australia

21 SILVERSTONE AUCTIONS
Silverstone, UK

24-26 BARRETT-JACKSON
Las Vegas, USA

26 BONHAMS
Ebeltoft, Denmark

26 COYS
Frankfurt, Germany

OCTOBER

5 BONHAMS
Philadelphia, USA

8/9 RM SOTHEBY'S
Hershey, USA

9 BONHAMS
Knokke-Heist, Belgium

10 COYS
Ascot, UK

14 H&H
Duxford, UK

15 DVCA
Dorchester, UK

23/24 WORLDWIDE AUCTIONEERS
Fredericksburg, USA

23-25 THEODORE BRUCE AUCTIONS
Carlton, Australia

26 BARONS
Esher, UK

30 BONHAMS
London, UK

31 AUCTIONS AMERICA
Hilton Head Island, USA

31 CCA
Leamington Spa, UK

NOVEMBER

1 ARTCURIAL
Paris, France

9 SHANNONS
Sydney, Australia



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DREAM GARAGE

PORSCHE 911E 2.2

IT MAY SEEM AS IF WE GIVE OVER A lot of editorial space to a certain rear-engined German sports car, but there is a reason: they're very, very good. And they have been for more than half a century; 50 years of relentless improvement to one basic concept.

The less enchanted may see it as brilliantly overcoming a problem no one else has given themselves, but the fact remains it was overcome brilliantly. Today's 911, as all models will always be called whatever Porsche labels them, is sensationally rapid yet won't scare anyone if they back off mid-bend. Traditionalists, though, value that intense sensation, the raised heart rate that comes with treading the knife-edge of grip in earlier models, less powerful perhaps but also much lighter. It's one reason why older models are overtaking faster versions in value – witness this 911E, the first of the flat-sixes to be equipped with Bosch fuel injection and the larger 2.2-litre engine. By now all models had gained an inch or two in wheelbase and chunkier tyres, giving them a tighter grip of the road, and the two faster versions lost some weight through an aluminium engine cover and bumpers. Though its 158bhp is short of the contemporary S engine, the E is said to be faster in the gears due to improved torque. "It's not so much any leap in power," says Jamie Tyler from Paragon Porsche, "but it revs so freely – and it sounds wonderful. I've driven this one several times and it drives beautifully."

Originally delivered to the USA it's had a comfortably rust-free youth, so when a Dutch specialist stripped it down for a full 'rotisserie' restoration six years ago – on a rotating stand for full access – very little needed replacing and only Porsche parts were used. More importantly for originality, interior elements such as the dash top were restored and not replaced. Modern repro items rarely look correct.

"It's been beautifully restored and was in great shape when we bought it," says Jamie. "We just tweaked a few things." As Paragon has been specialising in these cars for 23 years it has an eye for details, such as the desirable five-spoke Fuchs wheels.

Not surprisingly, given its US home, this example is left-hand drive, but according to Jamie that is no handicap to desirability when dealing with collector cars, especially as thanks to on-line searches customers can come from all over the world. With modern 911s 10 a penny, this is one way to stand out.

FACTFILE

YEAR 1970

ENGINE
2.2 litres, flat six, air-cooled, 158bhp

TRANSMISSION
five-speed manual

SUSPENSION
front: twin trailing arms, torsion bars
rear: swing axles, trailing arm

TOP SPEED 137mph

PRICE £124,995



Existing F12 will be tweaked in the manner of the extreme 458 Speciale, right



New lighter, faster F12

Ferrari prepares to give flagship extra pep | BY ANDREW FRANKEL

THERE'S GOOD NEWS FOR THOSE feeling a little short-changed by their 730bhp Ferrari F12. The firm is preparing to unveil a new 'Speciale' version of its current production flagship and, in line with the Speciale version of the now-defunct 458, it will have more power and substantially less weight. As with the 458, the F12 Speciale is not expected to be a restricted numbers edition, but will be limited only by how many Ferrari thinks it can sell.

Ferrari is not yet saying anything about the car's existence, but insiders say the Speciale will have its 6.3-litre V12 motor boosted to 760bhp, making it one of increasingly few normally aspirated road car engines with more than 120bhp per litre. That is roughly where Ferrari's F1 V12 racing engines were at the time of the introduction of the 3.0-litre capacity limit in 1966.

Weight saving will have the most significant effect on performance. It appears Ferrari has found a way to shed almost 200kg from a car not known for excessive bulk, so perhaps the most relevant figure is an increase in power to weight ratio from less than 450bhp per tonne to more than 530bhp per tonne. Statistically this will make it the clear king of the jungle, at least among production supercars, blitzing even the recently released Lamborghini Aventador LP750-4 Superveloce and placing it on a par with the limited-edition Porsche 918 hypercar.

"The most relevant figure is an increase in power to weight ratio from less than 450bhp per tonne to more than 530bhp per tonne"

Ferrari will have tried to save weight in almost every area. There will likely be some smoke and mirrors to keep the headline weight down – the usual ploy is to make the air-conditioning and navigation systems no-cost options – but also it will probably use different body panels (possibly carbon fibre), thinner glass, a Perspex rear screen, ultra-light wheels and an interior stripped of sound deadening and carpets.

Elsewhere you can expect suspension tuned to work better on the circuit than the road, track-day tyres, stability systems designed to aid controllable drifting and even faster gearshifts. The only parts of its dynamic equipment that might stay unchanged are massive carbon discs that, given how much less mass they must manage, will already be more than adequate.

The F12 Speciale is likely to be unveiled at the Geneva motor show in March and should cost close to £300,000 – so in all probability the performance of a Porsche 918 for a lot less than half the money. A limited-edition cabriolet also looks likely.

Before that, Ferrari will show the convertible version of its new 488 GTB at the Frankfurt show. Powered by the same 660bhp twin-turbo V8 as its sister, the 488 Spider weighs just 50kg more, despite a folding metal hardtop similar to that fitted to the previous 458 Spider. Ferrari claims not only that the new car is 23 per cent torsionally more rigid than its predecessor, but also that it is no less stiff than its GTB stablemate – some achievement without using a carbon tub like that fitted to the rival McLaren 650S.

The performance differential relative to the 488 GTB should be undetectable to most – a mere 0.3sec deficit by the time the car is doing 124mph, while its top speed is 203mph (with roof raised).

These two cars will be among the last seen through to completion by Ferrari CEO Amedeo Felisa, who is believed to have left the company. Although less visible than former president Luca di Montezemolo, Felisa's contribution to Ferrari over the last two decades would be hard to overestimate. An engineer

through and through, he was brought in by di Montezemolo to overhaul Ferrari's frankly lamentable product line-up in the early 1990s. The machines he produced, including the F355, LaFerrari, 550 Maranello, 599GTB, F430 Scuderia and 458, can rightly be considered among the best road cars in Ferrari history. It is not known if the departure of Felisa is related to the arrival of Sergio Marchionne at the helm or Ferrari's forthcoming flotation, but it would be hard to imagine bigger or more important shoes for Ferrari to fill.

BMW unveils M4 concept

BMW HAS SHOWN A CONCEPT version of the new M4 GTS at Pebble Beach. Boasting a tweaked version of the M4's 3.0-litre twin turbo straight six, its new motor features water injection to cool the inlet charge and power is likely to rise beyond 450bhp.

With a lightweight carbon-fibre bonnet, a large and adjustable rear wing and a completely different suspension set-up, the concept gives an unambiguous steer to a production version that follows a long line of low-volume 3-series-based special M cars, including the previous M3 GTS and M3 CLS of 2003.

Big guns on home soil

FRANKFURT WILL HOLD ITS biennial motor show while this issue of *Motor Sport* is on sale.

Europe's largest such event has for some time been a power struggle between the big domestic manufacturers, each trying to outdo the others with the size of their stands and the bewildering number of exhibits parked thereon. Some book entire halls, each large enough to accommodate an entire show in most other countries.

For manufacturers from outside Germany, Frankfurt can be fraught. Many are often given stands in the show's farther-flung reaches (it's more than a mile from one end to the other) and less than ideal press conference slots. Then again, if you can turn up with something of sufficient beauty or importance to pull the rug out from under the Germans' feet, as did Jaguar in 2011 with the C-X16 concept that turned into the F-type, you'll be richly rewarded in column inches. Most, however, keep their powder dry for the smaller, more neutral and friendlier Geneva show in March.



BMW chose Pebble Beach to showcase its M4 GTS concept, which hints at future design direction



The Volkswagen Group is now the best-selling car manufacturer on earth. It sold 5.04 million cars in the first six months of this year, beating Toyota's total by 30,000 units. General Motors, once presumed to be the unassailable world market leader, now languishes in third place with 4.88 million sales.

Audi will be putting most of its efforts into promoting the next A4, which is as different under the skin from the current car as it is staggeringly similar in the flesh. I think Audi needs to break out of this glacial evolution in design language if it is not to be left looking staid and unimaginative by its rivals. It will also have an über-quick version of its A8 flagship, the S8 Plus, with power from its 4.0-litre twin turbo motor raised from 513bhp to 597bhp, creating a limousine that's as fast from rest to 62mph as Aston Martin's Vanquish flagship.

BMW heads north with an all-new 7-series, to try once more to build a luxury car as capable as the Mercedes S-class, and a second generation of its popular and capable X1 compact SUV.

Mercedes' big news is the world debut of the new convertible S-class, which joins the extant saloon, Maybach, coupé and Pullman versions. It will also show the coupé version of the C-class and, of perhaps greater interest to *MS* readers, the AMG version that is said to be more extreme than any previous production car of this type.

Porsche will be showing off the second generation of the current 991/911 series, including a new range of turbocharged engines. Frankfurt might also mark the introduction of the long-awaited flat-four versions of both Boxster and Cayman.

Overseas cars braving Frankfurt include the Maserati Levante SUV, Alfa Romeo Giulia saloon and the production version of the Jaguar F-Pace SUV.

Lagonda pricing clue

THE PRICE OF THE FIRST NEW Lagonda in almost 40 years has apparently been set at £580,000, plus local taxes. HR Owen briefly published the information on its website. The new Aston Martin Lagonda Taraf (to give the model its full name) will be hand-built in Gaydon and restricted to just 200 examples.

The four-door supersaloon, which comes powered by a version of the same 5.9-litre V12 engine found in the DB9, Rapide saloon and Vanquish, is (with VAT) more than double the price of the most expensive Rolls-Royce Phantom saloon. Aston Martin, which originally intended to sell the car in the Middle East and has only decided to sell the car in the UK and selected EU countries after intense pressure from loyal customers, will be banking on the car's exclusivity as well as its luxury appointments to justify the price.



McLAREN 675LT

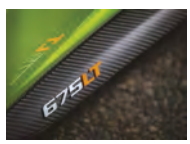
Lightness adds excitement, but for a strictly limited number of customers | BY ANDREW FRANKEL

McLAREN MUST BE doing something right. Four years ago it spoiled the launch of its first product as a full-time car manufacturer, botching the styling of the MP4-12C and then introducing it before it was ready. The cars were not as reliable as intended and for some considerable time came with non-functional navigation systems. For so new a company, it should have been a body blow from which recovery would have taken an age, if it came at all. In fact McLaren is profitable, its staple products attracting custom and its P1 hypercar sold out, commanding immense premiums on the second-hand market and holding its head high in every way that can be measured against the best its blue-blood Porsche and Ferrari rivals can manage.

But relative to expectation, this new 675LT might be its best yet. On paper, it's just a hot version of McLaren's standard 650S. As implied by the name it has another 25bhp and, as can clearly be seen from the pictures, some aerodynamic addenda. Not much to justify a £64,250 price hike to a cool £259,500.

So we need to look into the detail to see where that money has been spent. McLaren says a third of the parts used on the 675LT have been changed, a fact that becomes more believable when you consider that 110 changes – modifications, deletions and replacements – were made simply to achieve a weight reduction of 100kg. For a car that already had a carbon-fibre tub, that is a monumental diet, especially considering Ferrari was only able to lose 80kg from the equivalent 458 Speciale (and then only by deleting items such as the carpets and navigation, which the McLaren retains). McLaren has pulled the same trick as Ferrari by making air-conditioning optional (although it charges nothing to put it back), but the list of other savings goes on and on. I guess most significant is the fact that the entire rear bodywork is now carbon fibre, as is the front bumper. But there's a Perspex rear screen to consider, lighter wheels, hollowed carbon bucket seats, thinner windscreen glass, a simplified wiring loom and more than 100 other tinier changes, some saving as few as 14 grammes.

McLaren says the new bodywork, including a far more pronounced front splitter and full-width active rear wing, triples downforce. McLaren won't discuss numbers, but in private it mentions a figure half that of the P1 hypercar, so about 300kg. To support those extra forces, the grip of its semi-slick Pirelli Trofeo R tyres (standard P Zeros are available if preferred) and the car's more sporting character, McLaren has raised spring rates at the front by a third, those at



FACTFILE

£259,500

ENGINE
3.8 litres, 8 cylinders

POWER
666bhp@7100rpm

TORQUE
516lb ft@5500rpm

TRANSMISSION
seven-speed paddle shift, rear-wheel drive

WEIGHT
1230kg

POWER TO WEIGHT
541bhp per tonne

0-62MPH 2.9sec
TOP SPEED 205mph
ECONOMY 24.1mpg
CO_2 275g/km

the rear by two thirds, the difference being intended to produce yet more accurate turn-in and a more neutral handling balance.

It all sounds so clinical, so procedural even. The effects, however, are anything but. It's never easy to describe what it feels like to be in a machine as light as this when the full force of its power is brought to bear, but even to seasoned, cynical hacks like me it is a genuinely startling experience – at least until you have a few laps under your belt and everything starts to normalise.

It seemed obvious that McLaren would launch this car on the track, for I presumed that would not merely be the car's preferred environment, but it's entire *raison d'être*. The company is very proud of the proportion of











customers who take their cars to circuits, especially those who drive P1s, and it was in part to satisfy this demand that the 675LT was created.

But while the new McLaren breed has always been effective on track, I actually didn't like the way the original 12C handled – even if the lap time was there in the right hands. The 650S was wildly easier, a massively quick and capable machine but still perhaps lacking that sense of intimacy and involvement found in the very best specialist track machines from Ferrari and Porsche. But even if the P1 had not changed that perception, this 675LT would. It's so much lighter than the P1 that, despite being more than 200bhp shy of the hypercar's ultimate output, I reckon an average driver might actually lap damn near as quickly as he would in a P1, if not more so.

For once you are used to the 675's sheer speed and the near race-car grip it can generate in quick corners, you become aware first that the car is not actually asking much of its driver other than that you are accurate with your braking and turn-in points, and second that the car is not merely executing your instructions pretty flawlessly, but talking back to you. It's egging you on to try a little harder, savour the downforce, sample the fundamental change in the car's chassis balance. It oversteers more – a lot more, as it happens – but deliciously so. When the back breaks free, it is one of those rare mid-engined cars that encourages you not to bail out of the ensuing slide but to press on with it, establishing a stable slip angle with its immaculately precise and weighted steering.

All 500 McLaren 675LTs had found buyers before anybody had so much as been given a chance to drive one. Frankel found it an engaging companion, with remarkably fine ride quality for a car of such poise and power

But so what? A Ferrari Speciale is a mesmerising track tool but only at the price of shockingly poor refinement on the way there or back, limiting its use to that of pure recreation. Well the single most surprisingly aspect of the 675LT is that it's not like this at all. I'd stop short of calling it civilised on the open road, but the refinement is at least enough not to put you off the idea of using it for long distances: this is a car you'd not hesitate to take on holiday. More compelling to its case is that for all its additional stiffness, its ride quality is mind-bogglingly good. I deliberately drove it on some of the toughest roads I know, the roads I take cars to when judging for the annual European Car of the Year award. And I've driven luxury saloons that have absorbed the bumps less well and failed to exercise such iron control over their ride height. On a really fast open road I expect it will be better still.

So why, oh why only make 500 of them? It seems like a huge effort to make for such a small number of cars, especially when they sold out before anyone had driven one. McLaren calls it a nice problem to have, but privately admits it could have sold hundreds more and is looking at ways to satisfy that demand without incurring the wrath of those who bought it for its scarcity. My money is on a spider version. I expect it's all been done this way as part of a long-term plan to help mythologise the marque and support the residual values of not just this, but all McLarens.

All I hope is that those who are on the list don't chop theirs in for the tidy profit that will undoubtedly be there for the taking. The car is far too good for that: nine tenths of a P1 for one third of the price is overstating it, but by far less than you might think.

www.motorsportmagazine.com/author/andrew-frankel



PORSCHE BOXSTER SPYDER

Extra grunt, reduced sophistication

THIS BOXSTER MIGHT HAVE been accorded more space had I been able to drive it for longer. But with only an hour or two in the passenger seat on the public road, followed by several laps driving at Porsche's small but well formed Silverstone test track, I am wary of jumping to not quite entirely formed conclusions.

Even so, its essential proposition is not difficult to see. Here is a Boxster made both more beautiful and less practical by the deletion of the standard electric hood and its replacement by a gorgeous double bubble engine cover and weather protection that is erected and stowed entirely by hand. In this regard it follows the lead of the original 2009 Boxster Spyder, except that the new roof mechanism, while long-winded, is eminently manageable and won't blow clean off the car if you do more than 124mph with the hood up.

How it is rather different from its forebear is under the bonnet where, for the first time, a Boxster receives the full fat 'S' specification engine from the 911, in this case a 3.8-litre motor pushing out 375bhp, a sizeable slice more than the 320bhp of the previous Spyder. Unfortunately, the new Spyder is also a whole heap heavier than the old – by 115kg, to be precise – so while it does still have the better power to weight ratio, its performance advantage is nothing like as strong as the initial figures suggest. And it's only 15kg lighter than a Boxster GTS that has a roof you can raise and lower for no more effort than that required to press a button.



FACTFILE

£60,459

ENGINE
3.8 litres, 6 cylinders

POWER
375bhp@6700rpm

TORQUE
310lb ft@4750rpm

TRANSMISSION
six-speed manual, rear-wheel drive

WEIGHT
1390kg

POWER TO WEIGHT
270bhp per tonne

0-62MPH 4.5sec
TOP SPEED 180mph
ECONOMY 28.5mpg
CO_2 230g/km

Even so, that new motor does transform the entire Boxster experience. For the first time in its near 20-year history, it feels like a proper high-performance sports car, rather than an engaging but ultimately undemanding toy. The additional power is welcome but it's the torque you notice more. Presumably in some confounded attempt to make its fuel consumption figures look less awful, Porsche has recently been in the habit of dramatically overgearing its cars and until now the Boxster has lacked the mid-range punch to carry it off. No longer: now you swap ratios to savour each action of the gearshift, not because the car won't get out of its own way if you don't.

It's also further brought to life a chassis that's never felt taxed by the power it's had to handle. And it still doesn't, but at least at track speed you can really use the grunt to exploit its fine inherent traction and even indulge in some gentle opposite lock thanks to the standard limited slip differential.

What it can't quite provide is the sublime driving experience of the Cayman GT4, its coupé brother that comes with essentially the same engine. For while the Cayman has been given the full Porsche Motorsport treatment and bespoke suspension at both ends, the Spyder has to make do with lowered but otherwise standard sports chassis settings.

Is it worth the additional £6587 Porsche asks over the price of a Cayman GTS? It depends. Unquestionably so, as a pure driving machine, but that roof makes it more recreational. As a daily driver I'd probably stick with the more user-friendly GTS.



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AUDI Q7 3.0 TDI QUATTRO S LINE

First car to feature the VW Group's crucial new platform

THIS IS AN IMPORTANT CAR… and not just because it's an all-new version of a popular product competing in one of the most hotly contested market segments. Underneath this new Audi Q7 lies an equally new platform that will underpin all the VW Group's big SUVs for years to come. So not only will it provide some insight into, for instance, the next VW Touareg, perhaps more importantly for readers of this title it will also provide the basis of the next Porsche Cayenne and, of course, Bentley's forthcoming Bentayga SUV not to mention the recently confirmed Lamborghini Urus.

The old Q7 was an unlovely beast. Ugly and uncomfortable, its appeal stemmed mainly from its sheer size and presence. Owners felt safe and it would carry up to seven people who could enjoy looking down on other road users. The new version is somewhat more sophisticated: it uses a hybrid steel and aluminium platform to shed hundreds of kilos from its kerb weight, while providing even more room inside. As a result the Q7 is perhaps even more practical and certainly a lot quicker than before.

Even so, it remains a device that's hard to warm to. There's no doubting the car feels more sprightly in a straight line and less cumbersome in the corners, but there's still no fun to be had. And if you're wondering what on earth can be expected of a two-tonne SUV in this regard, you won't need to drive a Porsche Cayenne or Range Rover Sport to find out: a standard BMW X5 is far more engaging to drive.

There is of course a very plush cabin, especially if it's an S Line model, but I find Audi's new electronic architecture far less intuitive than the old. The TFT screen in front of you is dazzlingly clever, capable of shrinking the dials to coin size and filling your view with the navigation screen, but the complex system of buttons and dials required more time than I had to learn them. And I drove it for the best part of a week.

Its greatest talents are its ride and refinement. The new structure feels absurdly stiff, providing a platform sufficiently stable for the suspension to serve up what I suspect is the best ride in the class. Noise levels are as low as any I've encountered in this kind of car, too. And because it weighs upwards of a quarter of a tonne less than the old Q7, it's surprisingly frugal: I managed about 36mpg which, with the optional large 85-litre fuel tank, provided an easy 600-mile range.

This, then, is not a car with which to fall in love. It is a tool that does its job to a very high standard and for that it deserves to be praised. But the Range Rover Sport will now also seat seven and, in terms of character and appearance inside and out, has moved the game far beyond this Audi's reach. If Bentley is to make a success of the Bentayga, it will have to find qualities lacking in this first car to use its structure.





FACTFILE

£53,835

ENGINE
3.0 litres, 6 cylinders, turbocharged

POWER
272bhp@3250rpm

TORQUE
442lb ft@1500 rpm

TRANSMISSION
eight-speed automatic, four-wheel drive

WEIGHT
2060kg

POWER TO WEIGHT
132bhp per tonne

0-62MPH 6.5sec
TOP SPEED 145mph
ECONOMY 47.9mpg
CO_2 153g/km

DK Engineering

38 years

1977 2015



RHD 1972 Porsche 2.7 Carrera RS

This is an extremely early first 500 car and a true reference example, being the 7th car supplied to the UK. The car is unrestored, but absolutely correct and extremely well preserved. Also present is a comprehensive history file, documenting the car from day one and in addition a recent major service has been carried out. £650,000

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Ferrari 275 GTB/4

A Matching Numbers and Classiche Certified Ferrari 275 GTB/4. Finished in a fantastic period colour combination of Rosso Cordoba with a tan leather interior, this 275 has just undergone an extensive restoration. This truly stunning and impeccable condition motor car comes complete with a thorough recent history file. £POA



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One of just six Ferrari 250 GT LWB motorcars to have been bodied by the famous Italian coachbuilder Zagato. The car's design is full of stunning details including, of course, the fabled 'double bubble' roof. Maintained by DK for the last decade, this exquisite car has been enjoyed greatly on tours and rallies as well as at some of the world's most exclusive Concours D'Elegance. £POA



Jaguar E-Type 3.8 Roadster

Completed in May 1961 and delivered to the USA a month later, this desirable Left Hand Drive, Flat Floor and Outside Bonnet Lock 3.8 Litre Roadster was the 58th E-Type built. The car has been raced from new and as such has been completely restored by leading Jaguar specialists to 'ZP Competition' specification with its original and extremely rare Jaguar Competition differential. £POA

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BMW M6 COMPETITION PACKAGE

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ONE OF THESE DAYS IT WILL stop. All the heads of the big, butch German brands will gather around a table and one will say "enough", at which point all the others will breathe massive sighs of relief. The power struggle will be over and car manufacturers will turn their attention to making models more interesting rather than just ever faster, ever more powerful.

But I've been saying this for a while and nothing's yet changed, as this new BMW M6 illustrates very well. For the past 30 years, BMW's fastest coupé has been gaining approximately 100bhp per decade. Thirty years ago the M635CSI had 286bhp, 20 years ago the 850 CSi was up to 380bhp, while by 2005 the M5 had just nudged through the 500bhp barrier. And now? You guessed it, this new ultimate 'Competition Package' M6 has hit 600PS, or 592bhp for the accuracy sticklers among you. Once the same time has elapsed again, does that really mean the M635CSI's descendant will offer 900bhp? Or, more extreme still, you could argue that because the latest M6 has more than double the power of the original, in 30 years it could have 1200bhp. Like I said, sooner or later, someone is going to have to call time on this.

For now though, welcome to an M6 more changed than the additional 40bhp under its bonnet and £7300 price rise might suggest. Contrary to its grandiose title, it has in no way been turned into any kind of competition car (which is why there are also Competition Package versions of both the Cabriolet and four-door Grand Coupé models), but it does come with stiffer springs, uprated anti-roll bars, an electronic differential, reprogrammed steering, a titanium exhaust and even its own slightly less restrictive coding for the stability control systems.

FACTFILE

£99,695

ENGINE
4.4 litres, 8 cylinders, twin turbo

POWER
592bhp@6000 rpm

TORQUE
516lb ft@1500 rpm

TRANSMISSION
seven-speed double clutch, rear-wheel drive

WEIGHT
1925kg

POWER TO WEIGHT
308bhp per tonne

0-62MPH 3.9sec
TOP SPEED 155mph
ECONOMY 28.5mpg
CO_2 231g/km

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Whether it's worth the extra depends very much on the manner in which you're going to drive it.

If you are used to a standard M6 you'll be used also to its surprisingly supple ride, but that's now gone. The new suspension stops well short of being harsh, but it's firm and if you forget to stiffen the dampers (there are three different maps for each of the engine, suspension and steering and four for the transmission) it can become quite bouncy on undulating roads.

But if you spend a little time adapting the car to its environment, it's actually a great pleasure to drive – not so much for the predictably mighty performance and pleasant engine noise, but for the significant handling improvement that comes with them. Naturally the car has a fairly wild surfeit of power over traction, but even if you furl the safety nets the back end won't go flailing around unless instructed so to do. In fact it's deliciously controllable in a way, oddly enough, I don't recall from either the standard M6 or M5 saloon.

This is a car I liked more than I expected, but then I did spend most of my time driving it the way it wants to be driven. Even as it is, it's a pretty good car, but with just a little more secondary ride comfort it could have been rather splendid.

LISTER



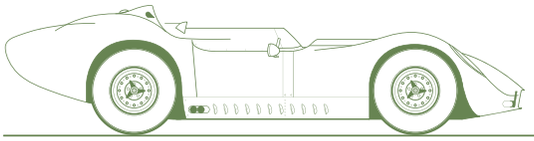
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Jenks got it wrong...

Jenks used to be dismissive of the retro Mille Miglia. It's not often I'd disagree with him, but I managed to wangle a break in Tuscany and watched the event come past my holiday home.

I spent four hours on a roundabout, on a fast section of dual carriageway, and the free show seemed endless. I saw the D-types and Testa Rossa mentioned in a recent issue, but best of all was the Italian police's positive attitude – motorcycle outriders clearing the road for competitors and supporters. I guess it is comparable to the Tour de France *caravanne*. It had an amazing atmosphere and everyone knew about the Moss/Jenks record!

Get out your calendars and start planning. You could even do a day trip into Pisa with the almost-free airlines.

Colin Love, Wilden, Beds

Old ways were the best

I have subscribed to *Motor Sport* since 1967 as a 14-year-old smitten with Jim Clark and all things Lotus. I still have my first copy from March of that year!

I wanted to compliment Simon Taylor for his brilliant article on three Team Lotus mechanics. The stories and tales were fantastic and it reminded me how pure and simple racing was in those days. The challenge remains the same – to drive quickly, smoothly and beat the opposition – but with 40-plus engineers rather than the three of yore. Life has become too complex by far. What great characters the sport had – and what engineering skills, too.

Congratulations on keeping the sport on its feet and recalling the magical days in which I grew up. *Motor Sport* is still by far the best magazine in the business.

Chris Kadwill, Harlow, Essex

Digital aroma

I was enjoying your Digital Extra in the August issue and watching Jim Clark's performance in the 1965 German GP. As his car swept by the camera, I got a distinct whiff of burning oil and thought, 'This is the real deal: picture, sound and smell.'

Sadly, I soon realised my wife had fired up the barbecue. It was the smell of charcoal that triggered my memories.

Michael Hunt, Prescott, Arizona, USA

Satisfied customer

I purchased my first *Road &Track* in 1958, which I still have, along with copies of *Motor Sport* from the early Sixties. While a bit elderly, I am still enthusiastic and felt your July 2015 was the best issue I've seen of any magazine connected to motor sport.

I trust Jenks and Bod are smiling happily somewhere.

D E Hidde, Mequon, Wisconsin, USA

Grand old Duke of Yorkshire

Your Geoff Duke obituary mentioned his 1949 success on two wheels, but did not include any reference to the following events.

On April 20 1946 Sgt G E Duke competed as one of 73 riders in the Ilkley Grand National Trial, the first big event of its kind in the area since 1939. He was part of a three-strong team from the Royal Signals, Catterick, riding a 496cc BSA.

The following year there were 12 entries from the Royal Signals, all riding Matchless machines. That year, Sgm Croft, L/cpl Skelsey and Sgt Duke won the team award and each member received a pint tankard. Sgt Duke also won a first-class award for finishing seventh overall.

Everyone has to start somewhere!

Bryan Kitching, Ilkley and District Motor Club

Ice cold in Indiana

It was nice to see fan favourite Roberto Guerrero getting some coverage in *Motor Sport*. He was lucky enough to be racing in America before all the moaning about 'foreign drivers' started and was always a tough competitor.

But the 1992 Indy 500? That was torture. The article described conditions as "unseasonably cold". Too kind by half. It was foggy, misty and so cold that every piece of long-sleeved clothing had been bought from the souvenir stores before the start. I even donned a sweatshirt I had bought for a friend.

Buick's engines had previously been quick but unreliable, so many of us thought the only good thing about the cold conditions would be that Guerrero's pole-sitting car might last.

The pace laps began uneventfully, but for the fact that the mist was so thick we couldn't see Turn Four from our seats halfway along the straight. Then, on I believe the last pace lap, we saw Guerrero's car swerve, hop and drive into the infield grass near Turn Two. A huge sigh from the crowd followed – no Buick challenge that year, we thought. But some history was made: I believe Roberto became the first Indianapolis 500 pole-sitter never to complete a single competitive lap!

The race itself was chaotic. The track surface never warmed properly, which led to spins, accidents and long yellow flag periods... causing tyres to cool yet further and triggering more of the same.

The only good news for Buick was Al Unser Sr finishing third, although that was more to do with avoiding accidents than his car's true speed. As for us fans, the seven-lap final dash between Scott Goodyear and winner Al Unser Jr enlightened a dark day.

Norman E Gaines Jr, Hartsdale, USA

Waterloo sunset

Mark Hughes was right about being careful what you wish for (July issue).

In the 1970s and '80s it was said all you needed to go racing was a Cosworth DFV, a Hewland gearbox and some metal to wrap it all up. It certainly made for close – and dangerous racing.

There was, however, a body of fans (including, if memory serves, your own DSJ) who despised these 'garagistes'; who felt that Grands Prix should be about the best drivers tackling the toughest tracks, in the best machinery, and that the only way to achieve this was to tempt back major manufacturers.

Unfortunately, major manufacturers equate to major money which in turn leads to reduced competition.

Manufacturers will not support spending caps on research and development, because the benefits from these are passed on to their road cars, which is why they are in racing. Any attempt to introduce such changes could lead them to withdraw from the sport.

Do we really want that, or should we not accept that for Grand Prix racing to remain at the pinnacle of our sport it has to evolve constantly and not remain trapped in a time warp.

For people like me who prefer the old days, there is always the joy of historic racing – and we can afford the admission price.

Michael Cartwright, Waterloo, Liverpool

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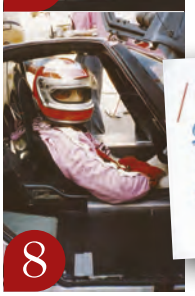
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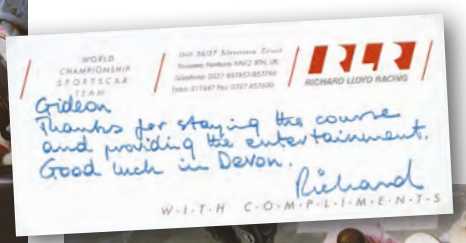


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GIDEON WILLIAMS

"I need someone to do all the crap jobs, all the cleaning, fetching and carrying," said team manager Ian Dawson in the interview. Our contributor couldn't say no to that. Gideon spent the next two years at Richard Lloyd Racing, first as gofer and then as mechanic on £250 a week. His adventures on the Group C trail in 1989-90 inspired happy memories. **1** Le Mans grid in '89 with James Weaver, Derek Bell and Tiff Needell in the red Porsche 962... **2** ...and David Hobbs, Damon Hill and Steven Andskär in the black one **3** "Chassis to built car in about two weeks. Lots of 'all-nighters'!" **4** Gideon on duty, Le Mans '90 **5** Mexico grid in '90 with Manuel Reuter/Perry McCarthy entry **6** Pel in the pink – and looking for attention... **7&8** Reuter and John Watson at Le Mans **9** Pitstop action as Allen Berg vacates and Bruno Giacomelli waits. They and Wattie finished 11th







9

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KEEPING AN EYE ON THE TIME: NEW RELEASES IN THE WATCH WORLD

by Richard Holt

ZENITH

The average head contains a fairly slim and ruthlessly selective volume of history, and it is a fair bet that the name Louis Blériot is missing from many of them. Which is a surprise considering the magnitude of what he achieved. If you are keen on the history of flying, or are French, then you almost certainly know who he is. But beyond those groups, name-recognition is by no means guaranteed. Yet everyone has heard of the Wright Brothers.

The American brothers did get there first, managing to keep a plane in the air for a few seconds in 1903. But just six years later Blériot flew more than 30 miles across the English Channel. The Frenchman, therefore, is aviation's answer to Neil Armstrong; Orville Wright lies somewhere between Yuri Gagarin and Baker the space monkey.

In his day, however, Blériot was a huge star, with close attention paid to everything he said and did. When he flew across the Channel, the watch he had on his wrist was by Zenith – a company that knows a fair bit about pioneering itself, being, in 1865, the first company to bring the whole watchmaking process under one roof, and a century later producing the first automatic chronograph.

In an early bit of product endorsement, Blériot said: "I am extremely satisfied with the Zenith watch that I regularly use and cannot but recommend it to all those with a concern for precision." The blessing from Blériot and other pilots did wonders for the brand's reputation in the fledgling aircraft industry and it became the brand of choice in French planes.

From 1939 a dashboard watch called the Zenith Pilot Montre d'Aéronef Type 20 was fitted to a number of aircraft, including those of the French air force. That is where the name used in the modern range of Pilot watches comes from, including the Pilot Type 20 Extra Special, pictured, which has been newly released with a bronze case.

The whole Pilot range pays tribute to the early airborne Zeniths, and the bronze case adds to that vintage look – coupled with the large 45mm case, easily legible numbers and a crown so chunky that you could operate it without taking your flying gloves off.

And on the caseback there is an etching of the plane that flew from Calais to Dover on the day aviation got serious. Zenith is certainly not about to forget Louis Blériot.

www.zenith-watches.com



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BRM

If you are in any doubt as to the main source of inspiration for the watches made by BRM Manufacture, you only need to look at the website. If the look of the motor sport-style watches is not obvious enough, you are treated to the sound of a race-tuned V8 revving angrily in the background. The company produces a range of striking watches, and partners with everything petrol-powered from rallying to F1.

www.brm-manufacture.com

BREITLING

Breitling is another brand with a proud aviation history, but one whose pilot watches have a far more modern design than the retro-look Zeniths. The Breitling style has always been a no-nonsense tool watch, with no time for any fussy adornments.

The Colt was launched in the 1980s and was intended for use by the armed forces, but it quickly found an appeal with the general public as well. Last year a chronograph version of the watch was released but it was only available with a quartz movement. Those who like their watches mechanical will be pleased that the watch is now available with an automatic movement. It comes with a suitably chunky 44mm polished steel case and is water-resistant to 200m.

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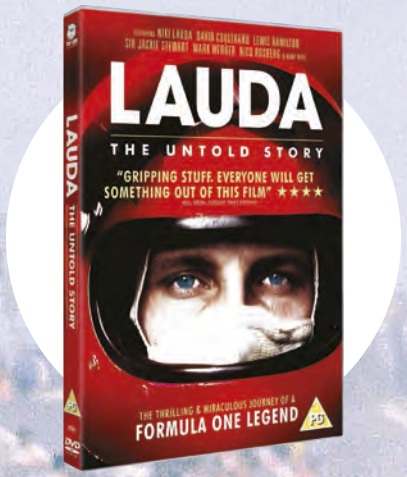
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{ LUNCH WITH }

JOHN SURTEES

He knew what it took to win world titles like no one before or since – but if there was an easy route, this great man wouldn't often choose it...

writer SIMON TAYLOR | **photographer** JAMES MITCHELL

JOHN SURTEES HAS ALWAYS been a man to speak his mind. Whenever he joined a team, he would be determined to concentrate the focus of everyone around him on maximising the chances of victory – which, after all, was the point of the exercise. He was more interested in directness than diplomacy. He concedes that this did not always work in his own interests: but he was never prepared to accept any other way.

We all know that this man's achievement in motor sport, becoming champion of the world on two wheels and then on four, is totally unique. Other great motorcyclists, like Geoff Duke, made the switch to cars but never found the same success. Some missed real greatness on bikes and then found it in cars, like twice world champion Alberto Ascari. It's true that Tazio Nuvolari, European champion with Alfa Romeo in 1932, earned the European 350cc title for Bianchi in 1925; there have been others who have won on two wheels and then on four. But, in terms of the F1 world championship era, John Surtees stands alone.

John's home for many years has been a beautiful Surrey manor house whose origins go back to medieval times. His choice of restaurant is a charming pub in Lingfield, The Hare, where he displays his no-nonsense taste by ordering fish and chips with mushy peas, and then apple pie. Accompanying this proper English meal is a glass of champagne. "We didn't get it very often in my racing days. When we did we had a small swig, then shared it with the mechanics."

John was born in 1934, and his beginnings, though humble, were steeped in the sport. His father Jack had a motorbike shop in Croydon, and raced a big overhead-cam 600cc Norton combination in grass-track events, with John's mother Dorothy riding the sidecar. When John was 14 he rode the sidecar of his dad's 1000cc Vincent in a race at Trent Park. "But when it got out that I was under-age we were disqualified."

At 15 he left school to work in the shop, and then got an apprenticeship with Vincent. Soon he was preparing his own bikes for racing. "I'd travel back and forth every day to the Vincent factory at Stevenage, and then work on my bikes all night. We'd travel to the races in our old van, me in the back with the bikes,

wrapped up in a blanket to catch up on lost sleep." His first road race was on a pre-war Triumph 250 at the newly surfaced, anti-clockwise Brands Hatch in 1950, when he was 16. Just as it began to rain John took the lead going into the uphill left-hander that we now know as Paddock Bend, and promptly fell off. "Then at Silverstone, going through Abbey Curve, the Triumph's con-rod broke and it dumped me on my backside." Next, with Jack's help, John gathered together enough bits to build up a 500cc Vincent Grey Flash. With this, at the Aberdare Park circuit in South Wales, he scored his first win.

"Of all the races I did in my life, that was probably the one that had the most effect on me. For the first time I was no longer just a mechanic who rode a bike. The bike and I became one. We spoke to each other, we were exchanging messages through the seat of my pants. I realised that's what you need to get the best from a piece of machinery. It shaped the mould for the rest of my racing career."

The Vincent was replaced, with difficulty, with a Featherbed Manx Norton – "it cost £280, a huge sum" – and only the prize money that John was now earning allowed him to keep up his racing programme. Soon he was riding against and often beating the top racers of the day, always preparing his own bikes meticulously.

By the time he was 20 he was the big name on the British scene. In 1955, between April and October, his tally was 86 races and 70 victories – sometimes six in one weekend – plus a shoal of lap records. Riding a factory Norton he fulfilled an ambition by twice beating the works Gilera of triple world champion Geoff Duke, at Silverstone on Saturday and again at Brands Hatch on Sunday.

John longed to win the world championship on a British bike, but Norton curtailed its racing programme, and an approach to Triumph was rebuffed. "That sort of negative attitude was typical of the complacency in much of British industry at the time." But Moto Guzzi, Gilera and BMW all showed interest, and then MV Agusta contacted him.





JOHN SURTEES
CAREER IN BRIEF

Born: 11/02/34, Tatsfield, UK
1949 Grasstrack sidecar passenger for his father **1950** First solo motorcycle races **1953** Norton works rider **1956-1960** Factory MV rider, winning four 500cc and three 350cc world titles **1960** First car race (Formula Junior) & maiden GP **1963** German GP winner **1964** F1 world champion with Ferrari **1966** Leaves Ferrari for Cooper. Sets up own team and takes inaugural Can-Am title (Lola T70) **1967** Wins Italian GP for Honda **1970** First Surtees F1 car appears **1972** Retires from driving to focus on team management

"MV HAD HAD A DISASTROUS TIME, losing two of their riders. Les Graham, Stuart's father, was killed on the Isle of Man, and then the Rhodesian Ray Amm died at Imola. Late in 1955 – I was still 21 then – they flew me out for a test at Monza and Modena. There were wet leaves on the track at the Lesmos, and at Modena it was raining like hell. But I loved the silky high-revving power of the four-cylinder engines, and I signed."

In the first four months of the 1956 season John did 16 races for MV and won 13 of them. His first world championship event for his new team was the Isle of Man TT. "They sent a couple of bikes over with their chief mechanic. We took them to St Pancras in our van, and put them along with our tools on the train to Liverpool. I sat with them in the guard's van. When we got to Liverpool station we coasted them downhill to the docks and onto the ferry to Ramsay." On the 350 John was leading when it ran out of petrol with 10 miles to go. On the 500 he won his first TT, and his first world championship race.

He went on to be crowned 500cc world champion that year, the youngest ever at 22. Over the next four seasons he won six more world titles for MV, and five more TTs. He left the lap record for that awe-inspiring 27-mile Isle of Man mountain circuit at more than 104mph.

"MV was just doing world championship events, so when I wasn't racing for them I fielded my own bikes. I just loved to race, and I built a special AJS and a Norton for British events. But the press started to say, 'Surtees doesn't need an MV to win.' Count Agusta said he couldn't have that, and blocked me from racing any other bike. Well, that didn't give me enough to do. And nothing in my contract said I couldn't race *cars* on my free weekends."

So in 1960 John lived an extraordinary double racing life. He continued to dominate the international motorcycle scene, ending up double world champion again on both 350s and 500s. Meanwhile, as soon as the car world realised that he wanted to race on four wheels, he had several offers. In the end, after playing himself in with a few Formula Junior and F2 races, he plumped for Lotus, and arrived in Monaco for his first Grand Prix in a works Lotus 18. The week before he'd been winning the French motorcycle Grand Prix for MV, but he seemed to have no difficulty in adapting to four wheels around Monte Carlo, although he retired with gearbox trouble.

He still had to fit in car races around his motorcycle commitments, so his second Grand Prix was the British at Silverstone. He finished in a headline-grabbing second place. A week later he was with MV at Solitude, winning the German motorcycle GP; but he also raced Rob Walker's F2 Porsche at the same meeting. Next came the Portuguese GP at Oporto, and this time he led the race. At two-thirds distance he was half a minute ahead of Jack Brabham, but fuel was leaking from the tank over his legs. Eventually his petrol-soaked right shoe slipped off the brake pedal and he clipped the straw bales, pulling off a radiator hose.

Not surprisingly his arrival on the four-wheel scene had created a sensation. "My bike experience was useful, in that I knew where some of the tracks went, but so much of the technique was different. What I could do unconsciously on a bike I had to think through in a car. That first year I didn't really know what I was doing. I could go as quick as anybody, but I wasn't particularly safe. I was very much on a learning curve.

"So I made some mistakes, a few on the track, but more off the track. Motor racing was quite a closed group then and, while some people welcomed me as a new boy, others resented it tremendously. Colin Chapman wanted me to be Team Lotus number one for 1961, and told me to choose my team-mate. Jimmy Clark was moving up from Formula Junior and had already done his first few Grands Prix, so I said I'd like him. Then all hell broke loose, because Innes Ireland was the contracted Lotus number one, and felt he was being pushed out. I didn't want anything to do with all the politics, so I walked away from it. I was probably too sensitive; I should have stood my ground."

So for 1961, the first year of the 1.5-litre F1, John spent a disappointing year in Reg Parnell's Yeoman Credit Coopers, although he did win his first race for the team at the Easter Monday Goodwood. "For 1962 I had an approach from Ferrari. I flew out and saw the Old Man, but they already had five other drivers on the

LAT, GETTY



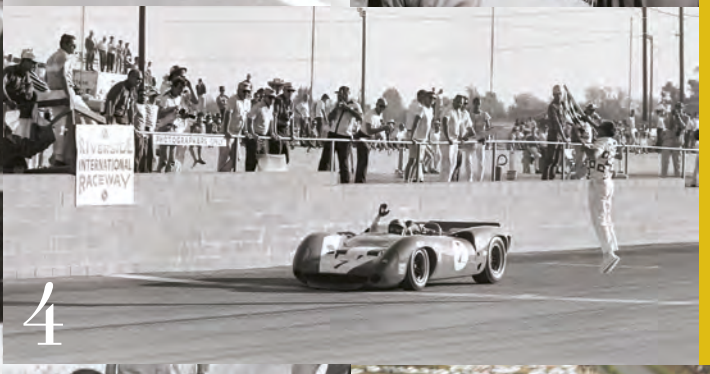
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1 Double world motorcycle champion again in 1960 while... **2** ... also racing for Lotus in Formula 1 **3** Team-mates with Mairesse at Ferrari in '63; Forghieri listens **4** Another win leads to '66 Can-Am title in Lola T70 **5** Honda project brought triumph and frustration **6** Victory in sight in P3 at Monza, 1966 – but storm clouds on the Ferrari horizon too...



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7 Own boss at last: Surtees wins 1970 Oulton Park Gold Cup in TS7 **8** Flat-12 Ferrari 158 was big advance in 1965 though Surtees retired at 'Ring **9** After Ferrari split he drove a Cooper-Maserati, giving the car its first victory in Mexico, 1966 **10** Debut victory for Honda RA300 'Hondola' , Monza 1967



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team, two of them Italians, and that sounded like more politics. So I said 'No'. They told me, Ferrari doesn't ask twice. But of course they came after me a year later.

"I knew Eric Broadley's Lolas had beaten Lotus in sports car racing, so I suggested to Eric that he should build an F1 car. He got all enthusiastic, I did a deal with him for two cars, and then I went back to Reg and got him on board. So that was the two-car Bowmaker Lola team, with me and Roy Salvadori.

"We now had the V8 Climax engine, and the car was steadily developed. I was second at Aintree behind Jimmy's Lotus 25, and at the Nürburgring I was challenging Graham Hill's BRM on the last lap, but got held up by a back-marker, so I finished 2.8sec behind him. I ended up fourth in the world championship. I put the Lola on pole for its first Grand Prix, at Zandvoort, but as I breasted a rise flat in fourth the front suspension broke and I tested out John Hugenholz's catch-fencing. I always preferred the selective use of catch-fencing to the indiscriminate use of Armco barrier, and I haven't changed my view. Armco has its place, but it's not the answer for every corner, and for motorbikes it's positively lethal.



Surtees' first GP victory came at the Nürburgring in 1963, his Ferrari finally defeating Clark's Lotus

Watch John Surtees on his 500cc MV Agusta winning the 1959 Dutch TT on his way to another world championship
@ THE MOTOR SPORT DIGITAL EDITION

"THEN FERRARI WANTED ME AGAIN, and this time I signed. They'd had a very poor year in 1962, and the best time to join an Italian team is when it's down. Of course it was sports cars as well as F1, which was great, except that it put F1 development right back, because nothing got done until after Le Mans. Hanging over the Old Man then was the double threat of Ford trying to buy Ferrari, and Fiat trying to take over, so he couldn't afford not to take Le Mans seriously. And that's where Dragoni came in."

Eugenio Dragoni, Enzo's *direttore sportivo*, had close links with Fiat, and he resented the direct relationship that John was building up with Enzo. "It was Dragoni's little world, and I found it difficult to communicate with him. I had to exert a bit of muscle to get things right, and I put in the occasional critical report about his decisions to the Old Man.

"We developed the new sports-prototype, the 250P, which was effectively the rear-engined V6 Dino lengthened to take a V12 Testa Rossa engine. I had a great time doing all the aerodynamic work at Modena with wool tufts and pouring oil over the bodywork to see how it flowed at speed, just as I used to do at the same track working on the fairings of the MV bikes. First race was the Sebring 12 Hours. Lodovico Scarfiotti was my co-driver, and we'd got the car set up as we wanted. The second, untested, car was for Nino Vaccarella and Willy Mairesse. But when we got to Sebring Dragoni decided that our car should go to them and we got the other car. I was so upset I nearly walked out there and then. I was packing my bags when Scarfiotti persuaded me to stay.

"Among various other problems with the untested car, the rear bodywork wasn't sealing properly and we were being gassed. Every time I came in to hand over to Lodovico I was sick as a dog behind the pits. But we won the race – except that Dragoni protested the result and said the organisers' lap chart was wrong, and the other team car had won! Fortunately the lap chart done by my wife Pat, who was always perfectly accurate, coincided with the official one, and our win was confirmed. That was my first race for Ferrari."

In the V6 F1 car that year John scored a brilliant win at the Nürburgring, setting a new lap record and beating Clark into second place – after the Lotus had been unbeaten for most of the season. It was his first *Grande Épreuve* victory. He was second in the British and third in the Dutch GPs, and in the 250P he won the Nürburgring 1000Kms with Willy Mairesse. At Le Mans he and Mairesse had a comfortable lead going into the 19th hour when the car burst into flames and was burnt out.

"THE OLD MAN WAS SEVERAL DIFFERENT CHARACTERS DEPENDING ON HIS MOOD"

Then came his triumphant 1964 season with the now V8-powered F1 car: wins at the 'Ring again and Monza, podiums at Zandvoort, Brands Hatch and Watkins Glen, and a







magnificent drive in the final round in Mexico. Early problems dropped him to 13th place, but he fought back to finish second and take the world championship by just one point from Graham Hill. After Ferrari's doldrums in 1962, it had taken John two seasons of hard work to put the team back on top.

"After my time with MV and now Ferrari, I had learned to like Italy, and I could speak the language reasonably well. The Old Man was several different characters in one, depending on his mood. At Maranello he was king, he'd act however he pleased. When you got him away from the factory he could be quite different. He had a little house down on the Adriatic coast, and sometimes he'd say to me: '*Mare*' and we'd go off to the seaside, Pepino his chauffeur driving, the Old Man in the front, me in the back with the dog. Sometimes we'd be squashed into his Mini. He was a great admirer of Alec Issigonis, and told his road car people they should design a car with Mini-type suspension."

At Le Mans in 1965 the works Ferraris hit trouble, but so did the Fords, and privateer Ferraris finished 1-2-3. "For the first half of the F1 season we were stuck with the V8, but what we should have done was concentrate on developing the flat-12. By Monza Maranello's engine man, Franco Rocchi, had come up with new cylinder heads, and now it was the most competitive Ferrari I'd driven. It was flying. I put it on the front row alongside Clark, but coming round to the start the clutch went. I staggered off the line clutchless, and dropped to last. I worked back up to fifth, but then I couldn't get any gears at all, and that was that."

Meanwhile, with Enzo's agreement, John had rekindled his relationship with Eric Broadley by running one of the new Lola T70s in Group 7 races. He won the Guards Trophy at Brands Hatch, and then his car and another for Jackie Stewart were flown to America for the autumn season, not yet called the Can-Am Series.

John's schedule at that time was unbelievable. He was at Monza on Sunday for the Italian GP, flew straight to Canada to qualify the T70 for the St Jovite race on Wednesday, back to England for Friday practice and Saturday race in the works Lola T60 F2 car for the Oulton Park Gold Cup (which he won), then overnight back to Canada for the St Jovite race on Sunday (which he also won).

Five days later, at Mosport during practice for the Canadian sports car Grand Prix, he went out to try team-mate Jackie Stewart's T70. "Flat-out past the pits a front upright broke. The car went off, and over and over." He was dragged from the wreck with severe spinal injuries and a split pelvis, and bleeding profusely from ruptured kidneys. "When my condition stabilised I was mummified and flown to England. Once everything started to heal up, because of the damaged pelvis, I was four inches shorter on one side than the other. So my surgeon, Mr Urquhart, took one end and the senior registrar, a beefy lad, took the other, and they pulled like hell. They got the difference down to about half an inch, and it's still that today.

"I was in hospital until the New Year, and I still had trouble walking when I went to Modena to test the new 3-litre F1 car, so the mechanics used an engine hoist to get me into the cockpit. My first race was the Monza 1000Kms a few weeks later, in the new P3 sports car with Mike Parkes." It rained throughout and the P3's screen wiper failed early in the race, but they won by over a lap.

But the 1966 Grand Prix season, the first run to the new 3-litre formula, did not start well. Ferrari's new 312 was big and heavy, and the hefty V12 engine lacked power. "It was really just the sports car engine uprated a bit. I knew that the 2.4-litre V6 Tasman car would be quicker, particularly at Monaco, but the big engine had to be used, to boost the reputation of Ferrari's V12 road cars. I scrambled it onto the front row and led Stewart's 2-litre BRM until the diff seized – but Lorenzo Bandini was second in the 2.4 V6 Ferrari that I'd wanted to drive.

"Next came Spa, where the weight handicap wasn't so significant, and Rocchi had squeezed out a bit more power. I followed Jochen Rindt's Cooper-Maserati in the rain, biding my time, and then went ahead and won the race. All I got from Dragoni afterwards was. 'Why did you let a Maserati stay in front of a Ferrari?' I said, 'I'm in the car, I drive the race.'

"A few days later we were at Le Mans. I said to Dragoni: 'The Fords are being driven by real racers – Gurney, Andretti, Amon, McLaren – and the only way we'll beat them is if I go flat out from the fall of the flag and try to break them.' But when Dragoni heard that Gianni Agnelli, the head of Fiat, was coming to watch the race, he decided that my co-driver Scarfiotti – who was not only Italian but was actually related to Agnelli – would drive from the start. I reminded him that I was faster than Scarfiotti, but Dragoni was immovable.

"For the second time in my career I was perhaps a bit quick on the boil. I jumped into my 330GT road car and drove flat out, there and then, to Maranello, and went straight in to see the Old Man. I told him I'd joined Ferrari to win races, not to get involved in politics. That was our divorce." John drove back to England no longer a Ferrari driver: Ford finished 1-2-3-4 at Le Mans, and Ferrari was soundly beaten.

"I'D EXPECTED TO SEE OUT MY CAREER at Ferrari, and I'd moved into a little flat in Modena. But at once Roy Salvadori, who was managing the Cooper-Maserati F1 effort, was on the phone, and I agreed to join as Rindt's team-mate. I flew straight back to Modena to see Alfieri at Maserati, and ask for some mods to their V12 based on what I'd learned up the road. And I didn't miss a single Grand Prix."

In his first Cooper outing, the French GP at Reims, he split the Ferraris on the front row – which must have pleased him – and led the race briefly before a broken rotor arm stopped him. He finished a magnificent second at the 'Ring, despite losing two gears, and at Monza he ran in the leading group until the fuel tank ruptured. At Watkins Glen he had to pit after being spun round by a backmarker, but he came back brilliantly to finish third, breaking the lap record. Finally in Mexico he took pole position and led almost all the way to victory. He'd finished second in the world championship, and elevated Cooper to third in the constructors' championship – just one point behind Ferrari…

"While I was doing all that I was also running my own Lola T70, under the banner of Team Surtees, in the new Can-Am Championship – just me and my mechanic Malcolm Malone in a one-man-and-a-van

operation." John won three of the six rounds and took the Can-Am title ahead of Mark Donohue and Bruce McLaren – plus about $70,000 in prize money, more than if he'd won every Grand Prix that season.

"NOW COMES A BIG CHAPTER: HONDA. They'd been in F1 for three seasons with Ronnie Bucknum and Ritchie Ginther, but in Mexico Yoshio Nakamura came to me and said, 'We're going to stop racing unless you join us. We want you to find us a location in England and help us do things right.' If I'd just focused on what was best for John Surtees, racing driver, I should have gone to one of the established teams. But I always get enthused by challenges.

"We set up in our unit at Slough, just around the corner from Lola, and I found Honda's engineers a flat in town. But the car was enormously heavy, not helped by an engine based on a pre-war Alfa Romeo design with roller bearings, centre power take-off and three-shaft gearbox. Then mid-season I had the idea of saving weight by going to a Lola Indianapolis monocoque. Nakamura got the OK from Honda, and we got drawings off to Tokyo so they could machine all the bits out of titanium, to compensate for the weight of that huge engine. The car was finished a week before the Italian Grand Prix. We got it to Monza, and I sorted out Jack Brabham on the final lap to take victory by a fifth of a second.

"For 1969 we built a car in England ourselves, and Honda updated the engine as much as possible." John got second place at Rouen and easily led at Spa, setting fastest lap, until a rear suspension bracket broke. But meanwhile Honda had decided to follow a parallel programme with an air-cooled car. "I'd been promised a new V12, lighter, more compact, with plain bearings. But they made a commercial decision to help publicise the N600 air-cooled production car. I knew nothing about it until this weird looking thing appeared, covered in scoops, with an air/oil-cooled V8. I tested it at Silverstone and Monza, and the car itself wasn't too bad, but after a few laps the engine always overheated and blew out all its oil.

"I said I wouldn't race it, but people at the top of Honda said it had to appear, so Jo Schlesser was brought in for the French Grand Prix at Rouen. On the second lap he crashed and was burned to death. His accident killed the whole race programme stone dead. We finished the season, and I got third at Watkins Glen, and then Nakamura came to me and said, 'John-san, it's the end.' Once again I was without a drive.

"So I accepted a seat with BRM. I had great respect for what they'd achieved with their 1.5-litre, which was a quick, reliable little car, and their 3-litre V12 seemed a good straightforward engine. But I'd reckoned without the Louis Stanley situation. We'd have a meeting, Sir Alfred Owen would be there, we'd make some firm decisions about the way forward. Next thing I'd get one of Stanley's phone calls in the middle of the night: 'Now my man, we don't really need to do that, do we?'

"There was a lot more of that sort of thing. I felt sorry for Sir Alfred, but Stanley was his sister's husband and it seemed he couldn't interfere. Despite huge efforts to improve the car, I had a miserable season.

"Meanwhile I agreed to run in Can-Am for Jim Hall's Chaparral team in their weird 2H. It had a very narrow rear track, huge tyres, and a horizontal screen that was almost impossible to see through. After three races I walked away from that. By October I was feeling tired and ill, and just after I'd managed to carry the BRM into third place at Watkins Glen I was diagnosed with viral pneumonia. Lying in hospital and looking back over Lotus, Ferrari, Honda and BRM, I decided I was not going to be dependent on other people any more."

As Team Surtees, John had been running David Hobbs and Trevor Taylor in the 1969 season of Formula 5000 with his own car, the TS5, an adaptation of a Len Terry design. Taylor was runner-up in the European F5000 series, and Hobbs also did very well in Formula A in America. Encouraged by this success, John decided to become a Formula 1 constructor. He set up with a small staff in new premises in Edenbridge, Kent, and his first F1 car, the TS7, was ready by mid-1970. In Canada John scored the first world championship points for the Surtees marque.

For 1971 he was backed by the veteran F1 sponsor Rob Walker, in conjunction with Brooke Bond Oxo. High spot was victory in the non-championship Oulton Park Gold Cup, and he ran third in the German GP until his engine failed four laps from the finish. A second works car was run for Rolf Stommelen under a German sponsor's colours, and in a third car fellow former biker Mike Hailwood had a sensational run at Monza. In his first Grand Prix for six years Mike finished fourth, right in the slipstreaming lead group just 18/100ths of a second behind winner Peter Gethin.

For 1972 John ran Hailwood and Tim



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Schenken in F1, and also put together a highly successful Formula 2 team, sponsored by Matchbox, which gave Hailwood the title of European champion. John himself won the F2 Japanese Grand Prix at Mount Fuji and at Imola. Then, after a one-off drive in the Italian GP at Monza, he hung up his helmet to concentrate on team management.

Team Surtees continued in F1 with Mike Hailwood, Jochen Mass, Carlos Pace, John Watson and others through to 1975. In 1973 Pace was fourth at the Nürburgring and third at Zeltweg, setting fastest lap in both races; and Mass was runner up in that year's F2 series. But 1974 was blighted by a disastrous sponsorship deal with the Belgian arm of hi-fi manufacturer Bang & Olufsen. "The son of the man who ran B&O Benelux was Bernard de Dryver, and we agreed to give him an F2 test. We went to Goodwood, sent him out, and he came back in with the car all stuffed with grass. I said, 'He's not made out to be a racing driver. I don't want to take the responsibility of running him.' So his old man cut the money off. I fought him in the courts for breach of contract, but in the end I couldn't afford to keep pursuing it. All we got was our costs, and ultimately that was what brought my team to an end.

"While we were still fighting that, we got sponsorship from the London Rubber Company, who made Durex condoms. We ran Alan Jones in the 1976 Surtees TS19 and first time out, at the Race of Champions, he got second place. Because of our sponsor's product the BBC withdrew TV coverage of the race, which gave Durex lots of publicity. They ran an ad campaign which showed our Surtees TS19 with the tag line: 'The small family car.'

"We ran Vittorio Brambilla in 1977 and '78, and when he was injured in the Italian GP start-line accident we hired René Arnoux. René was like a breath of fresh air, so enthusiastic. But when he had an offer from Renault I told him he should take it.

"I was back in hospital then, with serious problems that were finally traced back to a blood transfusion I'd had 13 years earlier after my Canadian accident. I'd enjoyed running the team and the cars, but not always being on a shoestring, never being able to do things the way I wanted. I thought it through, and I decided to finish with F1. I sold my FOCA membership to Frank Williams.

"In 1979 Pete Briggs, who'd been with us on the F1 and F2 teams, ran a couple of TS20s in the British Aurora Championship, and Gordon Smiley's victory at Silverstone that October was Team Surtees' last ever race. During the life of the team we'd sold a lot of cars as well: in all we built some 100 chassis.





"DUREX RAN AN AD CAMPAIGN WHICH SHOWED OUR SURTEES TS19 WITH THE TAG LINE: 'THE SMALL FAMILY CAR'"

"I didn't want to know about cars after that. I restored a number of bikes, I did a fast demo lap at the TT on a five-year-old MV, and then I got back onto four wheels showing Mercedes' museum cars around the world. I married Jane, whom I'd met when she nursed me in hospital in 1978, and we had two girls, Edwina and Leonora, and then in 1991 a son, Henry.

"I didn't push Henry towards motor sport, but when he was eight years old a friend took him to watch karting at Buckmore Park, and when he got home he said, 'Daddy, that's what I want to do.' So Jane would go off at weekends with the girls and the horsebox, and I'd go off with Henry and the kart, as mechanic, chauffeur and mentor. As we set off each weekend, he'd say, 'We're off on another adventure, Dad'."

Henry did well in karting, and at 15 he moved up to Ginettas, winning second time out at Snetterton. He moved on to Formula BMW, and was runner-up Rookie of the Year. In 2008 he ran in Formula Renault, and also had his first Formula 3 outing at Donington, finishing first and second in his two races. Clearly, Henry Surtees was a bright new motor-racing talent.

For 2009, now 18, he ran in the first year of the relaunched Formula 2. On the Saturday of the July Brands Hatch weekend he scored his first F2 podium. On Sunday another car crashed into the tyre wall at Westfield. Its left rear wheel bounced back across the track in front of Henry's car, and in a thousand-to-one chance hit his helmet face on. Henry died later that day.

It is impossible to comprehend the effect this dreadful tragedy had, and six years later continues to have, on John and his family. At Henry's funeral John asked for contributions to Headway, the head injuries charity, instead of flowers. "Nearly £35,000 was given, and I thought, I'm going to continue with this. So the Henry Surtees Foundation came into being."

Driven by John's inexhaustible energy and dedication, the Foundation's far-reaching projects have included work in education, air ambulances, a new blood transfusion service, medical training, providing 'brain chairs' to help rehabilitation, and notably helping young people to find work in motor sport and the motor industry. "Not as drivers, but real jobs, careers. We use the emotion of the sport to pull them away from their screens and computer games." As part of this process John has recently taken over Buckmore Park, the circuit where Henry first saw kart racing. Fund-raising events are run at Buckmore, like the big Henry Surtees Challenge for kart and car racers this October 7, and also at Brooklands.

I ask, diffidently, if the way John has thrown himself into the work of the Foundation has done anything to help the healing process following the tragedy of Henry's loss. At the lunch table everything goes quiet for a few moments. Then: "Nothing can heal that. No, nothing."

John's racing life, ever since he first rode his father's sidecar in 1948, has been a roller-coaster of changing fortunes. It has encompassed victories, bitter disappointments, championship titles, and now tragedy. But through it all John's loyalty to his own principles, and his determination to speak the truth as he sees it, have never wavered. This is an extraordinary man.

For information about how to contribute to the HSF, or to help with its activities, go to www.henrysurteesfoundation.com

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HOW TO ARRIVE IN STYLE

This is how one brave American effort made its way to Grand Prix racing – but the results didn't live up to the team's impressive presentation

writer GORDON CRUICKSHANK
photographer MATTHEW HOWELL

FOR SALE – OLD LORRY. Doesn't sound very tempting, does it? Yet if you bid for it at Bonhams' Goodwood Revival auction, be prepared to hand over more than you'd spend on the new lightweight E-type. After all, this old lorry was once a film star…

It is, of course, a special old lorry, a racing car transporter from the era when they looked different, unusual, specially formed for their job. Today's slab-sided pantechnicons may be sophisticated mobile machine shops, but shorn of their team livery they could just as well be transporting washing machines or welly boots as the highly developed products of race engineers. In the 1950s, before anyone found the word 'logistics' in the dictionary, when race teams used old coaches or furniture vans to haul their precious machinery from track to track, there was a sudden burst of creativity when these lorries went from mere cargo haulers to travelling displays of their purpose.

And if I seem to have forgotten the rest of the package we show with this truck, then my apologies to the shade of Lance Reventlow. His was the passion – and the pennies – which produced the pair of glittering blue metallic Formula 1 single-seaters which are also on offer: a brace of Scarabs. All three have come from the same collector, a passionate Scarab racer, and they go together like horse and horsebox, because it was once this transporter's job to deliver these ambitious American contestants to Grand Prix venues across Europe.

It wasn't built to lug Scarabs, and since that brief adventure folded it had half a dozen liveries and served an assortment of teams before being parked in a desert and forgotten. But on a wave of new-found interest in these workhorses of the racing world it has surfed back into towering life. It and the cars are being sold separately so it may have a new life carrying a different marque, but we have corralled the trio in the Goodwood paddock. Whoever buys one or all, they'll very likely find themselves back here before long.

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IF YOU ARE BORN "THE WORLD'S richest baby", heir to the vast Woolworth fortune as Reventlow was, your horizons are bound to be wide. Though a school rebel who dropped out of college, chain-smoking Reventlow was far from a mere playboy. A voracious reader, he was happier in garage than nightclub. But on his way to becoming an accomplished skier, sailor and pilot he was swept up by the surge in European-style sports car racing that blossomed in the US during the 1950s. Two of his many stepfathers (his mother Barbara Hutton married seven times) were racing drivers – Prince Igor Troubetskoy and Porfirio Rubirosa, though the young man wasn't close to them, or to his own father, a German count. In fact, following a turbulent childhood of custody battles, contemporary interviews comment in surprise on how well-balanced this wealthy and highly eligible young bachelor was.

So Reventlow did more than buy the usual Jaguar; he invested in a Cooper and in 1957 came to England to find his racing feet in Formula 2. A brief affair with a Maserati sports car ended in the wall at Snetterton, but a bigger impact came from a visit to Lister. Then the customer car to have, a Lister was successful but hardly complex. It triggered a thought in the mind of the ambitious American: "I could do that…"

The sports cars Reventlow came home to build as Reventlow Automobiles Inc brought success to the Scarab badge, but only at home: with the 1957 switch to a 3-litre limit the brawny small-block Chevrolet V8s he fitted became ineligible in Europe. While the cars were immensely successful through 1958 in SCCA and other US events, notably under engineer/driver Chuck Daigh, there was no suitable home-grown 3-litre power pack for overseas, and Reventlow really, really wanted his cars to be all-American. His team included Leo Goossens, designer of the Indy-dominating Offenhauser engine, and Scarab tried a 3-litre variant of that dependable four-banger, but its disappointing output highlighted something the Chevy unit had glossed over: Scarabs were beautifully built, but heavy. It was a factor that would contribute to the failure of Reventlow's most ambitious aim of all – to take America into Formula 1.



Imposing truck dwarfs its cargo. Bare cabin boasts no air-con or music; nice curtains, though. Bottom: in desert camo



Car 28 is GP-1, No26 a painstaking toolroom copy incorporating many original Scarab parts

With a crew now including engineer Phil Remington and respected fabricators Tom Barnes and Dick Troutman, it seemed RAI had all the firepower needed to stamp stars and stripes over the Grand Prix grid. But that's not how it panned out. While RAI spent 1959 building its single-seaters, it seems to have missed the headlines – that the World Championship had gone to a rear-engined car. The nicely prepped blue and white pair that arrived in Monaco for their debut race embodied a lot of Indy roadster theory and almost no F1 practice. And it was during practice that the truth became clear.

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BUT BEFORE CLOUDING THOSE CLEAR blue Monte Carlo skies let's indulge in that optimistic moment as the towering blue truck rolls noisily into town with American hopes stacked high on its rattling double decks. It's been here before: commissioned by Maserati in 1956, originally on a two-axle Fiat bus chassis, it went to commercial vehicle coachbuilders Bartoletti who assembled the same double-deck, three-cars-plus-lockers pattern they supplied to Ferrari, Lancia and others. In striking blue and yellow livery, it carried the Modena Grand Prix team to a triumphant 1957 title before Reventlow bought it when Maserati wound down its Grand Prix operation in 1958. Now after a steady slog from RAI's British base it's back in the principality, repainted in Reventlow blue. Beneath the floor the six-cylinder fuel-injected Fiat diesel oozes torque enough to heave the bus over an Alp or a Pyrenée (if they make it through to the Monza and Oporto rounds) while being in little danger of collecting speed tickets – 60mph is a brave target, even with air-boosted brakes.



LAT

Chuck Daigh at Monaco during the Scarab team's difficult debut in 1960

Get aboard a Scarab with Lance Reventlow for an exciting lap of Riverside circuit in 1960
@ THE MOTOR SPORT DIGITAL EDITION

As winches thrum and cables clank to lower the racers to the Monaco ground there's a supportive atmosphere – new teams are welcome variety as long as they don't look too promising, and Reventlow is continuing in the admirable mould of compatriot Briggs Cunningham – the wealthy, leisured, cultured sportsman, the trans-Atlantic equivalent of Rob Walker. And Reventlow's team-mate is Chuck Daigh, known as a tough and gritty driver and someone new for the Europeans to measure themselves against.

Drivers and mechanics stroll over to see what the truck has delivered. Within the Scarab's sturdy but conventional steel tube frame, Goossens' four-cylinder lies almost flat with driveshaft under the driver's left arm feeding a rear transfer box, yet against this lower centre of gravity the driver sits up at a bus-like wheel. Fuel injection feeds the motor, but it breathes through desmodromic valve gear that needs another season – or two – to sort. When asked about power, the team mutter about a 260hp target; later Daigh would concede 220 was about the best so far. Ferrari's Dino V6 is handing out 280.

Sharing a pit with the compact Coopers, the Scarab seems a weightlifter to a hurdler. *Motor Sport*'s DSJ is unimpressed: "The only newcomer on the scene has been the four-cylinder Scarab engine. As this was an almost open crib of half of the 1954 Mercedes-Benz W196 engine, with desmodromic valve gear and near-horizontal cylinder position, it can hardly be considered to be progress".

Events wouldn't belie that view. In practice the Scarabs prove heavy, underpowered and slow, so slow that Reventlow asks Stirling Moss to see if he can extract anything extra. Later in *Motor Sport* Jenks tries to be kind: "Just to see if it was the cars or the drivers, Reventlow let Moss try one. He did 1min 45sec, which equalled Jimmy Clark's best time with the Lotus-Junior, so the answer to the Scarab trouble was cars *and* drivers. However, there

were other factors, such as first time out, first attempt at anything so exacting as Monte Carlo, and the simple fact that their Goodyear tyres are not as good as Dunlop tyres. A set of Dunlops would certainly have given Moss 1min 43sec. If it had been his own car and fitted him properly he would have done 1min 42sec, and if he had been trying he could have done 1min 41sec, and if starting money had been involved he would have got down to 1min 40sec, which would have been a reasonable time for a new car to new conditions." Moss's pole time was 1min 36.3; Trintignant's tail-end slot, 1min 39.1.

The ramps on the Bartoletti come down again, the winch whines, and the cars are loaded up. The deflated debutants are leaving the ball without being asked to dance.

It is a portent. In their single season, the cars not only fail to finish but do not even start four of the five GPs entered. Summoning all his restraint for the home US Grand Prix at Riverside, Daigh drags one lightened car to tenth place by keeping the revs below 7000rpm. That's the season high-point – apart from Daigh's scary lap of Spa in the transporter with Scarabs aboard…

Reasons for the flop? Multiple. That front engine is not enough of an excuse: if not for Moss and that wieldy Lotus 18 a front-engined Dino could have won at Monaco. What else? Despite their skills, no-one on board has F1 experience. They've given themselves inadequate time, and this is an alarming financial drain even for the multi-millionaire – his mother's will leaves him all the money, variously $60-100 million, but meantime he manages on $500k a year. And on top of this it's no help if your drivers aren't of the first rank. Although there's a rear-engined Scarab on the stocks, the team has no engine to fit the new 1500cc Grand Prix rules; thwarted and frustrated, Reventlow pulls the plug on the F1 dream. Sports car projects bubble on, including a Chevy mid-engined car, but by 1963 RAI is wound up and Reventlow turns to other things. Though surrounded by perpetual wealth, his life is as fragile as anyone's: in 1972 it is claimed by a light aircraft crash.

As it doesn't travel to Riverside, the truck's last F1 trip bearing Scarab livery is thus a sorry trek back from Reims in July 1960 with a bunch of broken engines. It's fired up again in '61 to let Chuck Daigh contest three of the Inter-Continental races for the now obsolete 2.5-litre cars using a conventional 3-litre Offy engine, one at Goodwood (sixth in the Lavant Cup) and two at Silverstone (seventh, and a major smash that puts Daigh in hospital). Dragging the wrecked GP-2 away is Scarab's last job for the Bartoletti.

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IT'S A GOOD VEHICLE, THOUGH; LOTUS hires it for a year, then Carroll Shelby takes it over in 1964 to carry Daytona Coupés around the European sports car rounds. They're heavier than F1 cars, so the team adds a third axle to the truck to cope – a useful feature for next owners Alan Mann Racing, who load it with Cobras and weighty GT40s. Then it heads to the dragstrips carrying John Woolf's dragsters before relentless privateer David Piper takes it on. It's Piper who makes it a star during the filming of Steve McQueen's *Le Mans* film: with some quick spraygun costume changes from Piper green to Gulf colours it becomes a Porsche truck for 917s, a Mirage hauler in blue and then, in crimson, a Ferrari version. After all, it's a brother to the Maranello transporters, and in that appropriate colour Anthony Bamford thereafter utilises it to carry his historic Ferraris.

It's Shelby Coupés which take the now tired vehicle to the US, where Cobra collector and author Michael Shoen feels it's the perfect transport for the Daytona Coupé he owns, but a protracted legal battle sees the truck trapped in an open-air compound under harsh Arizona sun for almost 20 years before Scarab collector, restorer and racer Don Orosco adds it to his stable. Not scared of a major undertaking, Orosco's portfolio includes restoring a Scarab sports car and the GP-1 single-seater and constructing a perfect Grand Prix Scarab copy. (Those are the two cars which will accompany the transporter in the sale.) After all this time the Bartoletti is in sad shape, but Orosco bites the bullet and undertakes a full restoration – $600,000-worth. Unlike your Lister-Chevy or even Can-Am McLaren, no-one is making parts for this; it becomes a two-year welter of one-off tasks – glass, trim, grilles, bumpers, on top of the sheer 38ft bulk of metal. Finally it emerges from four days in the paint shop onto the Pebble Beach lawns where it overshadows every Miller, Duesenberg and Bugatti, in every sense. Loaded with Orosco's Scarabs, two single-seaters and a sports car, it becomes the package every race organiser wants to invite.

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NOW IT'S BACK AT GOODWOOD, sucking attention from the supercars and historic racers around it like a Dyson on re-heat. With its tall tyres (Continentals despite the carefully reproduced Goodyear stickers on its flanks) and high chassis it has ten times the presence of a modern equivalent, though the unassisted steering, bare cabin, and skimpy seats take you right back to the Fifties. Unlike the Ecosse truck there are no workshop or kitchen facilities; those locker doors reveal one huge empty cavern, though there is a spartan bed behind the three seats. Somewhere along the line the Fiat motor came out, replaced by an 11-litre Leyland and five-speed box, so it remains a practical device. Sensibly Orosco chose to retain the extra load-dependent axle, so it's not quite as Reventlow and Daigh knew it, but the blue livery hints at its back story. Alongside, chassis GP-1 and the built up car complete a perfect trio, and the way things turn both cars can now be competitive in the historic world. Although Daigh finally got a desmo engine going well in the 1980s, these (and Julian Bronson's GP-3 which came out of the Donington museum) run the 220 Offenhauser motor and in a front-engined field will be in their element. Perhaps one buyer will pitch in with the estimated $1.1-1.5m and $625-825,000 respectively.

Behind them the transporter gleams, fresh from another paint job; we're forbidden to lower the ramps and load a car or two in case of damage to something now estimated to make $900,000-1.2m. I can almost hear the hollow laughter of the tired, despondent Scarab team as they wearily chain up the cars and fling the ramps aboard after another fruitless track foray. Yet it's great that a new generation is starting to appreciate these classic commercials. A major historic meet attracts Ecosse, Tyrrell, BRM, BMC and Ferrari transporters, and Roald Goethe has built up a period Mercedes lorry as appropriate transport for his Gulf Porsches. Who will be first with an Alfa Romeo 500 truck to deliver their 308C to Monza? M

Our thanks to Bonhams. The transporter and the Scarabs form three lots in Bonhams' auction at Goodwood Revival on September 12

"A SEASON HIGH-POINT IS DAIGH'S SCARY LAP OF SPA IN THE TRANSPORTER WITH TWO SCARABS ABOARD"

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MAREDO
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"As quick a driver as I've ever seen..."

Martin Brundle raced alongside Schumacher and rubbed wheels with Senna, but is talking here about Stefan Bellof. Thirty years have elapsed since the German's passing. Time, then, to reflect on a sports car world champion who might have achieved so much more

writer SIMON ARRON

HOW GOOD WAS STEFAN BELLOF? The statistics will ever be incomplete, but there's evidence that – with the right opportunities – he could have extended his collection of world titles beyond the one he won during his second sports car campaign.

To add some context, Bellof was the star turn in German Formula Ford during the 1981 season, just as Ayrton Senna was in the UK. Rightly regarded as a meteor on wheels, the Brazilian moved on to dominate FF2000 in Britain and Europe – often at club-level meetings, with commensurate crowds – while Bellof graduated directly to European F2, then F1's unofficial ante-chamber, and won his first two races. Their paths were realigned two years later in F1 – most notably in Monaco, where they accompanied Alain Prost on the podium. Had the race been allowed to continue in teeming rain, they might well subsequently have passed him. Officially Bellof's third place was annulled because Tyrrell – accused, among other things, of using illegal ballast to comply with post-race weight checks – would later be excluded from all 1984 results. On a day such as that, though, it counted to anybody who appreciates car control.

It was a maiden F1 podium for both drivers – the first of 80 for Senna but a one-off for Bellof, whose star would be extinguished the following summer.

Here's how he is remembered by those best placed to comment.



MARTIN BRUNDLE

Tyrrell team-mate, sports car rival, now Sky F1 TV analyst

"Stefan was great fun and had an infectious, distinctive laugh – you'd always know if he was in the same restaurant.

"We often ended up glued to each other's gearbox in our normally aspirated Tyrrells in 1984, but there was never friction between us. He was quite crafty, though. At Detroit Ken Tyrrell said, 'If one of you is behind the other and feels he is being held up, raise your hand as you pass the pits.' We were both in a queue, picking our way through the turbos, with me ahead, so Stefan puts his hand up as though I'm delaying him, which I wasn't because I was also being held up. So Ken pitted me, which played into my hands because I came steaming back towards the end of the race and finished second. With me out of the way, Stefan went for it and clipped the wall at the final chicane, taking a wheel off, so that ploy didn't work!

"At Zandvoort in '84 we were again picking our way through the turbos and Stefan pulled an amazing move at Tarzan to get one car ahead of me. Then he'd do it again and get two cars ahead, at which stage I'd be goading myself, 'Come on, come on…' They'd be banzai moves, though, and when he tried another he'd wind up behind me, because that one didn't work. That was Stefan. He knew no limits, but later on, with more experience, if somebody had directed all that raw talent and speed… He was as quick a racing driver as I've ever seen. Everyone talks about Senna being robbed at Monaco in 1984, but I'm sure Stefan would have passed both him and Prost had the race continued.

"Ken didn't really want either of us to race sports cars and things were increasingly difficult between him and Stefan by mid-1985. I remember Tim Clowes, the insurance agent, saying to me that he didn't think Stefan would 'make old bones' and that always stuck in my mind. I witnessed his fatal accident, unfortunately, and rang Ken afterwards. He answered the phone, said 'I know' and hung up again. He was aware he'd lost a great driver and was very angry.

"The hardest thing was going to Stefan's funeral and seeing the destruction it wrought on his family and friends. This was new territory for me and it dawned that I could potentially inflict the same on my family. I decided there and then not to attend any more racing funerals while I was still active, so consequently I missed Ayrton's – something I mightily regret."



EJE ELGH

Maurer F2 racer, now F1 analyst for Swedish TV

"I'd raced for Maurer's European F2 team in 1981 and was asked to attend an end-of-season test at Paul Ricard. They wanted me to establish a benchmark time and set the car up before they tried two or three promising youngsters. Stefan was one of them.

"It was immediately obvious that he was an outstanding candidate – from his lap time, the way he worked, everything. Even before I'd had a chance to look properly at the other guys, I was telling the team to hire Stefan! He was very cheerful and had his feet on the ground, but he was also incredibly focused – a bit like Sebastian Vettel nowadays."





"HE WAS A POTENTIAL WORLD CHAMPION, A POINT KEN TYRRELL ONCE MADE TO ME"





Bellof's F1 boss Ken Tyrrell didn't like him racing sports cars. The German joined Porsche in 1983, above, and won the following season's world title

LAT

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ACHIM SCHLANG

German F1 writer who penned a commemorative Bellof book

"He was a great driver and a potential world champion, a point Ken Tyrrell once made to me. At the time of his death, I believe he had already agreed terms with Ferrari for the following season.

"He was friendly, very open and always in a splendid mood – you cannot imagine how easy it was to deal with him. Once, on the way to Estoril, we were both in hired Minis, driving flat out at about 130kph. For some reason Stefan's girlfriend Angelika was in my car and photographer Jimmy Froidevaux in the other. At one point, still doing 130, Stefan pulled alongside and Jimmy wound down the window. 'Excuse me, Stefan would like to borrow Angelika's newspaper. He wants me to read something from it. Could you pass it across?' So we did. That's just the way Stefan was – always mucking around.

"As for his driving, it was like an explosion when he graduated to F2 and won straight away. There was also a race at the Nürburgring, where he came around with an absolutely massive lead at the end of the first lap – so big I assumed there must have been a monstrous pile-up. There wasn't, though, and the others eventually appeared. Something silly put him out – a broken throttle cable, I believe – but otherwise he might have lapped the field… and that was at the Nordschleife.

"Motor racing had a very poor image in Germany in those days – drivers were regarded as suicidal maniacs, wasting precious fuel. If there had been a referendum, the sport would probably have been banned. Manfred Winkelhock had been killed in August 1985, remember. During the evening after Stefan's accident, a guy named Rauschenbach introduced a supposedly serious sports programme on the radio and began with the question, 'What have potatoes and German racing drivers got in common? The best parts are under the earth: Stefan Bellof died today. And now, onto the football…' He was joking about it, can you imagine?

"Stefan wasn't stupid, by the way. I know people say he was attempting an impossible move when he died, but he absolutely wouldn't have tried unless he thought he could do it."



JONATHAN PALMER

F2 & sports car rival, now chief executive of MSV

"He was a fun guy, very relaxed and certainly brave – as he proved whenever conditions were difficult. I know everyone remembers his drive to third in the wet at Monaco in 1984. His Tyrrell was probably ideally suited to the conditions – nimble and naturally aspirated, with good throttle response against all the tricky turbos with masses of power and no grip – but he made fantastic use of it.

"I have clear memories of him racing a Porsche 956 – he was amazingly quick in those and they weren't easy to drive: heavy steering, heavy brakes… They were particularly hard work at somewhere like the Nordschleife, which by 1983 bordered on the terrifying. You were doing 200mph in some places, with no run-off. About two thirds of the way through a lap, I came towards Pflanzgarten and saw yellow flags and debris. My initial reaction was that somebody had lost a bit of bodywork, then I thought, 'Actually, that's quite a lot of bodywork.' I then saw what looked like a whole rear end and a loose wheel. After a debris trail of about 500 metres, I finally spotted the remains of Stefan's tub. I think he'd just gone quicker and quicker until the 956 turned into an aircraft and looped, although he emerged unscathed.

"In 1985, the sports car summer had been scarred by the death of Manfred Winkelhock at Mosport Park. He was a really nice guy and we were all shell-shocked. A couple of weeks later, during Spa practice, I suffered a blow-out at Pouhon. There was nothing like the run-off there is now and I sustained a head injury, broken leg and smashed foot. I was taken to a local hospital before being transferred by air to London.

"I was feeling very sorry for myself the following morning, having been told I might have to walk with a stick for the rest of my life – not great, aged 27 – when my brother came to visit and told me Stefan had been killed. That rather put things in perspective."



FREDRIK AF PETERSENS

Veteran F1 writer who spoke often to Bellof in the paddock

"He lived life to the full both on and off the track and was never far from a practical joke. It was fun to talk to him about anything, not just racing. He was always interesting and had a good grasp of the wider world. It's his positivity I most remember. Even if you were in a crabby mood, you'd have a quick chat with Stefan and he'd soon suck all the negativity out of you."



FRANZ TOST

FF1600 contemporary, now Toro Rosso team principal

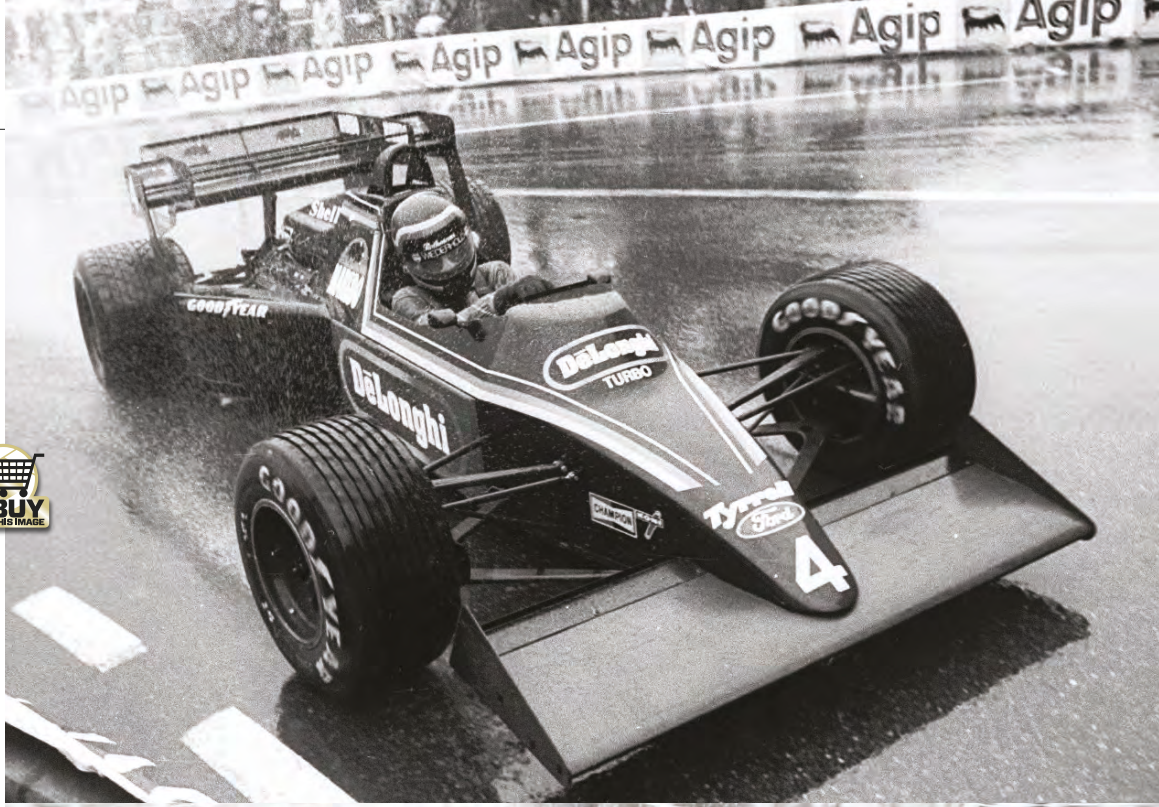
"Stefan was extraordinarily fast, without *any* fear. He was also very open. If he didn't like anything, he said so immediately. He had absolutely no respect, either, and would sign contracts here, there and everywhere. He just didn't care. The big drivers all have a similar way of thinking. I have no doubt he would have been Senna's big rival. If he had gone to Ferrari or whatever he would have enjoyed a fantastic career, I am 100 per cent convinced. He was like Senna, Michael Schumacher – like all the absolutely top guys."



CHRISTIAN DANNER

European F2 rival, now a GP analyst on German TV

"As a human being he was simply fabulous – always in a good mood and the kind of bloke you miss very much. His driving style was distinctive, because he took a tremendous number of risks, but he did it knowing that he could control the situation. In wheel-to-wheel combat you were always prepared for him to try something unusual. He was a real racing animal and I liked him."



BUY THIS IMAGE



"I'M SURE HE'D HAVE PASSED SENNA AND PROST HAD THE RACE CONTINUED"



LAT



HANS STUCK

All-round legend and Porsche team-mate

"Stefan taught me all about the Porsche 956, he really did. When I did my first race in 1984, with Harald Grohs, after first practice I was 11 seconds off the pace – 11 f*****g seconds! Harald took me to Stefan and said, 'Explain to Hans how to drive this thing.' He taught me completely how to use the ground effect, brake into the corners and how to treat the kerbs.

"Stefan was fast, fast, fast. We won a race together at Imola in 1985, in the Brun Porsche, and I am proud to say even now that I shared a car with Stefan, because he was special. He had this feel for a racing car that not many had and he was a great kid, too."



TIMO BERNHARD

Porsche racer, Bellof fan, wore tribute helmet at Spa in May

"Stefan was my idol and a hero in Germany. I recall the day he died very clearly and a tribute helmet was my way of getting people to remember what he achieved. He is still a champion in many German race fans' eyes. I can speak for hours to people who knew him. He was a true racer."



IAN HARRISON

Maurer F2 engineer, now Triple Eight Racing team principal

"He scores 10/10 as both racing driver and human being. What a bloke. When he landed a works Porsche drive, he rocked up at our F2 factory in a brand-new 928S, his company car – complete with Rothmans stripes. We were due to test at the Salzburgring, 90 minutes down the road, and he asked whether I fancied a go in the 928. So I took that and he used the team's Ford Granada V6 estate. I was doing 200kph on the *autobahn* and all I could see in my rear-view mirror was Stefan laughing his head off while almost glued to the Porsche's bumper.

"He could very obviously do the job. The team was relatively new when he joined, more or less straight from Formula Ford, and it takes time for things to gel. March was better structured than we were, but we still got some good results.

"We had some trick dampers – as the car came up to speed and the downforce kicked in, there was a bayonet system that locked the car down. It had a cable release activated by a cockpit lever and the driver was supposed to remember to pull this and come off the throttle during his in lap, to disengage the bayonets and allow the car to rise again. Beppe Gabbiani sometimes forgot, though, and I remember him coming into the pits at Mugello with the car still on the ground and sparks flying. The scrutineers came running over to find several blokes jumping up and down, trying to free the system and make things legal. It was quite an advanced car, but Stefan would have won races whatever he'd been driving."



STEFAN BELLOF

b November 20 1957
Gießen, West Germany
d September 1 1985
Spa-Francorchamps, Belgium

1973-1980

Following older brother Georg's lead, Bellof races karts. He switches to cars late in 1979, finishing second at Hockenheim on his Formula Ford debut. In 1980 he competes in both disciplines, winning the German kart title – two years after Georg had done likewise – and finishing fourth in the national FF1600 series.

1981

Wins German FF1600 title and contests selected F3 and Super Vee races, to broaden his experience.

1982

Having been uncertain whether he could raise an F3 budget, he graduates instead to European F2 with Maurer: he wins the opening two races and finishes fourth in the championship. Makes World Sports Car Championship debut with Kremer.

1983

Ralt-Honda dominates European F2. Bellof puts his Maurer on pole in Pau, but is only ninth in the final standings. Joins factory Porsche team in the WSCC. Wins first time out at Silverstone, with Derek Bell, and qualifies on pole at the Nordschleife – by five seconds – with a 6min 11.13sec lap, an outright circuit record. Somersaults out of the race shortly after setting the fastest race lap ever seen at the track.

1984

Enters F1 world championship with Tyrrell. Finishes third at rain-affected Monaco. Takes part in nine of 11 WSCC rounds, winning six and taking the world title.

1985

Continues in F1 with Tyrrell. Contests selected WSCC races with Brun Porsche. During the fourth of these, at Spa, he crashes at Eau Rouge after a failed attempt to pass Jacky Ickx's works 956. The story ends against an unprotected barrier beyond a negligible grass run-off area.





Bellof's Maurer at Donington in 1983 and, below, crashing at Eau Rouge during his rookie F2 season. Above, mucking about with Ken Tyrrell at Spa in June 1985



LAT



WALTER LECHNER

Racing school owner, ran Bellof in FF1600 and Super Vee

"In 1979, I was racing in German F3 against Georg Bellof – Stefan's brother. Towards the end of that year we attended the same racing car show and Georg brought Stefan with him. He asked me to give Stefan a chance, almost jokingly at first, but there was a minor Formula Ford race coming up at Hockenheim and I agreed to run him. It was raining and he spun about six times, but still finished second. It wasn't a high-class entry, but his talent was obvious and for 1980 I had Valvoline sponsorship, so he didn't need to bring much money to join us. He came to my racing school in 1980 and began racing at the same time. He did two full Formula Ford seasons with us, in 1980 and '81, when he won the German title. We also ran him in a few Super Vee races. We didn't have the money for a full season, but entered him occasionally because we thought it would help his career and he won at the Norisring. He also did a few F3 races at that time, with Bertram Schäfer.

"At the 1981 Formula Ford Festival he was disqualified for excessively aggressive driving – I went to see the clerk of the course and told him he'd have cause to remember this young driver, because he was going to be a star. And from Formula Ford he moved to Maurer and won his first two races in the European F2 Championship. All right, Maurer had a double-spring suspension system, cleverly designed by Gustav Brunner, but Stefan used it well!

"You can't say he would definitely have become world champion, because Senna was there at the same time, but he had the potential to win races and perhaps the F1 title. People like Stefan are very, very rare. In my 40 years of racing, I've met perhaps a handful. He had natural speed, an easy manner and great natural talent – a bit like Jochen Rindt. I realised very quickly that he had something special. He never, ever complained about the car – he just jumped in and got on with it."



MICHAEL SCHMIDT

German Formula 1 writer who covered many of Bellof's races

"The thing I most remember is his incredibly loud laugh, which could be heard from one end of the paddock to the other. He loved jokes, but was absolutely focused when racing and definitely had the kind of natural talent that could have made him world champion. I don't know whether he had that little bit extra you need once you become an F1 winner, the capacity to beat the very best on a regular basis. Perhaps that was less important in those days than it is now, so talent alone might have been enough. He did it in sports cars, so there's no reason why he couldn't have done it in F1.

"I was at Spa the day he died and predicted to a colleague that the fight between Stefan and Jacky Ickx would end in an accident, because you could see so many emotions on display – even though it was totally pointless, in the middle of a 1000km race. I saw it from behind and knew it was a big one. I eventually walked towards Eau Rouge to find out what was going on, but Jochen Mass was coming the other way and stopped me. He told me nothing could be done, that it was all over."

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Robert Wickens

Red Bull built him up, then knocked him down. But this DTM ace just doesn't know when he's beaten, says Damien Smith

THERE'S A COMMON THEME BREWING in these columns: how to bounce back after Red Bull and its fierce driver boss Helmut Marko fires you. Canadian Robert Wickens has such a tale, but like others he's not bitter. He can even laugh about it now, from his perspective as a factory Mercedes DTM driver.

"I only have good things to say about Red Bull," he tells me ahead of a race in his old sponsor's back yard. "If they hadn't picked me up I wouldn't have got past my first year in Formula BMW. I'd have gone to university and had a normal-person life."

Red Bull came knocking at the end of that first year, and after US title glory and a season in Champ Car Atlantic, Marko called him to Europe. He was 17.

"Yes, I was living in an apartment on my own, but I was in a village with one bar, so you couldn't get into too much trouble!" he says. "I didn't have a car, but I had a Vespa and I was at the Red Bull training centre twice a day. That was all I did. They weren't the best years of my life, but it was something I had to do.

"I replaced Sebastian Vettel in Renault 3.5 for the last two races of 2007 as he was already with Toro Rosso. That was my first time racing in Europe, then the next year they had me do both the Formula 3 Euroseries and Renault 3.5. And during the off-season I was doing A1GP for Team Canada. That season was insane – I did 45 races. I probably bit off more than I could chew, with 14 consecutive weekends on the road, but I won in all three cars."

A1GP, the short-lived 'World Cup of Motorsport', is a happy memory. "That's still the highlight of my life so far," he says. "Eighteen years old, travelling the world, moving from two mechanics and an engineer to a team of 15 people on my car, with global TV and parties… It opened my eyes."



LAT

CAREER IN BRIEF

Born: 13/3/89, Toronto, Canada
1996-2004 Karts **2005-06** US Formula BMW, title in '06 **2007** Champ Car Atlantic (1 win) **2007-08** A1GP (1 win) **2008** F3 Euro (1 win), FRenault 3.5 (1 win) **2009** F2, second in ch'ship **2010** GP3, second in ch'ship **2011** FRenault 3.5 (5 wins), champion, Marussia F1 reserve **2012-2015** DTM, Mercedes

It wasn't all 'live the dream'. "Red Bull funded my motor sport, but I still had to pay for my travel and accommodation and I had little money to get to races," he says. "I'd either travel with the team or take a train for 16 hours because it was cheaper than flying. Not easy times."

Typically, when the end came it was brutal. "Yes, I got released for not winning a championship. I finished second in Formula 2 and they said 'you didn't win, get out of here'. A bit harsh! But F2 did open doors." The bounce-back included success in GP3, then a championship earned with Carlin in Renault 3.5. That was sweet.

But he holds no grudges against Marko. "As brutal as he was, he had my best intentions in mind," says Robert. "He was cut-throat, but if he said something was going to happen, it would – and no news was good news!

"Mentally, I'm way stronger because of Red Bull. When you get a call from your boss saying 'if you don't win this race, you're done' 10 minutes before you are due to drive, it toughens you up!"

During 2011 he touched the hem of Formula 1 as a reserve at Marussia. He was hot property – but now he faced a crossroads.

"For 2012 I had the offer of Marussia reserve as well as GP2," he says. "On the other side I had a multi-year contract with Mercedes for DTM. It was the more concrete plan, because in F1 these days you have to bring money. GP2 can be up and down, too. So I took the chance with Mercedes. I have no regrets."

A victory in three of his four seasons is his DTM return to date, and following the Red Bull Ring, where he was punted off by a seemingly under-orders Audi, he was sixth in the points, third of the eight Mercs. Consistency is his problem, as it is for most in the talent-packed 'showbiz' DTM world. "I've proven I'm a winner," he says, "but until I win a championship I won't be satisfied."



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CELEBRATING 45 YEARS

CELEBRATING 45 YEARS

A schoolboy's dream comes true

LMP3 is the newest class in the Automobile Club de l'Ouest's Le Mans portfolio. Ginetta was the first manufacturer to produce a compliant car and *Motor Sport* took a stint at its wheel

writer ANDREW FRANKEL | **photographer** JAYSON FONG

LIKE MOST OF YOU, I EXPECT, A RACING DRIVER WAS all I ever wanted to be. I was the one sat at the back of double geography plotting the racing line through a diagram of an oxbow lake. But drawn to the glamour of Le Mans, I always wanted to be a sports car driver – and not just of something that looked like a steroidal 911: I always wanted to drive a prototype.

Prototype. What a word. My online dictionary describes it as 'the original or model on which something is based or formed', but to me it was never so prosaic. Prototypes were and are rare, highly specialised devices, designed, tuned and raced only by the best. They looked other-worldly, sounded like the devil's orchestra and, when they moved, appeared to defy the rules of classical mechanics.

The problem until now is that genuine prototype racing cars have been impossibly expensive for most to buy, let alone run and race. Even under new regs due in 2017 designed to cut costs, if you want to buy into the current junior category of Le Mans-eligible prototypes, an LMP2 car will cost £334,000 before you've even thought about spending another six-figure sum on an engine and gearbox.

But now that has all changed.


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3
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Ginetta is relatively simple to operate. Right, 5-litre V8 is sourced from the Infiniti production line



Last September the ACO presented rules for LMP3, a new kind of Le Mans Prototype. Like all the other LMPs it would be a purpose-built, carbon-tub racing car and, like the LMP2s, have a big V8 motor, paddle-shift transmission and pukka pushrod suspension. Unlike the LMP2s, however, the car costs £134,000 – a price that, critically, includes its 5-litre engine.

So while the cars are not yet eligible to race at Le Mans itself, they can (and do) race in the European Le Mans Series and Asian Le Mans Series and are seriously being considered by IMSA as a possible alternative to its Le Mans Prototype Challenge Series. But so far only one firm has built and raced an LMP3 car. "We had six months from when the ACO gave us the regs to the first round of the ELMS at Silverstone in April," says Ginetta boss Lawrence Tomlinson. "We had five cars entered and were still building the fifth during free practice."

Since then, with the likes of Sir Chris Hoy driving, the car has gone on to complete the Britcar 24 Hours at Silverstone and increase its pace through the ELMS season. At the Red Bull Ring it was quicker than every GT3 and GTE car out there, including RSR Porsches and Ferrari 458s, each one costing between two and three times as much as the Ginetta. Ultimately it was about 5sec off the pace of the quickest LMP2 cars, which is probably slow enough to keep the categories entirely distinct yet fast enough not to become mobile chicanes.

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PERHAPS THIS IS WHY SINCE SEPTEMBER Ginetta has taken orders for 15 cars, its ability to deliver hampered only by supply of the ORECA-sourced powertrain, comprising a Nissan V8 and six-speed Xtrac. Others are now coming to the party, with Ligier's new LMP3 showing promise, Adess and Riley committed and one more manufacturer still to declare to fulfil the ACO's five-constructor limit.

For this kind of car, the regs are quite simple. As stated there is no choice of powertrain, all of which come sealed by ORECA and designed to last 6000 miles or an entire season without more than routine maintenance. Maximum external dimensions are fixed (the cars are as wide as P2 cars, but shorter), all must have a shark's fin, a flat bottom, an 80-litre fuel tank and weigh no less than 930kg.

And I'd like to say the reason one is sitting waiting for me in the pitlane at Rockingham is that Tomlinson has recognised my natural talent and is about to offer me a works









Ginetta is the first company to produce a raceable LMP3 car. Rules limit the number of supplying manufacturers to five

contract. In fact and as ever, I'm here to test the car for *Motor Sport*. But it's still special: no hack had driven an LMP3 car before.

The Ginetta looks incredible, every bit as ferocious and far more attractive than the LMP1 Porsche 919 that won Le Mans this year. Less than a year after it was first given the go-ahead, the car is still being developed with Tomlinson – who took GT2 honours at Le Mans in a Panoz in 2006 – doing much of the driving. But between trying different springs, power steering and who knows what other refinements, I am allowed out.

It started badly. Because this car is shared by the 6ft 2in Sir Chris Hoy, I presumed I'd slot into his seat just fine. In a way I was right: the seat was comfortable and there was plenty of space for my helmet. I just couldn't operate any of the pedals. In the end the seat was whipped out and I was reinstalled again with various bits of padding to stop me migrating around the cockpit in quick turns. It hurt like hell, but this was an opportunity I was not going to miss.

I should declare now I've not driven a brand-new prototype racing car. I've driven many museum pieces, particularly Group C cars, and I've driven a decent number of new GT3 cars of the kind with which the Ginetta now shares track space, but not a new prototype. Then again, this is a good vantage point from which to view the car not only because no one has any LMP3 experience, but also because I expect plenty of GT3 customers will be taking a long hard look at the Ginetta too, for reasons to which I will return.

For now, though, join me in the surprisingly spacious cockpit. The driving position is in the bum-down, knees-up modern vogue and your hands extend naturally to grasp an off-the-shelf Cosworth wheel with integral LCD display and buttons for all the usual functions such as pitlane speed, headlight flash, radio comms and so on. There's a further stack of switches to your right, but nothing remotely intimidating let alone as bewildering as a modern LMP1 driving environment. Even so, I still half expected a small army of white coat-wearing, laptop-toting boffins to appear from somewhere just to start it, but that's not the way it works: you just flick on the power and the ignition, thumb the starter and the big V8 blasts into life.

The 5-litre engine produces 420bhp, very little more than the Infiniti SUVs from which it is sourced. It has a Magneti Marelli ECU, new exhausts and, I am told, a different firing order and little or no flywheel; but all the internals are showroom standard so it should have little trouble surviving a season. It doesn't sound humdrum, though: even wearing ugly external silencers to satisfy Rockingham's noise regs, the engine thunders, and that's at idle. If you'd like an idea of its potential, its power-to-weight ratio is about the same as Ferrari's flagship F12.

You only use the clutch once, to pull away, but it's vicious enough to make you look an idiot: having not stalled a racing car in years, I did so twice in this one. Its part-throttle manners can leave you kangarooing down the pitlane, too, which is fairly absurd given the off-the-peg engine. Work to do for Magneti Marelli, perhaps, on the management side...

Still we're not here to drive slowly. I have a set of adolescent Michelin slicks just out of the blankets at each corner and it is time to find out if the Ginetta LMP3 is anything like as good to drive as its looks suggest.

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IT FEELS VERY ALIEN AT FIRST. WHILE it's more spacious than an older Group C-type prototype, you seem to sit even lower and look through a smaller glasshouse to extremities that appear farther away. Rockingham's weird topography of flat-out banking and featureless low- to medium-speed curves doesn't help.

The straight-line speed is not an issue and the engine's torque is delicious. The response to your foot varies little from 3000-6000rpm, so you're far less reliant than you'd be with a more highly strung powertrain on needing to be in the right ratio all the time, which provides a level of user-friendliness likely to be welcome to those putting their feet on this first LMP rung.

By contrast, the grip level takes some learning, even if you've spent the last 20 minutes driving a GT3 car as fast as you

possibly can. The steering is less aggressive than you might expect and in slower corners angles the car into the apex perhaps only a little faster than the GT3 car: the Michelins are quite hard, the bodywork generates little or no downforce and the springs are necessarily stiff to support said body in the quick stuff. Given the limited power, there's traction enough at the exit not to break the rear loose unless you hit the gas artificially hard and early, and impressively little understeer too: the car just feels neutral.

But any corner requiring third gear or higher takes you into a realm beyond the reach of all racing cars with road DNA, however evolved their design. The Ginetta has less downforce than an LMP2, but to those arriving from anything other than a slicks-and-wings racer, adhesion levels are initially baffling.

In practice, and at the price of a slightly sore neck, you become acclimatised and discover that even at triple-digit exit speeds the car is no more likely to misbehave than in a second-gear hairpin. Tipping it into a fast turn and trail-braking into the apex is quite mesmerising. You know air pressure will keep the rear end nailed to the track and then, when the car is set up, you can pour on the power and feel yourself being catapulted out of the curve. I could have driven all day, but time and a not exactly match-fit constitution were against me.

❖

LMP3 IS SO YOUNG IT'S PRACTICALLY IN nappies, so we must not rush to judgement. That said, the fact that the car could handle more power is obvious: the capabilities of a chassis still under development are already far beyond the abilities of its stock-block engine. Opposite-lock jockeys won't like it at all.

So look at it another way: you are a gentleman driver, one of many who find the increasing speeds, costs and effort to stay competitive in GT3 more than they care to meet. As is inevitable with all successful but mature series, the sharp end has become the domain of the professional. Against this, LMP3 offers a proper carbon-fibre prototype that's not just quicker and, to me, more rewarding to drive than a GT3, but it's also a fraction of the price. True, it doesn't come with a Porsche or Ferrari badge, but if you have always dreamed of driving a proper carbon-fibre prototype, now you can, and for less than the cheapest Ferrari road car on sale. M

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CLIMBING THE RUNGS

A step-by-step guide to the Ginetta racing ladder

GINETTA'S RACE SERIES STARTS with the G40 Junior for 14- to 17-year-olds. The idea is that once you've started, you'll progress through the ranks until one day you find yourself inside a GT3 or LMP3 car.

Grown-ups first get pitched into the Ginetta Racing Drivers Club, where for £33,300 plus VAT you get 130bhp in a stiff, safe chassis. Intended for novice racers, the package includes tuition at track days, your ARDS test and four race weekends each with two races. The car, a G40 R, is road-legal, comes on track-day tyres and can be driven to the circuit. A fine trainer, it's modest in power but also limited in grip, so you can learn car control skills at sensible speeds before progressing onto the GT5 – essentially a properly race-prepped G40 with about 165bhp, a brilliant Quaife sequential 'box and a lot more grip, thanks to slick racing rubber. It costs £29,000, but that buys you the car alone, not an entire season as it does with the G40 R.

It's actually a bigger step up than it sounds, as anyone who can remember the first time they drove on slicks will know. You need to get used to tyres that feel like they'll grip forever until suddenly they don't. But other than driving a front-drive tin-top such as a Fiesta or Clio, it's about as gentle an introduction to this level of race car as you're likely to find.

It's hard to give an accurate impression of Ginetta's £82,500 G55-based GT4, because the slicks on the car I drove were long past their best. Not particularly quick but endlessly entertaining, it showed the fundamental class of the chassis. Despite exiting almost every corner looking out of the side window, I never felt close to losing control. Obviously this is a huge leap from a GT5 but despite double the power, a lot more weight, paddle shift, huge brakes and at least a little downforce, anyone conversant with a machine like the GT5 should not be intimidated. The V6 engine provides strong performance in a car that I am sure would make far better use of a set of slicks than a GT5, but ultimately what it does is simply offer more uncomplicated racing pleasure.

The night-and-day transformation in every way is between GT4 and GT3, and you need only look at the latter's appearance and £199,000 price to know it. Whereas any reasonably skilled driver could climb aboard one of the more junior Ginettas and understand quickly how to extract the most from it, the GT3 takes time, thought and some nerve even to get to that stage where you feel you're giving it a proper workout, even if not yet posting competitive lap times. There's at least 530bhp from a very feisty 4.35-litre V8 motor in an 1100kg car, but it is the chassis and aero that mark it out as a genuinely serious racing car.

It is very different to drive from its smaller siblings, even discounting its incomparably superior performance. This is not a car that responds to attempts to balance it through the apex blending steering and power to keep it drifting. It requires you to go honking up to a corner, stamp hard on the brakes and use the entire entry phase as a deceleration zone, whereupon you land hard back on the gas and rocket away. Unlike all the other Ginettas here, LMP3 included, the GT3 has both ABS and traction control and you need both, one to help you in, the other to guide you away. The clever bit is the aero balance that keeps the car neutral as you turn in on the brakes from high speed, instead of simply throwing you off the track.

It's a car I enjoyed and admired very much, but at least to me the choice of racing it or the cheaper, quicker and far more special LMP3 would be no choice at all.



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Alpina's prime concern is adding new models to the BMW range, but its heritage remains a proud element of the story

THE SONG REMAINS THE SAME

Alpina has specialised in seductively tuned torque for 50 years. The lure of the race track comes and goes, but its brand of power is as potent now as it ever was

writer ED FOSTER

HOW MANY CAR manufacturers were started by someone described as "single-minded, a stickler for detail?" Burkard Bovensiepen, the founder of German automotive favourite Alpina, was one of them – a man who got what he wanted, someone who had "no room for bullshit".

His father, Dr Otto Rudolf, owned a company that made office supplies – typewriters, counting machines and the like – but this was a problem for the young Burkard. It wasn't just that the company was struggling (its biggest client paid only sporadically, then not at all), rather that he had no interest in office supplies. He much preferred cars and the 1961 Frankfurt Motor Show offered a way out.

It was there that BMW launched its 1500 and that September weekend one of the show's 950,000 visitors was Burkard. He pored over the *Neue Klasse* car and noticed the potential for improvement. The result, two and a half years later, was a Weber twin carburettor kit that added 10bhp for 980 Deutschmarks.

Far from feeling aggrieved by someone else's modifications, BMW embraced it. Ever since the 90bhp 1800 was launched in '63 BMW had faced a barrage of complaints from 1500 owners. They had bought something that was trumped only two years later by a car with a larger and more powerful engine.

The easiest thing for BMW customer relations was to send its 1500 owners to Alpina's door for its sporty carb update. Very quickly BMW agreed to honour its warranty even if the car had been fitted with Burkard's kit, and 50 years later Alpina continues to do much the same as it did then – improving standard BMWs.

Today BMW sends over its designs well ahead of production and, after deciding which cars it would like to make its own, Alpina then gets approval from the BMW board. On average Alpina will change 300 parts on a standard BMW and adds a raft of special touches, such as bespoke leather interior. BMW's warranty covers its parts, Alpina's the ones that have been upgraded and the cars are even sold through BMW dealerships.

So what's the difference to an M car? The philosophy is simple: Alpina strives to extract as much low-down torque as possible and, unlike BMW's flagships, the suspension is supple; they're geared towards businessmen doing tens of thousands of miles a year. We had a drive in its current B6 Edition 50 and it is an extraordinary car – 800Nm of torque and 600bhp from a 4.4-litre twin-turbo V8 in what looks like a standard saloon. On a wet



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road with all the 'save me' systems turned off it is one of the most lairy saloons we've ever driven.

Burkard's sons Andreas and Florian now look after the company on a day-to-day basis, but the 79-year-old founder still comes into the office – "he gets in at 10.30am, though…" – and helps with strategic decisions as well as the wine business. Yes, that's Burkard's other passion. He built a business around that too… In 2014 annual turnover reached an impressive €100m and 10 per cent of that was down to the wine. At the end of our factory tour we are shown the wine store. It is huge, packed floor to ceiling with wines priced from seven euros a bottle to many thousands. Alpina buys and then sells to wine lovers and top restaurants.

"Burkard always loved his wine," remembers Christian Danner who drove for Alpina during the 1988 DTM season. "We had our own chef at each race and I remember at the Norisring Burkard was trying to get me to taste wine immediately before qualifying. 'No, no Christian, you have to try this white because I've just opened it and I don't want to put it back in the fridge.' I said 'Burkard! It's qualifying at the Norisring!' He persisted – 'oh, come on…' – and eventually succeeded in filling up half a glass of white for me, which I duly drank. I don't think it did me any harm actually. It was clearly a different approach…"

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TWENTY-TWO YEARS EARLIER ALPINA had dipped its first wheel into motor racing via a 2000 TI in the 1966 International Journalists' Rally. An ex-competitor himself, Burkard loved his motor sport. "We won the 1970 Spa 24 Hours and the Nürburgring 24 Hours three times from 1971 to '73," Andreas says, his face hiding none of his pride. He also is an ex-racer, finishing third in the 1984 European Karting Championship, going on to compete in the 1987 DTM and then winning the 1998 Nürburgring 24 Hours. "I even did the 1985 Formula Ford Festival," he recalls, "and I qualified on the front row with Mark Blundell for the first heat. I crashed in the final while Johnny Herbert won."

Back to the early '70s: "Christ, they were bloody great days," remembers Derek Bell who won his first touring car race driving a BMW-Alpina in the 1973 Silverstone TT. "Bovensiepen was such a charming man and he had great engineers. It was a small team, but everyone was hugely enthusiastic. I was thrust into this beautiful bright orange car at Silverstone with Harald Ertl and we won the race. Usually when you get to a new team your results only improve over time, but I arrived and the car was really, really good. They just dished out a beautiful car."

Alpina has an on/off passion for motor sport, often leaving as quickly as it arrives, but the



LAT



LAT



WILLEMSTAAT

From top: Bell and Ertl win 1973 TT in Alpina CSL; team saw off thirsty Jaguar XJCs in 1977 ETCC; Danner recalls mixing wine and winning in '88 DTM season; Alpina took 2011 GT Masters with 6-series before withdrawing



ADAC

standard of preparation has always been near perfection. Both Andreas and Burkard have racing in their veins, and as the former shows me round the BMW 6-series GT3 racer with which Alpina won the 2011 ADAC GT Masters with Dino Lunardi and Alexandros Margaritis, his enthusiasm behind its engineering is clear.

So why only this flirtation with motor sport? Alpina only starts a project if it can make money. It's a philosophy that has served it well in the road car arena (it has always shied away from making its own car from scratch because the margins aren't there). It also applies this way of thinking to motor racing and there needs to be a valid reason for it to build and run a car. With the bright orange and black 2002s, 2800 CSs and CSLs in the late 1960s and '70s motor racing made sense to Alpina. It received some funds from BMW and success in the European Touring Car Championship and 24-hour races – via the likes of Niki Lauda – put its name on the map while also keeping BMW happy. Things changed in 1973, though, when Jochen Neerpasch launched BMW's Motorsport division. BMW wanted to go racing itself rather than through someone else and Alpina's financial help quickly dried up. It didn't help that Bovensiepen and Neerpasch didn't like each other.



The Bovensiepen clan, from left: Florian, Burkard and Andreas

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ALPINA WAS BACK, THOUGH, FOR THE 1977 ETCC (BMW wasn't competing in that series) thanks to the road car business doing so well. "I remember that year," says champion Dieter Quester. "The Alpinas looked like they belonged in a hospital, such was their perfect preparation, which was typical. And they were really reliable. The Broadspeed Jaguars weren't, and they used more fuel so we won the championship. Interestingly, I spoke to Fitz [John Fitzpatrick] 20 years later, and he said to me 'do you know where we carried the extra fuel?' I said 'no, tell me'. 'In the roll cage…'

"Alpina prepared the cars better than the factory would have. Burkard wouldn't have had it any other way. He never compromised and everything was 100 per cent every time. I never drove for another team where everything was so perfect. Burkard was also very strict, but myself and Stucky [Hans Stuck] had our fun. If there was ever a half-full bottle of coke or lemonade lying around Burkard would finish it. It didn't matter whose it was. We got a bit sick of this so we emptied a bottle of coke and half filled it with brake fluid. He wasn't amused. But it was the last time he drank from someone else's drink."

With The 1977 championship won, Alpina's point was proven. It withdrew from racing again. Some fuel consumption competitions aside, it wasn't until Andreas was racing that motor sport raised its head again. In 1987 Andreas wanted to try Formula 3 with the help of Alpina's tyre supplier Michelin, but the French company was much keener on the DTM, so Alpina was back on track with Danner as one of the drivers.

"He used racing differently to others," Danner says about Burkard. "We were partly a racing team advertising Alpina as a manufacturer, but we also had a big deal with [industrial company] Degussa because we were the first team to race with catalytic converters. And he also advertised his wine business. He loved his racing, but never forgot about the rest of the world.

"When we went racing it was the Burkard Bovensiepen personality show, but they had a mechanic called Hermann Schlachter and he was the mastermind behind those M3s. He could do absolutely anything. I remember we had a set-up problem at one stage and it was a bit spooky at the back end so I suggested a progressive rear spring. Schlachter said 'Ah yes! We had that on the coupé in 1971…' Off he went, came back with this set of springs, Christ knows what they were, and put them on the car. The thing went perfectly and I won both races at Hockenheim with them!"

> "THE ALPINAS LOOKED LIKE THEY BELONGED IN A HOSPITAL, SUCH WAS THEIR PREPARATION"

The season wasn't a success, though, and at its end Alpina was off to concentrate on the road car business once more. Having spent time working for a carbon fibre parts company, then BMW for seven and a half years, Andreas arrived at Alpina in 2002. Alongside Florian he slowly assumed control and, with BMW's motor sport efforts concentrated on Formula 1, he saw a gap in the GT3 market. He chose the 6-series as a base because of its big front and rear overhangs, which would help the aerodynamics, and got the go-ahead from BMW. However, along came the economic crisis, BMW pulled out of F1 and its attention soon turned to GT3… BMW Motorsport decided to go with the Z4 and suddenly both Alpina and BMW were trying to sell to the same pool of customers. "BMW has more contacts," says Andreas today, "so they can sell more cars. We ended up selling five."

It wasn't a complete disaster as Alpina won the aforementioned 2011 ADAC GT Masters and one of its customers is still getting podium finishes with the car in 2015. But the works effort stopped at the end of 2012 and one gets the impression we'll be waiting a while before seeing another racing Alpina.

That said, the team at Buchloe, near Munich – where Alpina has been based since 1970 – is now working on the BMW turbo diesel for rally raid and the Dakar. It's a project that will no doubt make financial sense.

What of the future? The relationship with BMW is beneficial to both sides and looks set to stay that way. Last year it sold a record-breaking 1700 cars and while Andreas believes in a higher target of 2000, the 220-strong workforce isn't able to produce any more than that. "We're still twice as exclusive as Rolls-Royce!" he says.

It's rare to find a manufacturer that has done much the same thing for 50 years and remained successful. The same attention to detail remains, as do the clever business decisions and niche market to which it sells. It's been through some "bloody great days," but there are surely more to come.

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Something in the water

What is it about a tiny corner of England that is so well suited to breeding British Le Mans winners? We travelled home with old neighbours Nick Tandy and Oliver Gavin to find out

writer SIMON ARRON
photographer STUART COLLINS



NARROW LANES EMBRACE BUTTERFLY-RICH hedgerows and elegant cottages, but there is nothing obvious to link this picturesque slice of Britain with motor racing. Collectively, the villages of Felmersham (population 748) and Pavenham (712) are home to about 0.0023 per cent of the UK's 65 million population, yet they produced this year's Le Mans winner Nick Tandy and his GTE Pro counterpart Oliver Gavin. "If you head that way," says Gavin, pointing towards one end of Felmersham (so sleepy that the local pub is closed at weekday lunchtimes), "you'll find Nick's family farm. Technically it's in the next village, but it's about two fields away from my parents' place." They didn't know each other as kids – Gavin, 42, is the older by 12 years – but they passed through the same three schools before moving on to professional careers that put rural Bedfordshire on the racing map. Time, then, for a guided tour.



Pinchmill Lower School, Felmersham, Beds

SEAT OF LEARNING AGED FIVE TO NINE

Oliver Gavin They never used to heat the swimming pool. Once a week we'd be marched out, wondering how cold it was going to be. We had to sing a song as we walked, carry on singing as we got in and then walk around the pool, trying to keep warm, singing all the time. It was like an initiation process. It's a lovely, quaint village school, though. Apart from the pool, I enjoyed it.

Nick Tandy There's a hall inside and that's where I first encountered a climbing rope. It seemed massively high at the time, but now you look and it's only one storey…

OG After my first season in the British F3 Championship, in 1993, I came here to give a talk to the children and Nick was one of them! I signed posters and handed them out.

NT That poster was on my bedroom wall for years…

OG I ate far too much at lunch one day. I loved spaghetti Bolognese and went up for thirds, then sat at the table quite literally unable to move. They had to call my mum to shepherd me home.

NT I was once nominated as narrator at the Christmas nativity, but became so nervous that I couldn't talk. The longer I stood there, the worse it got. I think I was eventually ushered away while they found a replacement.

Me and him down by the school yard – where Gavin spoke and Tandy listened



Sharnbrook Upper School, Sharnbrook, Beds

FINAL FIVE YEARS OF EDUCATION, COVERING GCSES, A-LEVELS... AND CARS

NT The sixth form here gave me two of the best years of my life. I was doing only two courses, so had lessons for only half a day – if that. By then I had my first car and spent much of my time taking mates out for rides. It was officially insured as a 1000cc Mini, although it had a 1275 engine…

OG I passed my driving test quite early and had use of a VW LT31 van, which transported the family karts. It had a really high roof and I think the record passenger count was 20. You'd turn up at parties and bring them alive. I was always the driver, which I didn't mind, and it was an absolute blast. I wasn't particularly sharp academically, though. My mind was so focused on karting that I wasn't all that interested in qualifications, which I'm sure pained my parents. Talking to my own children about what they should try to achieve at school, I wouldn't recommend my approach. You live and learn.

NT I started racing Ministox at 11 and was probably 12 when [brother] Joe and I took the cars to our middle school, Lincroft, to give the head a run around the playground. The head didn't have a seat, but just hung on while we hooned about and the other kids stood at the edge, watching. The tyre marks were there for about six months. You probably couldn't do that nowadays.

Motor Sport Did you play other sports?

OG I was goalkeeper once, but let in eight. I was OK at cross-country, but never that bothered about team sports. I was slight, so not much use on a rugby pitch, and I wasn't very good at football.





"I still have the screenshot!" Tandy recalls shared Le Mans moment

NT I used to play lots of football, but stopped when I was about 13 because the racing took over. I couldn't do both.

Motor Sport When did you first compete against each other?

NT Le Mans 2011. I still have a snapshot of the timing screen on my phone. At that point it shows Gavin P1, Tandy P2. Being from around here and knowing what this guy's done before, that was a special moment.





"I WAS LUCKY TO GET THAT KIND OF START. WITHOUT IT I'D NEVER HAVE HAD THIS CAREER"



Kimbolton kart circuit, Cambs

WHERE A YOUNG OLIVER GAVIN CUT HIS COMPETITIVE TEETH

OG I first raced here aged 11. Our local doctor had just put his son [future Formula Renault front-runner and MGF champion James Rhodes] into karts and asked whether we'd like a go. My brother Marcus and I tested it at Rye House and loved it. Initially Dad said he could afford to buy one kart between all of us, but for six months we just drove it around the car park outside his office. We finally thought it might be an idea to buy helmets, so we could use it properly. We started at Kimbolton and then began travelling elsewhere.

Motor Sport Does that all feel like a completely different lifetime?

OG A little bit, I suppose. I don't recognise that much of the track and facilities because it has been so long. I guess if there were sounds and smells the memories might be more distinct.

NT I tested Tom Harris's Formula 1 stock car recently, at Birmingham Wheels, and took an old, familiar route to the track. That journey reminded me of the excitement I used to feel on my way to races.



Turn-in point: Kimbolton was where Gavin started out

OG Back in the day it was something of a ritual, packing the van and knowing I'd be spending the weekend with my brother and my dad. I was very lucky to get that kind of a start. Without it I would never have had this career. There was a great community at Kimbolton, too. The guys building chassis and engines were making money, but the ones running the race meetings weren't. They're the ones we should thank.

Motor Sport Was there similar camaraderie in the Ministox paddock?

NT Not at all – it was much more cut-throat and drivers never used to shake hands at the end of a race. You didn't really socialise.

OG There was interaction between us in the karting paddock, but as soon as the helmet came on and the visor came down you were on your own – full-on attack. As a kid you learned a lot from that.

Motor Sport In karting, wasn't it generally the parents who fought?

OG Without a doubt. I remember once coming into the collecting area at the end of a race and seeing two lads chatting calmly about an incident in which they'd been involved. Their dads, meanwhile, came running in and started throwing punches.

NT It was the same in Ministox.

OG Some fathers were living their hopes and dreams through their sons and daughters. I don't think my dad had any desire to race, but he liked the engineering side and understanding how it all worked. He wanted us to do well, though, and there were occasionally some awkward silences during our journeys home.

NT Dad was the engineering genius behind our success. We'd see people spending thousands on engines and not getting anywhere, while he'd spend a few hundred and we'd have the best kit. When he was busy on the farm in the summer, Mum would help load our two Minis on a 7.5-ton flatbed and then drive it to Yarmouth or wherever. I knew about karting, but had no particular desire to compete because I was doing my own thing. With hindsight I feel it was a good thing to be able to race a full-size car as an 11-year-old.



Northampton International Raceway, Brafield, Northants

WHERE NICK TANDY EARNED HIS FIRST PRIZE MONEY

NT My dad used to race a Toyota Starlet hot rod, but probably stopped in about 1997 when we began taking Ministox more seriously. The car just sat around, but once we had a bit of spare time we started to rebuild it and Joe and I drove it at various tracks, including this one. After winning a heat I collected a £50 cash prize, the first time I'd effectively been paid to race. I was here again very recently, watching a European championship stock car race. That's the best place to stand [points to a spot near the bar]. It's a good Saturday night out.

OG I've never attended a meeting here, but can often hear the engines from my current home, a few miles away.

Motor Sport We passed Santa Pod on the way here, another local sporting touchstone…

OG I often drove there for the Renault F1 team, working on its starting systems in 2004-05. On the first occasion the team manager approached me and said, 'There'll be no negotiating. We'll pay you this.' I almost fell out of the truck. It was silly F1 money, the most I'd ever been paid to do anything. And I was just going in straight lines…

Motor Sport When you were younger, did it ever occur that you might be able to translate what you were doing into a full-time professional career?

NT When we began winning lots of Ministox races, the British Touring Car Championship was massive on TV and I thought that might be a feasible target. That's why I switched to racing Mini Sevens on the circuits. If I'd wanted to race for fun, I'd quite happily have stuck around at Northampton and elsewhere.



Tandy relives heroic moments while Gavin is rude about his footwear

OG When I switched to cars, my parents were very level-headed and wanted to keep my feet on the ground. After I started winning F3 races, [team manager] Peter Briggs said to me, 'Olly, you're good enough to win at this level, but whether you're going to have the breaks and get into F1, who knows? You could definitely earn a living doing this, though, and that's the route I'd pursue'.

NT In 2005 I entered the BRDC single-seater series as something to do, won it against expectations and earned a £30,000 scholarship that enabled me to move into Formula Ford. My single-seater career started almost by accident…

❖

AFTER SCOOPING THE 1995 BRITISH F3 title, Gavin spent a touring car season with Opel, scratched around in F3000 for a couple of years, became the FIA's F1 safety car driver and got his big career break following a trip to the USA to contest a few endurance events in 2000. He is presently in his 14th season with Corvette Racing – a relationship that has to date netted five Le Mans class wins.

Having switched from Mini Sevens to single-seaters, Tandy won the 2007 Formula Ford Festival for his brother's Joe Tandy Racing team, scored an emotional British F3 victory for JTR in 2009 – just a couple of weeks after Joe's death in a road accident – and began racing Porsches a few months later. He went on to become a Porsche Supercup front-runner, won the German Carrera Cup title in 2011 and signed up as a factory driver late in 2012.

He maintains a hands-on role with JTR, which continues to operate successfully and runs three cars in the MSA Formula championship. The team's past Formula Ford customers include Nick Percat, who nowadays races a Lucas Dumbrell Motorsport Holden Commodore in Australia's V8 Supercar championship… with one Oliver Gavin co-driving in endurance events.

That's just how things seem to work in Bedfordshire.

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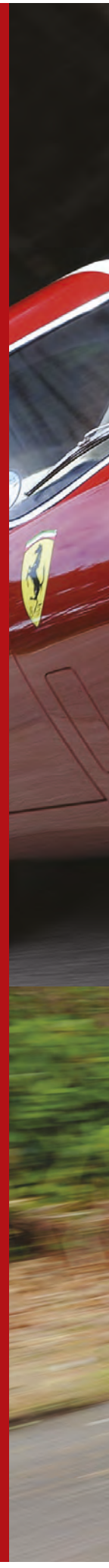
"The first corner is a left, then it's a left, and after that..."


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LEADER OF THE PELOTON

In Walt Disney's fantasy world this Ferrari 250GT Tour de France was beaten by a VW Beetle, but in reality there's little to touch it

writer RICHARD HESELTINE
photographer MICHAEL WARD



THERE IS A VERY REAL possibility that this will end in tears. The McLaren GT test team is making its presence felt trackside, a blur of orange and black streaking past us as though we're standing still. It's followed shortly thereafter by a Porsche of some description, the eejit at the wheel receiving high-performance-driving tuition. Judging from his inability to locate the apex – any apex – thus far, heaven knows he needs it. Past the paddock area and… Oh good, the West Surrey Racing British Touring Championship team is descending upon us, a trio of bespoilered BMWs filling the mirrors of our mobile chicane. There is a time for heroics and clearly this isn't it. Nobody else out there has insured a car for eight figures – and that doesn't include a decimal point. Now might be a good time to stop for lunch.

The funny thing is, 'our' Ferrari 250GT Tour de France isn't embarrassed out there despite the considerable age gap between equipment: the issue is the paucity of balls on the driver's part. This glorious machine might have matured, but it certainly hasn't diminished: it's quick for its age, quick for any age. But then that is to be expected as the 'TdF' in marque speak was a major weapon in Ferrari's period arsenal. Driven by a roll-call of stars and gentlemen drivers alike, it claimed more than a few scalps – and not just on the circuits.

IT MIGHT BE 'ONLY' A GT, BUT THIS category took on greater emphasis following the horrific accident that claimed about 80 lives at the 1955 Le Mans 24 Hours, where Pierre Levegh's Mercedes was cannoned into the crowd. As we all know by rote, the after-effects of this blackest of black days were seismic, with everyone from politicians to the Pope passing judgement. In order to curb speeds, the Commission Sportive Internationale (CSI) governing body responded the following year by placing greater emphasis on the Gran Turismo category. Production-based machines would once again take centre stage. Ferrari had just the machine for the job, having unveiled its new series-manufacture 250GT at the March 1956 Geneva Motor Show, complete with a 220bhp 2953cc 'Colombo' V12.

The car on display in Switzerland featured an elegant body by Felice Mario Boano. This would in turn act as the jumping-off point


108 UYH


108
UYH



Almost 60 years have passed since the 250GT was introduced, but it looks every bit as elegant today as it did when it left the production line. Handling is sweet, but mellifluous V12 is arguably even sweeter



for homologating a competition variant, the chassis and running gear providing the basis for a new strain with bodywork designed by Pinin Farina – still two words back then – and shaped by favoured panel beater Carrozzeria Scaglietti. And what a body, the coupé outline being both muscularly elegant and reasonably light thanks to the use of thin-gauge aluminium and other weight-saving measures such as partial Perspex glazing. Officially known as the 250GT Berlinetta, the prototype placed fourth overall and first in class on the April '56 Giro di Sicilia thanks to the efforts of Olivier Gendebien and Jacques Washer. Later that same month, the Belgian duo was fifth on the road on the Mille Miglia while once again claiming category honours.

However, the event that would come to define the model occurred in September of that year. The Tour de France Automobile was a gruelling week-long event that encompassed six circuit races at venues such as Rouen and Montlhéry, two hillclimbs and several high-speed road sections.

Just to finish was an achievement.

The event wasn't staged in 1955 following the Le Mans disaster, but it returned in 1956 with Marquis Alfonso 'Fon' de Portago and Edmont Nelson driving chassis 0557GT to an outright win following 3600 competitive miles. And, at a stroke, the car became colloquially known as the 250GT 'Tour de France'.

Just to prove the model's prowess as a long-distance racer, Gendebien went on to take a hat-trick of wins on this event from 1957-59 while also finishing third overall on the '57 Mille Miglia. If that wasn't enough, he teamed up with Paul Frère to win the '57 Reims 12 Hours outright, the duo repeating the feat a year later in the same car. Not bad for a Gran Turismo.

Indeed, following Gendebien's 1957 Tour victory, *Autosport* commented: "Undoubtedly, the 250GT Ferrari proved itself to be an ideal machine for an event that places a premium on performance on race circuits and speed hillclimbs. The Trophy de Portago, awarded by the Parisian Los Amigos club for meritorious performance, was given to Gendebien." Following his third straight win, its report was rather less effusive. Bored would be closer. "Olivier Gendebien has won his third Tour de France in succession. Driving a 250GT Ferrari with Lucien Bianchi, he finished more than five minutes ahead of his nearest rival, Willy Mairesse, also in a Ferrari." What it failed to mention was the fact that the car driven by 'Jellybean' boasted a new body style which, in a roundabout way, foretold the car that would replace the TdF towards the end of '59: the 250GT 'SWB' Berlinetta.

Following the introduction of the new strain of Ferrari GT, the outgoing platform became retrospectively known as the 'long-wheelbase' version. And, as is to be expected, no two TdFs were ever truly alike. Through its brief production run (1956-59), it went through various physical reconfigurations which ultimately resulted in four different series-produced body styles (and that doesn't include as many as five Zagato-bodied cars). These divergences are most obvious when viewing the rear bodywork, in particular the C-pillars: early cars had no louvres, the second-series strain had 14, the third strain had three and the final run featured just the one louvre either side. Of the quartet, 14-louvre TdFs are the rarest, with only nine examples made, and many arbiters of beauty believe they are the best-looking. It's all relative.

THE EXAMPLE PICTURED HERE WAS THE first constructed of the second series design. It was delivered new on November 15, 1956 to racer/entrant Tony Parravano. This West Coast construction magnate was well known for fielding a mouth-watering array of exotica in Sports Car Club of America (SCCA) events.



That, and for disappearing from view four days before he was due to appear in federal court to face charges of tax evasion. Chassis 0585 GT was entered for the Palm Springs road races in early April of 1957, only to be disqualified because the SCCA refused to recognise it as a production car. Following its owner's vanishing act, the car remained in Southern California (unlike some Scuderia Parravano racers that surfaced years later in Mexico…). It subsequently changed hands a few times before making its bid for motor sport immortality on being acquired by Walt Disney Studios for use in the 1968 film, *The Love Bug*.

After having its backside handed to it by Herbie the all-conquering Volkswagen Beetle, 0585GT fell on hard times. Once the film was in the can, it passed through various hands before being reputedly spotted abandoned by the side of the road near Hollywood in the early 1970s. Fast-forward to 1994 and the car resurfaced and was restored in the UK, the TdF making its big re-entry at the 1997 Coys International Festival race meeting at Silverstone. It was sold in October of that year to American enthusiast Jon Masterson for $925,000. The California-based collector drove the car in numerous historic events including the Tour Auto, the Mille Miglia retrospective and the 2000 Shell Ferrari/Maserati Historic Challenge race at Le Mans. It was then sold for $6.71m in 2012 via RM Auctions, and more recently by marque specialist Talacrest.

WHICH BRINGS US TO TODAY. WITH THE track free and clear, it's time to venture out once again. From inside, the Ferrari's cabin is spartan, clean; no frills. The driver's bucket seat is mounted relatively low, the view beyond the wood-rim Nardi wheel – past the vast rev counter and speedo – and across the acreage of bonnet being life-affirming before you so much as crank the engine. It's quite a sight. And what an engine: there's always a sense of theatre when starting a classic Ferrari and this one doesn't disappoint. The V12 fires with fanfare but without the expected histrionics. There's merely a slight ticking from the fuel pumps followed by the briefest of churns before the engine catches. It sounds epic, all gnarly, pent-up fury. As such, it's the polar opposite of modern day Ferraris with their parpy flat-plane-crank emissions.

Press in the somewhat abrupt clutch, select first and, following a clumsy bunny hop, we're moving. The Tour de France feels as though it is straining at the leash. It wants to move quickly, and it wants to do so *now*. Once on the circuit, it accelerates with enthusiasm: in period, Ferrari claimed the TdF produced an honest 260bhp, enough of the good stuff for a 0-100mph time of 16sec and top speed of about 140mph. For once, the factory stats appear believable. While it might not be the easiest of cars to drive slowly, not least because it's clearly unhappy chuntering away in a low gear, it's pretty easy at speed. Anyone well versed with old cars could drive it someway south of ten-tenths without tripping over themselves so long as you don't think of the eye-watering price tag.

The engine dominates the experience. It's vocal, that's for sure. Hit 5000rpm in second and it sounds as though the V12 is spinning off its axis. It's probably a case of perception rather than reality, but there appears to be little rotational inertia. It just revs and revs and then revs some more. You just don't expect it to be so smooth. Under advisement, you don't explore the upper levels of the rev range, but then you don't need to.

Some reports claim the gear change is ponderous and notchy, but that just isn't the case. You cannot make lightning changes – it won't let you, but nor can you afford to be tactile. You have to be firm and expect some resistance across the gate, but it's next to

impossible to grandma a gear shift. The steering is predictably heavy at walking pace but lightens appreciably at speed. It's well weighted, but you change the car's direction as much with the throttle as the wheel: arrive at a corner, lift a little, hit the apex and then power out with the tail stepping out ever so slightly. This isn't the driver acting the big man and coming over all 'Earl of Oversteer'. There are no heroics here. It's merely the car's natural cornering attitude and it isn't remotely intimidating. Once the tail starts moving, it's predicable to the point that only a little winding of the steering wheel is required to straighten the line. As for the drum brakes, they're heavy in the paddock, and require quite a shove when scrubbing off speed, but they do eventually bite and don't threaten to fade.

"YOU CHANGE THE CAR'S DIRECTION AS MUCH WITH THE THROTTLE AS THE WHEEL"

It's an inconvenient truth, but some early Ferraris are – whisper it – unpleasant to drive. If experience teaches us anything, it's that most of them don't get driven much further than the end of their owner's driveway and, as such, they tend to throw hissy fits when pressed into service. That isn't the case here. This car feels beautifully set up and, as such, you want to keep driving it. The prospect of doing a Gendebien and racing one flat chat for 3000 miles or more is perhaps pushing it, though: the cabin gets very toasty very quickly as there's little in the way of meaningful ventilation, and you would probably be deaf by flag fall. But, and it's an important but, we're struggling to think of another GT car of the period that can match it for either pace or beauty. It really is in a class of one. It always has been.

Thanks to John Collins, www.talacrest.com

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Frère and Gendebien celebrate after taking their Ferrari 250TR to victory at Le Mans in 1960

LAT

AN UNSUNG HERO

Olivier Gendebien is rarely mentioned as a racing great, despite his extraordinary record of sports car success

FEW DRIVERS HAVE EVER BEEN more closely identified with a particular car than Olivier Gendebien. The Belgian's glittering résumé includes victory in several classic motor races, but his successes aboard the 250GT Tour de France in all of its many flavours did much to burnish his reputation as an endurance specialist.

That said, the signs were there early on. Born into wealth in Brussels on January 12 1924, Gendebien had been a paratrooper during WWII before working in the Congo. There, he met Charles Fraikin with whom he would act as co-driver on returning to Europe. They stayed together until 1955, the year in which they won the Liège-Rome-Liège Rally in a Mercedes-Benz 300SL. By this time, Gendebien had already achieved much as a driver, not least sixth place in the GP des Frontières at Chimay in 1952 aboard an Écurie Francorchamps Veritas, and overall honours in the following year's Coupe de Spa. In 1954 alone, he notched up class wins in the Round Italy Rally, the Tulip Rally and the Northern Roads Rally.

In 1955 Gendebien was offered a seat with Scuderia Ferrari, although his spell didn't begin well as he crashed out of practice for the Tourist Trophy at Dundrod. A year later he belied his lack of single-seater experience to finish fifth and claim a point on his World Championship Grand Prix debut in Argentina. He also furthered his reputation as a sports car star with second place finishes in the Buenos Aires 1000Kms (with Phil Hill) and the Nürburgring 1000Kms (alongside Alfonso de Portago), third at Le Mans (with Maurice Trintignant) and fourth on the Targa Florio (with Hans Herrmann). Not only that, he finished third on Liège-Rome-Liège Rally and the Tour de France aboard Jacques Swaters' 250GT.

Gendebien would claim countless scalps the following season with the fastback Ferrari, but he was only just warming up. He claimed his first win of the 1957 season with victory on the Giro di Sicilia in an Écurie Francorchamps 250GT TdF and a year later scored his first victory on the Targa Florio, sharing a works 250TR with Luigi Musso. He would take a repeat win in a 246SP in 1962 alongside Willy Mairesse and Pedro Rodríguez. Other major wins included the Sebring 12 Hours in '59 (with Phil Hill, Dan Gurney and Chuck Daigh), '60 (in a Porsche, with Herrmann) and '61 (with Hill) plus the Nürburgring 1000Kms in '62 (with Hill). Not forgetting his four wins at Le Mans ('58, '60-62).

For all his many achievements in sports cars, Gendebien never won a World Championship GP. He started only 14 between 1956 and 1961, his best results being accrued aboard a Yeoman Credit Cooper T51 in 1960. He finished third at Spa, the race in which his team-mate Chris Bristow perished, and second to Jack Brabham at Reims. Following his final triumph at Le Mans, Gendebien retired from racing at the grand old age of 38. He died on October 2 1988, aged 74, his legacy as one of the sports car greats not fully having been recognised during his lifetime.

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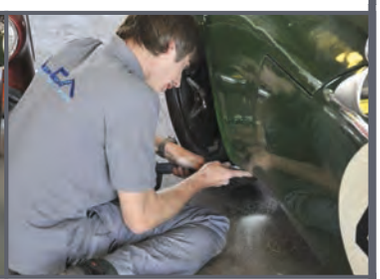
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TARGA FLORIO



Classic Sicilian road race in which Mercedes scored a landmark win

writer PETER HIGHAM

MERCEDES-BENZ HAS A habit of winning when it goes motor racing. While its team is currently the class of Formula 1, the marque dominated both that and the World Sports Car Championship 60 years ago – clinching the latter title at the Targa Florio.

The 1955 Mille Miglia, with Jenks guiding him, ranks among Stirling Moss's finest performances and he was that season's most successful sports car driver. Victory at Le Mans might well have followed, for Moss and Juan Manuel Fangio led by four laps when Mercedes withdrew following the accident that cost Pierre Levegh and about 80 spectators their lives.

It was September before the championship resumed with the Tourist Trophy at Dundrod. Moss won again to narrow the deficit to Ferrari to three points with one race, the Targa Florio, to go. Count Florio had first organised the race on Sicily's tight and twisty roads in 1906, but this was the first time it was a round of the world championship. Despite suffering from 'flu and spinning into a field, Moss and co-driver Peter Collins (above) averaged almost 60mph to lead a Mercedes 1-2 and snatch the title.

Having won F1 and sports car titles in the same year – a feat matched only by Ferrari – Mercedes announced its complete withdrawal from the sport. The Targa Florio returned to the World Sports Car Championship in 1958 and was a round every year until 1973, though the race was staged four more times before being suspended on safety grounds.

MOST WINS CARS

11

PORSCHE

ALFA ROMEO **10**
FERRARI **7**
BUGATTI **5**
LANCIA **5**
MASERATI **4**
FIAT **3**
MERCEDES-BENZ **3**
SCAT **3**
NAZZARO **2**

MOST SUCCESSIVE WINS

6

ALFA ROMEO
1930-1935

SLOWEST RACE SPEED

27.620mph

CYRIL SNIPE'S 1912 AVERAGE IN HIS SCAT

THE VOITURETTE YEARS

From 1937 to 1940, the Targa Florio was a voiturette race held in Palermo's Favorita Park. Luigi Villoresi's winning Maserati averaged 88.718mph in 1940 – the fastest edition of the race.

MOST WINS DRIVERS

UMBERTO MAGLIOLI	OLIVIER GENDEBIEN	NINO VACCARELLA
1st	1st	1st
1953,1956, 1968	1958,1961, 1962	1965,1971, 1975

'Data Trace' is born from *Motor Sport*'s new online Database, which includes results from around the world, from the mainstream to the obscure. There are full results for the sport's main championships, while the history of others is detailed with race winners and champions – a feature that will expand in time. Add to those 7000 driver profiles (and counting), 750 circuit histories and a compare/contrast function for all F1 drivers...

www.motorsportmagazine.com/archive/database

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- Sturdy lower shelf
- Durable powder coated finish

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INCLUDES SINGLE LOCKABLE DRAWER

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Easy to assemble, providing valuable working space and plenty of additional storage capacity.

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BALL BEARING ROLLER DRAWERS

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers



1. £78.99 EXC.VAT £94.79 INC.VAT
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EXTRA LARGE BOTTOM DRAWERS

MODEL	DESCRIPTION	DIMS WXDXH(MM)	EXC.VAT	INC.VAT
① CLB600	6 Dr chest	660x305x365	£78.99	£94.79
② CLB900	9 Dr chest	660x305x475	£99.98	£119.98
③ CLB200	2 Dr step up	672x310x195	£49.98	£59.98
④ CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
⑤ CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

MECHANICS/PROFESSIONAL TOOL CHESTS/CABINETS

Clarke

- Superb quality & value for automotive workshops

MECHANICS RANGE NOW INCLUDES BALL BEARING ROLLER DRAWERS

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION





MODEL	DESCRIPTION	DIMS WXDXH(MM)	EXC.VAT	INC.VAT
MECHANICS RANGE				
① CTC600B	6 Dr chest	600x260x340	£52.99	£63.59
CTC900B	9 Dr chest	610x255x380	£64.99	£77.99
CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
② CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
CTC700B	7 Dr cabinet	610x330x875	£124.98	£149.99
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
PROFESSIONAL RANGE				
③ CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
④ CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
CTC109	9 Dr chest	662x305x421	£74.99	£89.99
⑤ CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

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2. £49.98 EXC.VAT £59.98 INC.VAT
3. PROTECTIVE TOP MAT
4. £169.98 EXC.VAT £203.98 INC.VAT

HEAVY DUTY & PROFESSIONAL

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction



1. £119.98 EXC.VAT £143.98 INC.VAT
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EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

RUBBER GRIP SIDE HANDLES

EXTRA LARGE DRAWER PULLS

MAX. WEIGHT LOADING 500KG EVENLY DISTRIBUTED



BLUE YELLOW BLACK & GOLD

FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

MODEL	DESCRIPTION	DIMS WXDXH(MM)	EXC.VAT	INC.VAT
① CBB206B	6 Dr Chest	710x328x365	£99.98	£119.98
② CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
③ CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
④ CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
⑤ CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

RUBBER GRIP SIDE HANDLES

ALSO BLUE / YELLOW / BLACK & GOLD



GAS STRUTS Hold lid open

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GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*



* Except on CBB231B & CBB230B

EXTRA LARGE DRAWER PULLS



1.5M TALL

MODEL	SIZE	DESCRIPTION	DIMS WxDxH(mm)	EXC.VAT	INC.VAT
CBB306BG	36"	6 Dr Chest	910 x 305 x 47	£169.98	£203.98
CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
① CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
② CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£649.00	£778.80

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1. £179.98 EXC.VAT £215.98 INC.VAT

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET



BALL BEARING ROLLER DRAWERS



LARGE 37" CABINET

MODEL	DESCRIPTION	DIMS. LXWXH MM	EXC.VAT	INC.VAT
① CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
② CBB211DF	11 Dr Cabinet	785x490x1075	£299.98	£359.98
③ CBB309DF	9 Dr chest	975x370x420	£179.98	£215.98
④ CBB311DF	11 Dr Cabinet	1045x490x1075	£379.00	£454.80



ROLLED EDGE UPRIGHTS GIVE:
- ✓ EXTRA STRENGTH
- ✓ SMOOTHER FINISH
- ✓ SLEEK LOOK

Clarke BOLTLESS SHELVING

- Simple, fast assembly in minutes using only a hammer

ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT

FROM £29.98 EXC.VAT £35.98 INC.VAT



150KG PER SHELF (evenly distributed) Strong 9mm fibreboard shelves

350KG PER SHELF (evenly distributed) Strong 12mm fibreboard shelves

Contents not included (all items)

SAVE 10% WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST £17.99 INC.VAT

CHOICE OF 5 COLOURS RED, BLUE, BLACK, SILVER & GALVANISED STEEL

MODEL SHELF DIMS

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150kg	800x300x1500	£29.98	£35.98
350kg	900x400x1800	£49.98	£59.98

ALL SIZES/SPECIFICATIONS ARE APPROXIMATE

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MANCHESTER CENTRAL - NOW OPEN

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ALUMINIUM RACING JACKS

BEST SELLER

LOW ENTRY ONLY 85MM

FROM ONLY £84.99 EX.VAT £101.99 INC.VAT

* steel chassis

• Quick lift • Non-marking nylon wheels • Rubber contact pad - helps protect vehicle undersides

Clarke RACING

MODEL	EXC.VAT	INC.VAT
1.25 tonne	£84.99	£101.99
2 tonne	£149.98	£179.98
2.5 tonne*	£139.98	£167.98

airmaster TURBO AIR COMPRESSORS

8/250

Superb range ideal for DIY, hobby & semi-professional use

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

BIG 2HP 7.5CFM

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
Tiger 8/250	2Hp	7.5	24ltr	£79.98	£95.98
Tiger 7/250	2Hp	7	24ltr	£89.98	£107.98
Tiger 11/250	2.5Hp	9.5	24ltr	£119.98	£143.98
Tiger 8/510	2Hp	7.5	50ltr	£129.98	£155.98
Tiger 11/510	2.5Hp	9.5	50ltr	£149.98	£179.98

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

CTJ2001G

MODEL	TYPE	EXC.VAT	INC.VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY	£24.99	£29.99
CTJ2250LP *	Low Profile	£39.98	£47.98
CTJ2QLG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99
CTJ2GLC	Pro Long High Lift	£169.98	£203.98

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke 3 TONNE JACKS

FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

QUICK LIFT

JACKS ALSO IN STOCK UP TO 5 TONNE

CTJ3000G

MODEL	TYPE	SADDLE HEIGHT MIN-MAX MM	EXC. VAT	INC. VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ3QLG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	145-520	£84.99	£101.99

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• Gravity Fed Spray Gun • Air Wash Gun • Tyre Inflator • Air Blow Gun • 5 Metre Air Recoil Hose

Also available 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun Only £14.99 EX VAT £17.99 INC VAT

Clarke INDUSTRIAL AIR COMPRESSORS

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Offers the durability & reliability demanded by professionals.

• Cast iron pumps on SEV11C, SE16 and SE19 • Twin cylinder pumps (except SE11) • Motor overload protection • Petrol models available

UK BUILT H/DUTY

MODEL	CFM (HP)	MOTOR	RCVR (LTR)	EXC.VAT	INC.VAT
SEV11C*	9	2	100	£369.98	£443.98
SE16C100*	14	3	100	£399.00	£478.80
SE16C150+	14	3	150	*£429.00	£514.80
SE16C200+	14	3	200	‡£499.00	£598.80
SE18+	18	4	200	^£549.00	£658.80
SE26^	23	5.5	200	▲£679.00	£814.80
SE29+◊†	28	2x3	270	£969.00	£1162.80
SE36^●	30	7.5	270	£979.00	£1174.80
SE37+◊†	36	2x4	270	£1099.00	£1318.80
SE46#^	40	10	270	£1499.00	£1798.80

*230V Supply +Run From 30 Amp Supply ‡Run From 40 Amp Supply ^400V 3 Phase •Supplied With Direct On-Line Starter ◊Supplied With Sequential Direct On-Line Starter †V-Twin #Supplied With Pre-Wired Star Delta Starter

*was £526.80 inc.VAT ‡was £622.80 inc.VAT ^was £682.80 inc.VAT ▲was £862.80 inc.VAT

Clarke JET9000 JETSTAR PRESSURE WASHERS

• JET8000 & 9000 include hose reel • Detergent applicator for extra cleaning power

FROM ONLY £54.99 EX.VAT £65.99 INC.VAT

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1750	1600w	1522psi	£54.99	£65.99
JS1900	2000w	1957psi	£79.98	£95.98
Jet8000	2400w	2610psi	£139.98	£167.98
Jet9000	2600w	2900psi	£159.98	£191.98

Clarke HIGH FREQUENCY BATTERY CHARGERS

HFBC12/24

• Energy efficient inverter, protects battery from high current damage • Microprocessor provides appropriate charging rate • Variable current output for quick, medium or trickle charge

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

NEW RANGE

MODEL	MAX CHARGE	MAX BATTERY	EXC.VAT	INC.VAT
HFBC12	6 Amps	100Ah	£39.98	£47.98
HFBC12/24	20 Amps	200Ah	£69.98	£83.98

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops • All models include gauge

FROM ONLY £129.98 EX.VAT £155.98 INC.VAT

MODEL	EXC.VAT	INC.VAT
4 ton bench‡	£129.98	£155.98
10 ton bench*	£189.98	£227.98
12 ton floor*	£239.98	£287.98
20 ton floor*	£399.00	£478.80
50 ton floor‡#	£1598.00	£1917.60

was £1978.80 inc.VAT

* Available with/without 7 pce pin, bracket & pressing plate ‡Without kit

Clarke AXLE STANDS

• Ratchet action for quick height adjustment • Sold in pairs

3 TON & 6 TON MODELS

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke CAR RAMPS

• Lift cars safely and quickly • Tough angled steel construction

FROM ONLY £26.99 EX.VAT £32.39 INC.VAT PER PAIR

UK MADE

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000KG	£26.99	£32.39
CRW25	2500KG	£36.99	£44.39

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.99 EX.VAT £9.59 INC.VAT ‡ NEW

MODEL	EXC.VAT	INC.VAT	MODEL	EXC.VAT	INC.VAT
2 tonne	£7.99	£9.59	8 tonne	£17.99	£21.59
4 tonne	£11.99	£14.39	10 tonne‡	£69.98	£83.98
5 tonne‡	£49.98	£59.98	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke BC520N BATTERY CHARGERS/ENGINE STARTERS

• Ammeter • Multi-position charge regulator • Overload protection on charging cycle

FROM ONLY £47.99 EX.VAT £57.59 INC.VAT

MODEL	MAX AMPS CHARGE/BOOST	EXC.VAT	INC.VAT
BC100N	15/100	£47.99	£57.59
BC130C	15/120	£61.99	£74.39
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E*	35/400	£119.98	£143.98
BC205N NEW	30/200	£169.98	£203.98
BC520N‡	50/510	£179.98	£215.98
BC430N NEW	60/400	£369.00	£442.80

*was £155.98 inc.VAT ‡was £227.98 inc.VAT

Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY £219.98 EX.VAT £263.98 INC.VAT

• Suitable for powering all common air tools & spray equipment

TIGER 16/510

MODEL	AIR RECEIVER	AIR DISPLACEMENT	EXC. VAT	INC. VAT
Tiger 16/510	50 litre	14.5 cfm	£219.98	£263.98
Tiger 16/1010	100 litre	14.5 cfm	£269.98	£323.98

Clarke X-PRO AIR TOOLS CAT131

CAT127

HUGE CHOICE IN-STORE/ONLINE

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT127	3" Cut off tool	£22.99	£27.59
CAT128	1/4" Die Grinder	£19.98	£23.98
CAT131	1/2" Impact Wrench	£59.98	£71.98
CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3"Cut Off Tool & 1/4" Die Grinder	£47.99	£57.59
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

BIG 3" CASTORS

£44.99 EX.VAT £53.99 INC.VAT PER PAIR

• Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke CAR CREEPERS

• Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

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MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CMC36	Car creeper	£21.99	£26.39
CMC45	With adjustable headrest	£28.99	£34.79
CMC50	Folding car creeper	£44.99	£53.99

Clarke PRO 7" SANDER/POLISHER

£69.98 EX.VAT £83.98 INC.VAT

CP185

• Pro sander polisher, Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200w motor

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• Dual scale calibration in 0.01mm & 0.0005" units • Locking screw feature for batch measurements • Supplied in a case

Also in-stock CM265 300mm Digital Calliper only £36.99 EXC.VAT £44.39 INC.VAT

FROM ONLY £16.99 EX.VAT £20.39 INC.VAT

CM145

Clarke ARC ACTIVATED HEADSHIELDS

CWH6 £39.98 EX.VAT £47.98 INC.VAT

CWH7

• Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

CWH8 £44.99 EX.VAT £53.99 INC.VAT

NEW

Clarke NO GAS/GAS MIG WELDERS

• Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas with optional accessories

FROM ONLY £109.98 EX.VAT £131.98 INC.VAT *no gas only

MIG145

‡ was £203.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 152‡	40/140	£164.98	£197.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke NO GAS/GAS MIG WELDERS

• Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY £169.98 EX.VAT £203.98 INC.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke ARC WELDERS

FROM ONLY £49.98 EX.VAT £59.98 INC.VAT

For home user, automotive and industrial applications.

SEE THE FULL RANGE ONLINE & IN-STORE

#Turbo fan cooled

‡ was £107.98 inc.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£49.98	£59.98
EA165	65-160	£64.99	£77.99
115N	30-110	£64.99	£77.99
EA200‡	60-200	£87.99	£105.59
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98

Clarke ANTI FATIGUE FOAM FLOORING

• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling • Each tile is 610x610mm & includes detachable, yellow borders

£19.98 EX.VAT £23.98 INC.VAT FOR 6 TILES

Clarke ANGLE GRINDERS

FROM ONLY £22.99 EX.VAT £27.59 INC.VAT

CAG800B

INC. DISC & HANDLE

MODEL	DISC (MM)	MOTOR	EXC.VAT	INC.VAT
CAG800B NEW	115	800w	£22.99	£27.99
CON1050B NEW	115	1050w	£27.99	£33.59
B&D CD115	115	710w	£29.98	£35.98
CAG2350C NEW	230	2350w	£49.98	£51.59

Clarke LOAD LEVELLER

• Max load capacity - 500Kg • Fine screw adjustment for precise leveling

£29.98 EX.VAT £35.98 INC.VAT

CLL500

INCLUDES CHAINS AND HOOKS

Clarke 3-IN-1 SHEET METAL MACHINES

NEW

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT

• Bend, Roll & Shear metal up to 1mm thick • Min. Rolling Diameter 39mm • Bending angle 0-90°

MODEL	BED WIDTH	EX VAT	INC VAT
SBR305	305mm	£179.98	£215.98
SBR610	610mm	£359.00	£430.80

Clarke MIG WELDERS

Quality machines from Britain's leading supplier

See online for included accessories

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80
175TECM Turbo‡	30-170	£399.00	£478.80
205TE Turbo#	30-185	£429.00	£514.80

‡ was £490.80 inc.VAT # was £539.98 inc.VAT

Clarke 24V CORDLESS IMPACT WRENCH

CIR220 ONLY £89.98 EX.VAT £107.98 INC.VAT

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EVENTS
OF THE MONTH

❖ SILVERSTONE CLASSIC ❖



Martin O'Connell took victories in Jaguar E-type, Chevron B19 (below) and Chevron B8, making him *Motor Sport*'s 'driver of the weekend'

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JAKOB EBREY/SILVERSTONE CLASSIC

Silverstone Classic

BILLED AS THE SILVER EDITION, THE 2015 SILVERSTONE Classic proved more grey than silver as poor weather struck two of its three days. Despite the rain, some outstanding racing shone through and Saturday's 12-hour programme delivered some scintillating action.

Twenty-five years on from the inaugural Silverstone Historic Festival, the Classic has come a very long way and this year's event was a monster. Everything about the event is big and some huge grids kept the committed Saturday spectators entertained from the opening lap of Formula Junior action at 9am to the final lap of the Group C race at 9pm.

With the great and the good of historic racing busy in a variety of cars, one driver stood out as the weekend's star. The pace of former Formula 3 ace Martin O'Connell has never been in doubt, but on this occasion he really stamped his mark on historic





Tim Harvey took Roger Wills' Cooper T51 to two wins. Left, BTCC rivals Shedden and Neal shared victorious Lotus Cortina

racing. The unassuming West Midlander won in Chevron B8, Chevron B19 and Jaguar E-type and richly deserved the *Motor Sport* magazine 'driver of the weekend' award.

O'Connell took his finest victory in Sandy Watson's E-type in the race of the weekend, the International Trophy for Classic GT Cars. From a grid drawn by lots after Friday's wash-out, the E-type was like a surgeon's scalpel as O'Connell sliced through traffic from 25th place to latch onto the AC Cobra of early leader Michael Gans. Mike Whitaker (TVR Griffith) went with them to make a fabulous three-way, three-marque duel.

Gans' outstanding defensive effort only came to an end when he slid wide at the exit of Copse on lap 11 and O'Connell pounced. It had been 20 minutes of historic GT racing at its very best. Gans drove his most convincing race so far at this level and his team-mate Andy Wolfe briefly threatened to redress the balance once the pitstops were done. But O'Connell was up to the challenge and responded in style to ease away as Whitaker dropped back to a safe third. "The first half of the race was superb," said O'Connell. "There was nothing left in terms of tyres or brakes," said Whitaker. "Losing to those two is good enough for me!"

An hour earlier, O'Connell scored a sensational FIA Masters Historic Sports Car victory in Watson's Chevron B19, once again driving solo. Former WTCC star Rob Huff (in Richard Meins' Lola T70 Mk3B) flew away from pole position ahead of O'Connell. After the stops, with Meins falling back, O'Connell took the lead with Richard Meaden (in for Marino Franchitti in another T70) slotting into second. "I just drove as fast as I could. I was flat out for the whole race," said O'Connell.









Clockwise from top left: Stretton celebrates one of two F1 successes, with vanquished Hancock alongside; Jeremy Smith's March 2-4-0; infield was every bit as busy as the circuit; packed Formula Junior field heads away from the line

To complete his grand slam, O'Connell blitzed the Guards Trophy field on Sunday in his Chevron B8 as heavy rain made conditions particularly difficult.

Another star, as he has been since the first festival in 1990, was Martin Stretton who won twice in the FIA Masters Historic Formula One Championship as a 40-car field made an awesome sight and sound.

Stretton's Tyrrell 012 survived a slow start and a late scare to win the opener in the sunshine of Saturday as six cars ran in a glorious high-speed train at the head of the race. In the rain of Sunday, Stretton led throughout but was kept honest by Sam Hancock (Fittipaldi F5A). Though Stretton made a mid-race break, Hancock closed in dramatically on the final lap when Stretton was held up by a backmarker through the Becketts complex.

Touring car stars Matt Neal and Gordon Shedden oversteered their Lotus Cortina to U2TC victory, while Gregor Fisken (Ferrari Dino 246) took Stirling Moss Trophy spoils with another stand-out performance.

Rivalling O'Connell as the driver of the weekend was former BTCC champion Tim Harvey, who subbed for the injured Roger Wills in the pair of HGPCA races. Back in a single-seater for the first time in 25 years and with no prior knowledge of the Cooper T51, Harvey stormed ahead on Saturday. Given his legendary wet weather prowess, another win in Sunday's race came as no surprise. *Paul Lawrence*

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Michael Harvey's JB Special 750 Trophy racer in the foreground, lots of classic paddock clutter beyond

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LIFE IN THE FAST LANE

Snetterton, August 1: some old-fashioned club racing with a contemporary twist

TIME WAS THAT Snetterton, though hospitable, felt like one of the most remote places on earth. From the fringes of south-east London, you'd dawdle through grimy suburbia, find breathing space on the M11 and then join the mostly single-lane A11 with its tapestry of trucks and tractors. But no more. The A11 is now a fully functioning dual carriageway and the circuit lies about an hour closer to the capital than once it did.

As ever, the UK was overrun with options as August dawned. VSCC Prescott? The Classic Sports Car Club at Mallory Park? Hugely tempting, both, but in the end I opted for the now almost neighbourly Snetterton. It was my first fixture of the year with the 750 Motor Club, whose presence is ever obvious from the manner in which competing cars spill over into public parking areas because few paddocks are large enough to accommodate them. And this, remember, is a realm in which vans and trailers dominate still. Large transporters remain a long way from invention and one suspects that will ever be so.

The café is almost as busy, its tables surrounded by orange-clad volunteers



feasting on fry-ups. Best to do likewise, really… and then walk off a few calories with a stroll to the outside of the 'Searpin', as locals refer to Montréal, the hairpin on the site of the corner originally known as Sear. Standing on a strip of grass that has reclaimed part of the old A11, whose fading centre line remains just about visible, it feels as though you've entered a nature reserve rather than a racetrack, with two buzzards circling overhead, birdsong drowning out the circuit PA and butterflies adding a vibrant splash to the Norfolk hedgescape.

Racing cars do little to disrupt this pastoral idyll. The bill blends several of the 750MC's one-make staples – Mazda MX-5s, Renault Clio 182s, Locosts – with categories encouraging rival low-volume manufacturers of a type that once formed the sport's British backbone. Most grids have a common, binding feature – they're full – and the racing is uniformly lively. Yes, there are one or two runaway victors, but hardly a race passes by without several cars squabbling vigorously for one of the minor places, whether that be third or 23rd.

Providing entertainment isn't the exclusive preserve of those at the front.

Daniel Stewart leads MX-5 pack, in which Scott Aprigliano might have slightly the wrong idea. Below, a fine reason to visit any British circuit. Bottom, James Millman and midfield Locost mob







World champions Agostini and Read acknowledge fans after a demo run on MV Agustas

EASTERN PROMISES

Cadwell Park, July 26: rain wreaks havoc with a new two-wheel festival, but the right bits are all in place

THE TONE OF CONVERSATION TELLS YOU this couldn't be anything other than a bike meeting. The paddock is stirring slowly, but already a couple of elderly blokes are chatting audibly about the painkillers they use to counter the consequences of bygone injuries.

A queue of peckish marshals extends far beyond the door of the main paddock diner, so instead I take breakfast at a cabin annex. MotorSport Vision boss Jonathan Palmer has long been known for his attention to detail – something that extends, happily, to the provision of proper HP Sauce in many of his cafés. Much better than the generic brown sludge some like to pass off as acceptable garnish and perfect complement to a sausage sandwich…

The inaugural Cadwell Park International Classic was conceived following the success of the circuit's 80th anniversary meeting one summer earlier, when a sizeable crowd turned up to acknowledge the venue's suitability for two-wheeled competition.

This new event was themed very much around classics, both bikes and riders. Star turns included world champions Jim Redman, Giacomo Agostini and Phil Read, the latter pair demonstrating MV Agustas, plus John Cooper, Roger Burnett, Mick Grant, John Reynolds and others, while Dave Hailwood rode his late father Mike's Honda 4 during one of many parades. Quite an infusion of sights, sounds and scents: why pay a fortune for a small bottle of Chanel when a dab of Castrol R is at least as seductive?

Conquering Cadwell is one thing, the weather quite another. Although the second – and principal – day of the meeting dawned

brightly, the forecast looked grim and organiser MSVR heeded the weather radar.

Formula 1 TV schedules militate against the deployment of common sense, hence the 2009 Malaysian GP being allowed to start on the cusp of a storm, leading to the race's abandonment when the crowd had watched barely half what it had paid to see.

In this instance, all warm-up sessions were scratched and the race schedule moved forward in order to maximise use of a dry track. The weather, though, can be an insuperable foe. The morning was blessed with full fields and much close racing – the sight of classic superbikes pawing The Mountain air with their front wheels a particular highlight – but lunchtime drizzle precipitated a significant deterioration in conditions. Following the break, only a handful of bikes turned out for events that should have featured grids of 20 or more. Parades were cancelled and race distances shortened, but even this conservative approach couldn't prevent riders from falling and the chequered flag fluttered for a final time by 3.15pm.

The weather might have become hideous, but the idea is right, the location perfect and the potential enormous.







Grant Boxhall leads Classic GP group into Charlies, left. Rain kicks in, below, and catches out Wood Trophy race leader Mark Ess, bottom



Pittaway's Fiat – a brutal contrast to underpowered mallard chicks. Below, 'Ring-bound MGB GT3

STERLING CASTLE

Chateau Impney, July 11: renaissance time as a bygone sprint morphs into a hillclimb

THE RECIPE MIGHT NOT SOUND TOO promising – a paddock in a hotel car park – but this simple truth is a touch misleading. Completed in 1875, the establishment in question is Chateau Impney, whose architectural flourishes have little in common with the average Travelodge.

Diverse antiquity gathered in the shade of its spires, to compete in a forward-looking hillclimb that harked back 48 years, to the previous running of sprint events within the grounds of Chateau Impney. The property is nowadays owned by the Spollons – a family long steeped in motor sport. Located close to junction 5 of the M5 and but 16 miles from the ancient magnificence of Shelsley Walsh, the setting looked perfect. Sometimes, things feel right before a wheel has so much as turned.

An early call went out over the paddock Tannoy – "Does anybody please have a spare set of overalls, size 44-plus?" – but teething problems were always likely to extend beyond forgetful entrants. A few minor delays were inevitable, but for the most part things ran smoothly – except down at the first left-hander, where several competitors slithered straight on, or else just misread the layout, and underlined the necessity of early sighting runs.

In front of the chateau, meanwhile, a female mallard was desperately trying to coax her chicks from a pond – but all were too small to make the leap. Eventually, a plank was supplied to facilitate the family's escape – soon after which they all trudged through a hedge and, wholly predictably, walked across the track. Proceedings were briefly interrupted while a marshal ushered them from the flight path of passing Bentleys...

The entry was awash with dimensional contrasts, everything from Duncan Pittaway's crowd-pleasing 1911 Fiat S76 – basically a fireworks factory on wheels – to 1930s Austin 7s and Mini Coopers, but the cut-off point was strictly 1967.

Down in one of the outer paddocks, Jason Shalders' 1966 MGB was thus vaguely eligible to stand among its peers – although it looked unlike any B of previous acquaintance. Officially known as the MGB GT3, this bewinged creation will when finished be powered by a 4-litre twin-turbo V8 with a target output of more than 1000bhp. The objective? To break the Nürburgring Nordschleife lap record for road-legal cars, which might not have been on the British Motor Corporation's agenda at launch in 1962.




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HISTORIC SCENE WITH

GORDON CRUICKSHANK



One wheel in the past: searching out what's new in the old car world

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Emerging from obscurity: Equipe Endeavour Jaguar MkI is once again ready to compete

LANNEY GROUP

KEEPING THINGS FAIR

When one team ordered a hot racer, Jaguar thought the others should have one too

YOU MUST BE DRIVEN TO win if you invest in a racer that has a shelf-life of less than a year and you're already lined up to buy its successor. Tommy Sopwith was the man who ordered this single-season sprinter, but during its one impressive year it reeled in a string of wins and seconds. That makes it a significant car, which has now been rescued from obscurity by Jaguar devotee Chris Scragg.

It's a MkI 3.4 saloon, much less common than the MkII which went on to dominate the tracks and feature in many a bank job either carrying the robbers or the cops, and sometimes both. There are many reasons why the MkII makes a better racer – not least its wider rear track – but although everyone knew the revisions were on their way team owner Tommy Sopwith decided early in 1959 to commission a hot MkI.

Sopwith's Equipe Endeavour was just one outfit running Jaguars in saloon racing – Tommy himself was pipped to the 1958 inaugural championship by Jack Sears after a famous 'shoot-out' at Brands Hatch. Deciding to retire from driving, Sopwith knew that under new 1959 rules his team needed an edge,

GORDON CRUICKSHANK



LAT

Ivor Bueb hustles through Goodwood chicane; race-ready interior; rare triple SU set-up





and this car was it.

It's just out of a year of intensive restoration by marque specialist Mike Wilkinson, which involved some deep research and lengthy searching for appropriate parts. Mike is bubbling with information when I turn up at Sigma Engineering in Dorset where the car sits on the rolling road so Jaguar straight-six guru Peter Lander can tweak the output. Mike's folder of info includes a copy of the Feb 1959 build sheet headed '3.4-Litre Special Competition Cars' confirming the chassis numbers and listing the special features: alloy doors, bonnet, seats and bumper (with a note saying "Mr Sopwith supplies his own" – presumably paper-thin) and an S-spec engine. Apart from the internal mods and fast road cam, these four cars sport straight-port heads and a unique angled inlet manifold that fits three semi-downdraught 2in SUs under the bonnet. Peter Lander hands me a sheet from the rollers that shows it's making around 230bhp. Yes, you can get more power from a Coventry six but Mike is keen to explain it's strictly to original spec.

"This car has FIA papers because this is the way it was built," he says, "but no-one else can build one to the same spec and get papers for it." More interesting is an internal memo about Sopwith's approach to such a car; it says that instead of the one special car he has ordered Jaguar should build several, "in the interests of fair play" and that one should be offered to John Coombs. His famous BUY 1, driven by Roy Salvadori, had been Endeavour's great rival. Which is what happened: apart from Sopwith's, one went to Coombs, one with LHD to Briggs Cunningham and one was kept by the factory. A fifth car for Australia was added later.

Already a Le Mans winner in a D-type, Ivor Bueb was a perfect driver option who steered the rapid car, indigo blue and carrying one of Endeavour's trademark '400' plates, to win after win, often against its sister, the new BUY 1.



LINNEY GROUP

The only let-down was in Snetterton's 100-mile race where he shared it with defending champion Jack Sears. After setting pole position and fastest lap the brakes failed while leading, and they came in only second behind team-mate Sir Gawaine Baillie in his own MkI. His Austin Westminster outclassed by new rules, this was a rare 1959 outing for Sears: "it was an interesting car to race after my 105 – much, much quicker," he recalls. "Of course the 3.8 had superior handling – I never understood why the rear track on the MkI was so narrow but they sorted that on the MkII. But in 1959 this was the best there was. Driving for Equipe Endeavour was always special – Tommy ran the team with great verve and skill – but that day I think we just ran out of brakes."

But shortly after this Bueb died when his BRP Cooper went off the road at Clermont-Ferrand. Sears and Baillie raced it again, adding to the car's tally to close the season, but for 1960 the MkII with its 3.8 engine arrived and trod all over everything else for several years. Now just an out-dated model, the Bueb car stayed with Baillie for some years along with other Endeavour racers, then passed via an intermediate to an enthusiast whose plans for a rebuild eventually bogged down. It was then that Wilkinson recognised the engine and bought the car for historic Jaguar racer Chris Scragg, who also runs the magnificent Broadspeed XJ-C.

While preserving its originality by for example disguising the catch-tank as a heater and fitting the extinguisher knob in the ashtray socket, it's ready to race, Sopwith's favoured alloy seats protected inside a beefy rollcage. Within the 7in racing Dunlops, hefty rear wheel offset compensates for the narrow axle, while a red bulb in the reversing light does for a rain lamp. And before you ask, no, it never ran with rear spats.

No doubt it could be made faster, but Mike and Chris both prefer to stick with its original Koni shocks and fast road cams. It's remarkable that Sopwith was prepared to invest in such a special car for one season, but even more so that Jaguar put such effort into it considering they weren't officially racing at this point. But Lofty England and his development department well knew the value of winning on the track. Chris plans to reserve it for appropriate events such as Goodwood; it will be a treat to see it race once again alongside its Coombs sister car, Grant William's well-known MkI.

BLUEBIRD ON THE BEACH

Recreating Malcolm Campbell's Pendine record runs

WHILE GAZING AT A FAMOUS OLD racing car close-up in a museum gives a good sense of its scale and engineering, there's nothing like seeing and hearing it run to convey the sheer drama of past days. Anyone lucky enough to be strolling on Pendine Sands in July might have thought a minor earthquake was under way, but in fact the exhilarating noise came from Sir Malcolm Campbell's record-breaking Bluebird, celebrating its 150mph Land Speed Record 90 years later to the day on these same sands. At the wheel on this low-speed run was Don Wales, Sir Malcolm's grandson, himself a Pendine record-holder in an electric Bluebird.





Normally living in the National Motor Museum, the giant 350hp Sunbeam record-breaker has not long recovered from a mechanical disaster 20 years back when it threw a rod, but now the 28.3-litre V12 Manitou aero engine throbs with health. Conceived by Sunbeam designer Louis Coatalen, the giant car first took an LSR at Brooklands in 1922 driven by K Lee Guinness before Campbell bought it, christened it Blue Bird (then two words) and twice bellowed along the Welsh strand to successive new LSR marks, the early stages of his relentless quest for speed records. A permanent Pendine speed museum commemorates the many record attempts on this Welsh venue, with Parry Thomas's restored 'Babs' often on display.

To cement the connection Brooklands director Alan Winn drove the Napier-Railton, which later added 10mph to Lee Guinness's figure around the vast banked Track, along the Pendine sands. Though it made no actual record runs here, it has been paddling here before, starring as a record car in the 1951 film *Pandora and the Flying Dutchman*, alongside Ava Gardner and James Mason. Disguised with a bulbous nose, the car is just about recognisable as it thunders along the beach (which is supposed to be in Spain), but in the end it's pushed off a cliff for the love of a woman. (It looks like a real car going over the edge, so if anyone knows how they filmed that I'd be pleased to hear from them.)

Back at Pendine the NMM team recreated some photos of the Campbell record runs before leaving the sand by the ramp where so many speed machines have regained the land, with or without glory.



Don Wales, Campbell's grandson, steers the 350hp Sunbeam along Pendine's famous sands

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FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



George Phillips perches high in the special-bodied TD that MG built for the 1951 Le Mans 24 Hours

LAT

ORIGIN OF A SPECIES

How a racing privateer, a clever engineer and a moonlighting aerodynamicist shaped the MGA

SITTING IN THE SUN ON a fence rail, amongst the car concours line-up at our local Bourne Show near Farnham, I couldn't help but admire a lovely signal-red MGA which came purring in to park. Ever since MGAs were new in the 1950s I have always admired them, and back in the late 1970s I spent a memorable few days exploring the background to the model with its originators, the legendary Syd Enever and his body-specialist colleague Eric Carter of MG at Abingdon.

During WWII, Syd was in charge of Crusader tank development in MG's famous Abingdon works and while the ground-floor workshop churned out Crusaders, Centaurs and modified Shermans, the first floor was devoted to fuselage sections for the Armstrong-Whitworth Albemarle bomber aeroplane. Enever helped detail the section for production, working closely with Armstrong-Whitworth's design team.

After the war he returned to cars, as MG's engineer on site liaising with the remote Nuffield Group management at Cowley. He was an alert, far-sighted and inquisitive engineer who, with the probable exception of Jaguar's

Malcolm Sayer, had the best grasp of aerodynamic body design anywhere in the British motor industry.

At that time MG TCs were being raced and rallied worldwide. One most enthusiastic British driver was George Phillips, a rugged bulldog character, a newspaper dispatch rider turned photographer. 'Phil' became *Autosport* magazine's photographer and grumbled his way around the International motor racing circuit for many a long year.



LAT

George Phillips built this lightweight body for his MG TC and ran it in the 1949 and '50 Le Mans races, earning a works car for 1951

In 1949, Phil, Dick Jacobs and Ted Lund were three privateers provided with works-prepared TCs for some English races. In 1950 the TCs were replaced by TDs. Phil really wanted to race at Le Mans and he won a private entry in the first post-war 24-hour race there, in 1949. He designed and built his own special body for his TC, co-drove it there with 'Curly' Dryden but was disqualified after 19 hours. In 1950, co-driving with Eric Winterbottom, he was then placed 18th overall and second in the 1½-litre class to a Jowett Jupiter. MG's finest were impressed and offered him a special works-prepared car for the 1951 race.

Syd Enever was briefed to produce it, and work began on project EX172 in the MG Experimental Register – to become better known as 'UMG 400' or 'The Phillips Le Mans TD'.

As Phil told me in 1979: "They'd only got the TD and couldn't build us a proper specialised car. So I said 'Well, let's lighten the TD chassis and put a lighter body on it – I thought it would be nice to build something looking a bit like the Sunbeam-Talbot of that time. I think the project started pretty surreptitiously. Alec Hounslow was in charge. When Smith, the boss man from Cowley, visited Abingdon they'd wheel the car out onto the field so he wouldn't see it.

"Eventually it came to the showdown day and they didn't know if they'd have a job or not if Smith didn't like it! Anyway, it seems he did because they ran the car for me and they all stayed on…

"At Le Mans the car was quicker down the straight than my own, but it had worse oversteer and I could have got my own car through the corners more quickly. Anyway, it was quicker round the lap and I was really chuffed when it lapped in six minutes. But I didn't like sitting on the thing rather than in it. I said 'Why don't you use a backbone chassis like the old R-Type' – MG's pre-war single-seater – 'and sit the bloke on the floor?' – but of course it was all too late by then."

Neither did grumpy Phil admire Abingdon's engine tune: "The previous year poor old Eric Winterbottom…" – he would be killed driving a Frazer Nash in the 1951 TT at Dundrod – "…had asked me what the rev limit was on my car and I told him straight: 'When you get vapour coming out of the carburettors change gear!' I reckoned that if the engine I'd built on my kitchen table would run 24 hours like that then a works-prepared engine ought to be absolutely unburstable – but it wasn't.

"I told 'em I didn't want their fancy valves, just straight KE965 made-up valves because they were indestructible. Anyway, I was chasing Hay's Bentley down the straight early in the race when I blew the head off a piston and bent the valves. Alan Rippon drove it with bent valves and a holed piston and the sump kept filling with petrol. If we could have kept the petrol out of the sump we might have kept going, but it was no good. I was bloody furious with MG, and they were upset with me. When they later asked if I'd like the car I said 'No', and by the time Rippon made his mind up they'd put it under the hammer."

Syd Enever had built 'UMG 400' with experience from his streamlined record car EX135 for Goldie Gardner, modifying the record car's bodyshell design to make it practical for racing and road use. The result was mounted on a TD chassis, which dictated the high seating position that Phil so disliked, with the driver perched on top of the chassis rail, instead of down beside it.

Syd was a regular visitor to his wartime friends at Armstrong-Whitworth, using their wind tunnel at Whitley, near Coventry. He would sketch body shapes which were converted into quarter-scale wooden models by Harry Heering in MG's body shop. Mr Beech – A-W's aerodynamicist – gave his services free of charge to MG and wind-tunnel results proved instrumental in the development of 'UMG 400' and from it – and here at last comes my point – the MGA.

Merely to protect EX172's driver adequately, a windscreen some 20-inches deep would be needed, so one evening at home in Westminster Way, Oxford, Syd Enever sketched a new chassis frame (to become EX175) in which the side members swept outside the cockpit area, allowing a lowered seat to be dropped between them to seat the occupants at an acceptable level.

He drew a new body shape with raised cockpit sides to avoid the broken-backed profile of EX172 and Harry Heering again modeled the result for the wind tunnel. Within three months Eric Carter and his colleagues at Bodies Branch in Quinton Road, Coventry, had finished a prototype, and this new chassis-body structure was a first for MG, so long wedded to timber-frame body construction. And from that car the MGA emerged as the long-overdue production replacement for the TF. And as Syd Enever told me, looking back "We had a nice car in the MGA. It was always good to us…".

A RACING LEGACY –

– but hardly an appropriate fate for one of the sport's greatest champions

BACK IN AUGUST, TO ME DECIDEDLY unpalatable news emerged from Argentina that Fangio's body was being exhumed in his home town of Balcarce, to meet a judicial order for DNA samples to be taken to conclude paternity claims by two gentlemen now in their 70s, former racing driver Oscar 'Cacho' Espinosa and Ruben Vasquez.

Both certainly bear a striking resemblance to motor racing's revered five-time World Champion driver of the 1950s, especially Vasquez in whom the resemblance – even to some extent in his speaking voice – is indeed quite uncanny. But 'Cacho' Espinosa's mother was Doña Andreina Eromia Berruet Espinosa, the well-built, indeed somewhat matronly-looking lady who – as 'Beba' Fangio or 'Fangina' – was The Old Man's constant companion during the greater part of his racing life, certainly outside his home country although I believe she adopted invisibility there where devoutly Catholic society would not accept that she and Fangio never married, despite having begun their relationship in the late 1930s. Indeed, her own marriage to Espinosa and the relative impossibility of contemplating divorce made any such formal union impossible for them both.



Juan Manuel Fangio with his long-time partner Dona Andreina Berruet, or 'Fangina' as she became known

GETTY

Many years later, when we were preparing a book together for Pirelli, Fangio told me: "A long-term commitment to a woman and the life of a racing driver in the '50s was a bad mix. One half of that relationship would always suffer, and it could spoil the best of friendships...".

He told his fellow Argentine biographer Roberto Carozzo far more: "I didn't marry, firstly because I liked motor racing so much and secondly because we all make mistakes in life, whether for good or ill. It is true that at one time I knew a woman I might have married. I believe she loved me, and that I loved her, but because of both our stupidity, the relationship ended. Unfortunately, time passed, and now we are just friends...".

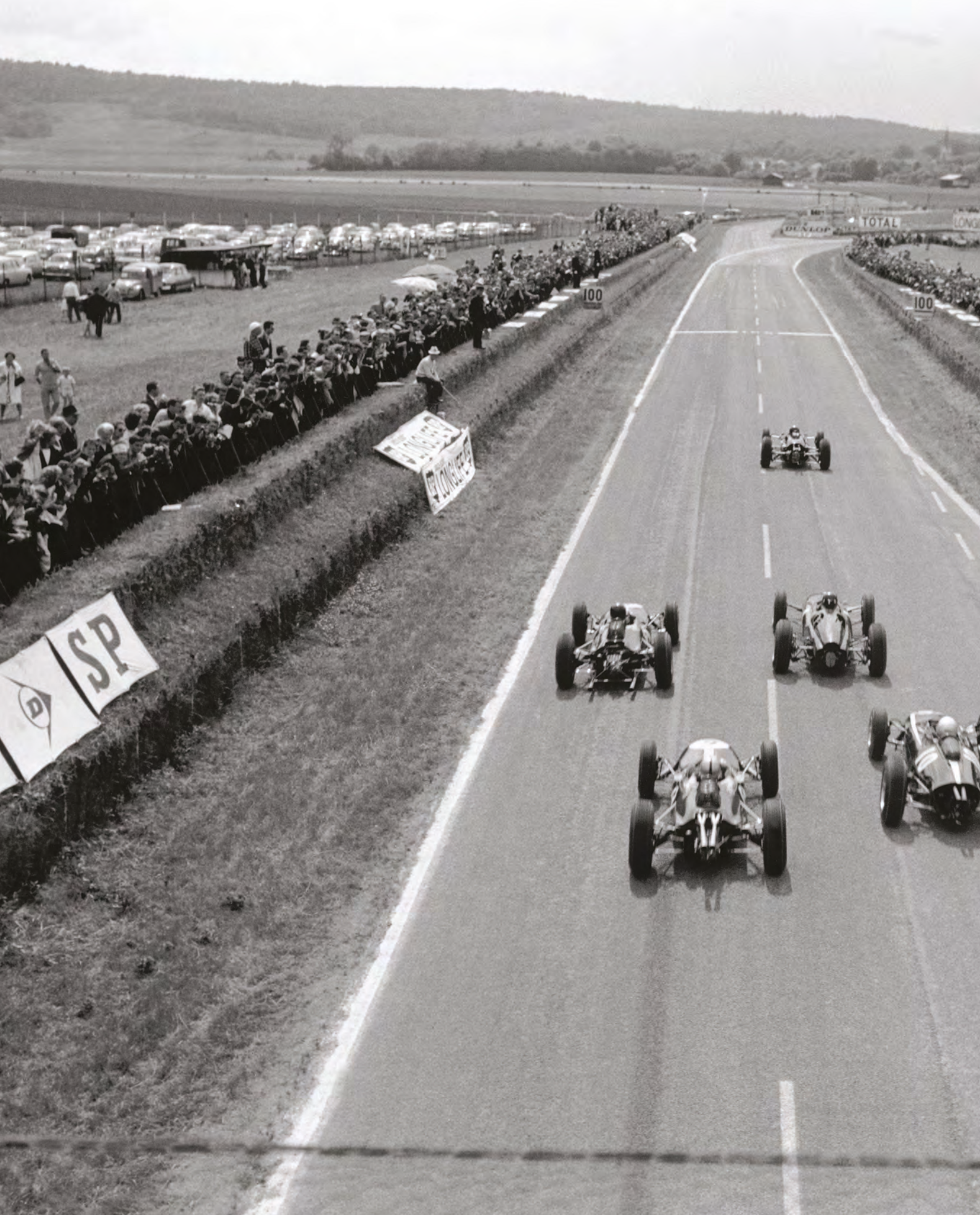
He confessed that concerns about overnight horizontal gymnastics triggering a fatal mistake on track next day did trouble him during his frontline career. But he also admitted that "... things were very different in my open-road-racing days" – in Argentine Carretera Turismo point-to-point events at which he excelled from 1940-48. Then "...you could have a good time and it made no difference, as you could relax on the long straights".

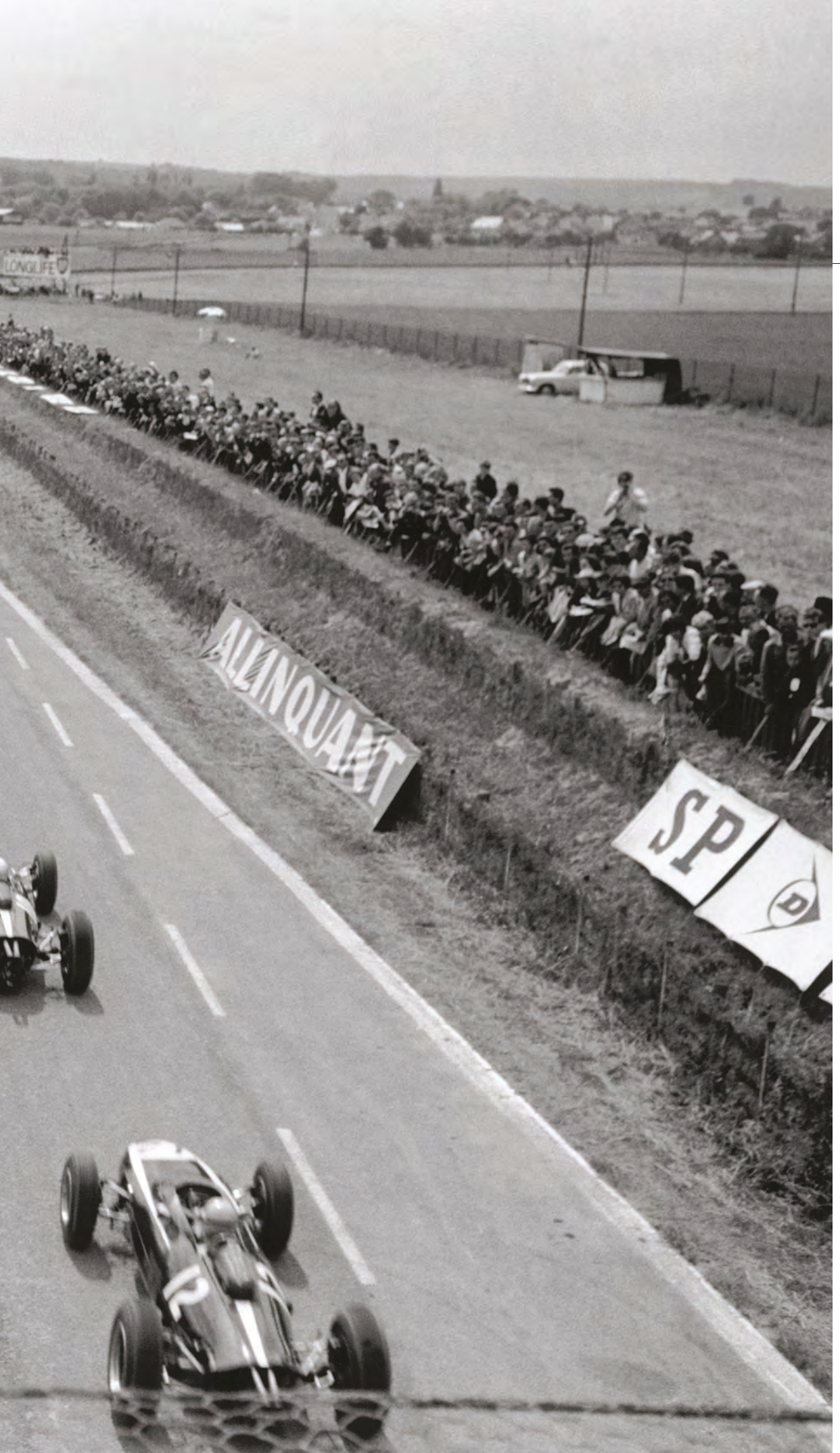
He described a man's love life as having three stages "...when he is young he gets up to everything and it costs him nothing. The second stage is when it begins to cost him something; a present. But... the third case can cost him plenty..." So he and 'Beba' never married, although they spent some 20 years in effect as a couple.

It was those around him as English-speaking team-mates in 1950 who better remember 'Beba' as 'Fangina'. And they recall her as being a very nice lady though contact was restricted since, like Fangio, she spoke no English. But she is described to me as having been "...just like him, quiet, affable, placid and pleasant" – not at all the excitable Hispanic the stereotypical image of a 1950s celebrity's mistress might suggest.

Back in the later '90s I visited Balcarce and paid my respects to The Old Man – who had died in 1995 – in the jam-packed cemetery there. Being very naive about the Argentine Catholic way of 'burial', I was shocked to be confronted by his national flag-wrapped coffin merely filed there on view to all on a shelf within the family mausoleum. Consequently the recent exhumation would not have involved the horrific damp-soil rotting-coffin excavation that the British mind might picture. Even so, whatever became of Rest In Peace?

As for Doña Andreina Eromia 'Beba' Berruet Espinosa, 'Fangina' herself , I understand she passed away only as recently as 2012 – at the admirable age of 94. What an extraordinary life she had led.


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PARTING SHOT

JUNE 30
1963

REIMS, FRANCE

It's all over bar the next 53 laps… Jim Clark oozes into another flag-to-flag victory, ahead of Tony Maggs's Cooper T66 (12). Graham Hill's BRM is here second on the road. He goes on to finish third, but loses his points because of a push start. The Brabhams of Guv'nor Jack and Dan Gurney take fourth and fifth.

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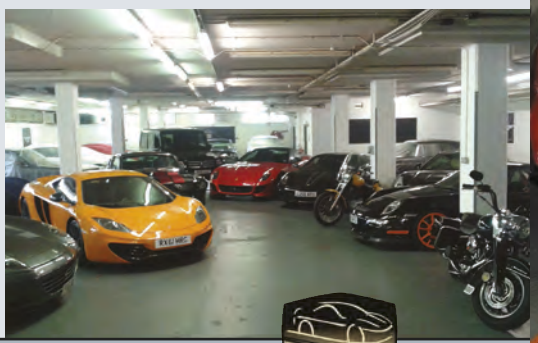
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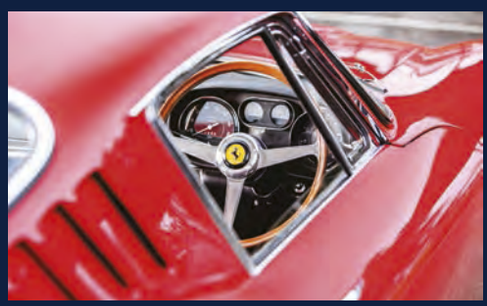
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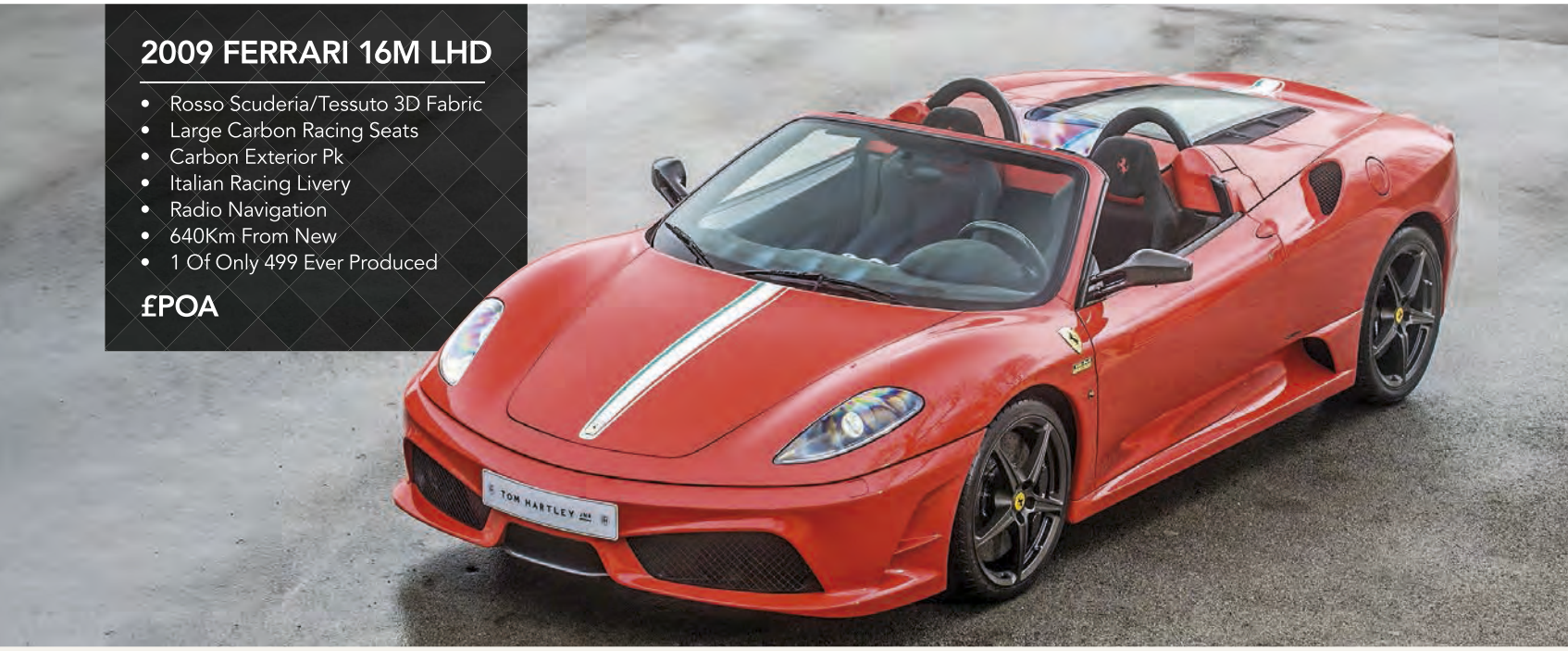
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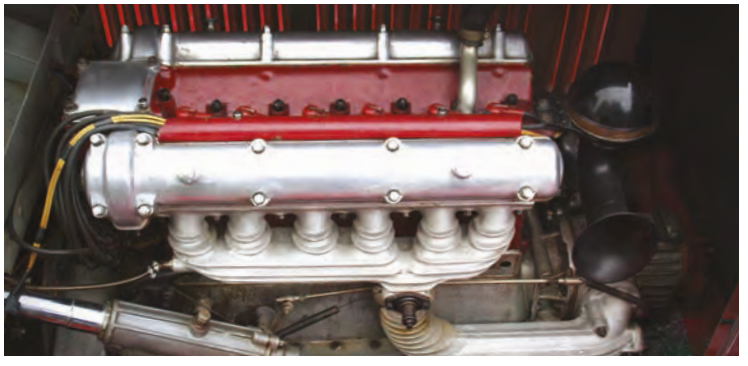
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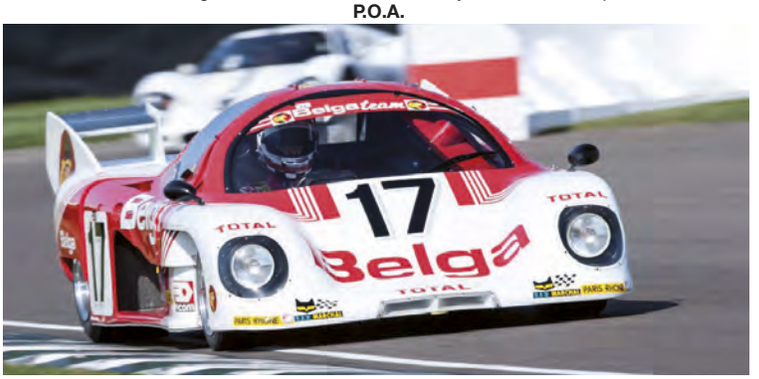
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1997	Tour Auto	
2000	Tour Auto	
2001	Tour Auto	
26.05.13	Master's pre-66 Brands Hatch	1st in Class
15.06.13	Master's pre 66 Dijon	2nd in Class
27.07.13	Masters pre 66 Silverstone	2nd in Class
26.04.14	Peter Auto 60's Mugello	1st in Class
17.05.14	Peter Auto 60's Spa	1st in Class
07.06.14	Peter Auto 60's Dijon	1st in Class
26.07.14	Master's pre 66 Silverstone	2nd in Class
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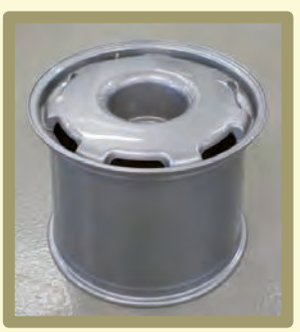
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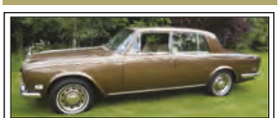
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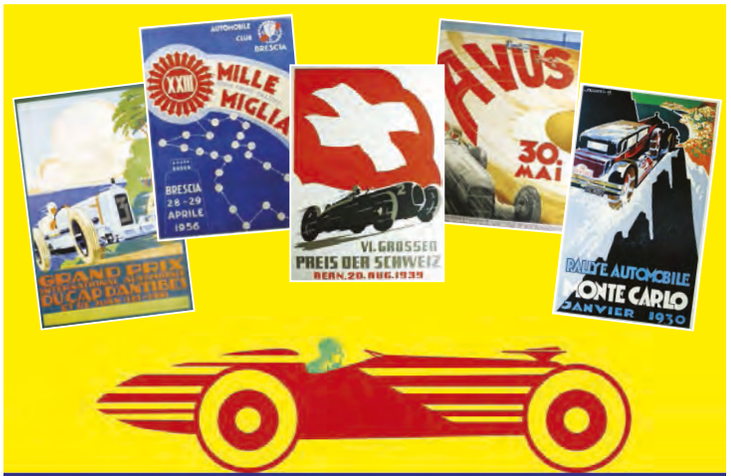
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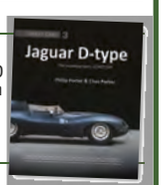
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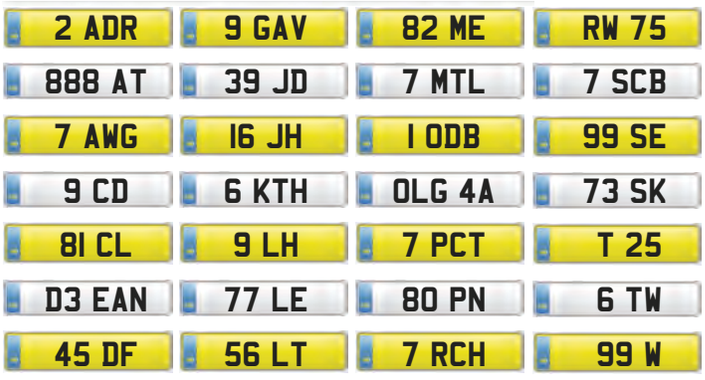
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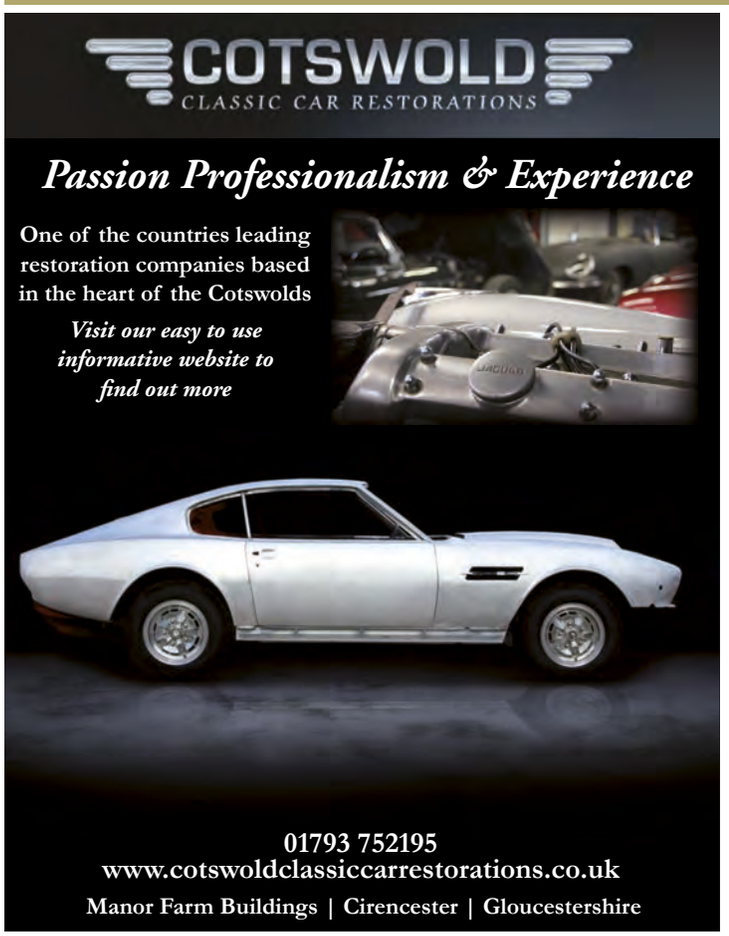
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AYC I	I4 CCM	3 EBN	6 ETL	I FPR	I GTA	JEL 33	LEL I	III MSM	I PNL	I RPO	SSJ 4	TPJ I	WJ I49
I988 B	I5 CGS	I23 EC	I EVR	2 FTS	I HCF	II JFJ	3 LFB	4 NCM	I2 PRG	RPP III	I SVH	I TPN	WJE I
BBA I	CIG I	2 EFB	I EWR	I985 GA	I HCK	I JGN	I LFS	6666 NE	5 PSN	RSE 6	I980 SW	I TSO	WN 6
I968 BC	I950 CJ	I EFE	I FBK	I GBG	2 HCO	I0 JHD	I LJB	583 NG	7 PTH	2 RVE	3 TAA	4 TWG	WOS 5
4 BFE	999 CJD	I EHD	I FBL	2 GBO	7 HCS	700 JKP	I LKV	9 NSD	8 PTP	I RVR	82 TAL	UDS I	3 WSW
5 BFS	CPL 2I	I0 EJC	3 FBT	GFN I	5 HDA	6 JNA	I LLC	I NUL	PWD 26	I RWV	3 TBT	I UL	I XZ
I975 BG	DAO I	EJL 4	I960 FC	I973 GG	HGS I	I KDC	I LMG	I NVH	I99I RC	I RYF	I986 TC	I UY	YB 39
I BGR	DBB 444	3 EJN	4 FDL	6 GGS	5 HLJ	94 KJ	I LPA	I978 P	RDG I	5 SBE	TDS 6	I VHH	YBG I
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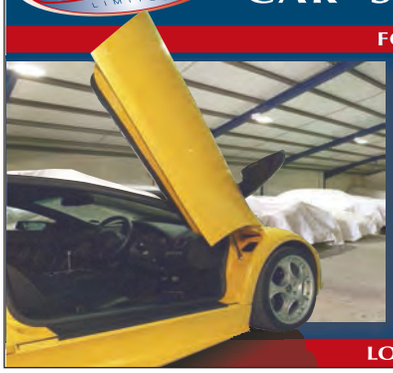
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1959 Jensen 541 R finished in deep ocean blue with black interior and fully prepared by R.W.Racing for Historic Racing or Rallies with FIA/HTP Papers and a very competitive car in its class. It has Goodwood racing History and is eligible for Pre-1963 GT racing as well as HRDC, VSCC and HSCC events. A fraction of the price of the equivalent Aston at £79,750



1950 Allard J2 finished in period British Racing Green with full leather trim. Fitted with correct type Cadillac 331cubic inch OHV engine producing circa 280 BHP coupled to a completely overhauled period Moss 4 speed gearbox. The car will come with fresh FIA papers and is Mille Miglia eligible. On the circuit these cars a very competitive with Jaguar "C" types and "D" types at a fraction of the cost. Please enquire for further details £345,000



1965 Jaguar MkII 3.8 finished in Jaguar Midnight blue with grey hide interior from Suffolk & Turley. Completely restored by Scott-Moncrieff 20 years ago and still in perfect condition throughout. Sitting on Chrome wire wheels, the car has slimmer Coombes style rear arches and Coombes specification upgrades to the engine. Both bodywork and interior are quite exceptional and the car is a joy to drive. Sensible priced at £59,950



1963 Jaguar E-type series one (chassis No 850648) 3.8 Semi-lightweight only 11 chassis numbers from the original Lightweights. Built by Paul Webb to the most exacting standard 3857 WK has aluminium bonnet, doors, roof and boot lid as per the original factory cars and an uprated engine by George Hodge, formerly Jaguar's own competition engine builder. Fitted with Leda suspension and AP competition brakes and finished in Ecurie Ecosse blue, this car will be equally at home on road or track. Stunning condition



1962 Jaguar 3.8 MkII finished in Silver Grey with contrasting Tan hide interior with walnut dash and door cappings. Built in Sweden about 7 years ago by an accomplished engineer and incorporating numerous sensible upgrades. It is fitted with a 5 speed manual gearbox, power assisted steering, uprated electric front seats, Coopercraft brakes, stainless steel exhaust and a Nardi steering wheel. The car has a modern feel in a classic shape and is outstanding to drive. £79,950



1962 Jaguar E- type series one (chassis No 885952) 3.8 with Low Drag Lightweight Linder Nocker style all aluminium bodywork and previous winner of the French FIA championship. Rebuilt in 2008 by Jaguar specialists to the highest possible specification but now for fast road use. It has a Crosthwaite & Gardener alloy block with wide angle head with ESU mapped modern Webber fuel injection together with Magnesium gearbox & diff casings & lightweight suspension & brakes. Undoubtedly one of the best on offer. ..... Please enquire.



1955 Austin Healey 100/4 BN2 finished in opalescent Silver Blue with contrasting dark blue hide interior. One of only 1100 RHD cars produced and the property of Jaguar Cars for 17 years. Built at Longbridge and over recent years has been the subject of a total restoration. Just Stunning to the eye and huge fun to drive..... £75,000



1959 Jaguar XK150 3.8 FHC finished in Carmen red with contrasting red hide interior. This is a UK supplied original RHD car that has undergone considerable refurbishment about 10 years ago and remains in very nice order throughout..... ..... £65,000



1958 Aston Martin DB2/MkIII finished in Rhodium silver with Burgundy hide interior and Wilton Carpet throughout. The car is mechanically perfect having had around £80,000 spent in the past 5 years and is currently being cosmetically fettled in the engine compartment to make perfect. Huge history file. A very sound investment at £250,000



1975 Rolls Royce Silver Shadow finished in Nutmeg with contrasting sand beige hide interior with walnut dash and door cappings. It was sold by us to the last owner and has covered only 79,000 miles from new. The car is in beautiful condition and is only for sale due to bereavement. Realistically priced at. £14,950



1957 Aston Martin DB2/4 MkII FHC (Notchback) nearing the completion of a full restoration including an engine rebuild to "Fast Road" spec.. .Nothing has been left undone and every area has been thoroughly addressed and photographic evidence is available. This is one of only 37 cars of this type built by Aston Martin and hence is extremely rare, especially in this condition. Please enquire..... £250,000

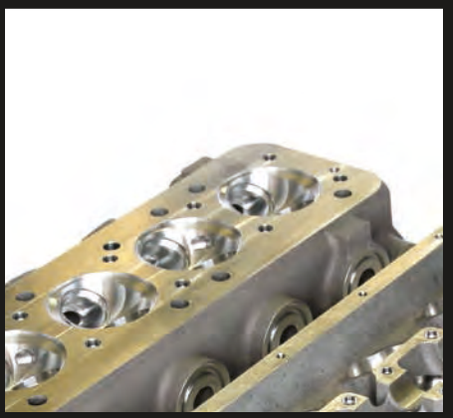
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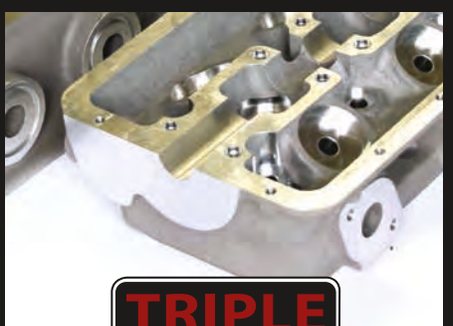


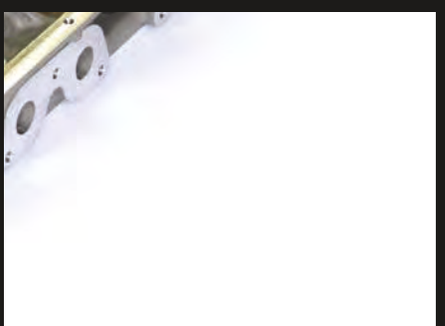






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