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In the spirit of Bod and Jenks

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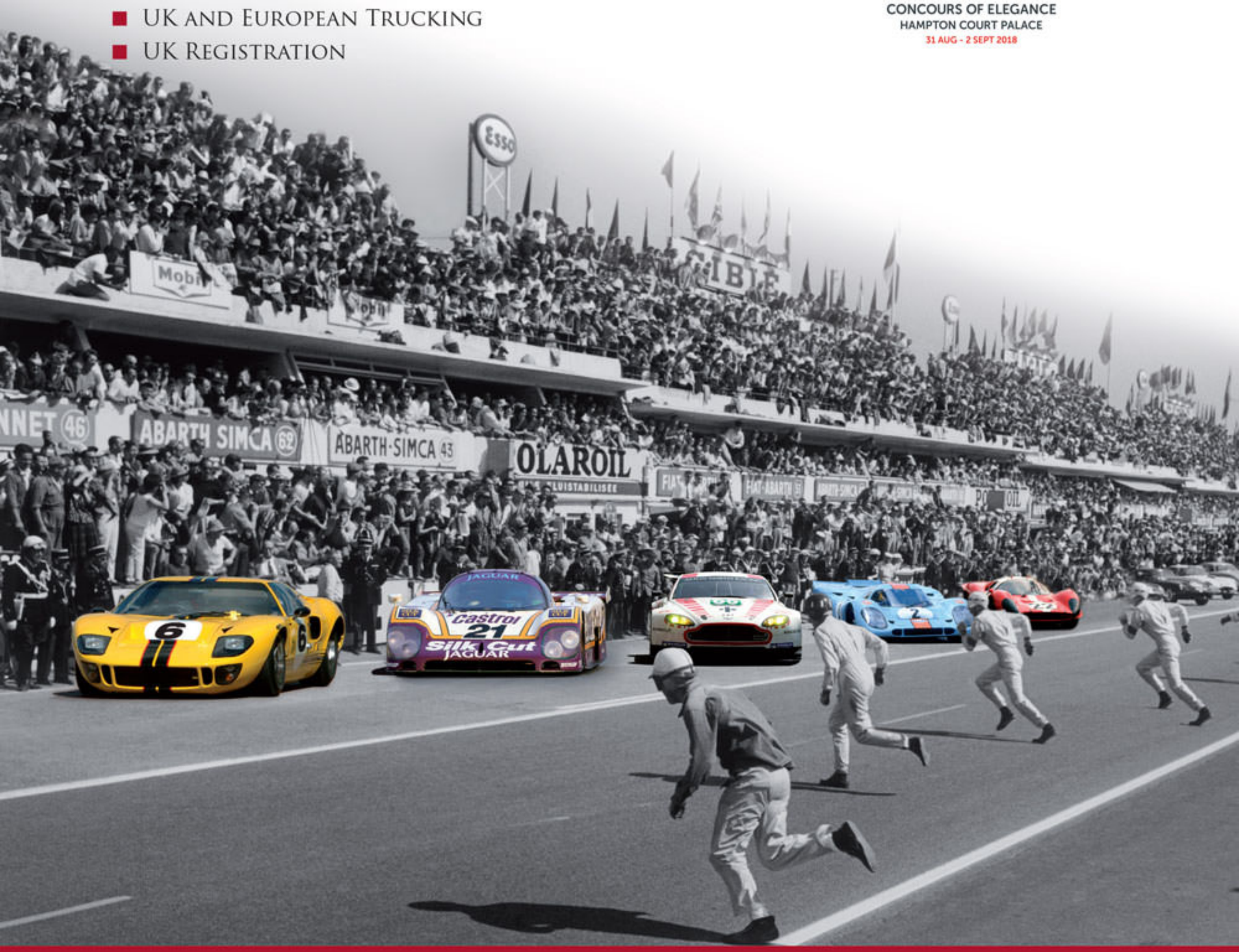
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MATTERS OF MOMENT



Joe Dunn
Editor
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It doesn't take much to get our features editor Simon Arron scrambling for a notepad and pen, but the news that Fernando Alonso would be leaving Formula 1 at the end of the season and replaced by Carlos Sainz had him scribbling with greater alacrity than usual.

The reason for his eagerness became clear a few minutes later when he tore off a notepad page and announced triumphantly: "I knew it. 1981."

Written down was a list of McLaren driver line-ups through the decades. The reason why he had alighted on 1981 and its significance is explained eloquently in his story on our website *www.motorsportmagazine.com*. All I will say here is that it makes uncomfortable reading for any fan of the Woking team.

Of course, much was made about Alonso's departure from F1. The consensus seems to be that his was a great, yet ultimately unfulfilled, talent; a driver whose career was banjaxed by bad decisions - leaving Renault after winning two world titles, reportedly turning down a potential drive with Brawn in 2009, joining Ferrari just at the moment Red Bull began its era of dominance. But it is his run-in with Lewis Hamilton and the McLaren management at the 2007 Hungarian Grand Prix that to my mind offers the best insight into the flawed nature of this most naturally gifted racer.

As a reminder, the race took place against a backdrop of increasing frustration for Alonso as his number one spot in the team came under threat by the rookie Hamilton. Things boiled over in the pits during qualifying, with Alonso delaying his getaway, holding up Hamilton and denying him enough time to complete a final qualifying lap. The episode lit the touch paper on the McLaren-Alonso relationship, which would ultimately combust. It also marked his card with many.

As Mark Hughes identified in his comment piece immediately after the news and also available on our website, the episode was "a mis-step from which his career would never fully recover."

He goes on: "Imagine he'd stayed at McLaren first time around for the full three years of his contract. Both Felipe Massa and Lewis Hamilton made several crucial errors in their 2008 title fight - and it's difficult to imagine Alonso would have. Then he'd have been in place in 2009 to have witnessed the rise of Red Bull - and maybe had the opportunity of joining Sebastian Vettel there from 2010 onwards. Had it happened that way, would anyone have come close to Alonso's career stats?"

But for all the talk about Alonso's unfulfilled promise, it is worth noting that his departure is a major loss for F1. Alonso is one of only two true box-office superstars on the grid. Sure, other drivers may boast better stats but in terms of raw, bums-on-seats charisma, only Hamilton comes close. For a sport desperate to broaden its appeal and find a way of being heard amid the hubbub of 24-hour sports channels, his is a devastating loss.



What's more it is hardly a surprise. Ever since Alonso began dabbling with IndyCar and Le Mans, a permanent move has been on the cards. This should have been flashing red on F1 owner Liberty Media's radar and it should have done everything it could to ensure he stayed. Rumour has it that Dorna - the ruling body of MotoGP - has long been proactive in ensuring star riders such as Valentino Rossi remain with the sport. Could Liberty have made similar moves for Alonso?

Perhaps less controversially, F1's owner might consider that, at its most basic level, it has lost a star driver because the sport is just not competitive enough. Put simply, when you have a situation where only two or three teams out of 10 can win races, then you have a problem. Competitive, ambitious drivers who don't have a seat with the top teams will look elsewhere.

I HAVE NEVER BOUGHT INTO THE IDEA OF BUCKET LISTS - mainly because they always seem to consist of things that don't interest me, swimming with dolphins, say, or throwing yourself out of a perfectly good aircraft.

However, if I did then watching the 1000 Lakes Rally would certainly be on my list. A couple of years ago I interviewed Ari Vatanen and he spoke movingly about his childhood in Finland and the extraordinary beauty of the country. I now know what he means.

The rallying isn't bad, either. I travelled as a guest of Toyota Gazoo Racing and thanks to Chris Rawes, who guided us through the forests, down little-known tracks to spectacular viewing spots, managed to get about as close to a gravel-spitting WRC car taking a corner flat-out as I ever hope to be again. Ott Tänak won, much to the delight of a legion of fans from neighbouring Estonia, who made it feel like a home victory. But it was the Finns who made it so memorable. Along every road and past every isolated mountain homestead, entire families and young children were sitting on the verge watching the cars journey between special stages. It reminded me of what Vatanen had said when I asked what his clearest memory of the sport was when he was growing up.

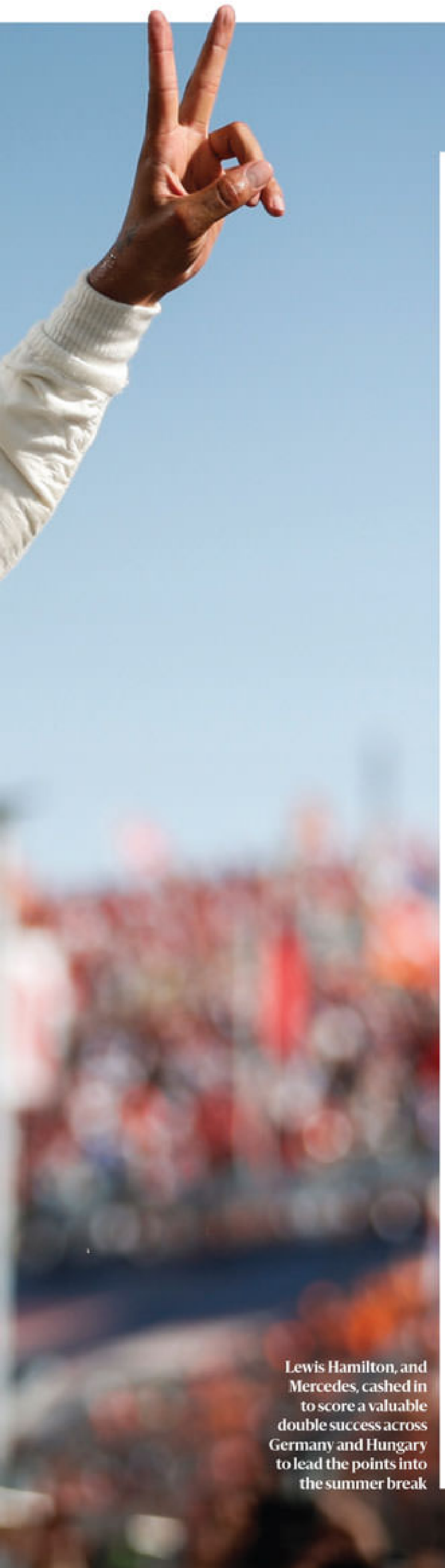
He said: "The first time I saw a rally was 1964 in the middle of June, when one came for the first time to Tuupovaara. At 2am, in June, it is a fantastic light, half night and half day... and in that fantastic light they came... I waited until 10pm when the rest of the family had gone to bed then went by bicycle. I got to a bank on a long left-hand corner and waited four hours before the first car came. And then in the summer Finnish light the first Volvo 544 comes with the drum brakes glowing hot as it goes around sideways. That night my spirit went with the car and my body stayed on the bank."

I came away from Finland exhilarated by the event, and wondering how many future rally drivers and champions I had unknowingly passed along the side of the road. M

Our November issue is on sale from September 26



ALL IMAGES LAT



Lewis Hamilton, and Mercedes, cashed in to score a valuable double success across Germany and Hungary to lead the points into the summer break

German & Hungarian Grands Prix

FERRARIS FAST, NOT FIRST

The Scuderia proved that it can blitz the timesheets in both Germany and Hungary, but key mistakes meant that Mercedes ended both weekends on top

Mark Hughes

The word started filtering through on Saturday morning in Hockenheim: emergency board meetings at Fiat-Chrysler and Ferrari as it became apparent that Sergio Marchionne was in a coma from which he was not going to emerge. This came in the midst of the Scuderia's second consecutive title campaign, a situation that could not reasonably have been envisaged from just a couple of years earlier, when the team appeared to be in a state of imminent competitive collapse against the ongoing Mercedes onslaught on F1's hybrid era.

It was largely Marchionne's velvet revolution in 2016 that had led to the creative outburst that gave F1 some worthwhile competition. Here we were mid-season, 2018, and Ferrari appeared to have Mercedes on the run: more downforce, more power and Sebastian Vettel had recaptured the points lead with a controlled victory at Silverstone, a circuit that had been expected to play to the Merc's primary strength of aerodynamic efficiency.

So emotions were doubtless intense behind a stoic facade in Germany, as the Scuderia tried to get on with the business of winning a race around a track that seemed well-suited to the SF71H's strengths. Qualifying revealed the Ferrari to be gaining 0.5sec down the straights, with the Mercedes clawing back just 0.2sec of that through the corners. GPS analysis suggested the Ferrari's biggest power advantage was seen early in the lap and it decreased progressively down to near-parity by the end. This had rival boffins scratching their heads, but it helped put Vettel on a comfortable pole – which he'd almost certainly have clinched even if Lewis Hamilton's Merc hadn't suffered a hydraulic leak in Q1, stranding him out on track and condemning him to 14th on the grid.

But heatwave Europe was threatening to break into thunderstorms – and this would be Hamilton's salvation. As the Vettel-led field circulated relatively slowly, trying to extend the life of the ultra-soft slicks so as to maximise the chances of dovetailing their stops with the arrival of the rain (and thereby potentially saving an extra stop), the front of the field wasn't getting too far away from Hamilton as he made his way through the midfield. Furthermore, because he'd qualified outside the top 10, Hamilton had free choice of tyre compound, enabling him to be on a longer first stint than any of those up front. By fluke, his mechanical problem in qualifying had put him onto the perfect strategy for the circumstances of the day.



When the rain finally arrived, it initially did so only on part of the track - and it never did get wet enough for intermediates (although a few tried, but immediately pitted again). So into the second stage of the race, on a merely damp track, with everyone having made their stops, all the frontrunners apart from Hamilton were obliged to be on the harder compound tyres, whereas what was needed were grippy ultra softs like those Hamilton was now on. That qualifying mishap was the gift that just kept giving. But he was making brilliant use of it, lapping an average of 1.7sec faster than leader Vettel, cutting a 23sec deficit down to less than 10sec in a short space of time. In between them were Räikkönen's Ferrari and Bottas's Mercedes. If he could pass them, Hamilton was on course to be right with Vettel well before the end - and on a track where overtaking is relatively easy.

As it turned out, he didn't need to pass anyone. Vettel crashed out, locking up on the greasy surface into the Sachskurve before ploughing through the gravel trap and into the barriers. Bottas and Räikkönen both pitted during the ensuing safety car period to be rid of their worn, hard, tyres - and Hamilton just avoided pitting after a radio communications mix-up, clattering over the grass between pit entry lane and track, a move than won him the race. On a Ferrari track.

For such a sporting disaster to have unfolded for the Scuderia on this, of all weekends, was surely gut-wrenchingly tough. But the team could take heart that it at least had the fastest car - and that the opportunity to make amends was the very next weekend, in Hungary. Marchionne's death was confirmed on the Tuesday between the two races. A victory at Budapest would surely be the best possible tribute to the man who rejuvenated the Ferrari challenge.

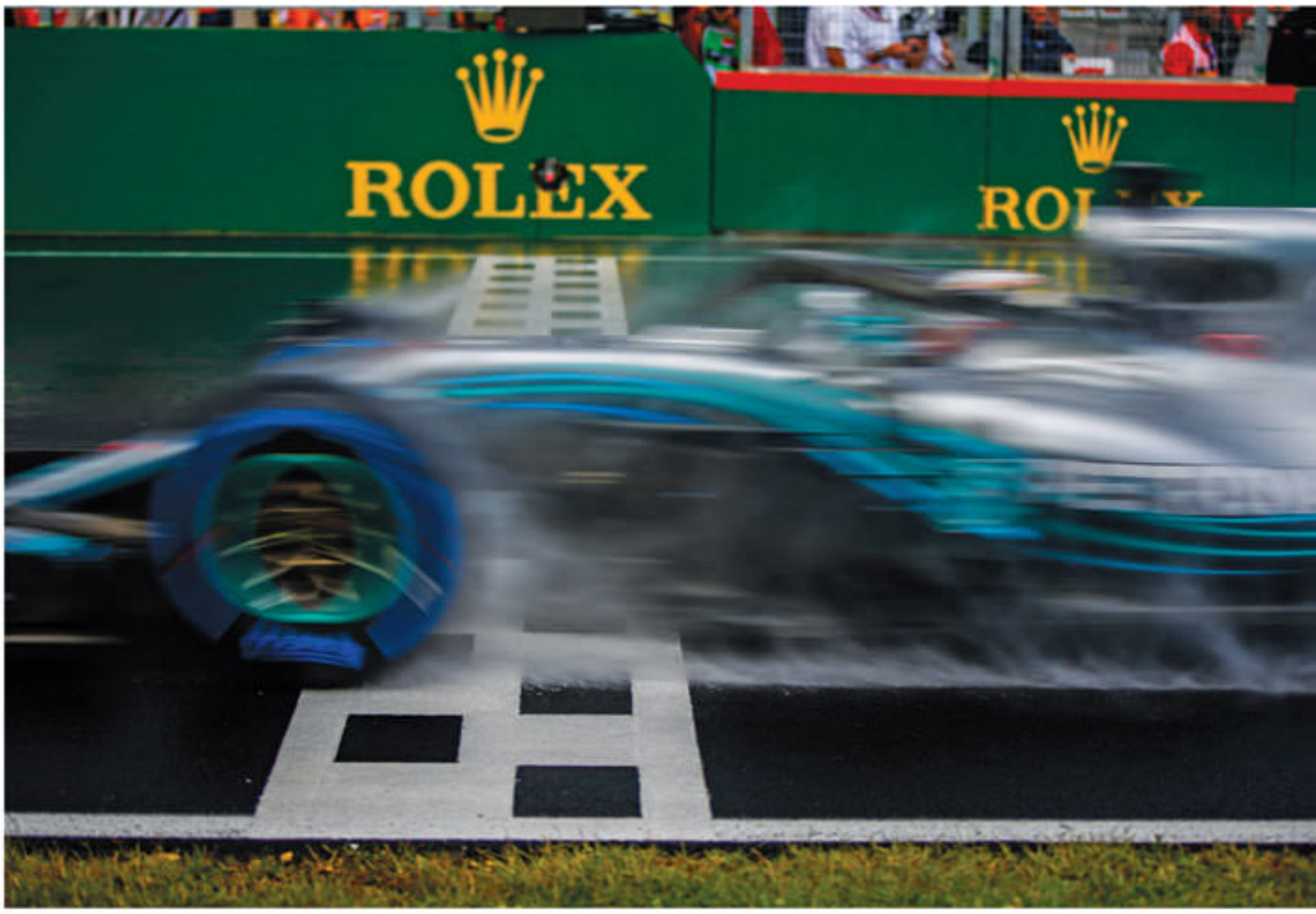
"Hamilton's qualifying mishap ended up being the gift that just kept giving in Germany"

HAMILTON HUNGARY

In conditions even hotter than at Hockenheim, the Mercs were having difficulty keeping their rear tyres alive around this sinuous track where the car seems forever in a corner, with little respite - and the Ferraris appeared to have an advantage of about 0.3sec per lap.



An emotional Vettel trudges away from his Ferrari after his costly error in Germany



WORD ON THE BEAT

Rumour and gossip from the F1 paddock

McLAREN knew post-British GP that FERNANDO ALONSO would not be continuing in F1 next year. Discussions with successor CARLOS SAINZ were already under way, but awaiting the clearance of his Red Bull contract. Alonso is expected to race in IndyCar in 2019.

DANIEL RICCIARDO apparently kept a Red Bull contract in his briefcase, unsigned, for two weeks. His reasoning became clear on August 3, when it was announced that he had committed to RENAULT for the next two seasons.

FORCE INDIA entered receivership before the Hungarian GP, but continued to operate under the receivers, who were looking at takeover bids from four interested parties. Two were US consortiums, one of them involving MICHAEL ANDRETTI and PIETER ROSSI, father of Indy 500 winner ALEX, but early in August it was confirmed that the team had been rescued by a group of investors headed by Canadian billionaire LAWRENCE STROLL. His son LANCE is now expected to make the transfer from WILLIAMS.

The Force India takeover was made more complicated when WILLIAMS, McLAREN and RENAULT, in exchange for agreeing to conditions (as required by the covenant between teams and F1's owners) of the sale, demanded assurances that Force India would not become a MERCEDES B TEAM under the new ownership. It is believed that before going into receivership Force India had an agreement in place with Mercedes for 2019 onwards to run a tunnel share and aerodynamic support programme, much like that between HAAS and FERRARI, a model that is perceived as an existential threat to the medium-sized teams. The change of ownership allowed Williams, McLaren and Renault a chance to attempt to block that agreement.

LIBERTY MEDIA has confirmed that the planned MIAMI GRAND PRIX, scheduled for 2019, has now been postponed until 2020 for organisational reasons.

The Hockenheim attendance for the GERMAN GRAND PRIX was a pleasant surprise for the organisers, with the army of Dutch fans coming to support MAX VERSTAPPEN actually rescuing it financially. The promoter is now keen for a German GP to be the 2019 replacement for Miami.



The death of FERRARI president SERGIO MARCHIONNE seems to have boosted KIMI RÄIKKÖNEN'S chances of staying another year with the Scuderia rather than being replaced - as Marchionne intended - by CHARLES LECLERC. Other rumoured organisational changes, including the promotion of current technical director MATTIA BINOTTO, are understood to have been put on hold by new president LOUIS C CAMILLERI, former CEO of the Philip Morris company from which team principal MAURIZIO ARRIVABENE was also recruited.

HONDA'S F1 chief TOYOHARU TANABE has confirmed that the instruction from the RED BULL team for next year's engine is along the lines of, 'Just give us the power. We'll find a way of packaging it.'

The Assen circuit is pushing hard for a DUTCH GRAND PRIX and has been in talks with Liberty Media to that effect.

JAMES KEY has been confirmed as McLAREN's new technical director, although his current employer TORO ROSSO insists it has not yet signed off severance terms and so it is not yet known when Key will switch. In the meantime, MATT MORRIS has resigned as McLaren's engineering director, following in the footsteps of recent departees TIM GOSS and ERIC BOULLIER.

Then, for the second time in six days, the heavens opened to rescue Hamilton's weekend. The thunderstorm began on the eve of qualifying and stopped shortly afterwards. It allowed Hamilton to work his magic, though he may have been beaten to pole by Kimi Räikkönen had Ferrari not sent the Finn out into the spray of traffic when on his fresh wets at the end of Q3. He'd been significantly faster than the Mercs in the wet running just before that and, had he made the same improvement as everyone else between his worn and new wets, he'd have comfortably shaded Hamilton's time. Vettel could just get no feeling for the car on wets and lined up on row two behind Räikkönen, with Bottas on the front row alongside Hamilton. Yet again, Ferrari had been foiled by the weather.



Mercedes used Bottas as wingman, holding off the Ferraris as Hamilton escaped, pitting early in response to Räikkönen doing the same, then keeping Vettel behind him until he had no rubber left on his tyres. By which time Hamilton's victory was secure.

It was just one more swing against the competitive pattern in a season that's been full of them. Mercedes technical director James Allison summarised it: "These are all small, small margins, which is why this championship has yo-yoed one way and the other. It's quite interesting to note that in the 12 races we've had so far, only five have been won by the car that most people would agree was quickest on that weekend. Seven have been won 'against the head', three of them we've stolen, two of them Ferrari have stolen and two Red Bull have had. It's been a very, very intriguing year where these very small differences - maybe an error, maybe a moment of particular genius, or just sheer good fortune or ill fortune - is what is determining who's coming home smiling at the end of the race. None of it is set in stone."

That was Ferrari's one consolation as Vettel headed into the summer break 24 points behind Hamilton. ⊠

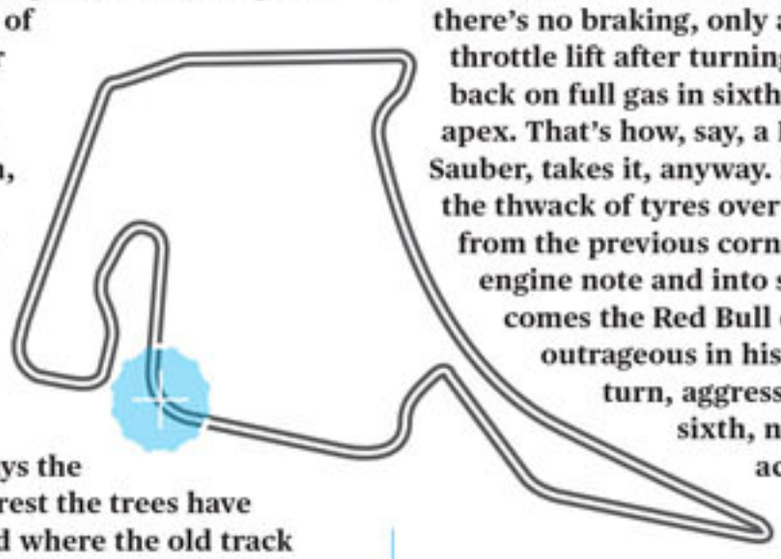


MOBIL KURVE, HOCKENHEIMRING

TRACKSIDE VIEW

A vision of sheer speed that Clark wouldn't have believed

Heat building upon sun-bleached seats, a retro-feel Hockenheim, quiet on this Friday before the Dutch arrive. As at Ricard, it's as if Formula 1 is dipping into its recent past, giving a suggestion of reverting to a saner model. But these particular seats, in the stadium section, are seeing F1 for the last time. After this event the stands are due to be demolished for a new Porsche Driving Centre. Nothing stays the same. Out in the forest the trees have now fully reclaimed where the old track once ran, just tweeting birds and a small unidentified clearing where Jim Clark ended his time on earth. But Mobil Kurve, Turn 11, the right-handed entry into the stadium, is much as Clark once knew it, give or take a bit of painted kerb. But the speed at which it's now possible to take it would have seemed to him just an impossible dream. This is the first time that this generation of aerodynamically enhanced wide cars, introduced in 2017, has tackled this turn; there's no braking, only a momentary throttle lift after turning in, before getting back on full gas in sixth, even before the apex. That's how, say, a Force India or a Sauber, takes it, anyway. But listen now to the thwack of tyres over kerb serrations from the previous corner, an extended engine note and into spectacular view comes the Red Bull of Max Verstappen, outrageous in his disdain for the turn, aggressive turn-in, flat in sixth, no lift, continuing to accelerate all the way through, out onto the exit kerbs, underbody sparks flying through the raised dust, then an upchange and a couple of seconds of more acceleration before a downchange for Sachs loop.



Boy are the Dutch going to like that when they arrive.



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LAT

FELLING OF THE FACTORY GIANTS

Works Formula E teams were expected to head season four, but the reality proved different

Gary Watkins

Privateers don't beat manufacturer teams in high-level motor sport. Or at least it's a rarity. But Techeetah did just that in Formula E last season, claiming the drivers' title with Jean-Eric Vergne. It then promptly announced that it would become a factory operation in 2018/19. It did beat 'em – and now it has joined 'em!

The success of Techeetah, which grew out of the Aguri team that raced in the first two seasons of the FIA's electric-vehicle championship, made it a commodity. Not only did it seal the season four title with customer Renault powertrains in New York in July, but it came within two points of claiming the championship for teams as well.

That explains why Citroën sub-brand DS has signed it up for the brave new world of Formula E in 2018/19, the watershed fifth season of the series in which the practice of drivers swapping cars mid-race will be banished to the history books.

DS Racing has jumped from the Virgin team with which it had been partnered since the second season of Formula E in 2015/16, when powertrain development was opened up. Virgin, which is now expected to announce a deal to run customer Audi powertrains, finished in the top four of the team championship for three seasons in a row, winning five races in that time.

"Our involvement in Formula E is an integral part of DS Automobiles' commitment to the electrification of our model line-up," said Xavier Mestelan Pinon, director of DS Performance. "Development of the DS E-Tense FE19 [its season-five contender] began several months ago with the objective of being in a position to challenge for the top step of the podium from the opening race of the 2018/19 campaign.

"Techeetah has demonstrated exceptional skill and knowledge in electric street-racing over the past season and we're looking forward to combining our expertise to create a championship-winning team. I am convinced that our two entities will dovetail perfectly."

Accepting DS's overtures was a no-brainer for Techeetah managing director Mark Preston and the Chinese owners of team, despite its championship success with powertrains leased from Renault.

"The ante is only going to keep going up with the arrival of new manufacturers [BMW as a full factory team in season five and Porsche and Mercedes the season after]," said Preston, who helped set up Team Aguri in 2014 and did likewise with the Super Aguri Formula 1 operation ahead of the 2006 season.

He cited the lack of pre-season testing days for customer entries – just three as opposed to the 15 allowed to teams that were developing their own powertrains – as reason enough to make the jump.

"If you don't have the testing days, it does limit you," he said. "To maintain our position, we felt we needed to be with a manufacturer. There may be other manufacturers coming in the future, but this was the obvious time to make the move, because we are changing cars and the format of the races."



Commercial director Keith Smoult, Preston, Vergne, Lotterer and Techeetah MD Ivan Yim

A STRENGTH OUT OF A WEAKNESS

That lack of available pre-season testing forced Techeetah to focus on simulation to get the most out of its package. It is here that the team outperformed its rivals, including the factory-backed e.dams Renault operation. Preston reckoned that the in-house simulator, using the R-Factor Pro platform, was almost certainly the most advanced in the series last season.

"I believe that is true, although of course I have no way of validating it," he said. "We seemed to do a better job of energy saving and management through the races. We certainly did a better job than in season three. We had to focus more than the others on simulation and our great team of guys made it work for us."

Preston explained that lead Renault e.dams driver Sébastien Buemi, series runner-up in season three, had always been Techeetah's benchmark: "There were times in 2016/17 when we knew he was going to just move past us in the latter stages of a race, but in 2017/18 there were definitely times when we knew we were going to be in a position to pass him."

LOTTERER PLAYS A PART

Three-time Le Mans 24 Hours winner André Lotterer didn't win a race in his maiden Formula E season, but Preston has credited the arrival of the German - via Porsche and Audi's World Endurance Championship programmes - as a significant factor in Techeetah's 2017/18 title success.

"Having someone who had worked at the highest level with Audi and Porsche on hybrid LMP1 cars helped," he explained. "You often hear F1 teams talking about going in the wrong direction on set-up. You can find the correct path more quickly, get to the optimum faster when you have two strong drivers. We were lucky that we had two drivers pushing in the same direction and pushing each other – and sometimes they tried to push each other off!"

That last comment is a reference to the incident in Santiago in February when Lotterer ran into the back of Vergne. The two Techeetah Spark-Renault ZE17s survived the clash to go on to record the first one-two by a team in Formula E history.

Stability was another factor in Techeetah's success. In season three, a trio of drivers had raced the team's second car alongside Vergne. This time it was just Lotterer. Preston pointed out that the most successful teams in Formula E's short history so far, e.dams and Abt/Audi Sport, ran the same two drivers through the first four seasons of the championship.

"It was a massive factor, because in Formula E you have no time for testing," explained Preston. "If you change your driver, that new person takes time to get up to speed and you lose momentum. That has been one of the strengths of e.dams and Abt because they have had two drivers who didn't change from the start."

Preston said that there were any number of factors in Techeetah's against-the-odds success in 2017/18. He mentioned the strength of the Renault powertrain and Audi's slow start to the championship. (Eventual runner-up Lucas di Grassi failed to get a point on the board over the first three race weekends.)

"It's never one thing – it is always a package," he said. "It was the engineering, the drivers and, of course, team work – we always held our positions in pitstops." ⊠



HOT TOPIC

IMSA BOWS TO TEAM PRESSURE

...and United decides to boycott Daytona 24 Hours

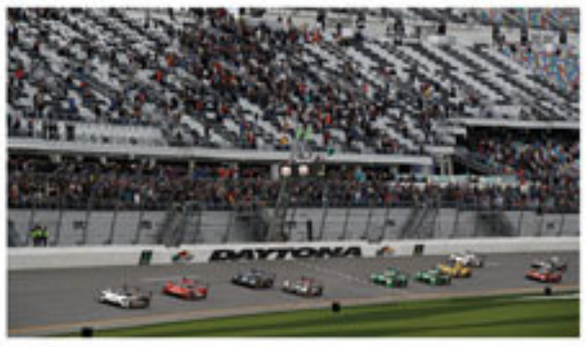
The 2018 Daytona 24 Hours gave a glimpse of what diehard sports car fans think the race should be – an event at which top teams from around the world slug it out for victory. But dreams of the Florida enduro becoming much more than just the opening round of the IMSA SportsCar Championship are no more.

Fernando Alonso probably wasn't going to return to Daytona next January, but the United Autosports team that ran him during 2018 had promised to put together a top driver line-up in a pair of Ligier LMP2s. Now the Le Mans 24 Hours regular has shelved those plans, because it will no longer have the chance to win.

That's because IMSA has decided that, from next season, the LMP2s will race in a class of their own rather than competing with the Daytona Prototype international (DPi) machinery for overall victory. P2 will be a pro-am category and the cars will be slower than the DPis. It will become a B-class by any other name.

It seems IMSA has yielded to pressure from its teams. DPi manufacturers want to be unleashed from the restrictions that allowed P2s to compete. And the full-season P2 entrants want their own podium ceremony.

The US organiser has done what it needed to do to protect its series. But the absence of the likes of United, with its roster of big-name drivers, can only be to the detriment of Daytona's international standing.



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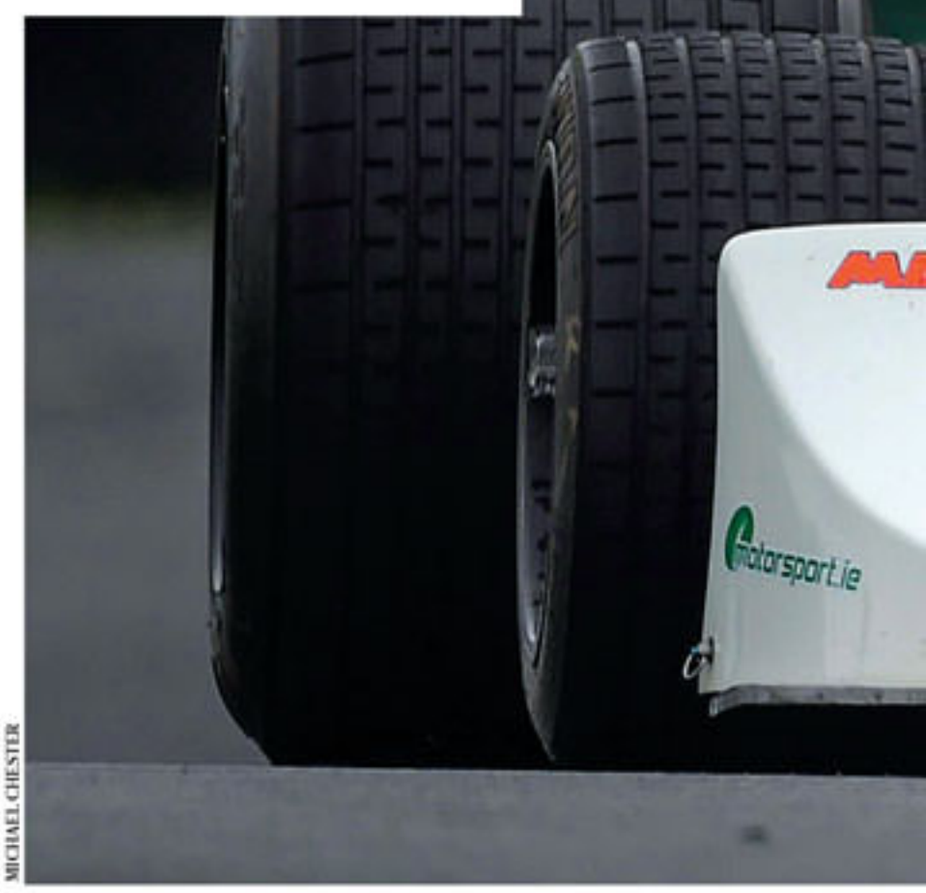
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Tommy Byrne raced an ex-James Hunt Hesketh at an event to celebrate 50 years of Mondello Park. Below, Rydell returned to action





MICHAEL CHESTER

PLENTY OF BYRNE, AND NO CRASHING

Lost Formula 1 talent Tommy back behind the wheel where it all started, Mondello Park

Samarth Kanal

Irish eyes were smiling last month when one of the most storied drivers in the island's history made a dramatic return to the race track where it all began.

Tommy Byrne, who has become known as the 'greatest driver you've never heard of', raced James Hunt's 1975 Dutch Grand Prix-winning Hesketh at Mondello Park as part of the circuit's 50th anniversary meeting. But it wasn't quite the fairy-tale return: although Byrne, 60, took pole position in the Derek Bell Trophy, beating Michael Lyons, he finished runner-up to Lyons in both races.

Byrne's career has been the subject of much speculation. He began his FF1600 career at the County Kildare circuit more than 40 years ago before moving to England, where his pace was such that he was compared to a young Ayrton Senna. He went on to win the 1982 British Formula 3 Championship while competing part-time in Formula 1 with backmarker team Theodore Racing. But success was short lived: by his own account he blew it all in a whirlwind of drink and drugs. He has spent the past decades living in America working as an instructor. Byrne returned to racing this year, driving a 1977 Ensign N177 in the Masters Historic Formula 1 event at Silverstone in July.

The Mondello event also celebrated the life of track owner Martin Birrane, who died in June and Byrne paid tribute to the man. "Martin Birrane gave me my first test in NASCAR and had been a big supporter of my career," said Byrne. "My friend James Hagan owns the Hesketh. I loved it." It remains to be seen whether Byrne will step into the Hesketh for more historic single-seater races this year.

RYDELL RETURNS TO S40

Rickard Rydell returned to his Volvo S40 for the first time in 20 years at the Silverstone Classic in July, driving in the Super Touring Trophy. The 1998 British Touring Car champion qualified on pole but finished second in both Super Touring races, behind the Honda Accord of James Dodd.

"It took some laps and sessions to get used to [the Volvo] again, because they are more challenging to drive than the new [touring] cars," said Rydell. "There's more downforce and more grip, however, so they're quite fast for 20-year-old cars.

"I like it, because you have to fight a little bit more as they're less easy to drive than the new TCR cars, therefore it feels great to be back in it. There's no traction control or anything - you can't have that - so quite a lot is up to the driver. That Honda [Accord] is very fast here, I was less than 0.4sec quicker than him in qualifying, so I had to work hard."

Rydell was invited to return to the S40 by fellow historic racer Jason Minshaw, and the Swede also drove Minshaw's Volvo 850 estate in the BTCC parade on Sunday, to celebrate 60 years of the tin-top championship. This was Rydell's first Silverstone Classic.

"Jason asked me to drive it because it has been 20 years since we won the title," said Rydell. "I was talking with one of my former bosses at Volvo about doing something as it's been 20 years, so it's good timing.

"A lot of people like to see them and there are enthusiasts like Jason, who gave me the chance to come and drive it. Thanks to people like him, we get to see them on track.

"This is my first time at the Classic, it's very nice. I've been walking round and looking at all the cars and I'm amazed to see them. It's really good fun."

This year, Super Touring has suffered a dip in entries. Compared to a grid of more than 40 cars in 2017, this year's event attracted fewer than 30 amid a tricky season for the championship.

"It's hard for me to know why," said Rydell. "Engine restoration and things like that are expensive, but it's difficult to change the regulations from what they were [in period]. We'll see how long it can live on. We're using Hoosier [tyres] now, and next year they'll be



"Martin Birrane gave me my first test in NASCAR, and was a big supporter of my career"

using Dunlops. That will be better for everyone because the Hoosier is quite slippery and Dunlops, I think, will be a better choice."

John Cleland, double BTCC champion, praised the size of the grid at the Classic and said that previous Super Touring events have been hurt by the difficulty owners have had in restoring their cars.

The Vauxhall Vectra driver recently took his first wins since '93 at his local track, Knockhill. He won both Super Touring races against a field of nine cars, of which three finished the first race and four the second.

HERO TAKES OVER ERA

HERO - the Historic Endurance Rallying Organisation - will take over management of Endurance Rally Association (ERA) events. ERA runs long-distance rallies such as the Peking to Paris, Himalayan Challenge, the new-for-2019 Rally New Zealand and the 22-day Trans America Challenge; HERO's rallies, such as Le Jog, the Royal Automobile Club 1000 Mile Trial and the London to Lisbon, take place in the UK and Europe.

The move comes after ERA founder Philip Young died in 2015, and HERO will now aim to continue organising long-distance rallies.

"At HERO, our approach can best be described as 'for enthusiasts, by enthusiasts'," said HERO chairman Tomas de Vargas Machuca. "There have been no greater enthusiasts than Philip Young and his colleagues at ERA.

"Philip was, and still is, a revered figure, and we are proud to be taking on the ERA's portfolio of events. For HERO, this represents a significant expansion of our activities, especially longer distance endurance events, for which ERA has long been a market leader and innovator."

NASCAR LEGENDS

A new race at the Virginia International Raceway, the 'American Racing Legends Charity Pro-Am', will star NASCAR winners Bill Elliott and Bobby Labonte on September 22.

The race for NASCAR legends aims to build on the 'Indy Legends Charity Pro-Am', a historic race held at Indianapolis Motor Speedway which, in June 2018, was won overall by Matthew Brabham and Michael Donohue in a 1963 Chevrolet Corvette.

Elliott is the 1988 NASCAR Cup Series champion, won NASCAR's 'Most Popular Driver Award' a record 16 times and earned an induction into the Hall of Fame. His son Chase recently won his first NASCAR Cup Series race, at Watkins Glen.

Labonte currently competes full-time in Euro NASCAR - he appeared in June's American SpeedFest at Brands Hatch- and won the 2000 NASCAR Cup Series.

More NASCAR drivers are expected to fill the bill as Tony Parella, CEO of organiser the Sportscar Vintage Racing Association, said: "I have thoroughly enjoyed my growing relationship with Ray Evernham, who has been instrumental in making this Pro-Am with NASCAR stars possible. Having Bobby join us for the first time at VIR underscores the level of interest in this event. Stay tuned, because there is plenty more to follow."

The event will benefit a charity called IGNITE, which assists young adults with autism or Asperger's syndrome, run by former NASCAR crew chief Evernham and his family. Evernham and Eliott will share a car and also raced at the last three Indy Legends races.



McGuinness will appear again at the Goodwood Revival. Below, Miki Biasion is heading to Rallyday

McGUINNESS AT REVIVAL

Twenty-three-time Isle of Man TT winner John McGuinness returned to racing at the Classic TT in August and will make an appearance at the Goodwood Revival on September 7-9.

The 46-year-old suffered career-threatening injuries in the 2017 North West 200, breaking his leg, vertebrae and ribs during practice in May, and has not returned to competitive racing since - though he completed a parade lap at the 2018 IoM TT and runs up the hill at the Goodwood Festival of Speed.

He will compete in the Barry Sheene Memorial Trophy, a two-rider race where an aggregate result is taken to determine the winner after a pair of 25-minute contests. McGuinness last competed at the Revival in 2016, on a Manx Norton with 2004 FIM World Classic Bike champion Glen English, and won Sunday's race and overall honours.

Other entrants include Mick Grant, Gary Johnson, James Hillier and two-time World Superbike champion Troy Corser.

The Revival will also celebrate Rob Walker Racing with a parade of cars. The successful privateer team first competed in the world championship for drivers in 1953, becoming the first to win a Grand Prix with a mid-engined car and, notably, the first privateer to win at the sport's top level. Walker died in 2002, aged 84.

Also confirmed for the Revival are Jackie Oliver, Richard Attwood, Jochen Mass, Emanuele Pirro, and successful Le Mans racers Derek Bell and Darren Turner. BTCC winners Jason Plato, Matt Neal and Ash Sutton will compete in the St Mary's Trophy while Karun Chandhok - making his fourth appearance at the Revival Meeting - has also been confirmed to race a McLaren-Elva M1A in the Whitsun Trophy.

BIASION TO RALLYDAY

Two-time world rally champion Miki Biasion will drive a Martini-liveried Lancia Delta HF Integrale at the Castle Combe Rallyday on September 22. The Italian, commemorating his first WRC title earned 30 years ago with the works Lancia team, said: "I have to celebrate 30 years on from that first championship.

"To me, the Delta is like a baby. The memories are so special. I won two titles, but as part of Lancia we won six championships - that's incredible."

Biasion will drive Didier Auriol's car that won the Finnish and Australian rounds in 1992, when Lancia won the makes' title with semi-privateer entrant Jolly Club.

"To see a name like Miki Biasion confirmed for Rallyday is incredible for the event," said organiser Tom Davis.

"But what's even better is that he's going to be driving a Martini-liveried Lancia - an Italian who won two world championships in an Italian car... it doesn't get much better than that.



"To have Miki with us three decades on from his first title is something very special - something we intend to celebrate with him on the day."

The event will also celebrate 50 years of the Ford Escort Mk1 and the 60th birthday of the British Rally Championship.



HOT TOPIC

FORMULA JUNIOR ANNIVERSARY

The right way to celebrate an anniversary?

Formula Junior celebrated its 60th anniversary of racing with a three-year world tour that culminated at the Silverstone Classic, an event that attracted more than 100 entries.

In a year seemingly packed full of anniversaries, there doesn't seem to be one correct way to celebrate a landmark. Formula Junior's own world tour began in South Africa in January 2016, making its way to Europe, Australia, New Zealand and the United States before returning to the UK for the final leg in May/July.

What's clear from Formula Junior's approach is that there's a tremendous appetite - particularly from British historic racers and spectators - to herald the bygone eras and heydays of motor sport. The first phase of Formula Atlantic's potential revival, at the HSCC's Legends of Brand Hatch meeting in July, further drives the point home.

It's not just racing series; manufacturers such as Porsche, Land Rover and even Leyland have had their respective birthdays - 70th, 60th and 50th - celebrated this year and the 60th anniversary of the Austin-Healey Sprite Mk1 was commemorated at Shelsley Walsh in May.

Anniversaries are an easy way to drum up public support for an event, adding further historic relevance to a meeting and, as was evident at the Silverstone Classic, the series and manufacturers being celebrated don't seem to be stepping on the toes of the other featured series.

Is there a risk that an anniversary overload might leave spectators feeling jaded? There is no hint of that as yet.

As long as affinity remains so strong for the UK's incredible array of historic series and marques, either defunct, dormant or dominant, then it seems nobody really minds what we're celebrating.

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GRAND PRIX OR GRASS ROOTS?

There were other racing options while Silverstone hosted its annual showpiece

Simon Arron

In 2016 I'd ducked the British Grand Prix in favour of the Le Mans Classic. Last year I was lured by a Santa Pod Dragstalgia/Brands Hatch motorcycle racing double-header. And this time I'd heard tell of a Ford Escort phalanx marauding around a meadow in Kent, so... An event that had been on my must-not-miss list since 1977 is slipping ever farther from my radar, but it has been a matter of circumstance rather than deliberate intent.

LYDDEN HILL

The whole nation appeared consumed by buoyancy as I threaded towards the M20. England 2, Sweden 0; World Cup semi-finals; sense of overachievement; all other radio news apparently cancelled...

Virtually deserted roads were a handy by-product - dark matrix forebodings about delays on the A249 near Detling (due to the Kent County Show, a pageant celebrating farming, the countryside and rural life) were wide of the mark... unless I was just stupidly early, which is always a possibility.

And while I love football at every level [editor's note: he supports Altrincham], I'd contend that many other things in life can be at least as uplifting as whatever the national team achieves. And driving into Lydden Hill's throwback paddock is among them, especially on a day such as this. The Classic Touring Car Racing Club had 11 months earlier brought circuit racing back to the venue, after a couple of fallow summers, and returned on July 8 with more of the same: four grids, eight races and terrific diversity that extended from an MG Midget and Sunbeam Stiletto to a Saab 9000 and Rover P6, although the latter reversed off the grid before its first race and wasn't seen again. Practice commenced at a leisurely 10.30am and the final race was flagged off just before 4pm - despite the odd delay. Civilised, in a word.

The day began beneath the gentle thrum of a paraglider, which looped around the circuit a couple of times before moving on - perhaps the pilot was assessing the impact of recent circuit improvements. Not much ever seems to change at Lydden, but since last season the old scrutineering bay has been converted into an agreeable alfresco cafeteria at the paddock's heart. It's unlikely to earn a Michelin star any time soon, but chips with mayonnaise for £2.50 seems a fair deal. You could almost be in Belgium (although, come to think of it, you almost *are* in Belgium)... The appalling old loos have gone, too. The building's exterior shell remains, but the fittings within are now actually usable.

Positives, both.

Racing commenced with painful lassitude: Luke Allen (Honda Civic Type-R) averaged only 50.84mph to win the opener, much of it having been spent behind the safety car after what looked a simple recovery operation - to tend a stranded Renault Clio - proved to be anything but. And it took so long to arrange the grid correctly for the first Group 1 race that it seemed the curfew might strike before the lights went out.

Once the meeting got into its stride, however, it was worth the wait, partly because Paddock Bend remains an exquisite showcase for any racing car with a bit of suspension articulation and particularly for an old-school confrontation in the first Pre '66 encounter: power and girth vs momentum and agility. Alan Greenhalgh (Ford Falcon) led away, but Tim Harber (Mini) refused to cede and almost got his nose ahead on a couple of occasions.

Much of the competitive tension dissolved when the Mini expired after 11 laps, but the pair had encapsulated their sport's true essence.





Cripps and Primett lead away at Lydden. Below, Greenhalgh vs Minis; 'wrong' Sevens; press-on Jordan Collard heads JCW MINIs

SIMON ARRON





OULTON PARK

The itinerary listed an event for 'Sevens', but kilometres of tubular protection were a clue that these were Caterhams rather than anything one might have expected. Here we had a Mini Festival with lots of MINIs but no proper Minis, a peculiar concept indeed.

I can't recall when last I witnessed a meeting on Oulton's Island Circuit - it might have been when I raced there (perhaps 'drove' is a better word) more than 30 years beforehand, but the chaotic nature of 2017's corresponding fixture on the Fosters layout was presumably a catalyst for change. There were certainly fewer red flags and safety car interludes this time, but 'fewer' is not the same thing as 'none'. There were two stoppages within the first 10 minutes of JCW MINI Challenge qualifying, although things were subsequently calmer in the races.

Won by Rob Smith and Ant Whorton-Eales, both JCW races were corkers - close, hard and fair, something of an exception on a day when poor entries took the sting out of other MINI events. Oliver White enjoyed a straightforward Heritage Formula Ford double and Danny Winstanley cruised to two Caterham victories.

It was a pleasant enough meeting, set to a soundscape of buzzards screeching overhead, cows lowing in the fields beyond Knickerbrook and a band playing *The Waterboys* covers on the paddock's fringe (their melodies carried all the way to the Island hairpin), but it was just missing a certain something.

Minis, mainly.



Jolley vs Nuthall, Future Classics set off and familiar old classic Baby Bertha

BRANDS HATCH

It has been a summer of heritage within the West Kingsdown suburbs, but then that's often the case.

The Historic Sports Car Club's traditional Legends Superprix had a slightly different feel this year, with only the Derek Bell Trophy providing any meaningful noise.

It's a season or few since 3.0-litre Formula 1 cars graced the event, but Historic F2 was absent this time - cars ran instead at the Masters meeting in May - although a bespoke Formula Atlantic class within the DBT was a welcome addition. History records the Brabham BT40 and March 73B as racing cars, but I'd counter that they qualify equally as sculptural art.

HSCC staples such as road sports were likewise missing - and Super Touring had been dropped, a reflection of the apathy that seems to accompany any meeting that isn't the Silverstone Classic or Oulton Park Gold Cup - but the Pre '61 and Pre '66 F1 entries were excellent. In the former, an intense second-place Sunday duel between Rod Jolley (Lister Jaguar) and Will Nuthall (Alta) highlighted historic competition at its very best - and Brands Hatch's butterfly-rich landscape was the perfect, pastoral backdrop.

Fast-forward a fortnight and the Classic Sports Car Club played host at the sawn-off version of Brands; the appeal of its approach can be gauged from the packed entry (311 cars in 11 categories, with as many as eight reserves in one instance).

Some of its formulae remain conceptually blurry - the Ford Capri and Talbot Sunbeam Lotus almost certainly qualify as Future Classics, although the jury remains out on the Alfa Romeo 33 - but the bottom line is that there is scope, somewhere, to accommodate almost anything.

It was nice, too, to see Baby Bertha being flung around in the prescribed manner,





regular historic front-runner Andy Newall taking the helm and coaxing Gerry Marshall's old V8 Firenza to a third and a second in the Wendy Wools Special Saloon/Modsports races.

The opening day catered for relatively modern machinery, the second was tailored more to those who fell in love with Lotus Cortinas when they were about four years old.

That'll be me, then. ◘



CLUB RACING SPOTLIGHT

Dan & Steve Minton – keeping a racing heirloom on track

"It broke my heart to let it go," says Steve Minton, nodding at a Mk2 Ford Escort that will be familiar to anybody who watched racing during the 1980s.

Back then, Steve and brother Dale had great success in Special Saloons and, subsequently, Thundersaloons. When older cars were phased out of the latter early in the '90s, the Escort was stripped down and put into storage as a rolling chassis prior to being sold in 1998.

And there the story might have ended, until Steve's son Dan started doing some research. "In about 2004 I began looking around the internet," he says. "There were all sorts of nostalgia racing threads. It wasn't a serious mission to find it, just casual curiosity. And then in 2008 we established that it was still around, in Hastings."

Steve: "I spent a couple of hours trying to persuade the owner to sell, over a cuppa and a bacon sandwich, but he had plans to turn it into a track-day car. He then found out that he was going to become a father, so had to divert resources elsewhere, and we did a deal to buy it back."

The subsequent rebuild took longer than anticipated, but in spring 2016 the car appeared at the Classic Sports Car Club's Silverstone meeting, in period navy-and-white livery but with a blunt Escort snout replacing the original RS2000 'droop-snoot'. Steve, 68, and Dan, 41, have since shared it in Special Saloon events and plan to continue.

"I'm glad it's with the family once more," says Steve. "As far I'm concerned it will never be for sale again."





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COMING ATTRACTIONS

IN THE UK *September 7-9, Goodwood Revival, Goodwood Circuit, Chichester*

Hundreds of cars from 1948-66 take to the track, and race in rain or shine. The paddock pays homage to the early days of Silverstone while the usual festivities complement the excellent racing.

INTERNATIONAL *September 12-16, Spa Six Hours, Spa-Francorchamps, Belgium*

The Spa Six Hours rivals the Le Mans Classic in scale, with more than 650 cars expected. There's pre-war racing on Wednesday, followed by a weekend of single-seaters, GTs and tin-tops.

INTERNATIONAL *September 14-16, IndyCar, Sonoma, California*

This will be the fourth and final IndyCar season finale to take place at Sonoma as the series moves to Laguna Seca in 2019. Sonoma doesn't get huge crowds but has a challenging mix of corners and elevation changes nestled in picturesque scenery.

IN THE UK *September 22-23, Sywell Classic Props & Pistons, Sywell Aerodrome, Northants*

Featuring cars, bikes, planes and family sideshows, this annual extravaganza includes historic F1 & F2 machinery blasting up runways, hot rods, a street car shoot-out and air displays involving Spitfire, Mustang and Lancaster, to name but three.

INTERNATIONAL *September 28-30, British Superbikes, Assen, Netherlands*

British Superbikes take to 'The Cathedral' for its only flyaway round of the season. Assen is a favourite of motorcyclists, having played host to one of the most thrilling MotoGP races of the year.

September 2	INDYCAR Portland, USA
September 9	MOTOGP Misano, Italy
September 16	FORMULA 1 Singapore
September 16	NASCAR Las Vegas, USA
September 16	WRC Turkey
September 22	NASCAR Richmond, USA
September 30	WRX Austin, USA
September 30	FORMULA 1 Russia
September 30	NASCAR Charlotte, USA



SHORT BREAK

MOTO AT MOTORLAND

Spain is a motorcycle racing haven, and one of its newer circuits is definitely worth a visit

Motorland Aragón is set in a spectacular, land-locked region of Spain, and this modern circuit hosts one of four Spanish MotoGP rounds on September 23.

Expect massive crowds – the Spanish are famously passionate about their motorcycle racing – with more than 100,000 fans attending over the weekend, and the kind of furious, tight competition that MotoGP offers.

Home favourites have dominated since 2012, when Dani Pedrosa won. Jorge Lorenzo has taken two wins since, and defending champion Marc Márquez has won three times including in 2017. Before that, it was Australian Casey Stoner who won the first two Grands Prix at Aragón.

While Motorland, which opened in 2009, is billed as a state-of-the-art venue, street races took place in the nearby medieval town of Alcañiz between 1963 and 2003, with the twists and turns of the narrow streets on the 'Guadalupe Circuit' proving a challenge for tin-tops, GTs and rally cars alike.

Alcañiz is just minutes away and is a town of just 16,000 people, offering a relaxing and authentic taste of Spanish culture.

Venture south to the remote provincial capital Teruel, and you'll be able to see the Cathedral of Teruel, a UNESCO World Heritage site which exhibits the unique Mudéjar style of architecture. Other towns which blend North African influence with medieval Christian culture are dotted around Aragón, but if you're looking for something on a larger scale then Zaragoza – 105km north-east of Alcañiz – blends that history with the feel of a modern city.

If you're not planning to spend the whole weekend at the circuit, then the mountain scenery makes for some incredible driving roads and a wide choice of outdoor activities.

Grandstand tickets for the weekend range from £72-£90 in advance, while general admission for all three days is £41, with child and senior discounts available.
www.aragon-moto-gp.com.

HOW TO GET THERE

Zaragoza serves as Aragón's hub, with affordable flights from London Stansted operated by Ryanair on a regular basis. Or fly to Bordeaux and drive/ride through Pau and over the Pyrenees for a rather spectacular road trip.

WHERE TO STAY

This area offers affordable accommodation, but rooms in Alcañiz book up quickly. Nearby towns offer a *casa rural* from around £50 per night and there are hostels and hotels. Try staying in Calanda, Caspe, Alcorisa, Andorra or Valderrobres.

DON'T MISS

The food. Aragónese meals include lots of game and roasted meats. Migas, a local speciality made with hard bread, garlic and pork, is worth the trip alone. Vegetarians might find it difficult and English isn't widely spoken.

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SITUATED IN SOUTHERN SPAIN NEXT TO GRANADA



Moog's hexapod system sits underneath the Base sim chassis to provide feel

SIMULATION STATION

BASE LOOKING TO AEROSPACE

Performance simulators now use aviation-inspired technology

Jack Phillips

When you enter Base Performance Simulators, tucked away on what seems to be a farm deep in motor sport valley, you know you're stepping into the racing world. But you're also entering aerospace.

Its racing simulators are well known, which could be partly because of its high-profile owner, Aston Martin factory racer Darren Turner, but so too because beneath the Aston Martin bodywork or single-seater tub of the simulator rigs is some high-tech gear.

It's a hexapod system, the more common of the simulator systems, and it's built by American company Moog, which has half a century of aviation experience.

"If you think of it as an audio system," explains Moog's Philip van der Borch, "what we provide is the amplifier and CD player. You need to put in your favourite music, so in the motion system you need you provide your own vehicle data. Base Performance is very good at understanding the vehicle model."

So good, in fact, that racers from all rungs of the racing ladder visit to 'test', learn tracks and cars. If a racing team provides the set-up sheets, Base Performance is able to punch in the numbers and the Moog system will deliver close-to-real-life simulation. And it's much cheaper to get it badly wrong at Spa on a computer system than it is in the actual Ardennes. It's also cheaper to try a new car there than spend a day hiring a car and track.

The sim's technology is complex, and vastly different to that previously explored on these pages during last year's trip to Ansible Motion. A hexapod's movement is trickier. While Ansible's allows six degrees of freedom of movement at almost every point, the hexapod system can only do so from the centre of its rig. To get around that, Moog's larger systems, like the one at Daimler, run along on rails.

Base Performance's pitch to customers is different to Ansible's, though, with Ansible chasing big manufacturers. But that's not to say Base has a simple home-built special.

"Base Performance has one of our smallest hexapod systems," van der Bosch says. "It is an excellent system for the application, but we have also built larger systems for high-end applications at Dallara, and we built Daimler's."

The latter is a spectacular piece of kit. It's all but real life, standing on six legs and 40ft tracks. "BMW and Renault are building ridiculously large systems," he adds. "There is a constant search to optimize the available workspace, ideally you'd have the whole world so you can make the accelerations 1:1."

Until then, the simpler set-ups throughout the motor racing industry will more than make do. ⊠



HOT TOPIC

CLIMBING ABOARD

Even the professionals continue to learn during simulator sessions

"Try braking later and harder," says the engineer's voice in my ear.

"But it's lifting me from the seat every time I step on the pedal," I think.

The data shows I'm at 50 per cent braking compared to the engineer. Must do better.

"Braking is what the junior drivers often find when they come here," I'm reassured. In my late 20s. "Steering inputs are good though, smoother than mine," he says with graphs overlaid.

The second run on the Red Bull Ring is little better, but the times would be in the lower midfield of last year's Formula 2 grid. That'll do.

That is the level at which Base Performance is. It's the go-to place when any big race comes around, be it mastering Goodwood in a Cobra in September (for Turner...) or Le Mans in June - and presumably Spa in a GT3 more recently. It's a world away from the flimsy rigs sat in basements racing on PC, PS4 or Xbox, and you can't blame the engineers for making an excuse for a few runs themselves.



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A BUSY TIME FOR PORSCHE

New Macan and electric Taycan... plus a sneak preview of the next 911

Andrew Frankel

In a busy month for Porsche, the firm has released images of the second-generation Macan. This is a lightly facelifted version of the original but with more modern powertrains and minor suspension and steering revisions to go with modest cosmetic enhancements.

The basic Macan comes with a 2-litre four cylinder engine based on that used in the VW Golf GTI and it is likely to play a far larger role in the car's future now Porsche has purged its ranges of diesel engines for the foreseeable.

The Macan S will drop its old 3.6-litre motor for a more modern 3.0 V6 with far better fuel consumption and around 355bhp, while the Macan Turbo will have a 2.9-litre version of the same engine (the reduction in capacity resulting from a beefed-up crankshaft) with approximately 434bhp.

Inside, the car will benefit from most of the interior changes seen on the Panamera and Cayenne, including a new nav screen and touch-sensitive pressure pads replacing many buttons. Outside the car will be most readily distinguished from its predecessor by its wraparound tail lights. Sales in the UK will start before the end of the year.

Porsche has also released further details of its first all-electric car, the Taycan, first mentioned in our June issue. Those hoping for performance figures to transcend anything yet seen in this arena should manage expectations: Porsche has confirmed the Taycan will hit 62mph from rest in under 3.5sec, which is pretty rapid by most standards but still several tenths adrift of the fastest Tesla. Even so, remember that Porsche is always conservative with its claims. Porsche also says the Taycan will reach 124mph (200kph) from rest in under 12sec - which is approximately the pace of a current 911 GTS. Its range on the NEC cycle is 'more than 300 miles' - competitive but not ground-breaking.

Additionally, the clearest images yet of Porsche's new 911 have surfaced on the internet. They show the car in what even Porsche insiders concede is almost completely undisguised form and reveal that, as ever, its silhouette is almost entirely unchanged.

Code-named 992, the car sits on an evolved version of the extant 991's hybrid steel and aluminium platform, but is believed to include increased aluminium content to offset weight gained in other areas. Most notable among these will be a hybrid drive system that, while not available at the car's launch in November, will certainly arrive within a year or two. It is understood that much of the engineering challenge behind the car has been finding a way of incorporating the batteries and electric motors without losing significant amounts of interior or luggage space and, indeed, adding significant mass.

At launch, then, expect the car to be unveiled in Carrera and Carrera S form, as per Porsche tradition. These will likely retain the 3-litre, flat-six turbo motors of the current car, but with their outputs raised slightly but significantly from 365bhp and 414bhp. If Porsche then runs true to form, the next car to be unveiled will be the Turbo, followed by a GT3 and other niche models like the T and GTS. When it comes the GT3 is believed to be the first Porsche to wear that badge not to feature a normally aspirated engine, so for the first time all 911s will be turbocharged.



VW/AUDI ROW LATEST

Suspended Audi boss Rupert Stadler is facing a lengthy term in prison after his appeal for release was turned down by a court in Munich.

He was first arrested in June on suspicion of allowing certain Audis to continue to be sold after he became aware of potential issues with their emissions equipment.

BIG PLANS FOR LOTUS

Bloomberg has reported that Lotus parent company Geely is planning a £1.5 billion investment in the company. As long ago as March I said that Lotus might be well served to open a new factory in the Midlands, a suggestion dismissed as "gossip" and "idle speculation" by its former CEO Jean-Marc Gales. But according to Bloomberg, not only is a new factory planned for precisely that part of the world, it is to be joined by a design and innovation centre, possibly located in Coventry. And of course none of this would affect the standing of Hethel as the true home of Lotus, whose staff and facilities are to be further expanded under the plan.

Geely's only official comment on the report is to say that it is "fully committed to restoring Lotus into being a leading global luxury brand", which is exciting enough: anyone who's followed Volvo's progress under Geely's stewardship will know the Chinese giant tends to back its words with action.

FERRARI DROPS A HINT

Ferrari has released a teaser sketch with the line "Icona Ferrari" and the date of September 17. It is rumoured that the car is a special edition of the 812 Superfast flagship, possibly a convertible like the 599 SA Aperta of 2010, maybe carrying the Monza name. If so it is likely to be built in very small numbers (there were 80 Apertas) and all should be sold before the car is formally unveiled. The date is significant because it marks the day when new CEO Louis Camilleri presents Ferrari's five-year plan, just weeks after the death of his predecessor Sergio Marchionne.

Z4 TO STAR IN PARIS

There is much talk about which cars will headline this year's Paris Motor Show.

One undoubted star will be the all-new BMW Z4, designed and engineered in conjunction with Toyota (which will spin a new Supra off the same platform). The Z4 will have been formally unveiled at Pebble Beach by the time you read this, but its full technical specification is believed to have been held back for Paris.

Expect the car to be available only as a convertible and powered by a range of 2-litre four- and 3-litre six-cylinder engines. Although a warm M40i version is expected in the same style as the current M240i, there is no news as yet of a 'proper' M version.

In the meantime, Mercedes-Benz will show a new AMG version of the A-class. Designed to fill the yawning chasm between the 'normal' A-class and the monster A45 AMG, this new A35 AMG will offer a VW Golf R-rivalling 300bhp powerplant.

Those waiting for the new A45 will need to be patient: it's not scheduled for introduction until some time into 2019.

10 MILLION MUSTANGS

Ford has celebrated the production of its 10-millionth Mustang. It claims the original 'pony car' is the best-selling sports car of the last half-century, has been in more films and has more Facebook followers than any other car of any kind in the world.

The landmark car was a Wimbledon white convertible. Its 5-litre V8 might be similar in size to the 4.3 V8 in the early cars, but with 460bhp and six forward gears provides rather different performance to the original, with its 164bhp and three-speed auto transmission.

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F1 FRONTLINE

Mark Hughes

The death of Sergio Marchionne, after a year-long battle with cancer, has big repercussions for both Formula 1 and Scuderia Ferrari

Sergio Marchionne was a man who'd played hardball with the American government to acquire Chrysler for nothing; in fact better than nothing, for it came with all sorts of sweeteners that allowed both it and the Fiat Group to survive.

So, negotiating with F1's owners about Ferrari's terms of participation from 2021 onwards was surely a game of far lower stakes for him - and he was happy to play just as hard. Asked how he'd feel about going down in history as the boss who'd pulled Ferrari out of F1, he replied: "Like a million bucks, because I'll be working on an alternative strategy to try to replace it. A more rational one, too.

"I think you need to be absolutely clear that unless we find a set of circumstances, the results of which are beneficial to the maintenance of the brand in the marketplace and to the strengthening of the unique position for Ferrari, Ferrari will not play."

No one really thought it would come to that. But there was a reluctance to press him too hard on his word: a rival Ferrari-led series would be a death blow to F1. He used that weight well and, shortly before his trip to the hospital, he'd had dinner with Liberty Media's Chase Carey and they'd largely agreed where they were heading - together - and the general terms upon which they'd be doing so.

Part of that was the insistence of keeping the current hybrid V6s, complete with MGU-H. Marchionne was against moving to a simpler technical model that Liberty wanted and would frequently refer to such plans as 'NASCAR' technology in which Ferrari would play no part. How much of this he really believed, and how much was a convenience as he negotiated Ferrari's financial terms, was unknowable.

But he's no longer around. And the reasons that Liberty wished to have simpler engines - noisier, cheaper, more encouraging for new manufacturers and independent engine builders alike - still hold. Probably no one has the stomach to fight that battle all over again with Marchionne's replacement as Ferrari chief, Louis Camilleri. But, without the unique energy and personality of Marchionne, it will be interesting to see if and how the dynamic shifts between F1's owners and its most valued team.

For all that he was already well established as a powerful, successful industrialist when he took the helm of Ferrari after ousting Luca di Montezemolo, there were naturally doubts about whether he had the necessary understanding to lead the F1 team. But that's exactly what he did. He didn't choose to put a specialist in there to run it for him and, although there were discussions with Ross Brawn to reprise his earlier role with the team, Ross's insistence that he'd be the boss on everything but budget didn't sit with Marchionne. He had more in mind someone who would action his instructions, a lieutenant - hence Maurizio Arrivabene as team principal.

Meanwhile, he pressed on himself, took time to understand the team and its limitations. He was a tough bulldog of a boss - as James Allison found when he couldn't agree terms to continue as technical director some months after a personal tragedy - but he wasn't only that. There were more dimensions to his energies than just tough. He was creative and no respecter of convention - as suggested by his clothes sense and ungroomed appearance. In addition to his business qualifications, he also had law and philosophy degrees. He was a man of contrasts.

Employees at all levels would be surprised to receive an on-the-fly informal visit from the boss, who would ask questions about their department and how they thought it might be improved. He spent months doing this, building up a picture. He then presented his solution - and it was a highly unconventional one, at least for an F1 team.

He imposed a managerial system that sought to rid the team of its long-standing culture of fear, where people were reluctant to contribute ideas, fearful of sticking their heads above the parapet in an environment where scapegoats for failure were always sought. The Scuderia is uniquely pressured to be successful, yet was wired up to fail. Marchionne understood and interrupted this self-destructive cycle, and did so in a surprisingly short amount of time.

The 'high potential' system (see June 2017 issue) almost miraculously released the creative potential of the existing people and fed it directly into the car. Since that time, emboldened also by Marchionne's bullish leadership, the Scuderia has been the team that has pushed hardest against the limits of the regulations - the mark of an absolute top team. It used to be Red Bull that was constantly being asked to explain how features of its cars worked, and whether it was getting around the intention of the regulations. At this time Ferrari was producing technically unadventurous machines that were just composites of ideas introduced elsewhere. But for the last two years, the team doing the explanations has been Ferrari. The latest round of head-scratching from rivals, about how it might be using its unique twin battery system to harvest energy more efficiently than anyone else, is just another manifestation of this. Cleverly bending floors, tricks of oil burn, aero-effect mirrors, active blown axles: all these have been the subject of FIA scrutiny, with new technical directives having to be written around interpretations no one else had made.

Just a couple of years ago it would have been unimaginable for Mercedes to be guessing about the source of a Ferrari power unit advantage. Mercedes was master of all it surveyed. In the last few events, and for the first time in a decade, Ferrari has begun turning up at tracks actually expecting to be quickest. That's the result of great work from a big number of people, but it's also the mark of Marchionne's leadership.

He did OK. ⊠

> ***"Prior to his trip to the hospital, Marchionne and Carey had largely agreed where Formula 1 was headed"***

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

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Dickie Meaden

Balance of Performance, or Imbalance of Performance? Either way the current GT racing rules would be preposterous in any other sport

Balance of Performance. Lifeblood of GT racing or perennial bone of contention? The unbiased answer is probably 'both'.

If you're a regular reader you'll know my long-standing beef with BoP is largely a matter of principle. One based on the fact that rules contrived to foster an open-door policy for as many manufacturers as possible can only deliver by hobbling the fastest and giving the slowest a leg-up. This sits uneasily with me.

As a dissenting voice, the best public support I can hope for from people within the sport is a resigned shrug, even though privately the same people will often share similar frustrations. It's as though the teams and drivers have taken a collective vow of silence, closing ranks in tacit acceptance of rules that force everyone to engineer their cars into the BoP 'window' knowing that their creation will then get poked and prodded towards performance parity.

I often wonder how BoP would be regarded in a wider sporting context. Apply it to sprinting and Usain Bolt would have spent most of his career running in golden flip-flops and carrying a 20kg rucksack. World Cup football? Ooh, you French lads look a bit handy, so we've decided to tie Mbappe's laces together and give the Croatians 13 players. Golf? Here Mr Woods, we've seen you're struggling lately so would you like to use the forward tee to give you a chance against Mr McIlroy? Preposterous, right?

In historic racing the main focus is on ensuring that cars comply with their HTP (Historic Technical Passport), but arresting the pace of development and trying to prevent cars getting too fast for their own good is a parallel priority. Generally speaking, it all works extremely well, with organisers rarely resorting to measures that limit one type of car to favour another.

Over the last five seasons or so I've spent most of my time racing Lotus Cortinas in U2TC, Lotus Elans and a Mk3B Lola T70 – all of them in mixed-class championships. In the pre-66 U2TC tin-top series you need a Lotus Cortina or an Alfa GTA to win. Unless it's raining, at which point the Mini Cooper S becomes almost untouchable. Would the Mini drivers want it any other way? I doubt it, for they revel in the role of giant-slayers. In the BoP era there are no Goliaths, so there can be no Davids.

In an Elan, depending on the circuit, you can get right in among the Cobras and E-types in qualifying. You get mugged at the rolling start, but you get your chance for revenge in the braking areas and direction changes, so over the course of a two-hour race you can make a proper nuisance of yourself. Occasionally you might even snatch an overall podium.

And the T70? In my experience this is the closest historic racing gets to applying BoP. In Peter Auto's CER series the T70s are now rev-limited to 7250rpm instead of whatever the motor can safely run to (about 8100rpm for a good 5.0-litre Chevy), and tyres are restricted to a specific type of Avon A37 covers which, in my opinion, are pretty horrid over a race distance. However, to encourage those brave enough to run something like a Ferrari 512 or Porsche 917 they have been given more freedom on tyres, while rev limits are governed only by the owner's appetite for ruinously costly 12-cylinder race engine rebuilds.

The effect has been interesting. Group 5 Ferraris and Porsches are regularly entered in CER, which is great for everyone. The T70 is not as nice to race as it used to be, but it can still be quick enough for pole position if driven well and the chassis thrives over a race distance at circuits that suit it, such as Paul Ricard and Imola.

Since the switch to A37s the T70 has a tougher time at circuits like Spa-Francorchamps or Silverstone, but it only really struggles at a tight, twisty track such as Jarama, which naturally suits the lighter, more nimble four-cylinder Lolas and Chevrons.

Despite its objectives, BoP, like most things in modern money-driven motor sport, is a system open to manipulation and abuse. One of the most blatant episodes in recent years was Le Mans in 2016, when Ford and bitter rival Ferrari successfully masked the performance of their cars to such a degree they miraculously 'found' more than four seconds per lap between the official Le Mans test and qualifying for the 24 Hours. It was so blatant that Porsche's motor sport chief, Frank Walliser, was reduced to tears. There were some last-minute adjustments, but Ford still went on to score a historic 1-2 finish, exactly 50 years after the GT40 first won at La Sarthe.

What a fairy tale that must have been for Ford. Just as it was this year for Porsche, winning the GTE Pro class in the company's 70th anniversary year. Coincidence? Unlikely. Probably. Maybe. Maybe not. And that's the problem. BoP relies on a hugely sophisticated suite of measures, but it can never be perfect and will sometimes be found to be significantly out of kilter. So, was that epic edge-of-the-seat win you just watched scored on merit, or was it due to some 'Imbalance' of Performance? The history books don't care, but maybe we should.

It would certainly be naïve to imagine that the most politically savvy teams don't bring every possible pressure to bear, as much through lobbying as engineering. Especially when the prize is a win in the only endurance race with global marketing resonance.

It all makes me feel horribly conflicted. I know that the cars themselves are sensational machines and that the racing is ultra-close, but still I'm left feeling disenchanted because I'm no longer sure what the results mean. I love the cars and am unfailingly impressed by the best drivers, but heartily dislike the rules that decide their destiny. ⊠

> ***Porsche winning Le Mans on its 70th anniversary: Coincidence? Unlikely, probably, maybe?***

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

MAXTED-PAGE

HISTORIC RACING PORSCHE

We are thrilled to present two extremely rare, first-year-of-production, 1964 Porsche 901/911 coupes for sale.



1964 Porsche 901 / 911 Coupe | Chassis #300 161 - Engine # 900277

Supplied new in Germany via Schultz in Düsseldorf. Finished in Light Ivory with Black vinyl interior and first registered on 22nd December 1964. Chassis #300 161 passed between just five registered owners in Germany, before being acquired by a UK collector in 2007. Recognising the historic importance of such an early example, an extensive, two-year, ground-up restoration then took place, correctly restoring or preserving its original 1964 build details, whilst also preparing the car for competitive use in historic FIA race events.

Subsequently the car has entered only very selected and prestigious race events including:
2012 Spa Classic and Le Mans Classic • 2013 Tour Auto and Spa Six Hour Historic • 2014 Le Mans Classic and Spa Classic
2015 John Aldington Trophy at the 73rd Goodwood Members Meeting, where it finished 5th Overall.

Chassis #300 161 retains its original numbered engine case and gearbox and is offered for sale, complete with UK road registration and MoT, plus F.I.A. HTP paperwork plus fully documented history and restoration files.



1964 Porsche 901 / 911 Coupe | Chassis #300 138 - Engine # 900266

Delivered new via Schultz in Düsseldorf and originally specified in Signal Red (6407) with Black leatherette and Pepita seat inlays.

The car remained in Germany for a period of time before being exported to the USA. According to the history file, it has then been registered in California since circa 1991. In 2014, #300 138 was purchased and imported by a European collector. The car retains its original numbered, type 901/01 engine, which has been recently rebuilt and has many of the special features from 1964.

1964-built Porsche 901/911s are known to uniquely feature many identifying pre-production parts differences when compared to 1965 or '66 model year cars. The 232 Registry Group have, over recent years, collectively researched and produced a detailed 1964 Parts Study and continue to share this information amongst this special group of circa 50 surviving 1964 Porsches and their owners. An opportunity for the serious Porsche collector to acquire a genuine and extremely rare, first-year-of-production example.

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MOTORCYCLES



Mat Oxley

Mike Hailwood's fairy-tale Isle of Man TT comeback proved his brilliance beyond doubt. Or is that merely a myth?

Forty years ago this summer, Mike Hailwood commenced his motorcycle racing comeback. In June 1978 he contested his first TT race in a dozen years when he returned to the Isle of Man and famously beat old rival Phil Read in the Formula 1 event.

But this was just the beginning. Two months later the 38-year-old climbed the podium at the British Grand Prix, in the TT F1 support race, riding the same Ducati he had used on the island. And then he set about making plans for the 1979 season.

Why the comeback? Hailwood had retired from full-time bike racing following the 1966 Grand Prix season and later moved into Formula 1 (with which he'd first dabbled during the '60s), first with Team Surtees, then with McLaren. He scored points in several 1974 F1 GPs before a big accident at the Nürburgring left him with a badly broken right leg. Apparently fed up with racing, he emigrated to New Zealand with his family. But the racing itch still needed scratching. And his bank account needed topping up.

He knew a return to Grand Prix racing would be a step too far, however. "The bikes have improved so much that the degree of courage necessary to get the most out of them is greater than it used to be, so you have to be a very special kind of lunatic nowadays to do so," he wrote. "I know for certain that I am profoundly happy it is them and not me out there right now."

Hailwood thus agreed a big-money deal to return to the Isle of Man, where he had won a record 12 TTs before the event lost Grand Prix status, riding Norton, Honda and MV Agusta machinery.

Some fans were sceptical about his return and the reasons for it. Others hurriedly booked their ferry tickets across the Irish Sea, convinced they would see 'Mike the Bike' make some more history. Initially, Hailwood played down his chances. "Don't expect miracles," he told the press.

Mechanic Pat Slinn was convinced this was a trick. "I don't think Mike would have entered if he hadn't been completely sure he could win; he wasn't a second- or third-place man," says Slinn, who helped fettle Hailwood's Ducati 900SS, which had been specially prepared by the Bologna factory. "After his first practice session on the Ducati, Mike came in, took his helmet off and said, 'I haven't forgotten any of it, every bump is still there!' When he broke the lap record later in practice, Franco Farni [Ducati's famed race engineer] thought his stopwatch had broken, he couldn't believe it."

Hailwood's defeat of old Grand Prix rival Read in June 1978 is one of bike racing's all-time greatest fairy tales. Grown men wept and fans who witnessed the feat still talk about it. But was the success really that impressive? In retrospect, Hailwood didn't think so.

"I realised that I would be quickly down the tubes if I tried to go Grand Prix racing, but I felt the island would continue to be kind to me and that I would have a wobble around without disgracing myself," he wrote in 1980. "What I didn't realise was that the standard of riding on the island had gone down in the intervening period. I found that very few of the competitors knew the circuit in the way they should have done. And because of the fear of blowing up their bikes and incurring more expense, they were trying less hard than I expected. Consequently, there were very few people who really knew their way around and were prepared to race hard."

In the days after his TT F1 victory, Hailwood contested the Senior, Classic and Junior TTs, but his Martini-backed Yamahas let him down in the big races and the conditions weren't to his liking in the Junior. "Although the opening race proved an unexpected triumph, the remainder of the week was a disaster, so I thought, 'All right, for 1979 we better give it one more try."

The following June he rode another Ducati in the F1 race, plus factory spec Suzukis in the Senior and Classic TTs. This time it was the Italian vee-twin that let him down. "The exhaust pipes started falling to bits, the battery bracket broke and when I lost fifth gear on the last lap, things became distinctly inconvenient," he said after the opening race of the week.

Two days later he won the Senior, setting a new lap record, and four days after that he came within 3.4 seconds of victory in the Classic. Immediately after the race he announced that his island career was absolutely, definitely over.

"In all honesty, I shouldn't have been good enough, after 10 years away from bikes, to win a couple of TTs," he wrote. "The fact that I did is, in a way, a curious indictment against the general standard of riding that exists in this country."

However, Hailwood was still open to short-circuit offers. A month after the TT he agreed to ride at Donington Park, which was supposed to be his farewell race, although he wasn't quite sure. He made up his mind during practice, when things went badly wrong at the Craner Curves.

"I made the final decision as I was sailing through the air, just before I landed on my head. I thought, 'What the f*** am I doing here? This is silly!' And after three hours on the operating table my mind was made up. I just didn't care if I never so much as sat on a racing motorcycle again. Which is perhaps the way it should be when you retire from something as compelling as motor sport."

> *"I shouldn't have been good enough, after 10 years away from bikes, to win a couple of TTs"*

Hailwood survived arguably the two most dangerous decades of motorcycle and car racing, only to lose his life 20 months later in a road accident, which also claimed the life of his nine-year-old daughter, Michelle. Earlier this year he was voted into *Motor Sport* magazine's Hall of Fame. ◘

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

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Doug Nye

A renowned and successful endurance racer and businessman, Luigi Chinetti was both Enzo Ferrari's great friend and adversary

Enzo Ferrari was a man with few friends. One of the most enduring - on-again/off-again love/hate relationships over many years - was with Luigi Chinetti. The enigmatic American Ferrari importer - as he became in the 1950s - was absolutely out of the same mould as *Il Drake* of Maranello. He was a single-minded businessman-turned-racer, and which side of his capability took precedence tended to vary from month to month and from week to week.

He had grown up in Jerago con Orago, north of Milan, and became an apprentice mechanic at the Alfa Romeo company's Il Portello works in 1917, aged 16. As a young man he leaned politically to the left, which made him uncomfortable - to put it mildly - with the rise of Mussolini's fascist movement in his native country. Ultimately, he voted with his feet, moved to France and settled in Paris, building a living servicing and wheeling and dealing Alfa Romeo cars.

He also began driving them in sports car competition, sharing most notably at Le Mans in 1932 with wealthy (and talented) owner-driver Raymond Sommer in an Alfa Romeo 8C-2300. They won outright. Back again at La Sarthe for 1934, co-driving with another very capable and well-heeled owner-driver, Philippe 'Phi-Phi' Etancelin from Rouen, he won his second Le Mans 24 Hours. In between these two signal successes in 1933 he had done the trick yet again, in the Belgian Spa 24 Hours, again in an Alfa Romeo - shared with the dashing Monegasque playboy/professional Louis Chiron.

Chinetti had built a reputation as a reliable and mechanically sympathetic endurance racing specialist driver. He was also a renowned Mr Fixit within the high-performance sports car and motor racing world, with extremely strong and influential contacts – outside the political sphere - in Italy.

When World War 2 engulfed Europe in 1940, Chinetti decamped with another well-heeled client-driver, Rene Dreyfus, sailing to America where they would participate in the year's Indianapolis 500. As the situation in Europe worsened, Chinetti - no friend to fascism, remember - built his future in America, working and making new contacts with fellow Italian wheeler-dealer/technician Alfred Momo, who would tie-up with Briggs Cunningham post-war.

With the war over, racing resumed in Europe and Chinetti began to split his time between Paris and America, reviving his multiple connections with the French and Italian racing fraternity. In particular he revived a relationship with Enzo Ferrari which had endured since their days together at Alfa Romeo and within the Milan motor sporting community. He encouraged Ferrari to build his first sports cars with promises of finding him buyers – on both sides of the Atlantic. And he put his driving ability where his sales talk came from, winning the 1948 Paris 12 Hours at Montlhéry as well as running strongly before retirement in the season's Spa 24 Hours.

When the Le Mans 24 Hours was revived post-war - in 1949 - Chinetti entered a Ferrari 166 with the British former Frazer Nash exponent, Peter Mitchell-Thompson - Lord Selsdon - and they won, Chinetti driving some 23 of the 24 hours. Selsdon promptly purchased the car, while back at Spa for yet another 24-hour race Chinetti won again - co-driving a 166 with Jean Lucas.

He became a great ambassador for Ferrari, encouraging any sports car-minded American with money to 'go Ferrari'. In the 1951 Carrera Panamericana he rode as mechanic/navigator to Piero Taruffi in the winning Ferrari 212 Inter Vignale coupé.

He would continue to drive and/or act as entrant, preparer, team patron for what became the North American Racing Team (NART) which became one of the ACO's firmest friends and supporters - finally winning the Le Mans 24 Hours with its Ferrari 275LM shared by Masten Gregory and Jochen Rindt in 1965...

Enzo Ferrari made Chinetti his American Ferrari agent - his territory becoming all areas east of the Mississippi, although he dealt with plenty of Californians and Texans too - including Phil Hill and Carroll Shelby...

Chinetti remained based in Greenwich, Connecticut after his retirement before dying in 1994, aged 93.

Enzo Ferrari and Luigi Chinetti did considerable business together - and the latter worked wonders to help the former's marque establish its largest export market - in the USA. But disputes between them would often flare, Ferrari refusing Chinetti's repeated exhortations to adopt automatic transmissions, air conditioning and electric windows - and after almost total early domination of 1950s American road racing, Ferrari stopped making cars capable of competing at the top level in the major US road racing series.

Into the 2000s, Luigi Sr's son, Luigi 'Coco' Chinetti Jr, was having restoration work carried out in Modena at Marco Baldi's specialist workshop. The cars involved were two Ferrari P-series sports-prototypes - chassis '0812' and '0814', and a 275 GTB. The open-cockpit P-cars were both important historically - '0812' having won at Sebring and Ste Jovite while '0814' is thought to be the winner of Le Mans, no less, in 1963 while in 250P spec, although that understanding has recently been challenged.

In February 2000, Ferrari - remarkably - publicly accused Chinetti of building replica Ferraris and had the authorities impound the cars. The Fiat-background general motor industry apparatchiks of Ferrari were flexing their muscles, but they had chosen the wrong guy to push around. A two-year legal battle ensued, during which Chinetti Jr made his case for having purchased the two cars from Ferrari in 1964, and having owned both cars ever since. He produced the original Ferrari shipping documents as proof. Game, set and match. The factory was hoist by its own paperwork. After

> ***Ferrari publicly accused Chinetti Jr of building replica Ferraris, and had his cars impounded***



Luigi Chinetti, middle, with Lord Selsdon to the left at Le Mans in 1949. Below, Chinetti Jr had legal run-ins with Ferrari

LAT

LYNDON McNEIL

Chinetti Jr was cleared by the Guardia di Finanza (Fiscal Police), the cars were returned to him in late 2002. But the Ferrari-Chinetti litigation ground on....

When Luigi Sr died in 1994, Luigi Jr became his sole heir and executor. Some sympathetic soul then tipped off the Internal Revenue Service of further estate assets in Europe. Luigi Sr had indeed loaned a 1951 2-litre V12-engined Ferrari 166 Formula 2 car to Ferrari for display, initially in the Monza museum and then at the Dino Ferrari Technical School in Modena before being shown in the Ferrari Museo upon its opening in 1990. When his dad died, Luigi Jr was unaware that Papa had never signed the car over to Ferrari, which was why it was not included in his original list of estate assets.

The IRS investigation then found that Ferrari had no documentation proving it owned the car. For a time, Ferrari seemed to agree. In a fax dated 21 September 1997, Ferrari Affari Legali sent a declaration for Chinetti's approval, signed by Avvocato Mauro Cavadini. It read:

"Whereas Ferrari SpA has had in its possession a Ferrari motor vehicle known as Ferrari F2 chassis nr 122 (year 1951) (hereinafter, 'The Vehicle'), which once belonged to Mr Luigi J Chinetti, Sr.

"Whereas, Mr Chinetti has now passed away and his estate is claiming ownership of The Vehicle. Now therefore, the undersigned on behalf of Ferrari SpA acknowledges no ownership of The Vehicle and specifically releases, quits claims, and conveys or otherwise transfers to the estate of Luigi Chinetti Sr The Vehicle, at no cost or expense to the estate with the exception of transportation costs and customs duties, and that Ferrari SpA shall make no further claim to The Vehicle."

Consequently, in 1998 Chinetti Jr was charged additional tax due on the Formula 2 car and also upon Luigi Sr's ownership of a Milan apartment, in which first his parents, and later his sister, had lived. Jr paid up. But when he asked Ferrari to return his Formula 2 car to him, Ferrari reversed the Cavadini release and claimed that Sr had in fact transferred ownership to Ferrari. It couldn't support this claim with any paperwork, so in July 2011, Chinetti Jr sued Ferrari in a Florida Court - in an action later transferred to a Modena court, in Italy...

While the suit dragged on for seven years, the car remained in the Ferrari Museo. And on June 19 this year the Italian Judge came down on Chinetti Jr's side - in Modena - against Ferrari... She not only awarded Luigi Jr the car but charged Ferrari €23,500 for costs.

The Old Man - Chinetti that is - would surely have been proud of yet another victory. ⊠

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



HISTORIC SCENE

Gordon Cruickshank

Unique sounds as well as rare sights always mark out Goodwood's Festival of Speed, but this year two V8s made a special impact

Perhaps years in the future I'll get tired of the Festival of Speed, but even though each time I approach the gates I wonder what can possibly be new and interesting, I always find my notebook filling up rapidly.

(Not that I can always read it afterwards. I was once doing a story at the Chapman home and looking over my shoulder Hazel Chapman said "Ah, someone who still writes shorthand!" I smiled and didn't admit it was just my terrible writing.)

It tickled me that beside the bizarre 1923 Voisin Laboratoire were picnic seats upholstered in the Art Deco fabrics used in Voisin saloons of the time. Nice attention to detail by owner Philipp Moch, who reconstructed the 'Lab' using only tools and skills available at the time.

As well as the huge Fiat S76, Duncan Pittaway brought his latest project, the sole remaining alloy-bodied Cheetah. Intended as a low-production Chevrolet sports car that could stick it to the all-conquering Shelby Cobras in the mid-60s, the pint-sized two-seater was strangled in 1964 when GM pulled all backing. Creator and designer Bill Thomas hoped to make the 100 needed for homologation by buying Chevy V8s and clothing his own chassis in glassfibre bodies, but lack of development cash and a factory fire snuffed out the project with just 11 cars built.

It didn't help that on track the car gained a reputation for fighting back like - well, like a cornered cheetah - mainly because Thomas left out the propshaft. The engine is so far back in the super-short wheelbase that he just attached the 'diff to the 'box with a u/j while the structure is basically a rollcage with suspension bolted on. Duncan reckons his car, chassis 1, weighs about 760kg so with intended engines in the 400hp region and the wheelbase of a slot car, keeping a Cheetah aimed at its prey was never going to be easy - witness this car's accident at Daytona in 1964. Only the third owner, Duncan found it in Arizona and says he's tempted to keep it unpainted: the alloy body was originally formed blind like a jelly mould, with doors and windows cut out afterwards, and he loves the fact that this all shows in the welds.

Duncan wasn't pushing at the Festival. "The engine blew up on the dyno last week so I pinched another Chevy V8 from a friend's motorhome," he said cheerfully. "My very first drive was down to the startline here!"

This man laughs in the face of deadlines, or indeed common sense. Recently he cracked the sump plug off the hulking Fiat - on a ferry ramp while driving back from Germany, those stub exhausts glowing. "At night you can see blue fire all down the left-hand side of the body!" he giggles. And last November he bought the 1896 Salvesen Steam Cart - the day before taking it on the Brighton Run.

Leaving the Pittaway pit I wondered if the Duke had had the hill steepened to make it tougher, as my wheelchair was getting hard to push. It turned out to be a soft tyre. Well, the paddock is full of pit equipment, so many thanks to the crew running the Mercedes CLK GTR who plugged me into their giant air compressor, once I'd conveyed in cod German that, yes, my tyres really do run at 90lbs pressure. "*Mein Gott, sechs bar - sehr hoch*!"

On an even keel again I stopped to admire another overdue completion - Mega Bertha, making its debut 40 years late. It should have been successor to Dealer Team Vauxhall's barn-storming Big and Baby Bertha Super Saloons but in 1977, halfway through the build, Vauxhall and DTV switched priorities to Gp1 and the rally HS, leading to international success for Bill Blydenstein's team. I remember the quiet, friendly Dutchman who led the Shepreth-based outfit, his flawless English as precise as the lengthy letters he would send when he felt we hadn't shone the full spotlight on something.

That change left Mega Bertha as a kit of parts which has taken decades to reach the track. And here was Ric Wood, better known as a guru of Ford V6 and GAA power and restorer of RS3100 and Gp5 Zakspeed Capris, about to light up its 8.4-litre Can-Am V8.

"The body was all there but I had to effectively build a new spaceframe chassis," Ric says. "And we only began in April!" Imagine a Mk1 Cavalier coupé sliced up the middle and widened by a foot to swallow that Chevrolet lump and road-roller tyres - it's so flat and wide it makes Baby Bertha look upright. Ric is looking forward to taking on the mantle of Gerry Marshall, who wrestled the bellowing Berthas to win after win and would have been the Mega pilot, flamboyantly whipping up every one of what Ric says are 800 horses.

When Ric reached for the key I scuttled to the front of the car away from that earthquake V8 exhaust that makes your ribs rattle. Mistake. The massive pipes curl forward around the motor like restless pythons and exit ahead of the front wheels. Ouch. There was a row of Formula 1 cars warming up nearby, but a Can-Am Chevy laughs at them.

That's Goodwood. A riot of sensations that you can't fully process until you get home.

EVEN WITH A BLUE BADGE I HAVE TROUBLE PARKING IN CENTRAL London, so how you get away with displaying a pair of custom Porsches in crowded Pall Mall I don't know. But I wasn't complaining; it gave me a chance to inspect the latest from Porsche doctor Paul Stephens. With his background in racing and fettling 911s for most of his life Paul knows the cars inside-out, but he has found his own niche under the label AutoArt - carefully reworking cars to combine retro looks with modern manners. Today there's a whole 'restomod' movement but in the 1990s, when Paul began making 964s look older than they were, it was considered plain odd.

We're not talking about faking a 2.7 RS, but about integrating classic visual elements with the radically improved abilities of the late air-cooled cars, stripped, lightened, honed and reassembled into something fresh.

> ***This man laughs in the face of deadlines, and indeed common sense. He cracked the sump off a Fiat S76 on a ferry***



Mega Bertha tackles the hill, left, while new 'classic' Porsches light up London. Below, the Cheetah on the hunt







Outside Apsley Tailors in this grand London street was the first example of Stephens' Le Mans Classic Clubsport, due to be officially launched at the French event a day or two later. Ratified by event organiser Peter Auto, just 10 will be built and customers will be invited to collect their cars at the 2020 event and take part in a Le Mans 'start'. Beginning with an original 911 shell, the firm de-seams the roof and rebuilds with lightweight bumpers, bonnet and engine cover plus its own remade panels before fitting its own-spec 300bhp injected 3.4-litre motor with light crank, rods and flywheel. Inside everything looks similar but different: obviously Porsche, yet metal switches replace plastic, dials are bespoke and there's a luggage box instead of rear seats. In Touring spec the LM Classic car gets special houndstooth seat inserts, green seatbelts, carpets, doorpulls and dials, tailored luggage and a green/black body stripe.

Or you can go Lightweight, dumping soundproofing, door electrics and even one sunvisor to hit a slender 970kg. Everywhere the fit and finish are superb; even in the engine bay the build quality looks excellent. Such obvious care isn't cheap, of course. Paul says that in the '90s the effort/profit ratio just didn't work; nowadays as classic Porsches spiral in price customers see this mix of today's abilities with yesterday's appeal as a tempting option. That's what makes a price of about £250,000 viable.

I see the appeal. Porsche 911s aren't rare, so it would feel good to have something that looks different - but only at second glance, like the black Classic Touring model also parked here, very restrained with its slight flares and Fuchs-style alloys yet boasting extensive upgrades.

If you aim to exercise your car, not store it until the next auction or do burnouts in Knightsbridge at 2am, there are tasteful ways to stand out.



IT'S DORKING'S TURN TO RESOUND to racing engines when the Surrey town celebrates the racing achievements of local man Rob Walker, left, last of the gentleman privateers. From the 1940s to the '70s Walker's cars, in their trademark blue with white nose stripe, garnered successes all the way to nine Grand Prix victories, steered by some of the great names - Brooks, Hill G, Siffert, Rindt and especially Stirling Moss. Around 11am on October 21 Dorking town centre stops for a parade of his famous machinery including his Delahaye 135, the 1958 Argentine GP-winning Cooper, Ferguson P99, both Ferrari 250SWB TT winners and others. Afterward a new exhibition dedicated to the Walker team opens at the town museum. ⊠

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

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F1's engine struggles

Having recently become aware that 2021's fabulous new Formula 1 engine rules are no longer, it seems to me that Mark Hughes is right - the manufacturers have too much say in what is going to happen, so Liberty and the FIA need to come to terms with the need to have independent rules created to foster improved competition.

The way to achieve that is to have an F1 engine class for the independents and another for manufacturers. That way the latter can no longer hold the FIA and race promoters to ransom. Being able to supply engines to everyone that wants to take part is a pre-requisite for good competition.

Just a thought.

Gerard Sauer, Worthing, West Sussex

Ferrari in a tangle

I read with interest John Watson's 1975 British Grand Prix recollections, as at the time I ran Alan Jones in the Embassy Hill Racing Hill GH1.

As I remember, the start of the race was dry, then it rained, then it dried out and then it poured. Tony Brise crashed one of our cars in the rain, but Alan was right in the thick of it.

As we were preparing to bring Alan in during the deluge, the next team along the pit road was Ferrari. They were experienced in pit stops from their sports car racing and had pneumatic wheel guns connected to the air bottles by those curly extendable yellow plastic air hoses. Clay Regazzoni came in and the bloke on the left front undid the nut with his airgun, removed the slick-shod wheel, fitted the wet, turned to pick up his gun and did the nut up, but did not manage to get around the front of the car before the team manager signalled Regga to go. The Ferrari had a high airbox in those days and the air-line was still across the front of the car. The yellow hose snagged the bodywork below the opening of the airbox, started to uncurl and got really long before snapping the wheel gun out of the mechanic's hands and whipping it in a big arc until it hit the pit wall. Crews around the Ferrari pit hit the ground as this heavy projectile was winding up, knowing that it would soon be propelled at them.

While we were waiting for Alan, Niki Lauda appeared in the other Ferrari - and the team was by now in total disarray as it set about servicing Niki's car. The left-front guy, now with another wrench, undid the large nut, removed and replaced the wheels, put the nut on by hand, then turned to pick up his gun as the team manager signalled Niki to go. He moved about two feet before the nut dropped off its thread and rolled slowly to my feet...

Steve Roby, via email

In defence of Lewis

David Buckden (*Letters, September 2018*) appears to be an enthusiast of long standing, but prejudice seems to be getting in the way of sound judgment. Lewis Hamilton wears his emotions on his sleeve more than some - which endears him to me far more than corporate blandness - and his "behaviour" after the British GP was surely down to his absolute emotional and physical exhaustion after a rollercoaster race.

Lewis Hamilton has proven time after time that he is pre-eminent in his generation for his speed, determination, exceptional hand-to-eye coordination, ability to master the complexities of modern F1 machinery and sheer will to win. He most certainly did not have success presented to him on a plate. He caught Ron Dennis's eye at an early age, with his exceptional karting ability, but he had to go on proving his class through the junior formulae, and he delivered immediately when he got his hands on an F1 car in 2007.

The greatest drivers of each generation rarely had to plug around in uncompetitive machinery for long: Nuvolari, Rosemeyer, Fangio (once he was backed to come to Europe), Clark, Stewart, Prost, Senna, Schumacher - they are no different. Lewis Hamilton's 'lifestyle' may not be to everyone's taste. So what? His focus on racing denied him much in his youth and he can now afford his showbiz inclinations, which have not affected his racing up to now..

Chris Mason, York

Not now Bernhard

I very much enjoyed Dickie Meaden's article on Timo Bernhard's extraordinary exploits at the Nürburgring in the equally extraordinary Porsche 919 Evo. But I must take exception to your description of the machine as a "racing car". It is not eligible or sanctioned for any series in the world, though I suppose it could run at Pikes Peak.

It may be - indeed is - an amazing feat of engineering prowess (one expects no less from Weissach), but you cannot compare it, or Bernhard's feat, to Stefan Bellof's achievement in the Porsche 956.

Eliot Wilson, Sunderland

Orders aren't racing

The recent German Grand Prix was hailed by some scribes as F1 at its best, yet for me it was another farcical episode. After being an avid fan for nearly 40 years, I've had enough of what is now a ludicrous 'sport'.

Lewis Hamilton was clearly in breach of the regulations with his pit entry shenanigans, but escaped penalty. Why? Rules are rules and a poor understanding is not an excuse. It was like a police patrol saying, 'Oh you didn't realise you were speeding, very well then, off you go, have a nice day.'

Kimi Räikkönen was holding up Sebastian Vettel, so Kimi was asked to move aside. This is not racing that we pay to enjoy. If Vettel found himself behind his slower team-mate then it's a strategic error! This era of subservient team-mates is not racing, it's manipulation of the outcome to favour one driver. In 2010 Alonso lost the championship in the final event because he couldn't get past Vitaly Petrov and paid the ultimate price for a poor strategic decision, yet 'gifting' your team-mates positions can win titles...

In the closing stages, and on fresher tyres, Valtteri Bottas was catching Hamilton hand over fist but was denied the opportunity to race. Again, manipulation of the outcome to favour one driver, gifting him a victory he should have already been denied by breaking the rules with his pit entry mistake.

Christophe Ellis, Australia

Don't forget Leyland

Among the many anniversaries that seem to have cropped up this year, one which has slipped through the net (perhaps intentionally) is the formation of the British Leyland Motor Corporation, which offered so much promise in 1968 when BMC and Leyland Motors united.

I joined the company's Bathgate plant straight from school in 1973. If anybody had suggested then that, within my lifetime, there would be no British Leyland and we would buy cars made in Korea, we would have had a right good laugh at that.

I have just bought Mrs McRae a Kia Picanto...

Ian McRae, Gartcosh, North Lanarkshire

Shell suits

About 10 years ago you published a Parting Shot from the 1969 Spa 1000 Kms, with an MGB clearly visible in last place. This six-year-old car had just been driven from Bucks to Spa under its own steam. Owners Charlie Dawkins and Rod Eade practised and then completed the race at a remarkable 101mph average. They had needed only a single set of tyres. The Shell representative caught the spirit of their efforts and gladly refuelled the car at his company's expense for the run back to Bucks. This was surely amateur motor sport at its best.

John Bilton, Salisbury, Wilts.

McLaren's Medicine

I've used motor sport to illustrate concepts for pharmaceutical development in conference presentations and university lectures, and Mark Hughes' analysis of McLaren's problems provided a stunning example of how company culture can cripple innovation.

Departmental silos promote 'cover your ass' thinking, which prevents teams from focusing on true goals, whether they are constructing a winning car or developing an effective cancer drug. In both cases it's managing the people, not the technology, that present the greatest challenges and opportunities for success.

Thanks for another great article - I'll be describing it to my colleagues..

Mark Moody, Concord, USA ⊠

RICHARD MILLE

When Richard Mille wakes up in his 18th century Breton château fancying a croissant, it's not unknown for him to head off to find one behind the wheel of an ex-Björn Waldegård Lancia Stratos.

This car was the foundation of a collection of classics that Mille began buying more than 15 years ago. It includes another Stratos that took part in several French regional events and, most notably, a jaw-dropping fleet of historic F1 cars ranging from a Matra MS11 to a BRM P160 via a Lotus 78 – all of which are largely unrestored and original.

The cars of which he is probably most fond, however, are the seven McLaren F1 and Can-Am models that include the M7A driven by Denny Hulme, although he also has a special affection for a Lola T70 he drives in historic endurance events at Spa and Le Mans.

But Mille's connection with the latter runs considerably deeper than that of competitor, because his eponymous watch brand has been the main sponsor of the biennial Le Mans Classic since its inception in 2002. As one member of our party observed after seeing the wall-to-wall RM branding: "They say the British own Le Mans – but Richard Mille seems to own the Le Mans Classic."



The long-standing connection has led to regular Le Mans Classic limited-edition watches, with this year's being the RM11-03. It differs considerably from 2016's titanium offering by virtue of having a case made from dazzling white ceramic combined with Graph TPT – a carbon-based material said to be 200 times stronger than steel and six times lighter.

The use of such high-tech ingredients is typical of Mille watches, which he often calls "racing machines for the wrist". The 'engine' in the RM11-03 LMC is the skeletonised, self-winding RMAC3 featuring a 'flyback' chronograph mechanism that can be stopped, reset and restarted with a single button press.

Dial detailing in British Racing Green and yellow lends an undeniable classic racing feel to what is otherwise an almost futuristic-looking watch, just 150 examples of which will be made – and all at a price that only those on F1 driver salaries are likely to be able to afford.

RM11-03 LMC £164,500. www.richardmille.com

WATCHES

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Simon De Burton



Tissot PRS 516 Alpine Limited Edition

TISSOT

If you got your name down for a new Renault Alpine, how about a complementary watch? Tissot has rekindled its historic partnership with Alpine, which began in 1973 when it sponsored the original A110 rally cars, with the introduction of the PRS516 Alpine On-board, a 45mm chronograph that can be unclipped from its perforated, steering-wheel inspired strap and attached to a special support designed to fit beside the Renault Alpine's multimedia screen. Just 516 examples of the watch will be available. *£1585, www.tissotwatches.com*



TAG Heuer Autavia Harrods Limited Edition

TAG HEUER

One of the early sports chronographs from the old Heuer brand was the 1933 Autavia, named because it was designed with AUTomobilists and AVIAtors in mind. The model was brought back in a redesigned form in 1962 and became synonymous with F1 drivers of the era. After disappearing from the TAG Heuer catalogue, the Autavia was revived last year – and now Harrods has launched this 150-piece limited edition. Supplied in a special box, it costs £250 more than a standard Autavia. *£4500, www.harrods.com*

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PIPER
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Magic numbers

Porsche 917, Ferrari 512, Lola T70 – perhaps as great a concentration of sports car heritage as you could find in a single pit garage. And Motor Sport was at Donington Park to drive them. Your chauffeur? Dario Franchitti

WRITER Simon Arron **PHOTOGRAPHER** Drew Gibson



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Time's passage has a habit of altering perceptions. In the warm light of 21st century Leicestershire, the collage of Porsche 917, Ferrari 512S and Lola T70 is arguably the apotheosis of mechanical charisma.

In the cold light of July 1971's *Motor Sport*, however, Andrew Marriott's Le Mans report suggested otherwise. "Undoubtedly the race has lost much of its old magic," he wrote. "In this, the last year of the present five-litre cars, there were few high spots. The casualty rate among the fancied runners was high, and of the nine Ferrari 512Ms and seven Porsche 917s only two of each marque remained 24 hours later."

Nine 512s and seven 917s? Time travel can't come soon enough.

Today that era is infused with a sense of romance that wasn't necessarily apparent at the time - *Motor Sport*'s continental correspondent Denis Jenkinson skipped Le Mans in 1971, for the first time in almost 20 years, due to the 'poor' quality of the entry - but in the slipstream of the 1960s, and the intense Ford vs Ferrari warfare, perhaps things did seem a little tamer.

Marriott again: "The field was made up with a very large number of Porsche 911s, which proved thoroughly boring to watch and were probably rather boring to drive, except when you had a 512 lapping you on one side and a 917 on the other..."

Whatever the period reality, the 917 and 512 are blessed with timeless grace - as is the car alongside them today, the distinguished Lola T70 Mk3B. The three belong to the same stable and are gathered at Donington Park as part of a test organised by historic racing regular Joe Twyman.

"The owner [who wishes to remain anonymous] wanted to see all three running, because he'd always had in mind a photograph of them grouped together," Twyman says. "That was the seed, so I made arrangements at Donington Park - one of the attractions being that it runs unsilenced test days [a benefit of being at the end of an airport runway]. You wouldn't really want anything else for a 512, a 917 and a T70. It was a day for special cars, some of which aren't normally seen racing."

Also present were another 917 and a 956 - Le Mans winners, both - a Cologne Capri, a Targa Florio 911 RSR and a Jaguar XJR-9 - but *Motor Sport* was invited to focus on the three at the top of the list... and not just to photograph them but to take stints at their helms. For that part of the job we recruited triple Indy 500 winner and four-time IndyCar champion Dario Franchitti, a dedicated student of our sport's history. While the Scotsman requires little introduction, the cars might - in detail, at least.

The 917 is chassis 026/31, originally a JW Automotive car that David Hobbs and Mike Hailwood raced in Gulf colours at Le Mans in 1970 (where it failed to finish, following an accident). It was subsequently converted into a Spyder and raced by Ernst Kraus and Jürgen Barth in Interserie events, but preparation specialist Paul Lanzante very recently completed its restoration to original 917K specification.

The Ferrari is 512S chassis 1006, run by North American Racing Team (NART) in 1970 and '71 and driven by a cast including Pedro Rodríguez, Sam Posey, Ronnie Bucknum and Tony Adamowicz. Bucknum and Adamowicz took it to second place in the 1971 Daytona 24 Hours, but it retired from that summer's Le Mans (Masten Gregory/George Eaton) when its fuel injection system ingested too much dirt.

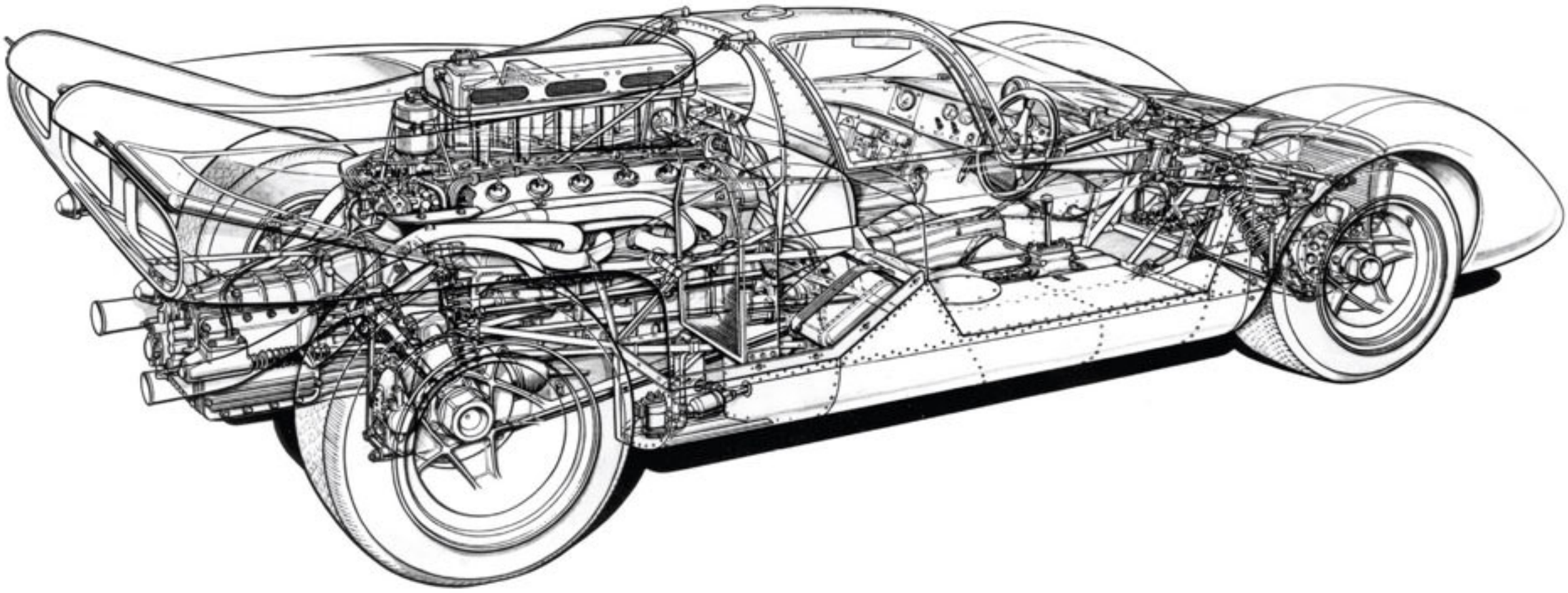
As the T70's emerald hue implies, it's an ex-David Piper car. Widely raced since first being campaigned in 1969, chassis SL76/150's alumni include Richard Attwood, Hans Herrmann, Paul Hawkins and Jean-Pierre Beltoise. "It's thought to be one of the most authentic T70s still racing," Twyman says. "There are very few out there with their original tubs, but this has original everything."

Mr Franchitti, kindly step this way...



DARIO'S VERDICT ON THE

FERRARI 512S



"The Ferrari is dominated by its 5.0-litre V12, which isn't really a surprise, but the intake is right next to your head. I took my earplugs out initially, because I'd been advised not to wear any, but it was so painful that I had to come back in to get them. And even then, at full song, it was... [Franchitti's wince says more than mere words could convey]. It was the most beautiful noise, but that intake is right there... [points to left ear].

"You are really aware of the car's short wheelbase, especially through some of the quicker sweeps at Donington. It feels as though it's up on its toes a little bit. You have to be very careful with some of the inputs, whether it's lifting off the throttle, getting on the brakes or controlling the car's pitch through those fast corners. But yeah, it's just a beautiful little thing to drive.

"The 512 has such a small wheel compared with the Lola or the 917, it's tiny – and the steering feels quite heavy, especially as you carry your braking into the corner and feel the front loading up.

"The steering might be heavy, but the gearbox was lovely once we'd done a little fine-tuning. Just getting on the throttle, pushing that pedal, the noise getting louder and louder... It's a Ferrari 512S, what's not to love? It's kind of odd, with the mirror up above the centre of the screen. There are no side mirrors, so you have to look up to see what's going on. It's a bit disconcerting turning in and not being able to look in your mirrors to see whether or not there's anybody steaming down your inside.

"Being here at Donington and playing for 10 laps or so is a lot of fun, when you're at perhaps six tenths or something, but to think about driving it on the limit at Le Mans, the Nürburgring – or even the Targa Florio, God forbid – this thing would have been a beast! One thing all three have in common is that they'll let you know when you've exceeded the limit, when you've taken some liberties. You can really feel that big lump behind trying to overtake the car, so you've got to be quite careful with it, but when it slides it is quite controllable, especially under power. The guys that drove these in the wet, at night, during a 12- or 24-hour race... They were proper. The courage required to keep this thing nailed through the Mulsanne Kink, or over some of those jumps at the Nürburgring, would have been something quite special.

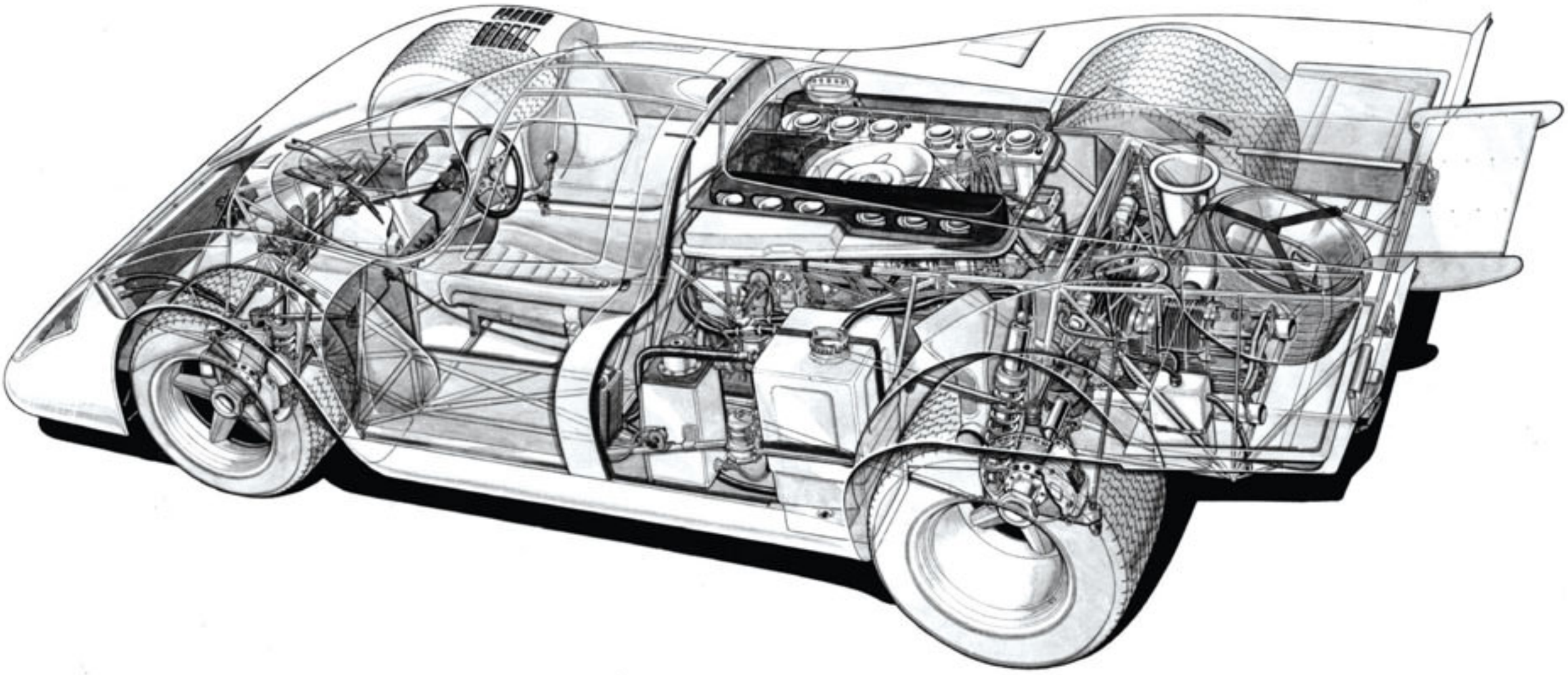
"You're sitting here, looking at the little rev counter and the bubble it sits in, the view around the screen, the open cockpit top... and then you look at the tanks around the front and realise that in period the drivers were surrounded by fuel. Crikey...

"But overall it's stunning. These three were all bucket-list cars and the 512S didn't disappoint."

The Ferrari 512S is almost as much engine as it is chassis, with a huge 5-litre V12 sitting right behind the driver. Franchitti noted that it was deafeningly loud...

DARIO'S VERDICT ON THE

PORSCHE 917K



"I guess this is the daddy of them all, the car. It has such a fearsome reputation, but then you get in and... look how reclined I am! Then you realise the back of the front wheels are right here [points at thighs] and my legs are a good bit that way, so they - well, my feet - are actually the first bit of crash structure, which is a little disconcerting.

"Then you look up and see this supposed roll cage - my bicycle has bigger tubes! And it's a 250mph car - it's terrifying. Then you start it with a key - no buttons, no histrionics, no fuel pumps to switch on - and the start key is drilled to save weight, which seems typically Porsche.

"The engine pulls like a locomotive, all the way up from zero revs, although there is a red line at 7000rpm. It pulls continuously and is just so tractable. And then you have this lovely gearbox, with the wooden gearknob - again to save weight. The car is dominated by its driving position - you are so reclined and really guide it with your wrists - you feel the movement when you accelerate and the car goes up like a speedboat, then you brake and it drops down and dives. You can control the pitch and how you enter the corner by how hard you brake, how late you brake and how long you stay on the brakes.

"You look in the mirror and remember the moment from *Le Mans* when Steve McQueen did that and you realise again what a special car this is. To be allowed to drive it today... it's pretty cool.

"The brake travel was quite long, perhaps the system needed bleeding a little, and the same is true of the throttle. I think that was effectively a form of traction control in 1971 - it gave you more time to think about it!

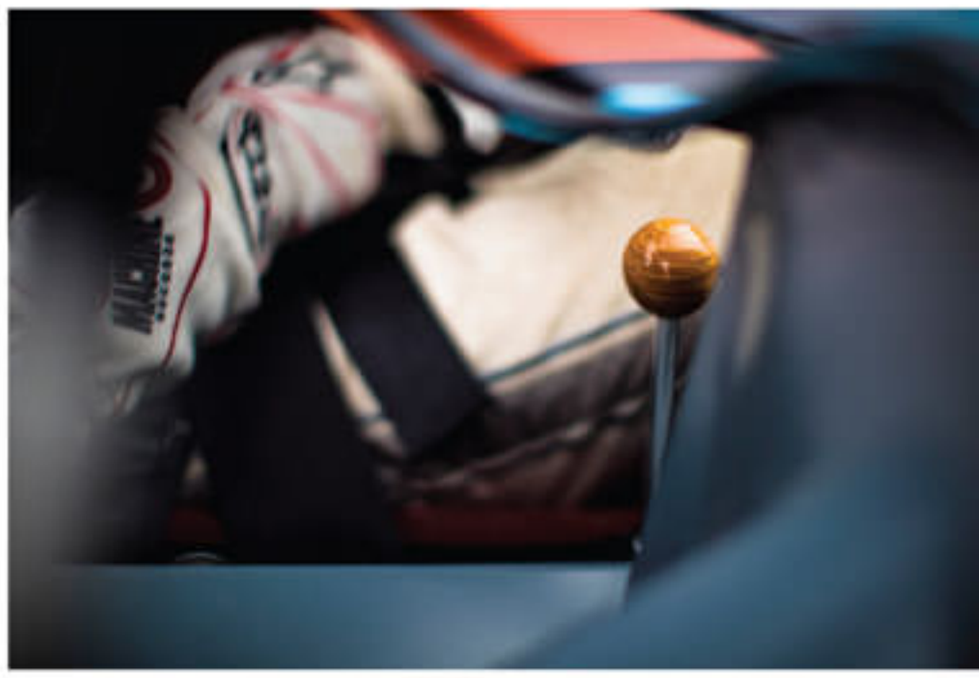
"Steering weight wasn't too bad - I think the diameter is about twice that of the 512S, so I guess Porsche was thinking more about driver comfort. It makes it easier to feed in those inputs and to get some feeling from the front tyres. It brakes very well - long travel, but the 917 stops on its nose. And it's so settled in the fast corners, certainly compared with the shorter-wheelbase 512S. This car really loves those fast sweeps and you can see it being at home at Le Mans, though it's probably a challenge through somewhere like the Mulsanne Corner. Down at Redgate you really have to wait for the car, with that big lump of an engine behind. Driving this thing in a 24-hour race? I'd have had a wee spin at it, although I'm not sure I'd have been brave enough to keep my foot down in some of the conditions. There's no aero on it really, no drag, so it just keeps pulling and I think that's why it was such a mighty weapon on the Mulsanne.

"I was fortunate enough to drive a 917 a few years ago - and getting back into one today is just as intimidating, just as much fun and just as much of a privilege."

The Porsche 917K may be one of the most famous sports cars in history, but it certainly tested the bravery of its drivers in period, with its crash structures starting with their feet and knees

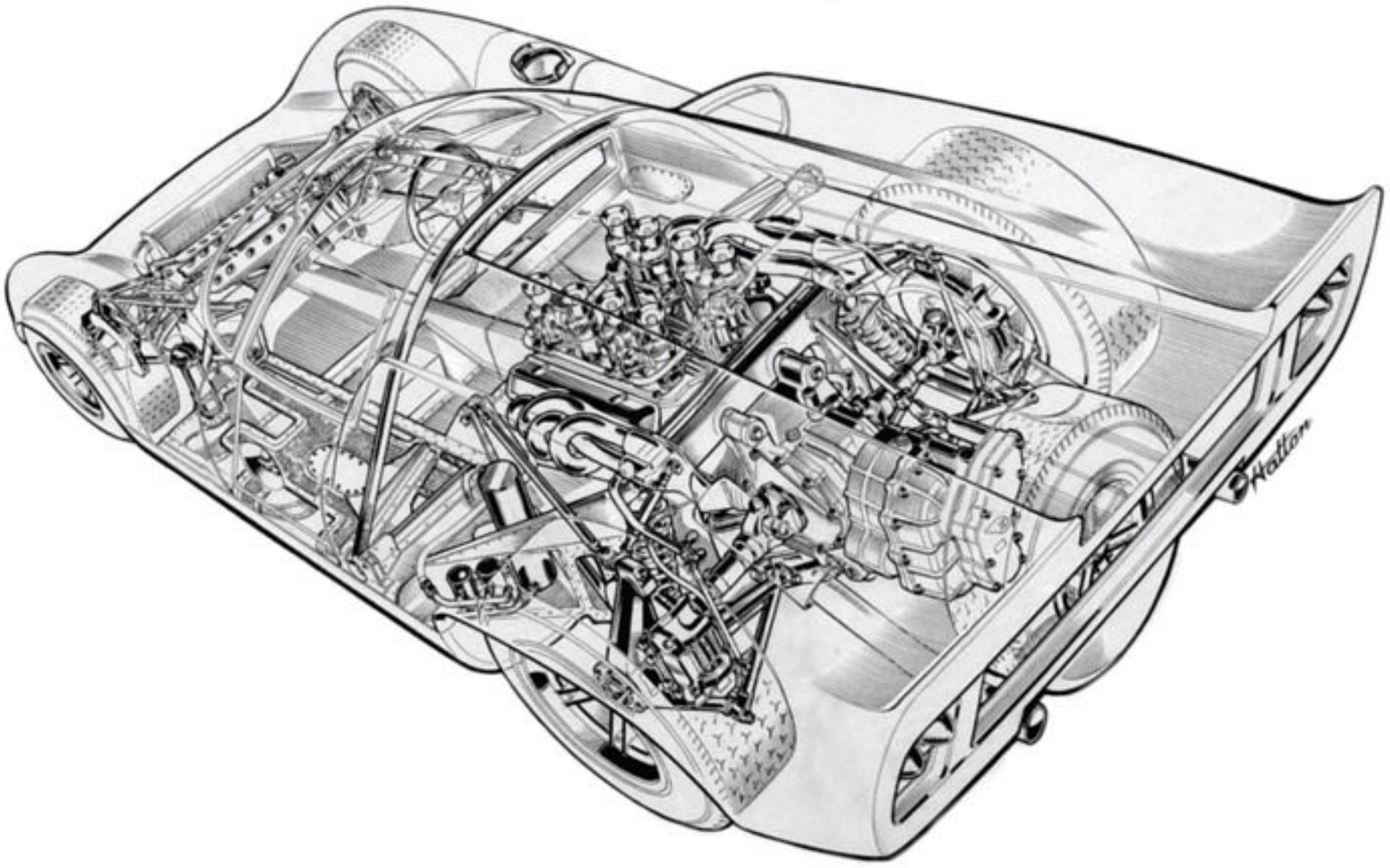






DARIO'S VERDICT ON THE

LOLA T70



"The Lola feels a little different in that it's an active racing car, while the 917 and 512S are borderline museum pieces. This is a bit more 'on the button', maybe a bit more sorted. In chassis terms it's fantastic, you can feel how it rolls together. It has a lot more grip than I'd imagined and heavy steering - with a big wheel and lots of weight fed through it. If you were being picky the 5-litre Chevy V8 engine lets it down a bit, but I guess in its day it was a cheap way to find loads of horsepower. And you have to remember that the original T70 predates the 917 and the 512S by a few years...

"You don't really need a gearlever because it has so much torque. It pulls from nothing like American muscle cars do. It just grunts along and it has probably been the surprise of the day. It's so much fun to drive. And because it races regularly, I felt a bit more willing to push it.

"From the outside the driving environments might look similar, but they are actually quite different. The Lola has more room, the steering wheel is higher and closer to you - a more modern type of arrangement and certainly less compromised than the 917 or the 512S. I would be a lot happier doing 24 hours in this as far as the cockpit goes because it's the most comfortable of the three. Perhaps it doesn't have the peak performance of the Porsche or the Ferrari, but what it has to offer is more accessibility.

"It's a great thought to have, isn't it? Racing a T70 in South Africa, Angola or maybe some of the crazier places in South America that these things showed up. With that American V8 behind you and a stock of spare parts from Lola, you could have done that and I reckon it would be a lot of fun, although a wee bit toasty in the hotter climates.

"I think the T70 is probably underrated - I certainly underrated it - but it surprised me in a very positive way.

"The one thing that maybe lets it down, is the gearbox, which is a bit stiff. You have to be very, very careful with it, but it's probably a necessity as it has to handle all that torque. Once you acclimatise, it's business as usual.

"One of the reasons the late '60s/early '70s era of sports car racing caught the imagination is because there were essentially no rules. Look at a 917 today and you think, 'Wow, a 250mph sports car, that's special' - but back in 1969 it must have been perceived as a spaceship. That's why people loved sports car racing - and the T70 made it accessible to an awful lot of drivers who didn't have access to a Porsche or a Ferrari. In some ways it was a grid-filler, but that's doing it a terrible injustice.

"If you could take the handling, dependability and accessibility of the T70 and combine it with the 917's engine and fast-corner balance and the slow-corner agility of the 512S, you'd have a pretty good car."







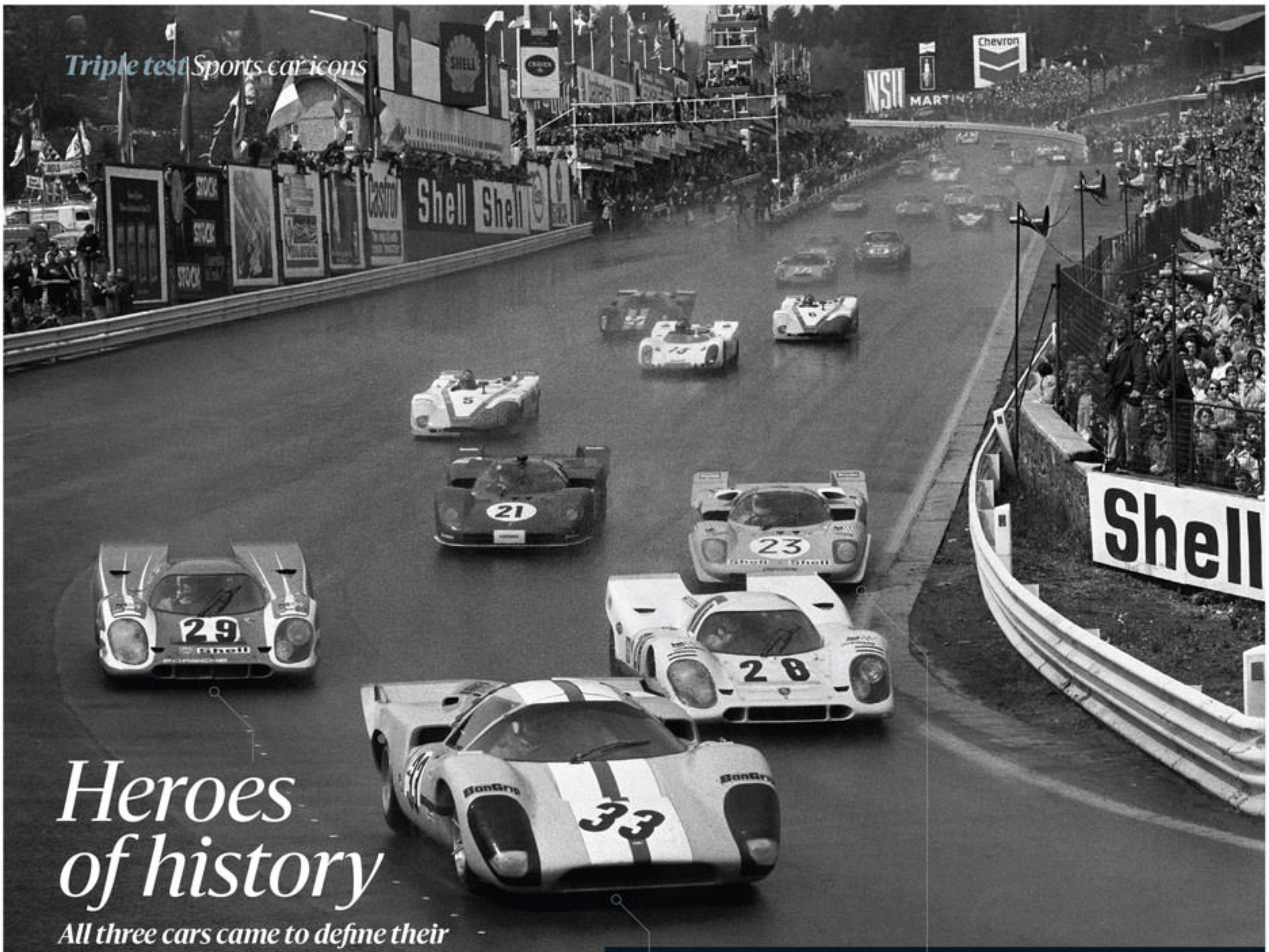








The Lola T70 Mk3B was the plucky underdog of our test, but suitably impressed Franchitti with its creature comforts and sheer fun factor



Heroes of history

All three cars came to define their era and attracted some of the greatest drivers ever to grace the sport

Porsche 917

One of history's most celebrated racing cars, from any domain

Engine: 5.0-litre flat-12. Introduced: 1969

NOTABLE VICTORIES

1969 Zeltweg 1000Kms	Jo Siffert/Kurt Ahrens
1969 Kyalami 9 Hours	Richard Attwood/David Piper
1970 Daytona 24 Hours	Pedro Rodríguez/Brian Redman/ Leo Kinnunen
1970 Brands Hatch 1000Kms	Pedro Rodríguez/Leo Kinnunen
1970 Monza 1000Kms	Pedro Rodríguez/Leo Kinnunen
1970 Spa 1000Kms	Jo Siffert/Brian Redman
1970 Le Mans 24 Hours	Richard Attwood/Hans Herrmann
1970 Watkins Glen 6 Hours	Pedro Rodríguez/Leo Kinnunen
1970 Dunes Trophy, Zandvoort	Gijs van Lennep
1970 Zeltweg 1000Kms	Jo Siffert/Brian Redman
1971 Buenos Aires 1000Kms	Jo Siffert/Derek Bell
1971 Daytona 24 Hours	Pedro Rodríguez/Jackie Oliver
1971 Sebring 12 Hours	Vic Elford/Gérard Larrousse
1971 Monza 1000Kms	Pedro Rodríguez/Jackie Oliver
1971 Spa 1000Kms	Pedro Rodríguez/Jackie Oliver
1971 Le Mans 24 Hours	Helmut Marko/Gijs van Lennep
1971 Zeltweg 1000Kms	Pedro Rodríguez/Richard Attwood
1971 Paris 1000Kms, Montlhéry	Gijs van Lennep/Derek Bell
1972 Copa Brasil, Interlagos	Wilson Fittipaldi

Ferrari 512S

The Porsche 917's elegant rival, forerunner to the 512M

Engine: 5.0-litre V12. Introduced: 1970

NOTABLE VICTORIES

1970 Sebring 12 Hours	Mario Andretti/Nino Vaccarella/ Ignazio Giunti
1970 Zolder 500Kms	Georg Loos/Helmut Kelleners
1970 Fuji 200Kms	Giampiero Moretti

Lola T70 Mk3B

Eric Broadley masterpiece, almost everyone's favourite Lola

Engine: 5.0-litre Chevrolet V8. Introduced: 1969 (Mk1 in 1965)

NOTABLE VICTORIES

1969 Daytona 24 Hours	Mark Donohue/Chuck Parsons
1969 Guards Trophy, Snetterton	Paul Hawkins
1969 Embassy Trophy, Thruxton	Brian Redman
1969 Tourist Trophy, Oulton Park	Trevor Taylor
1969 GP de Paris, Montlhéry	Jo Bonnier
1969 Norisring 200	Brian Redman
1969 Kodak Trophy, Thruxton	Denny Hulme
1969 Swedish GP, Karlskoga	Brian Redman
1969 Cape Town 3 Hours, Killarney	Frank Gardner/Mike de Udy
1970 GP de Paris, Montlhéry	Richard Attwood
1970 Vila Real 500Kms	Teddy Pilette/Gustave Gosselin
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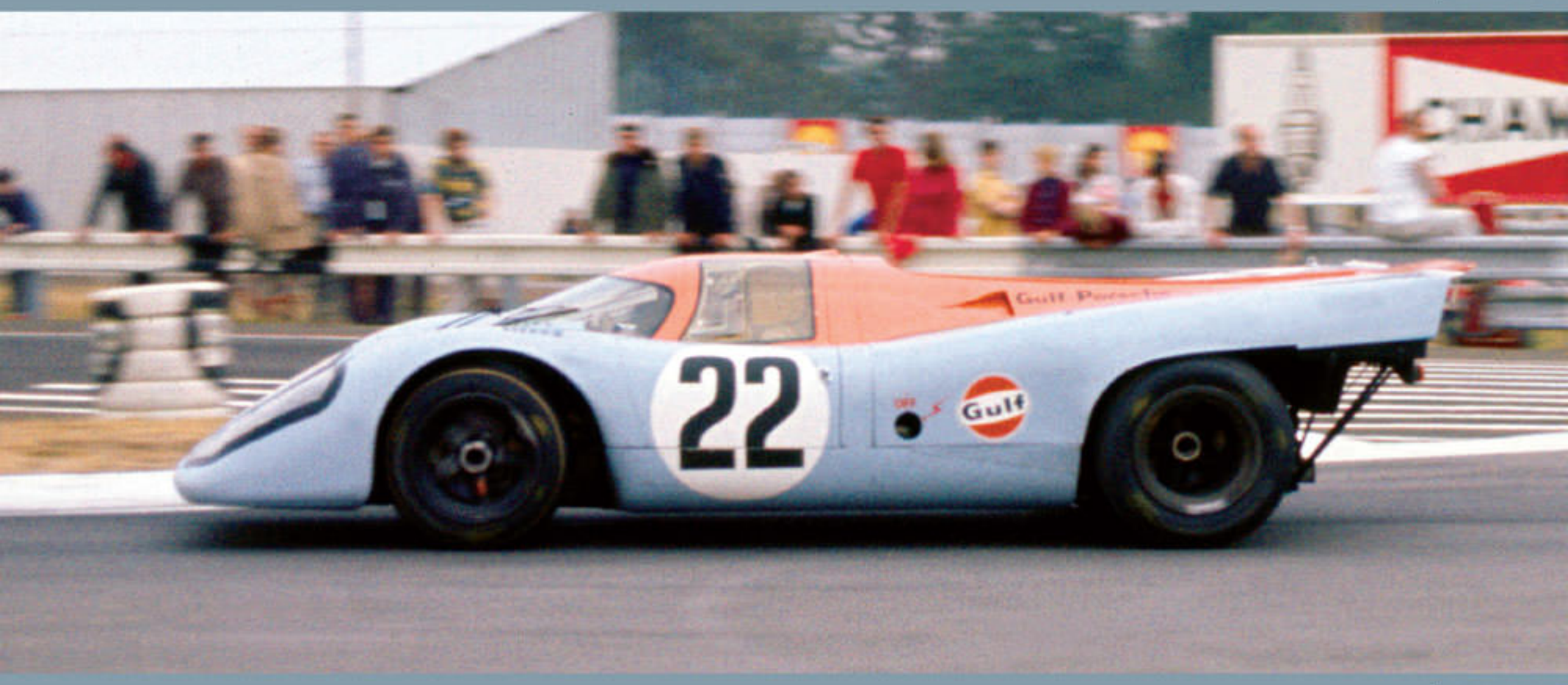




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THE TRIFECTA

We track down one of the very few drivers who raced the Lola T70, Porsche 917 and Ferrari 512 in their heyday

WRITER Jack Phillips



Four years separated the Lola T70, the Porsche 917 and the Ferrari 512 in an era when the same motley band of drivers would traipse around the world racing what would become the sport's most memorable prototypes. Yet finding a driver who raced all three is a tall order. Many drove two out of the three, but very few completed the set. We can name two, and we're talking to one. Can he guess his peer?

"Brian [Redman]?" He offers. "Oh no... he drove the 312, didn't he?"

Correct. The educated man is 'Hobbo'. David Hobbs is a member of an exclusive club, for he and Jackie Oliver are seemingly the only two men who drove each of these cars in period.

Hobbs' role in the piece stretches back to the T70's inception, stepping up from his little giant-killing Lotus Elite to the new and ground-breaking T70 in 1965. He helped to develop the Lola and raced all three variants, the Mk1, 2 and 3, briefly racing the 917 before spending a year in the best of all the 512s, the 512M of Penske and Mark Donohue.

"To compare the three," he says, "is a bit of a task, quite honestly. The 917 of course had that amazing flat-12 engine, which was pretty awesome. The Ferrari had a beautiful V12, which gave a lot of horsepower, was slippery and responded to changes. But the Lola was the biggest step forward from what had been available before - it was a big advancement for its time, huge."

By the time the big two had appeared, the T70 was already showing its age and had fallen from the top tier. When Porsche and Ferrari fought for 1970 and 1971 world championship honours, the Lola was all but nestled away in the history books, cherishing a 1-2 at Daytona in 1969 (thanks to a man who drove two and a half of the three, Mark Donohue).

In the four years from its launch the T70 had gained a roof, longer tail and breadvan stylings, but the 5-litre powerhouses left it breathless. Yet it still made its mark.

"The T70, was way ahead of its time," Hobbs says. "It was the first monocoque sports car and had nice aero from a slippery point of view, but this was a long way before aero was properly understood. It had big front-end lift, but we didn't know that at the time and all cars did, really. It was a very, very impressive car.

"I went to a lot of the testing, when John Surtees was driving the prototype at Silverstone because the team I was going to drive for, Harold Young in Long Melford, was going to be one of the first privateers to have one. The lap times were staggering.



The Formula 1 record was about 125mph or thereabouts. John cranked out a lap at 133 or 134mph. It was a huge step up."

The T70 made its presence similarly felt in competition. In practice for the 1965 Tourist Trophy - moved from Goodwood to Oulton Park and split into two one-hour races - Surtees went almost three seconds quicker than the F1 lap record. Hobbs should have won the race but was awarded second following confusion with the aggregate scoring, despite having only the smaller 289 Ford block compared to the works Lola.

"We should have had a 327 Chevy, the small block, which was significantly more powerful. The Chevy had a good bit of punch, but the 917 and 512 did too. But, as you know, racing cars can develop a lot in five to six years.

"The T70 was the best car I'd driven, but the gearbox in the Lola was the LT500, which was an absolutely foul gearbox to use. It was bloody awful - to do a decent shift was almost impossible."

The Porsche's 'box, a few years later, was little better and cost him a longer spell in the car and ended a long association with Gulf.

"We all assumed that I would carry on in '70 when they changed to the 917, but the Porsche guys didn't like me. Mr [Ferdinand] Piëch didn't. He had the perfect opportunity to turf me out at the test at Daytona when I mis-selected a gear going onto the banking. It blew the engine up, but of course that was a trait of the 917 because it was something of a flexible flier.

"The gearlever back to the gearbox was a long way, and of course the classic one was Jo Siffert at Le Mans in 1971. He and Brian were leading by a few laps and Jo missed a gear right in front of the pits, Mr Piëch and everyone else."

IF THE LOLA WAS THE BEST CAR HE HAD driven, the Porsche took the mantle of being the fastest. And, having raced the car later in 1970, the main problems had been ironed out. Its deadly attributes had been largely tamed - although not fully.

"It had nothing like the stability of the T70, but it had a lot of horsepower and a lot of torque. There are lurid stories that it would wander side-to-side down the Mulsanne Straight, but I don't remember it having too many vices. At Le Mans, Gulf ran three cars and John Wyer asked me and Mike [Hailwood] back. We had the 4.5-litre, as did Richard Attwood, but the other factory cars had the 5-litre, so were quite a bit quicker than us. But we soon moved up; if I hadn't liked the car I wouldn't have done that.

"At the time I wasn't really thinking of it in relation to the T70, but it was more aerodynamic because it had more downforce. Towards the end of the T70 we put a bigger spoiler on it, but the 917 was certainly a step up."

The Penske-developed Ferrari 512M would soon take the title of fastest and best, if not the most comfortable. "Mark [Donohue] was lead driver and about three inches shorter than me, so my head touched the roof the whole time. We didn't have seat inserts or anything like that, so the seat was made for Mark and that was it."

His 512 stands apart from all others, too, in that Donohue carried across the locked differential from his Trans-Am. "Quite why I don't know," admits Hobbs. "It gave a good bit of understeer, especially in low-speed corners, but the car was very, very fast. It was very nice to drive and responded well to any slight chassis or aero change. I know at Daytona before the days of the chicane on the back straight we would arrive at NASCAR 3 doing something like 218mph."



"Next to our Penske 512, the NART car looked like a bucket of bones, with oil leaking from the gearbox"

The locked diff made it as much a Penske as it was a Ferrari, and makes it hard to compare the Penske car to a NART one.

"Generally speaking, a 512 had no chance against a decent 917. Our car was quicker at every race we went to, so that shows it was our car. Not just a 512. It required a different type of driving - you had to throw it into slower corners to make sure the thing rotated, otherwise it would just push straight on. You got on the power early and used a bit of a powerslide technique to make it work."

Visually, the standard NART and Penske were diametrically opposed, too, according to Hobbs. "Our 512M was derided when it arrived at Daytona because it was polished to a high degree, even the wheels. Next to ours the NART car looked like a bucket of bones - bits of weld, knackered bodywork, oil leaking out of the gearbox and engine. That was typical Ferrari for the day. Ours was different."

That was down to Penske's meticulous attention to detail, which played a massive part in the team's success. Yet that wasn't forthcoming for the Ferrari, despite the driving talents of Hobbs and Donohue, and the refining abilities of the latter.

Pole at Daytona was converted into a dominant lead, only for misfortune to intervene. "Vic Elford in a 917 had a tyre blow on the banking and spun down, causing the most horrendous cloud of smoke and dust. Mark, like any normal person, slowed up, and some twerp in a 911, that we'd already lapped about 10 times, ran into him. We put about a thousand yards of tape on the car and still ended up third."

Sebring went a similar way. Donohue and nemesis Pedro Rodriguez clashed, seemingly unnecessarily. "What I've heard since is that it was Mark's fault," says Hobbs. "He came in and said Pedro had crashed into him, then swerved and crashed into him again. I just don't see Pedro doing that. On the other hand, I don't see Mark doing that either.

"I have spoken to people who saw the incident, because it was way out at the back of Sebring; it was a case of diving inside a tricky corner, Mark stuck his neck out a bit and they touched, then touched again. Why he had this thing against Rodríguez I have no idea, but it cost us the race. We would have won."

AT LE MANS, HANDICAPPED BY BEING A short tail, a blown engine struck the team down. "That was the race that was run at record pace; [Gijs] van Lennep and [Helmut] Marko won at the highest average speed but they had a long stop. I think we might have won that race, but they changed the engine before the race for a brand-new Ferrari. Roger was adamant but Mark and John 'Woody' Woodard [chief mechanic] were dead against it. But Roger won out, we changed it and it bloody blew up. I don't think they could ever get their head around the fact that the Traco engine we had been running was so reliable.

"Then a steering pole broke at Watkins Glen when we were on the pole and leading by miles! That 512 was the fastest; we just had sh**ty luck with it."

Put simply, from a man who knew them all when they were young, "They were all good cars in their day; the Ferrari was probably the best, just because it was newest, but the T70 was the biggest technical advancement." ◘

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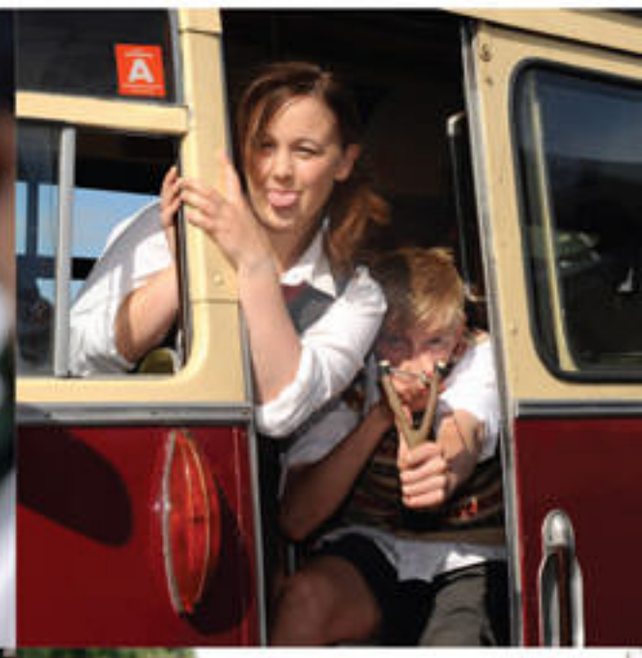
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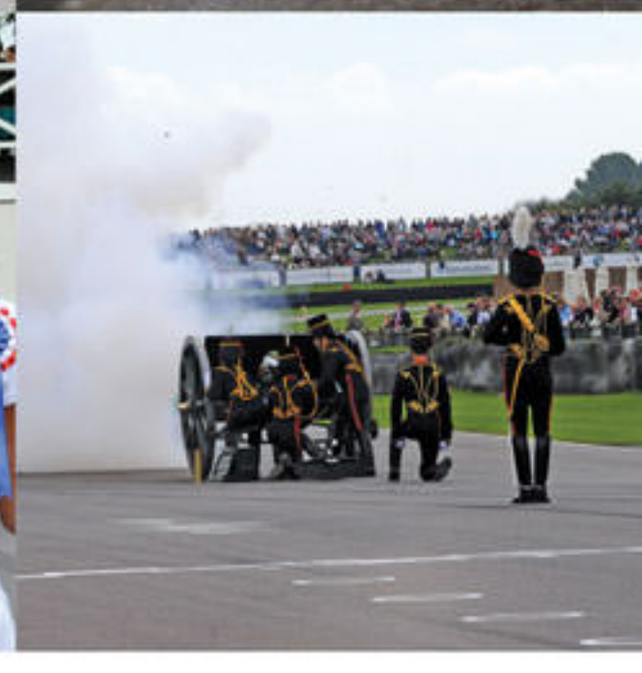






















English HERITAGE

In the slipstream of the Festival of Speed's 25th anniversary, the Goodwood Revival Meeting celebrates its 20th. Racers and* Motor Sport *writers recall a few personal highlights





It has become as much a seasonal sporting occasion as Henley Regatta, The Grand National or Wimbledon. First run in 1998, when it ended a 32-year racing drought in the shadow of The Sussex Downs, the Goodwood Revival Meeting is partly a social occasion, partly a fancy-dress party (period clothing advised) and a theatre for some of the UK's finest racing.

The circuit's brisk sweeps suit cars with antiquated concepts such as suspension travel and body roll – and pedigree drivers (including many Le Mans winners and former F1 racers) exploit them to their full potential, or fractions thereof. It has never been anything other than fulfilling to behold.



It was *Motor Sport* that broke the full story of Goodwood's possible reopening for racing: the April 1994 edition's front cover was prescient, a shot of Graham Hill's Ferrari 250 GTO hustling towards victory in the 1963 Tourist Trophy beneath a 'Goodwood revival?' headline. Within a couple of years, it would become clear that the question mark had been superfluous.

Catering for cars active during Goodwood's original period of operation, 1948-1966, that first event was well received, but few could have foreseen what lay ahead. This year marks the Revival's 20th anniversary – and 21st running – so Goodwood, the former RAF Westhampnett, has now been a heritage showcase for longer than it served as a circuit first time around.

On the following pages, leading drivers, *Motor Sport*'s staff and key collaborators reflect on some of their favourite moments, in the company of those that helped to create them.







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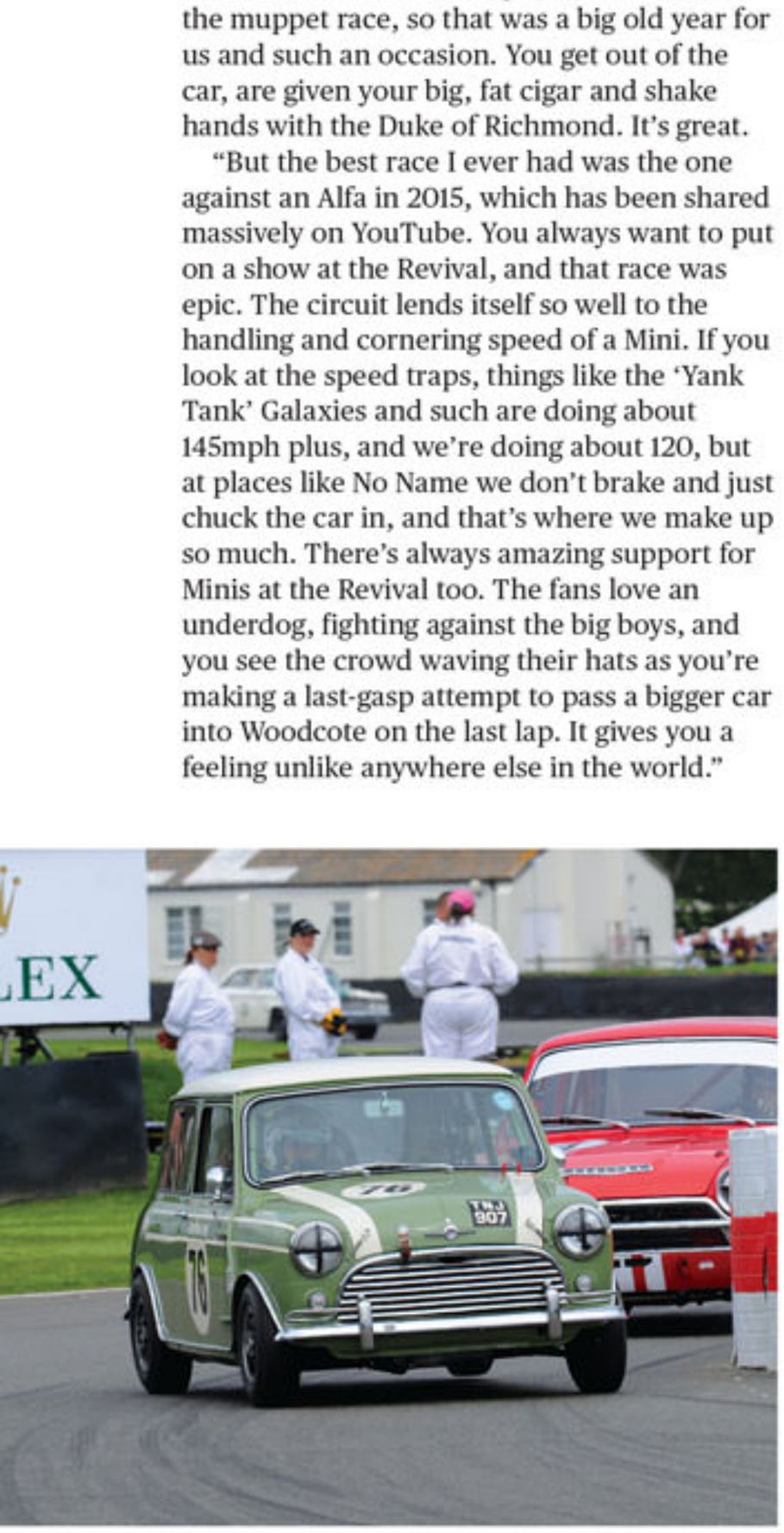
NICK SWIFT

Regularly slays giants with his Mini Cooper

"Because Goodwood is invitation only you never know if you're going to be returning, so you'd better bloody make the most of it!

"My first race there was back in 2009, when they did an all-Mini grid for the first time and half the field used our [Swiftune] engines. I think we'd sold at least one part to each car owner on the entry list! I teamed up with Oliver Gavin: he won the pro race and I won the muppet race, so that was a big old year for us and such an occasion. You get out of the car, are given your big, fat cigar and shake hands with the Duke of Richmond. It's great.

"But the best race I ever had was the one against an Alfa in 2015, which has been shared massively on YouTube. You always want to put on a show at the Revival, and that race was epic. The circuit lends itself so well to the handling and cornering speed of a Mini. If you look at the speed traps, things like the 'Yank Tank' Galaxies and such are doing about 145mph plus, and we're doing about 120, but at places like No Name we don't brake and just chuck the car in, and that's where we make up so much. There's always amazing support for Minis at the Revival too. The fans love an underdog, fighting against the big boys, and you see the crowd waving their hats as you're making a last-gasp attempt to pass a bigger car into Woodcote on the last lap. It gives you a feeling unlike anywhere else in the world."





EMANUELE PIRRO

Decorated racer, dedicated history student

"It goes without saying that I'm a huge fan of the Goodwood Revival and have enjoyed watching it grow first-hand. Our sport's past is very important to me and Goodwood showcases how things have evolved. I know historic cars race at many different tracks nowadays, but they rarely look as at home as they do at Goodwood. The circuit is in top condition, but also in original condition.

"I've been lucky to compete in many races at the Revival, but the car that most stands out is probably 4 WPD, the Lightweight E-type. I have driven it a couple of times, but particularly enjoyed sharing it with Dario Franchitti. He is a great friend and we have the same appreciation and passion for racing history.

"In 2005 we won the RAC TT Celebration and I drove the second stint, so took the chequered flag. Immediately afterwards, I slowed right down, loosened my belts, removed my helmet and eased myself out of the door, so that I could share the moment with the crowd. The reaction was fantastic and when I got back to the pit straight [the then] Lord March seemed really pleased - he asked me to go around and do it again, this time with Dario hanging out of the other door. I've always maintained that winning is not the most important thing in historic racing, but that was a really nice moment.

"Later in the afternoon I was summoned to see the stewards. I had no idea why, but they told me my actions had been potentially dangerous - I genuinely thought I was on *Candid Camera*, but it soon dawned that they were serious and, no matter how much I disagreed with what they were saying, they handed me a £5,000 fine. I went back to the car owner, Bernie Carl, and let him know what had happened. He told me he'd deal with it and wrote a lovely letter to the authorities, pointing out that it was important for drivers to interact with the crowd and enclosing a cheque for £10,000 in anticipation of the following year's fine!"



MARTIN BRUNDLE

The art of commitment in a Ferrari 250 GTO

"I've really enjoyed the TT Celebration over the years. My first was in CUT 7, the Lightweight E-type, with Jack Brabham. I arrived late because my kids were bridesmaid and page boy at a former nanny's wedding – and when I left the pits I thought it had four punctures because it had zero grip. It took me six or seven laps to get anywhere near Jack's times.

"The most seminal moments I've ever had in a racing car were my first few seconds in a Ferrari 250 GTO, coming out of Madgwick, clickity-clacking through the gearbox, listening to the V12... and then a Spitfire came through my field of vision, coming in to land. It isn't going to get any better than that. Unbelievable.

"You tend to forget the value of the car you're driving once the adrenaline's going and the result beckons. As you're going to the event you're thinking, 'I'm going to drive no more than 75 cent this weekend.' The cars are much faster than in period, the track hasn't changed and they're not all pro drivers. So you think about leaving a margin. Then you go out to practise and already you're at 90 per cent and then the race starts and it's 100 per cent. There I am rubbing door handles with someone going down to Madgwick to take the lead, kicking up the dust, partly on the grass, but I got through and it all seemed normal."

MATT NEAL

'It's motor racing's version of Disneyland...'

"I've raced everything from an Austin A35 to a Lotus Cortina via a Studebaker and a Sunbeam Tiger, but I think my stand-out memory is my first visit. I never got the whole historic racing thing beforehand, but took the option to go one year and as soon as I walked through the gates I just stood there, looked around and got it.

"It's like going to Disneyland. You walk in and get immersed in another world, a time warp. It's magical... even when the weather is poor.

"My favourite car for the Revival was the Le Mans Sunbeam Tiger, because it's probably the scariest thing I've driven. I first tested it in the damp and it was an animal. I was coming down the straight between Lavant and Woodcote and the thing wanted to swap ends on me, without even using full throttle. I was thinking 'What the hell am I doing here?' and then I looked to the airstrip and there was a Spitfire coming in to land, which makes you think 'Yeah, that's why I'm here.'

"I raced my own Cortina and that was actually less nerve-wracking as you're more comfortable in your own clothes, so to speak. To jump into other people's cars, and put them on the edge, is a big task. It was raining last year, the Sunbeam is worth more than £1m and the owner, Tony Eckford, put his hand on my shoulder and said, 'I don't want you to hold back, I want you to give it everything.' I just thought 'That's easy for you to say. I'm the one behind the wheel in the wet!'

But it's an amazing experience, the blue riband of historic events."



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TOM KRISTENSEN

Nine Le Mans wins, several at Goodwood

"It's the whole Goodwood atmosphere that always strikes me - the effort people make to get dressed up for the occasion, the way everybody seems to be enjoying the weekend... it's unlike anything we see in mainland Europe.

"Picking out highlights is very tricky, simply because I've driven so many different cars - Austin Westminster, Ferrari 330 LMB, Ford Galaxie, Ford Fairlane, Daytona Cobra, Jaguar E-type... and even a Lotus Cortina with Prince Joachim of Denmark. I finished third in my St Mary's Trophy heat that year [2011], after a fantastic battle with Darren Turner's Mini and Anthony Reid's Mk2 Jaguar.

"I've won the TT with Kenny Bräck, in a Daytona Cobra, and shared a few victories in the St Mary's, but whatever happens I just enjoy taking part. I love the circuit, too - especially the run through St Mary's and on to Lavant, where the car really flows.

"The Westminster and the Cobra are the only things I've ever tested before the meeting: when I practise on the Friday it's usually the first time I've sat in whatever I happen to be racing, but that's part of the appeal. Goodwood always feels like a fresh adventure."





We were there...

Motor Sport *writers choose some favourite Goodwood moments*



1998

The Woodcote Cup

by **SIMON ARRON**

I had been to Goodwood before, because it a) had a nice café and b) was a convenient meeting point ahead of road car photo shoots within the surrounding hills. Time without number I'd stand and watch cars peeling in and out of pits that looked largely unchanged from period photos, but since 1966 the circuit had been mostly a test venue, albeit licensed to host the occasional sprint. The idea that I might ever watch any racing here seemed impossible rather than fanciful. And yet...

In September 1998 I was close to the chicane exit, on the infield, a vantage point that offered a clear view of the start. The image of a Union Flag dropping and then vanishing in a spume of haze remains etched in my mind's eye: if they'd called the whole thing off there and then, I had at least witnessed a competitive spark at a circuit I'd assumed forever consigned to history.

Notionally the Woodcote Cup was for front-engined F1 or F2 cars from 1948-1953, but Willie Green's pole-sitting Alfa Romeo 158 failed to start and the BRM V16s of Peter Gethin and Rick Hall ground to a swift halt - who said Goodwood isn't realistic? That left Ludovic Lindsay clear in ERA R5B 'Remus', but the result was secondary to a singular, important truth.

Racing was back.



Derek Bell sets off in the 1999 TT. Below, Tony Brooks plus Vanwall. Below left, action from the opening race in 1998







1999

TT Celebration

by **ANDREW FRANKEL**

It's the one moment no member of the public gets to see. And for most people in the room it was the boring bit, important of course, but dull all the same. For me, however, it was, is and will remain one of my greatest memories, not just of Goodwood but nearly 25 years of racing historic cars.

Because for that one moment before we took our places behind the wheel for the TT Celebration, we were equals. Just a bunch of Nomex-clad blokes in a Portakabin being told to behave ourselves when our turn to race came. All that was different were the names. There were Sir Jack Brabham, John Surtees and Hills Phil and Damon – and that was just the world champions. Sitting like schoolboys on folding chairs were also the not yet knighted Stirling Moss, Derek Bell, Jackie Oliver, Bobby Rahal, Patrick Tambay, Jochen Mass and Richard Attwood. And those are the ones I can recall from a near 20-year distance.

For some reason I thought it would be different to all the other briefings I'd attended over the years, that there would be some recognition of the fact the room was full of racing royalty. But no: it could have been a 10-lap clubbie at any UK circuit for all the difference their presence made, and probably rightly so. There we sat, meek and quiet, while we were reminded of our responsibilities to those with whom we were sharing the track. And in that moment, and that moment alone, I was one of them, indivisible from the greatest number of true racing legends I'd ever seen under one small roof.

Then came the race. From memory I don't think the car made it beyond the first corner. Reality had returned.

2007

St Mary's Trophy

by **ANDREW FRANKEL**

If there are pearly gates and I'm allowed to carry one racing memory through to the other side, it will be this. At the 2007 Revival Sir Stirling Moss was on the eve of his 78th birthday and had agreed to drive a Lotus Cortina in part one of the St Mary's Trophy – and there I was in an Alfa Romeo GTA, right next to the great man.

I made the better start, but soon had my mirrors full of the Herbert Johnson-helmeted Moss and my only hope of keeping him at bay was the fact I had a quicker car. But even that advantage seemed insufficient. Just as he was about to pass, someone had a huge accident and the race was stopped. At the restart it was Stirling's turn to get ahead and I knew there'd never be a better chance to watch the master at work. I simply had to hang onto him. I did it by driving like I'd never done at Goodwood before, carving three seconds off my qualifying pace in my efforts to keep up. I was rewarded with a masterclass – the memory of his Lotus ever so slightly sideways, inside wheels just kissing the kerb at more than 100mph through Fordwater, will remain always.

And then at St Mary's he left just a little room. I knew then as I know now he was letting me past, maybe concerned by the extravagant angles at which the GTA presented itself in his mirrors, but he was far too much of a gentleman to say so. After the flag we drove side by side, thumbs up, grinning like idiots. He even came to find me later and said, "That, boy, was bloody good fun." More than a decade later, it still seems like a dream.



2008

Tony Brooks Parade

by **GORDON CRUICKSHANK**

I think the words 'quietly proud' cover it. One of our finest Grand Prix drivers sitting in his Vanwall on the Goodwood grid ahead of a phalanx of cars that featured in his career – Frazer Nash Sebring, Healey, Cooper T51, BRM P25, Ferrari 246 Dino...

Tony Brooks, never one to seek the limelight, yet leading a parade entirely in his honour around the Sussex track, lifting a polite, gloved hand here and there to the huge crowd. It was the 2008 Revival Meeting, and while there were sons asking their fathers who the man at the front was, there were far more applauding one of the unsung greats, a man who in a short career came within an ace of being world champion. Twice.

Yet after he retired he didn't capitalise on his fame; there were no 'Brooks-tuned' Fords or 'Tony Brooks only uses...' oil adverts. Instead he quietly and steadily built his car business, interrupted from time to time by journalists like me asking for memories. Over the years we became friendly, yet often if I mention his name to non-racing people they say "Who?" – of a man his some-time team-mate Stirling Moss rated as a formidable rival. It has never seemed right, so watching this tribute gave me a satisfying feeling. And at this moment Moss was happy to take a back seat.

We spoke before the parade, his wife Pina smiling by his side, and there was no doubt Tony felt highly honoured; yet this sort of exposure wasn't his comfort zone. "To be honest, I'll be glad when it's over," he confided.







From the top: E-types all the way in the 2011 Fordwater Trophy; Lister Costin Coupé in 2013; Jordan vs Meaden, 2017

2011

Fordwater Trophy

by **SIMON ARRON**

There had been but two Jaguar E-types in the field at Oulton Park on April 15, 1961, when the model made its competitive debut. More than half a century later there were 29 of them on the grid at Goodwood, in a race that formed part of a long summer of 50th anniversary festivities.

It was perhaps the ultimate E-type cocktail: lightweights, low-drag coupés, roadsters, fixed-head coupés... and Red Bull technical linchpin Adrian Newey's car, well developed beneath the surface but still wearing an identifiably Malcolm Sayer cloak. It did look different on the track, mind. I was watching from the bank above Lavant, where most cars twitched and wriggled their way through the turn, inside-front wheels pawing at the air. Shared with Gerhard Berger, the Newey car looked stable, balanced, neutral and its lap times reflected as much: pole position by 2.347sec, a gap that covered approximately the next 12 cars on the grid. The 45-minute race appeared a foregone conclusion, but...

The cars of Emanuele Pirro/Desiré Wilson and Martin Stretton/Jon Minshaw made better starts, but Minshaw and Pirro ran wide at Woodcote before the opening lap was complete and Berger sailed through to build a lead. He wasn't so much in a class of his own as in a separate county.

Soon after the driver changes, however, a misunderstanding with a backmarker put Wilson off the road. The safety car was deployed and Newey was left with but a fraction of Berger's once-huge lead. Not long after the restart he made a mistake at Woodcote - and Stretton pounced. There were by now little more than 10 minutes remaining, ample time to reverse the balance of power, but the recovering Wilson then slid off at the chicane, the safety car was summoned once again... and there was time only for one more racing lap when finally the track was clear - insufficient to derail a driver of Stretton's guile.

Despite having lapped 1.173sec more quickly than any of their rivals during the afternoon's course, Berger and Newey were thus narrowly vanquished.

2013

TT Celebration

by **ANDREW FRANKEL**

It was the hardest race to lose, not least because I didn't let the fact I wasn't in the race stop me from losing it. I'll explain...

Back then the unique Lister Costin Coupé was in the family. It had already been my immense privilege to share it in the TT with Richard Attwood, but an old engine (with an aversion to Goodwood's fuel) and a troublesome gearbox comprehensively stymied our weekend even before we went the wrong way with set-up and ended up with dry settings for a largely wet race. We slithered around to 11th in the end, but the car was viewed as a potential race winner. All it needed was a clear run, a brand-new engine and a TT specialist at the wheel.

So Anthony Reid replaced Richard, while I stepped aside for Chris Harris (who was making a film about the event and likely to go quicker than me in any case).

And it all went wonderfully well. They qualified fourth, Chris started, drove superbly and was leading when he handed over to Anthony. It was a lightning stop taken under a safety car and, when everyone else had pitted, the lead looked secure. Except then it rained. And rained. The Coupé is extremely set-up sensitive and Anthony was finding out the hard way. Still, the chasing pack was miles behind so he would be fine if he just nursed it around. Wouldn't he? What no one noticed was Simon Hadfield in Aston Project 212 back in fourth place. Who should have noticed? Well me, because I was in charge of timing. But I didn't. Softer and heavier by far, the Aston was perfectly adapted to the conditions and, by the time Anthony realised, it was too late. The Aston swept past to win. Had I seen the threat earlier would the result have been different? There are opposing views on that subject, but the truth is we'll never know. All we knew was that despite everyone's best efforts, the Lister didn't win. And despite owners past and present trying every single year, it still hasn't.



2017

St Mary's Trophy

by **DICKIE MEADEN**

Decided over two heats, the St Mary's is one of the most hotly contested Revival races. Thanks to the generosity of Geoff Gordon, I was to share his Alfa Romeo Giulietta Ti with one of my all-time heroes, Steve Soper

I had a great qualifying battle with Mike Jordan. We both went off on our final laps, and I was amused to see footage of him on a big screen, shaking a fist in frustration as he crossed the line. It was then I knew I'd pipped him to pole.

The race was dry and I got a good start, only to miss a gear and get mugged by Jordan and Richard Shaw in his BMW. I quickly got back on terms, but then the race was neutralised by a nasty shunt.

Once action resumed it was full on. Mike drove brilliantly, while I explored areas of the infield (and outfield) normally reserved for the Duke's tractors. We traded places many times and raced with total commitment (and trust) until the flag fell with me just ahead. So far it's the race of my life - a vivid memory from a unique event.

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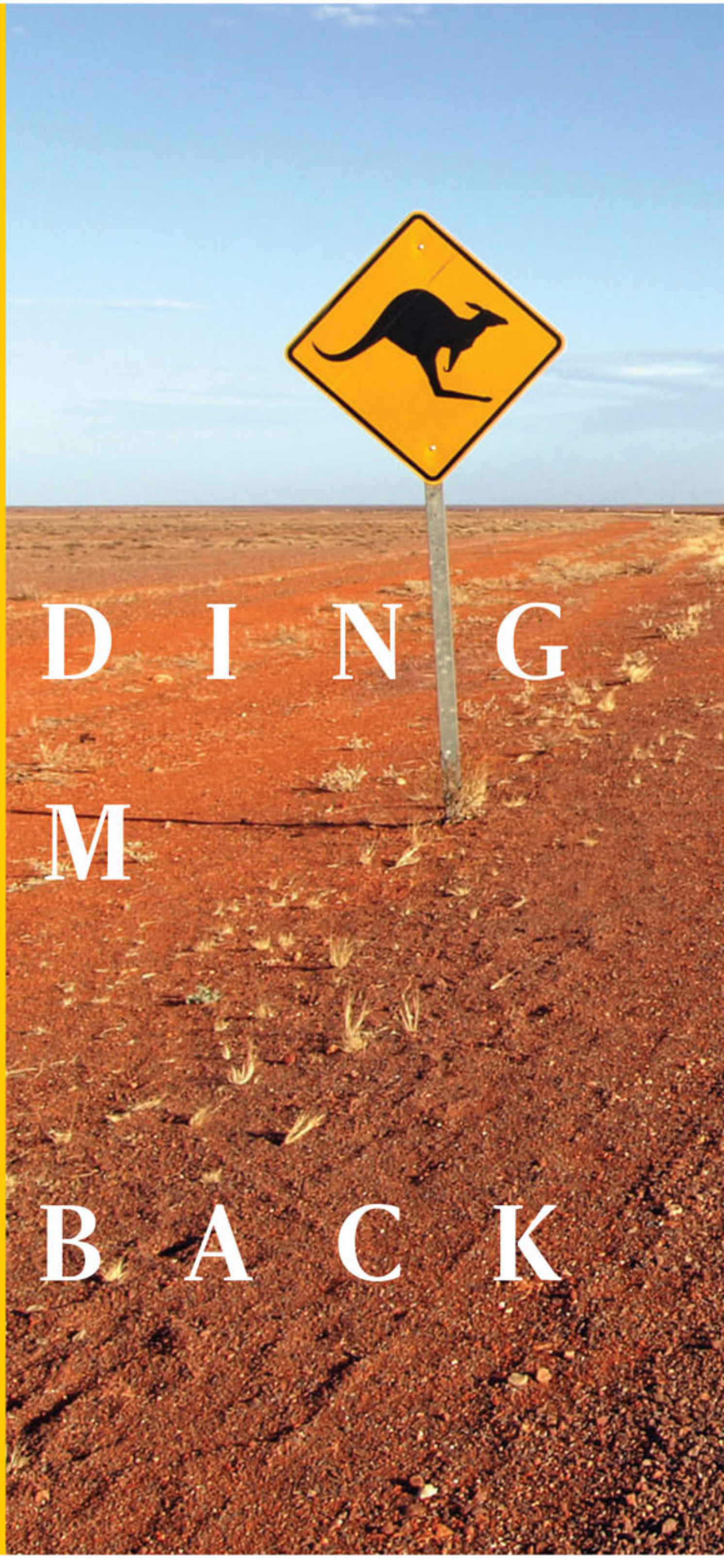
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WRITER Tom Howard

LEADING FROM THE OUTBACK





ALAMY



Aussie GTs opened the venue. Circuit owner Shahin, far left, with region Premier Steven Marshall

'Take the South Eastern Freeway north – just aim for Adelaide and you can't miss'. Sounds like the most basic navigational instructions. But, believe it or not, that is the summary of how to find the second-largest permanent race track in the world.

It's easily understandable, given that the city of Adelaide on Australia's south coast is essentially the only major landmark anywhere near The Bend Motorsport Park, which is cited in the small town of Tailem Bend, around an hour's drive south east of Adelaide.

It's a barren, desert-like landscape, yet here lies a ribbon of Tarmac that has been hailed as a game changer for Australian motor sport. Its 4.8-mile lap puts it second only to the Nürburgring Nordschleife in terms of length, and it is the first new permanent race venue in the country since Queensland Raceway was opened in 1999.

The local district council – Coorong – reckons The Bend can bring upwards of 400,000 tourists per year to the area, revolutionising local economy. Local farmers aren't so sold on the project, with one telling Aussie press of his concerns about the noise of racing cars startling his nearby grazing sheep, not to mention the distress it could cause his dog, Buddy.

Welcome to the sporting contrast that is The Bend – A facility designed as a motor sport theme park.

IT IS THE BRAINCHILD OF A PALESTINIAN refugee turned successful entrepreneur Dr Sam Shahin, who has ploughed $110 million AUD (£62 million) of his own money into creating his vision of motor sport heaven.

But this is no ordinary race track. A huge 770-hectare site in remote, rural South Australia has been transformed into a world-class facility ready to make its mark on a global stage.

The venue is split into two circuit configurations – a 4.8-mile GT circuit and a 3.1-mile International configuration. The facility has gained FIM Grade AB/FIA Grade 2 status, making it capable of hosting many of the top tiers of international motor sport.

This is complemented by an FIA CIK-accredited kart circuit, a drift/rallycross track, a rally/off-road area, a drag strip and a 4x4 driver training adventure park.

The enormity of the project, which is in the final stages of completion, doesn't stop there with a 100-room four-star hotel also situated in the main building above pit lane.

And if staying at the circuit wasn't enough, it is possible to purchase one of 400 trackside villas, where an enthusiast can lounge in luxury while safely housing race cars in preparation for a burn around the track.

The Bend Motorsport Park has been four years in the making and has been meticulously planned, but why build such a facility to an unprecedented level? Especially one that's never before been seen in Australia?

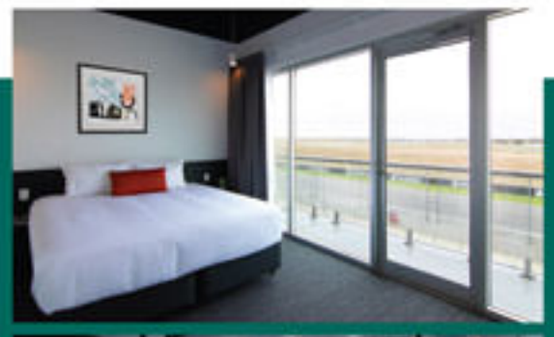
In Shahin's eyes the answer is simple.

"The idea was the culmination of several factors," he says. "The first was a deep desire to make a contribution to Australian motor sport.

"I came to Australia as a migrant and this country gave me an opportunity. Thankfully, 34 years later I am in a position where I feel absolutely honoured and humbled to make a contribution. Motor sport is just a field I feel so passionate about. If I die and go to heaven, then this is the place I want to wake up in."

Shahin's motor sport passion arrived late in life, having been born in a Palestinian refugee camp before emigrating to Australia as a teenager in 1984. After an initially difficult start to life Down Under, he successfully







The circuit boasts a bespoke hotel, with rooms looking out across the pit straight. There's also villas for sale.

"If I die and go to heaven then this is the place I want to wake up in"

trained as a doctor before ditching the profession to follow a business dream, where he managed to make his fortune predominantly from a successful petrol station and convenience store chain.

However, Shahin says that motor racing has always been in the blood, even if it was physically unattainable for much of his life.

"My mother always tells me that as a child I often found my peace sitting on the floor playing with a Matchbox car," he adds. "Motor sport must have been in the DNA somewhere and was waiting for it to be expressed in the right way many years later.

"Growing up, motor sport was simply out of my reach. I was busy surviving and it was really only at a much later date that it became a realistic passion.

"The first time I ever drove a road car on a race track I was in my mid-30s and it was like love at first sight. I couldn't believe it was legal!

"Motor sport came on much later. The medical background was interesting but if nothing else has given me a deep sense of perspective on life and an obsession with one's mortality. I have seen many wonderful and successful people get to a certain age and look back and wonder why they didn't do the things they were passionate about. I never wanted to be one of those people. I'm incredibly lucky being able to go down this path of putting together a motor sport theme park, really for the benefit of generations to come."

SHAHIN HAS IDENTIFIED A GAP IN THE Australian motor sport market that really only boasts Bathurst (which is not a permanent circuit) and Phillip Island as its stand out world-class facilities.

With The Bend he wanted to create a European-style venue that can cater for all motor sport disciplines, having been inspired to begin the project from visits to some of the world's most iconic tracks.

In fact, Abu Dhabi's Yas Marina circuit and track mogul Jonathan Palmer's MotorSport Vision - owner of six UK racing venues - are among the key players Shahin's team consulted with when planning the circuit.

"This is quite different for Australia," Shahin explains. "We have some very good facilities but [it is] only until you travel to some of the European circuits that you really get an appreciation of how great a facility can be if you do it right.

"That is one of the biggest motivations, to build a facility that can look any other in the world in the eye and be as a good as any other track, if not better. The Bend had to have many unique attributes to give it the notoriety it so deserves. I guess one of those had to be the length of the lap.

"The design was a critical element and I did not want anybody to look at this circuit and be reminded of another. It had to be its own beast and its own living thing. The experience of other track developers and owners has been invaluable. It would be a very arrogant developer to go out and contemplate building something like this without first consulting with authorities in the field.

"It is grand, and it is ambitious. There is no room for mediocrity. If you want to make a difference and leave a legacy and make a contribution, not just to motor sport but to the community, then you have be ambitious.

"There are many disciplines of motor sport that Australia is currently not participating in purely because of a lack of facilities. If in some way I can contribute to promoting motor sport at a grassroots level and bring events to Australia, then I have delivered."

It is that desire to bring high-profile events and categories previously absent from the Australian racing landscape that is at the forefront of his thinking behind the project.

Before Tarmac was even laid, the circuit scored its first major coup by signing a three-year deal to host a round of the country's motor sport obsession, the Supercars Championship, with the inaugural round taking place back in August.

The Supercars championship has previously focused on creating new events around street circuits and international venues in recent years, due to a lack of investment in new permanent facilities in the country.

But Shahin is casting his eye much further afield, harbouring desires to bring major series like MotoGP to the circuit, while talks are already under way to lure the FIA World Endurance Championship.

One day he even hopes to be in a position to bring Formula 1 back to South Australia, years after the circus left Adelaide for its new home at Albert Park, Melbourne in 1996. However, hosting F1 Grands Prix would demand a step up in circuit licence grading.

"It [the track] can hold everything except F1 but the difference between an FIA Grade 1 and FIA Grade 2 circuit is not a great deal," says Shahin. "I remain very ambitious and hopeful that if one day the opportunity is there to bring F1 back to South Australia then we will be in a position to have that conversation.

"For now, I have made no secret of my ambition to host MotoGP at The Bend in the future and to participate in any level of motor sport that is possible.

"The discussions [with WEC] are going very well. The World Endurance Championship is a terrific series and at the moment it doesn't come to Australia, and they've made no secret of their ambition to come here. We have had some wonderful discussions already and they are positive, and I remain hopeful of one day hosting their races."

Attracting championships to the other side of the world is a costly exercise, but Shahin is leaving no stone unturned in trying to eliminate as many hurdles as possible. Plans are already underway for a private airstrip to be constructed at the venue that could allow teams to air-freight cars and equipment straight to the circuit.

Big plans have already been laid out for the circuit, but Shahin is fully aware the reaction from its customers is crucial for his creation to achieve its lofty goals.

SO FAR IT HAS PROVOKED OVERWHELMING support from the drivers and riders who have been lucky enough to race at the track since it opened in April.

Among those is 2007 V8 Supercars champion and three-time Bathurst 1000 winner Garth Tander, who joined a crop of high-profile drivers competing in the Australian GT Championship at the venue's first meeting in April.

It was a curtain raiser that wasn't without teething issues, as unfortunate and largely unseasonal dry weather sparked dust storms that plagued the circuit.

Tander, a veteran of the Australian motor racing scene, says the facility has set a new standard while providing a significant challenge with its unique mix of corners, camber and elevation changes.

"I think the scale and the infrastructure they have put in place there is nothing like we have seen in Australia before," says Tander. "There has been a massive gap in Australian motor sport for the last 20 years. It fills that void, but it is probably a gap we didn't know we had until The Bend came along. It is world-class. The facility is impressive and the circuit itself is extremely challenging.

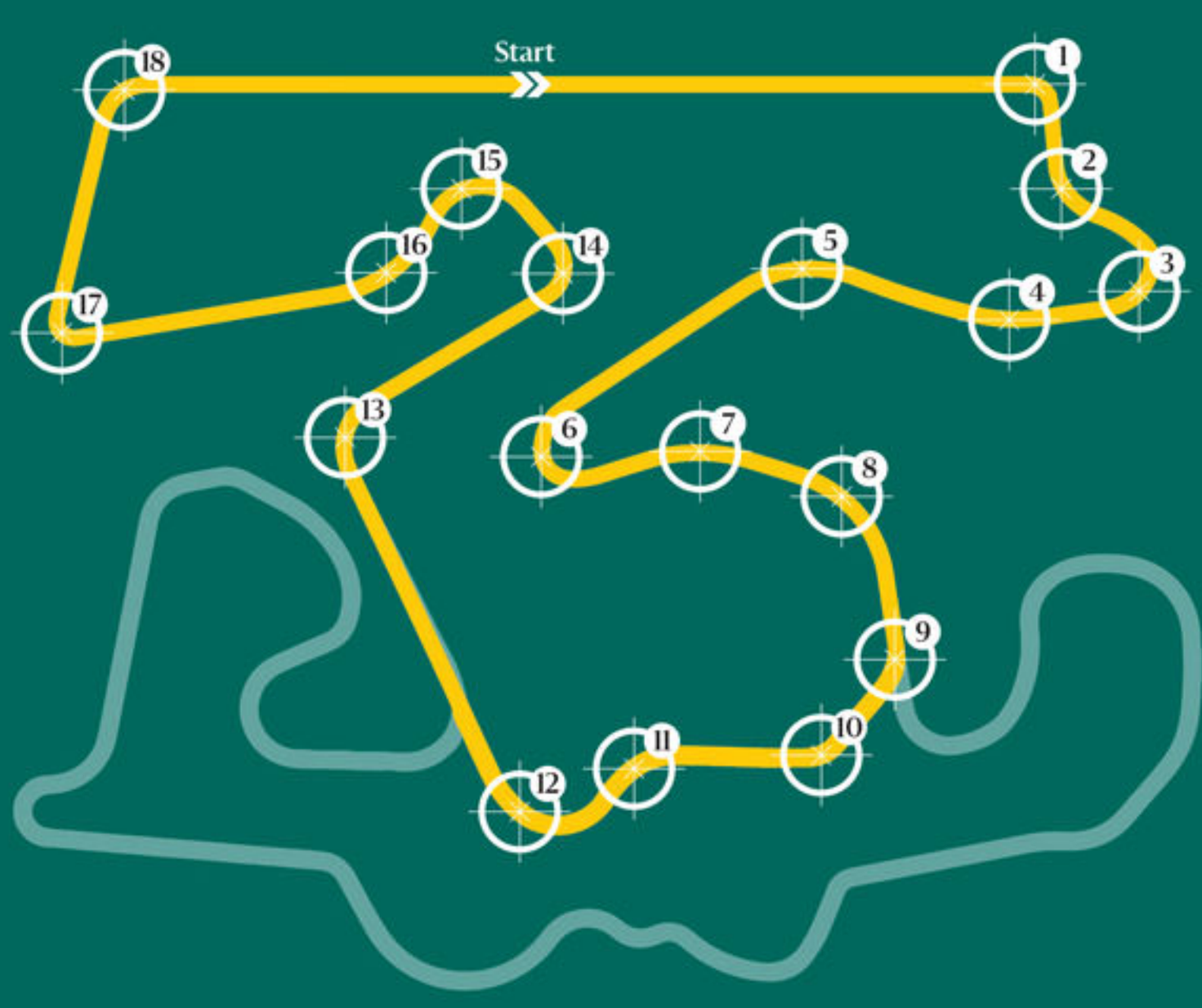
"To drive it, on the surface you think it is not that difficult, but to actually get it right, there is a lot of subtlety about it. There is a lot of camber change and a lot of different combinations that make it very challenging. From that point as a driver it gives you plenty to think about and that is all you can ask for."

Tander admits The Bend is unlikely to take



JAMIE WHINCUP'S THE BEND TRACK GUIDE

Red Bull Holden Racing Team's seven-time Supercars champion takes us for a lap of the The Bend Motorsport Park's 3.07 mile (4.95km) International layout



the mantle of Australia's best and most iconic circuit away from Bathurst's Mount Panorama, but expects the track to help enhance the country's place on the motor sport map.

"In reality Bathurst will always have that [focal point for Australian motor sport]," Tander adds. "It has so much history and tradition, but I think for attracting global series to Australia the first stop is likely going to be The Bend."

It is a view echoed by the Confederation of Australian Motor Sport (CAMS), which sees the venue as a landmark facility that can open up new opportunities for the nation.

"I think they have created a game changer," said CAMS chief executive Eugene Arocca. "He [Shahin] has created new opportunities that we have never had in this country. It is long overdue and it is at the sharp end of a period where we will see another four or five circuits built in this country to help grow the sport. From my point of view, it is the best track in the southern hemisphere."

The facility has already caught the eye of David Brabham, who has made the track the official proving ground for his new Brabham Automotive firm. "The track gives the BT62 car and the driver a great workout and we look forward to working with The Bend team on our testing programme," says Brabham.



"Bathurst will always be the focus, but for attracting global series, the first stop will likely be The Bend"

Shahin says this is further vindication for his track: "To be the formal test facility for that is a another good vindication for the circuit, but also a real coup for us to be associated with such a wonderful brand."

Criticism of The Bend project has been largely limited to armchair enthusiasts yet to visit the venue, but Shahin knows his venue is only at the start of its journey and still has much to prove.

"I'm just a guy who had an idea to put together what I think is a great facility," he adds. "We have to establish our credibility and our credentials and I understand that. At the end of the day the motor sport community and the larger public will decide if this has been a realistic project and one that we have been right in developing. I have put my money where my mouth is, and heaven knows I have put in far more than I had thought I would.

"If you are as dedicated and committed to excellence and a vision as I am you cannot hesitate and waver. [But] every time I visit it, I just walk around [the place] with a big grin and I just have to pinch myself to believe this is actually real." ⊠

START/FINISH STRAIGHT

The straight is long, open and wide and you don't appreciate how fast you are going. You think you're at the brake marker but the track rises up and you have to wait until you get over the crest to see your braking point into Turn 1.

TURN 1

Turn 1 is actually quite tight. Because the straight is so wide beforehand it can be tricky to judge your entry speed. It means that it is quite a big brake to pull the car up. It is very easy to run too deep into the corner here.

TURNS 2,3 & 4

There are six or seven different lines through here as the track is quite open. You can carry speed through Turn 2 and be narrow at Turn 3, or hold it tight through Turn 2 and be wide for Turn 3 and Turns 4. It will offer a change in driving styles.

TURN 5

This is going to be flat in a Supercar but it is a real gnarly corner. It is slightly off-camber and a really difficult corner to get right. Once again it is pretty blind and open, so trying to get through there is going to be a big challenge and you will get big aero understeer if you're following another car.

TURN 6

It is so wide on the way in and once again there is a number of different lines you can take. You can go in narrow, wide or mid track. Sam Shahin was really trying to make a track where drivers could vary their lines. My line is to brake late and go in quite deep and wide on entry and then straight line the exit to get out as quick as you can.

TURNS 7, 8, 9 & 10

This section is crazy as you are hard on the left-hand rear tyre. It is going to be screaming for some relief as you hook down through here. Once again you go in fast and carry so much speed and then it gets quite a bit tighter and goes up over a crest.

TURNS 11 & 12

You actually attack this corner on the way in and use all the track before you tip it into this left-hander. It is an interesting drive out of Turn 12 as the other [GT] circuit overlaps to the left. The exit is quite difficult but if you use too much kerb you will get wheel spin.

TURN 13

This is big on the brakes and tighter than it looks. It's the best corner on the track – a big right-hand sweeper that goes over a crest with a blind exit. You can't see the exit kerb and if you want to carry speed, you have to know where you are. It is quite weird.

TURNS 14, 15 & 16

This is a really flowing double left-hander. You brake and go back to second gear. You are forced to be far over to the right-hand side of the circuit, but then you have got to navigate another right-hander. It is massive high speed if you get it right.

TURN 17 & 18

Once again this is another big braking zone before you go over a crest and head into the final corner where you face another big stop on the anchors. The last corner is tighter than it looks on entry but it opens up nicely on the exit. It is very easy to run out too wide and lose momentum down the long straight to the finish line.





Superb weather was a fixture of the weekend as fans look out across a sea of Porsches. Below, the more modern Masters Endurance Legends enlivened Saturday evening

















Above, Nick Padmore took a double Historic F1 victory in his Williams FW07C, twice beating Michael Lyons' Hesketh 308E. Right, UB40 headlined the nightlife at Silverstone







Silverstone Classic magic moments

Over 1000 entries shared across a plethora of categories helps make the Classic one of the world's biggest historic racing events

PHOTOGRAPHER Jakob Ebrey

It seems to get bigger and better every year, and this season the Silverstone Classic proved yet again that it has lost none of its ability to create memorable headlines.

With Rickard Rydell returning to his BTCC-winning Volvo S40 for the first time in nearly two decades, the Super Touring Car Trophy was given a new lease of life, and a packed grid of tin-top legends was a reassuring sight.

The Classic covers a staggering amount of ground, and spectators were spoilt for choice when it came to single-seater skirmishes. Nick Padmore duly dominated the Masters Historic Formula 1 races but the crowd didn't mind. They were soaking up the sun and relishing the wall of noise many miss from the current hybrid era of F1.

As the sun dipped under the horizon, bathing Silverstone in a comforting glow, it was the Endurance Legends Series that basked in the low light, exhausts flaring and spitting, brakes glowing, and punters enthralled – no doubt relieved by the heat's respite.





Cameron Jackson starred in Formula Junior, above, finishing second from 54th on the grid and being nominated *Motor Sport*'s Driver of the Weekend. Below, Abbie Eaton's fire-breathing Holden VH Commodore

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Single-make *revolution*

Spec series are few and far between in historic motorsport, so we went to Spa-Francorchamps to get a flavour of the latest success story – the Porsche 2.0L Cup

WRITER Dickie Meaden PHOTOGRAPHER Lyndon McNeil

JASON FONG



PETER AUTO

Spa-Francorchamps has been witness to many incredible scenes, but never anything quite like this. Forty-one beautifully prepared Porsche 911 racing cars waiting line astern in the endurance pit lane. Air rich with exhaust fumes, silence rent by the unmistakable rasp of more than three-dozen air-cooled flat-six engines. The landscape is a sight for sore eyes. Welcome to the all-new 2.0L Cup.

One-make championships are a big part of modern motorsport, but they are conspicuous by their absence in Historics. Classic racing stalwart Julius Thurgood pioneered the concept of a mono-marque series with the hugely successful Austin A35 Academy, but the 2.0L Cup takes this a step further with a series exclusively dedicated to 2.0-litre, short-wheelbase Porsche 911s prepared to pre-66 regulations.

This retro Porsche Supercup is the brainchild of self-confessed Porsche nut, James Turner, but quickly became a collective creation brought to fruition with input from leading lights in the UK Porsche scene. Add the support and endorsement of Patrick Peter's Peter Auto organisation – the historic racing powerhouse behind Tour Auto and the Le Mans Classic – and you have something very special indeed.

I've been dropping hints to anyone who'll listen and, more importantly, anyone with an eligible Porsche 911, since Turner first told me about the 2.0L Cup late last year. This paid off when Howard Donald (yes, he from the pop group Take That) offered to share his car for the first round at Spa.

LIKE ALL GREAT IDEAS, I'M AMAZED nobody has thought of something like the 2.0L Cup before, but, like all great ideas it's the result of lengthy cogitation.

"In the past whenever I've been asked what's an ideal historic series to get into I've always said Julius Thurgood's HRDC Touring Greats," says Turner. "It's well run, good value and you might get invited to Goodwood. I also like Equipe GTS in the UK. However, I could see that there were no international race series that ticked the same boxes: good value track time, prestigious meetings, fun, clean racing, decent hospitality, safe cars. I've always loved 911s, so I thought a one-make series for these great little 2-litre cars could be a winning formula."

Turner also tapped into the social side of historic motor sport, which is an increasingly powerful factor in drawing people away from modern racing.

"There is a huge demand from people who want to race with a mate or a partner, or a son or daughter, so this shaped my thinking around the race format and the overall feel of the series," he adds. "It was important to strike a balance between encouraging professionalism and strong competition, but also friendliness and accessibility. Ultimately, if you're going to spend a weekend away racing you want to do it in a fun car with a good bunch of people."

There's certainly no doubting the calibre of drivers attracted to the 2.0L Cup, with a glance down the Spa entry list revealing an impressive line-up of names including Mike Jordan (sharing with Mark Sumpter), Anthony Reid, Nigel Greensall plus other front-running British historic racers such as Martin O'Connell, Andrew Smith and Olly Bryant, plus the exuberant Dutch 911 specialist, Pascal Pandelaar. The cars are of an equally impressive standard, highlights being Historika's rare and immaculately prepared 901 and Lee Maxted-Page's historically significant 911, which was originally raced to the 1967 European Touring Car title by Karl von Wendt.

Maxted-Page is a well-known and highly respected figure in the Porsche fraternity, so it's no surprise that he is one of the people Turner looked to for help and advice.

"Lee has been a great mentor," says Turner. "He loved the idea and we jointly approached Kevin Morfett at Historika and Richard at Tuthill Porsche. Straightaway, we agreed on the potential. The real eureka moment was when I called Patrick Peter. Lee and I went to meet him at Paul Ricard and two weeks after that we had a signed agreement! We now have a joint venture that is 50 per cent Peter Auto and 50 per cent the 2L Racing Group. We have worked closely with the Peter Auto team in Paris on regulations and promotion and

invested our own money in having our own scrutineer, photographer, website and Instagram account. It's a classic series with an up-to-date approach."

I don't know about you, but whenever the term 'one-make' is used I associate it with driving standards that are never less than robust and often borderline reckless, so it's encouraging and typical of the 2.0L Cup committee that they are crystal clear on racing conduct.

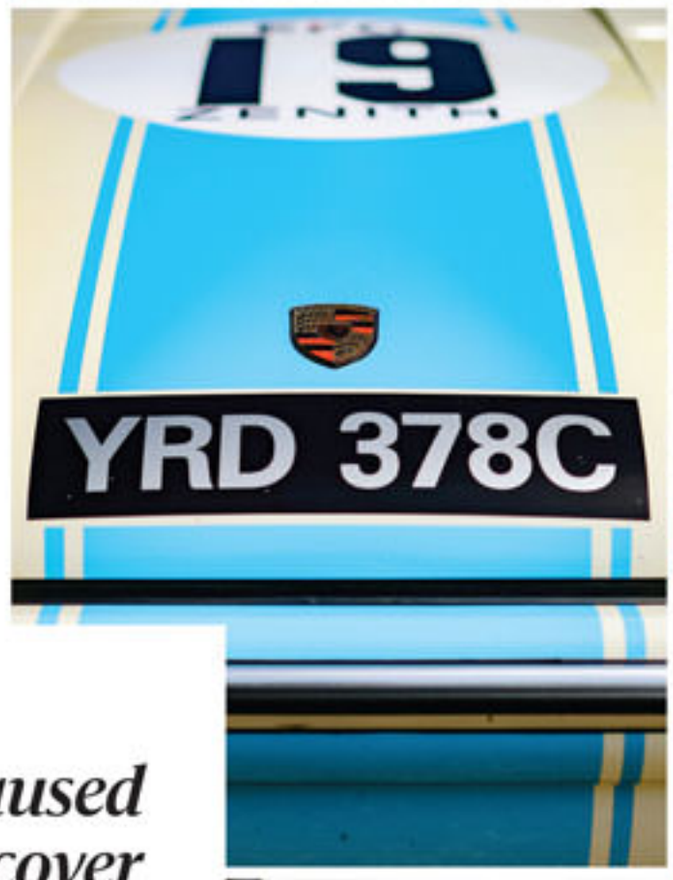
"Clean racing is essential and one of the reasons that I chose Peter Auto was because they are so strict on driving standards," adds Turner. "If you're deemed to have caused an avoidable accident you are invited to contribute half the repair costs to the innocent parties. If you decline, you're not welcome at the next meeting. Simple as that. One-make racing should be super-close, but we cannot and will not allow 2L Cup to become a crash-fest."

"If you're deemed to have caused a crash, you're invited to cover half of the repair, or you're not welcome at the next meeting"

The 2.0L Cup has adapted Peter Auto's successful pre-66 911 technical rules to allow more cars in. Actually, it allows all short-wheelbase 911s (provided they are built to 2L Cup regs), but most people continue to build pre-66 cars because they are more eligible across historic racing as a whole. Turner cites Porsche's ultra-successful modern Supercup series as an inspiration, especially its formative years in the early Nineties. The key difference from Supercup, obviously, is that the 2L Cup is contested by individual owners and preparers and not a manufacturer-backed initiative in which 100 identical cars are built in one batch at the start of a season. This demands a certain pragmatism around achieving parity between the cars, but Turner is confident the playing field will only become more level as time goes on.

"By no means have all the entrants built cars specifically for 2.0L Cup, so everyone has to be sensible at first," he says. "I'm certain that the spread of lap times between drivers is far bigger than that between cars, but we will continue to tighten up on the odd technical transgression. We will mandate small valve heads in 2019 and we are considering enforcing sealed engines, but this has to be agreed to by Peter Auto and the competitors."





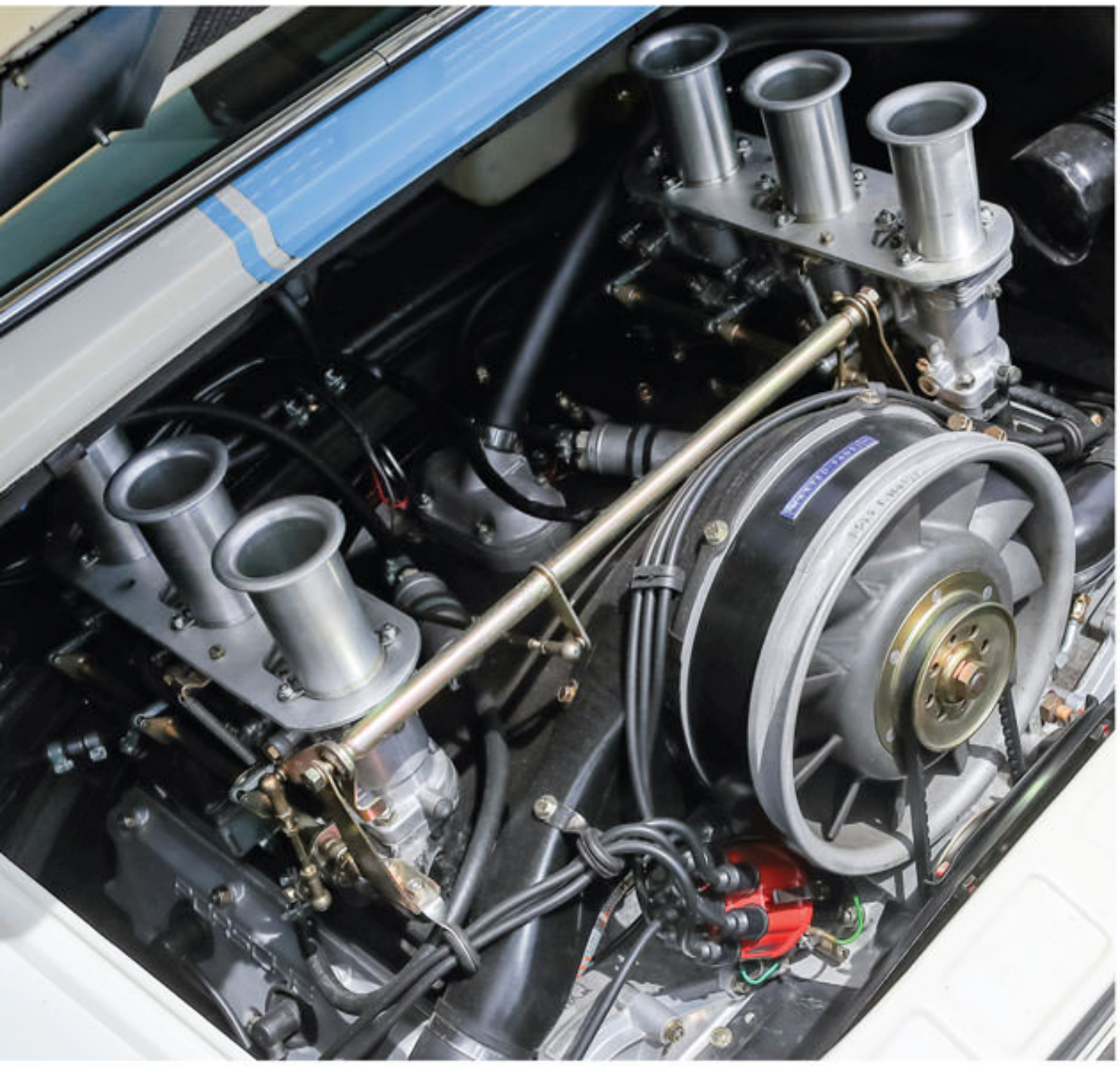






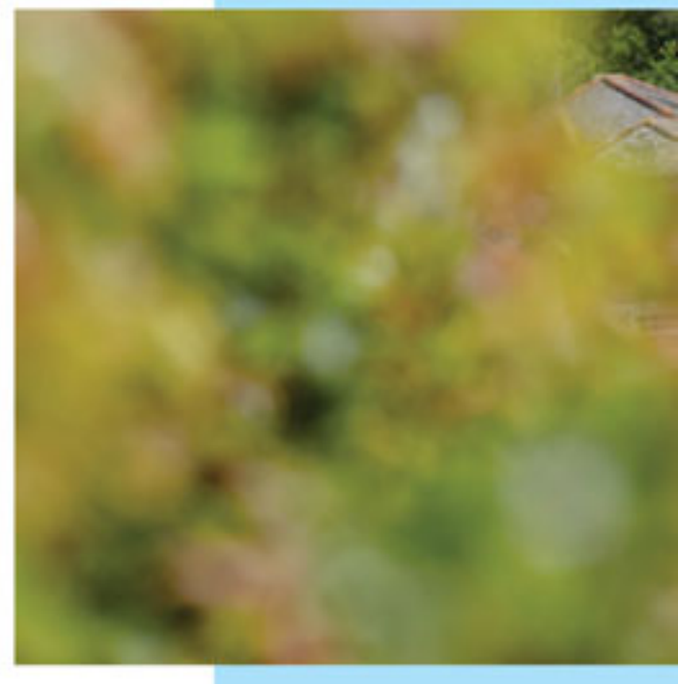
Donald's car is an immaculate example from 1965. He started doing track days in it before graduating into European racing











ENOUGH OF THE BACKSTORY. WHAT ABOUT the driving? Well, I adore these 2.0-litre, short-wheelbase 911s, for being the earliest of the breed makes them something special. Snake hipped, shod with narrow tyres and without so much as a ducktail to interrupt their pure, unadorned lines, they are modest yet achingly pretty. Precious too, with box-fresh, professionally built front-running cars costing circa £250,000. Cars with period history (such as Maxted-Page's) will be considerably more, likewise Historika's super-early 901. Less rare or storied cars with a few seasons' racing under their Fuchs alloys can be had for a chunk less. Serious money certainly, but in the context of Peter Auto's glittering grids these are amongst the more affordable cars. Especially if you consider the 90-minute race format means two drivers can get meaningful wheel time and share the costs.

Paddock consensus says cars have between 180 and 200bhp, but even the fastest 2.0-litre 911 isn't especially quick - the fastest qualifiers don't trouble the three-minute barrier at Spa - but raw pace isn't really the point, for like any one-make series it's the closeness of the racing and the enjoyment had whilst doing so that counts. Besides, the real joy of these early 911s is that they take some pedalling.

I've driven countless 911s of all ages on the road, but only ever raced one - a 996 GT3 in a round of the Carrera Cup GB back in 2000 - but my experience of early short-wheelbase cars is limited to a couple of days of ice driving in Sweden. I'm pleased to find that much against the widow-making myths and legends associated with the old 911's handling traits, these 2.0L Cup cars are modestly grippy but fabulously progressive on treaded Avons.

With so many of these beautifully delicate and understated 911s, it's easy to get a bit blasé about individual cars, but even in this company Howard Donald's car is a peach. A road car converted into race-spec by Maxted-Page, it's not working at the limits of the regs, but we're pleased to be solidly inside the top half of the field after qualifying. Given this is Howard's first overseas race it's very much a learning experience for him. And me, as there's clearly a knack to driving these cars that relies on a fine balance of commitment and sensitivity. Tempting though it is to sling the car around, any lost momentum is harshly punished along Spa's lengthy straights.

There's something wonderful about a racing car running with full interior trim. With its cord carpets, wooden dash and road gauges, it's strangely calming to be strapped into









Topping the lap charts

Take That star Howard Donald on his new-found racing passion... and hating an Austin A30

"I guess it all started with an Austin A30 in the wet at Silverstone... and I hated it!" It's an unlikely start to what has snowballed into something of a motor sport obsession for pop star Howard Donald.

When he's not busy being part of globetrotting man-band *Take That*, Donald has a passion for classic cars. And that has led him, mostly kicking and screaming, into motor racing.

Across the last year, Donald has spread himself across several of the UK's club racing paddocks, before heading off to Europe as part of the 2.0L Cup, among other things.

"I've always loved classic cars, and I got into Porsches when I went to go and look at a GT40 that was up for sale with Maxted-Page," says Donald.

"Lee [Maxted-Page] convinced me that the 2.0L short-wheelbase 911 was a sound investment so I bought it and started doing trackdays with coaching from Simon Hadfield. He repeatedly told me I was ready for racing, and my heart always said yes but my head always told me I'd be mental to go and do it. Then I got offered a go in the celebrity HRDC Academy race at the 2017 Silverstone Classic. It still took a good few kicks up the arse to get me to say yes."

Donald found himself sharing an A30 with Mike Jordan that weekend. He qualified 13th of the 26 entries, and finished 12th. Even if it was an eye-opening experience.

"I didn't hate the race, but I did hate the car," he says. "It had no limited-slip differential, which made it terrible on the corners and it bucketed down with rain. There were celebs throwing cars off, some rolled, some lost doors. It was a pretty scary in truth and a massive learning curve, but it still got me hooked."

Since then Donald has taken delivery of a freshly built Lotus Cortina, and shared it with Andrew Jordan in selected HRDC events to build up to his international licence. Then the 2.0L Cup came along.

"A few people say the 911 is difficult to race with all the weight at the rear but I find it a really well-balanced car," he says.

But how does racing compare to performing live as part of one of the world's most successful pop groups?

"I was bricking it at Silverstone, and my nerves can be pretty bad before races," he adds. "But I've spoken to experienced drivers who still have that 'what the hell am I doing here?' feeling before races. When you go on stage everything is choreographed, so you know the song order and the dance moves and which side of the stage you need to be on. Plus you can bounce off the other lads and feed off the energy. In a race car you're on your own, and it's different every time because each track, race and situation is different. I find it a very nerve-wracking experience compared to performing."

This summer's Le Mans Classic marked another step, when Donald took his 911 GT2 out for the Global Endurance Legends demo race.

"That was amazing, real bucket-list stuff – being on the Mulsanne in that car and watching a Bentley Speed 8 come flying past felt crazy," says Donald. "I want to fit in as much racing as I can around my music, and the Goodwood Revival is also on my radar with my Porsche Pre-A 356."

Robert Ladbrook

what is very obviously a road-legal car. It's clear from the qualifying times that the leading pack will quickly break away, leaving the next 10 or so cars fighting amongst themselves for a top 10 finish. We should be amongst them.

Like the majority of historic race series, the 2.0L Cup is a rolling start as it saves wear-and-tear on the cars and reduces the chances of a start-line incident or first corner pile-up.

Howard doesn't fancy getting caught-up in the nip-and-tuck of the opening laps, so elects to put me in for the start. Having formed-up obediently behind the pace car we all wait for the gantry lights to flick green, then gun it through the long-throw but surprisingly sweet gearbox towards La Source. Safely round the



STEPHANE BIZARD PETER AUTO

tight hairpin it's a mad charge down the hill towards Eau Rouge. There's a bit of bumping and boring at the front as the leaders jostle for position, with Mark Sumpter and Mike Jordan's car receiving an unfortunate clout to the right-rear wheel that knocks the suspension out of alignment. Thankfully, the field gets up onto the Kemmel Straight without further incident.

After the first lap or so the midfield spreads out leaving me with 40 minutes or so to enjoy getting to know this car and - hopefully - make up a few places before the mandatory pit stop.

There's something hugely satisfying about these 911s. They rev to 8000rpm and sound fabulous doing so, but it's the way they communicate through the steering and seat of your Nomex pants that's the real joy.

The balance is resolutely rear-engined, but you soon learn that only by playing with this balance can you get the 911 to go well. A small lift of the throttle is all you need to initiate a direction change, from which point you play the throttle and offer as little corrective lock as possible in order to let the car flow.

After a busy few laps in which I manage to get by a couple of cars in quick succession, things settle and I can focus on trying to catch the few cars that are ahead in the middle distance. Lap by lap they get closer until I can see from its white the green livery that it's the Porsche Cars Great Britain entry. Anthony Reid is at the wheel and we have a fantastic battle for three or four laps, the wily Reid giving me a masterclass in positioning his car perfectly and backing me up in the areas I'm gaining ground - namely Pouhon and Blanchimont. There's barely a Rizla paper between us at times, with both 911s sliding in unison, sharp exhaust notes howling in harmony. Magical stuff.

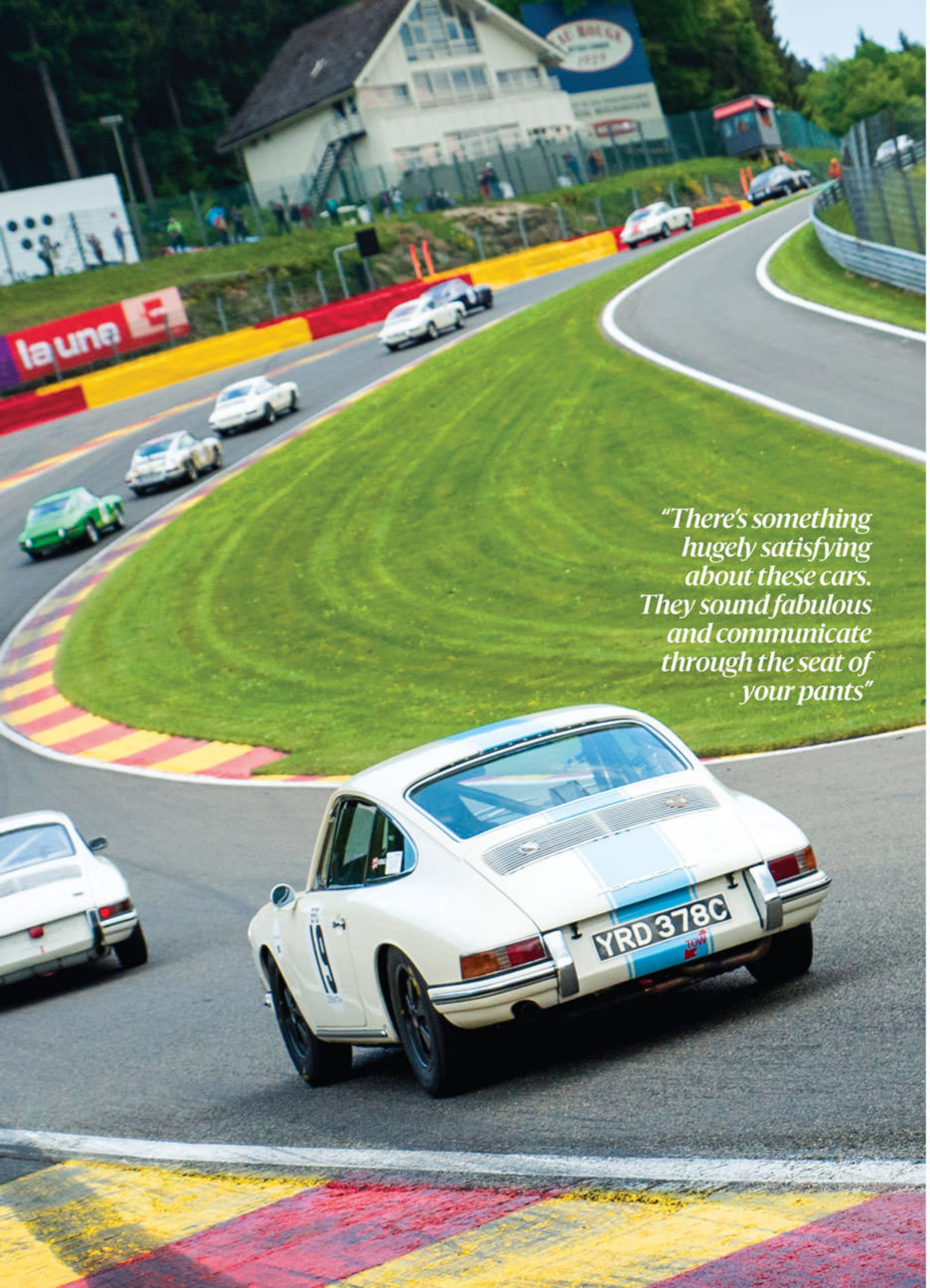
By the time I pit to hand over to Howard we're up into eighth place and I've gone a few seconds quicker than I did in qualifying - still some way from the quickest guys, but much more respectable. However, a Biblical thunderstorm swept the circuit barely 20 minutes after Howard took over and the race was soon red-flagged. Welcome to Spa, H!

A great idea, brilliantly executed, the 2.0L Cup encapsulates everything there is to love about historics with some neat contemporary twists. If the first round is anything to go by it's set to go from strength to strength. ⊠



JAYSON FONG

One marque, one direction... 911s as far as the eye can see from Eau Rouge to Raidillon



"There's something hugely satisfying about these cars. They sound fabulous and communicate through the seat of your pants"



BREAKFAST WITH

Scott Pruett

Serial sports car champion, IndyCar star and a NASCAR podium finisher, one of America's most versatile drivers has called time on his career... to focus on producing wine

WRITER Simon Arron PHOTOGRAPHER Lyndon McNeil

For four decades he has been as much a part of America's sporting fabric as The Super Bowl, The Kentucky Derby and popcorn – less celebrated, perhaps, but an equally constant presence. And a successful one, too. To put Scott Pruett's career in context, he began racing when Graham Hill was *en route* to his second Formula 1 world title, notched up his first significant championship success before Sebastian Vettel was born and has raced against pretty much everybody from AJ Foyt to Fernando Alonso via Dale Earnhardt and countless Unsers and Andrettis.

Headline accomplishments include 11 major sports car titles in his homeland, plus five outright victories in the Daytona 24 Hours and a class win on his only appearance at Le Mans. Beyond that, he has been a Champ Car race winner, a NASCAR front-runner and has also tried his hand at Australia's V8 Supercar series. And the first time he drove a single-seater? That would be in an official Formula 1 test at Estoril, more than 30 years ago.

To paint a fuller picture, the 58-year-old agrees to meet for breakfast at Goodwood, where he is fresh from Lexus ambassadorial duties at the Festival of Speed. The original plan had been to hook up at the estate hotel, but that was forecast to be a touch hectic in the hillclimb's immediate slipstream. The agreeable alternative is to use the charming café within the old control tower on the Goodwood Motor Circuit's perimeter, where Pruett orders a sausage-and-egg sandwich ("I've never tried one of those before") and the rather more familiar accompaniment of black coffee.

Given his competitive roots, it's appropriate that a track day for Ford Mustang owners commences just as we sit down.

"It's so long ago that I honestly can't recall whether it was his idea or ours," he says, "but my dad got my brother and I involved in karting when I was eight years old. I grew up on a farm and remember there being a yellow kart on the premises, although the only thing that really sticks in the mind is the chain continually falling off. I did my first race in northern California in 1968. It started with local events, then regional, then at a state

The successful Ganassi Riley-BMW of Pruett, Montoya, Rojas and Kimball at Daytona in 2013 – Scott's record-equalling fifth Rolex 24 win

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level and I went on to take my first national title when I was 13.

"I just kept going and going: I come from a very traditional, middle-class family, without much extra money, so it was based on graft. My dad was great. He said, 'I'm not going to force you to race, but if you want to do it I'll try to help.' We did all our own work and, to ease the financial burden, started up a kart racing business, building motors and so on - my dad worked in aerospace and his firm's claim to fame was manufacturing re-entry engines for the Space Shuttle. There was no obvious career path for me so I carried on karting and kept winning, eventually doing so at a professional level. I took part in the 1981 world championship in Parma, against Ayrton Senna - among others.

"I never imagined I'd be able to do the Daytona 500 or the Indy 500. As a kid it was never even a thought - it all seemed just too far away, so I just kept my head down and focused on karting and the next small steps that lay ahead. One of the guys that really inspired me, as a youngster at a racetrack, was Dan Gurney. He took the time to sign an autograph and chat to me for a bit - he was an absolute superstar, but made time for everyone. And he wasn't just a great IndyCar guy - he was a great everything guy. I always hoped I might emulate just a tiny bit of what he achieved."

SO, WHEN DID THE THOUGHT OCCUR THAT, ACTUALLY, HE MIGHT be able to carve a living from racing?

"Things were quite different back then," he says, "because to find drives you had to make phone calls or write. I started sending letters to car companies and teams and was very fortunate to receive some help from Mike Kranefuss, at Ford Motorsport. I was by now into my early 20s, still winning in karts, and got my first opportunity to drive a racing car in 1983, with Mike's help. I tested an IMSA GTP Mustang at Elkhart Lake and everything went well. That started the ball rolling - it seemed a little late to be making the change, but all the time I kept talking to people, to see what might be available, and in 1984 I got a call from a team asking me to share its GTU Mazda RX-7 with a gentleman driver. It was usually a midfield to back-of-the-pack car, but we ran in the top 10 and that attracted a bit of attention.

"I did a few more events with the team, including Daytona in '85, but carried on karting to stay sharp. Mike Kranefuss called again later that year, because Ford wanted me to share a GTO Mustang with Bruce Jenner at Elkhart Lake. We led for quite a while, finished third in class and that really gave me some momentum. I was then invited to share Brooks Racing's Thunderbird with Darin Brassfield in a Camel GT race at Pocono - and we won..."

The upshot was the offer of a full-time contract with Jack Roush Racing and Ford, a springboard to three major championship successes in as many seasons - two in IMSA with a Mustang bracketing the SCCA Trans-Am title in a Merkur XR4 Ti. "I have some great memories of that



period," he says. "In '86 I drove at Charlotte one Saturday, finishing third with Bruce, then Jack flew me to Riverside, where I picked up my SCCA licence on race morning, started at the back of the grid and came through to win. I loved Riverside and wish the circuit still existed. We had so much success in a relatively short period of time and I was always wondering about the next step. How could I get into IndyCar? Could I make it to Formula 1?"

Late in 1987, his Ford connections helped him to get a taste for the latter.

"I was invited to test Larrousse's Lola-Cosworth, at Estoril. I won in Trans-Am at Mosport Park on the Sunday, then flew to Portugal for a couple of days. It went pretty well - I was about 1.5sec off regular driver Philippe Alliot, which I didn't think was too bad as I'd never ▶

Scott Pruett
A career in pictures



1985

Pruett got his major career break with opportunities to race a Roush Mustang. It led to a fruitful full-time contract from 1986



1989

After making his single-seater race debut in '88, Pruett did a full season in a Truesports Lola-Judd and took two podium finishes



1994

Pruett scored the first of his five Daytona victories in a Nissan 300ZX, shared with Steve Millen, Butch Leitzinger and Paul Gentilozzi

LAT, GETTY

"THE TRACK IS MY CANVAS, THE CAR IS MY PEN" GRAHAM HILL



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previously driven any kind of open-wheeler, let alone an F1 car. Bernie Ecclestone was very supportive - and keen that an American should race in F1 - but I didn't see how I would be able to make that jump and so started looking more closely at IndyCar.

"I was talking to team owners and they'd say, 'Well, you're doing great in sports cars but we've never seen you in an open-wheeler.' So I had to take a gamble. I figured the best way to show what I could do was to get myself in an Indycar - and the only way to do that was to hire one. So I took all the cash I had, borrowed from friends or anybody else that would lend me money, rented Dick Simon's Lola for the 1988 Long Beach GP and was running in the top 10 when the engine failed. During the summer I received a call from Machinists Union Racing, after regular driver Kevin Cogan broke his arm in Toronto. They wanted to know if I could fill in for a couple of races. I did Meadowlands and Mid-Ohio and gave a good account of myself, so suddenly people were paying attention. Jack Roush was pushing me to go with him to NASCAR in 1989, but I'd decided I definitely wanted to race open-wheelers."

Towards the year's end, an approach from Truesports boss Steve Horne culminated in a three-year contract and a promising rookie campaign. Pruett led in Detroit before finishing second, took another podium at Meadowlands, was co-Rookie of the Year (shared with Bernard Jourdain) in the Indy 500 (where he finished 10th, which ironically would remain his best result in the event), made his first oval start at Phoenix and took eighth in the final standings. The foundations for a strong 1990 appeared to be in place.

"My back was sore, but I didn't realise it was broken. I remember seeing my left ankle swing through 90 degrees. It was almost as though my foot had fallen off"

"I WAS REALLY LOOKING FORWARD TO IT," HE SAYS, "BUT WE DID a pre-season test at West Palm Beach and unfortunately one of the bleed screws on the rear brakes hadn't fully been tightened. It was a simulated street track, with very little run-off. As fluid leaked out, the balance bar swung and I had a little bit of front braking but nothing at the rear as I was trying to turn onto the back straight. I hit some cement barriers head on - they estimated the impact speed at 100-110mph - and everything was just crushed. I recall sitting there, looking at the car, my legs and everything being a crumpled-up mess. My back was sore, but I didn't realise it was broken. I took my helmet off and threw it up and over the cement wall, because I didn't want it bouncing back and hitting me.

"Even though they had really good safety equipment at the track, they weren't used to dealing with carbon fibre and it took 90 minutes to cut me out. They didn't give me any pain relief, so the whole thing was excruciating. I knew my legs were a horrific mess and one of the last things I remember, as they finally got me out, was seeing my left ankle swing through 90 degrees as they loaded me into the helicopter. It was almost as though my foot had fallen off. On Saturday they put my back together, about eight hours of surgery, then on the Sunday they did the best they could with my legs and knees, which took another seven hours. It was two days before my 30th birthday and I celebrated the occasion in a hospital bed, just happy to be alive."

Did he fear at any point that this might signal a premature end to his racing career?

"Some of the doctors thought so," he says, "but for me it was a defining moment because it made me realise how badly I wanted to be racing - and I was determined to do whatever it took to get back on track. That was my sole motivation - I didn't care about anything else. I treated my recovery as a job. I spent a couple of weeks in a bed, three months in a wheelchair and then progressed to crutches with a back brace. As soon as I could, I'd show up at 8.30, do all the physical therapy stuff until noon, then I'd take a lunch break and train again afterwards, because the parts of my body that worked had to be kept in shape for whenever I got back behind the wheel."

That would be in October, seven months beyond the accident.

"I was still wearing back and leg braces when I arranged to test a Trans-Am car. I didn't have medical clearance, but needed to do it for my own psyche. I'd been working so hard and had to find out how it would feel, to know that I could still do it, that I wouldn't be scared of something happening again. I got back in and loved it, got that shot of adrenaline I needed. When [noted US racing doctor] Terry Trammell found out, he was on the phone yelling at me. He cussed me up one side and down the other, but I think that was mainly protocol. He was the one who regularly put all the IndyCar guys back together, so he knew the situation and understood the way drivers think."

By January he was racing again, sharing a TWR Jaguar XJR-12 with Davy Jones, Raul Boesel and Derek Warwick in the Daytona 24 Hours and winning the following month's IROC season-opener, curtain-raiser to the Daytona 500. Time, then, to return to CART.

"For 1991 Steve Horne had built his own all-American car, the Truesports - the chassis was fantastic, but our Judd engine didn't perform so well against the Chevrolets. We had a pretty solid season and at the end of it Chip Ganassi made me an offer to race for him, ▶



1995

In Patrick Racing's Lola-Cosworth, Pruett challenged for victory at Indy before retiring. He went on to win the Michigan 500 later in the season



1999

Pruett at Laguna Seca in 1999, when he switched to Arciero-Wells to focus on developing Toyota's Indy engine. He took pole at Fontana



2000

Switching to NASCAR, Pruett predicted that it would take three seasons to mount a challenge. He was then dropped after just one...



2004

Celebrating with Max Papis after clinching the first of what would eventually be four titles in the US-based Grand-Am series

but it was contract extension time and out of loyalty I decided to stay with Truesports. The team secured a supply of Chevy V8s for '92, but this time the chassis wasn't so good. Bobby Rahal had a go to see whether he could help, but he came away saying the car was terrible. Steve left during the summer and at the end of the season the operation folded, so I was sitting there, one year into a three-year deal with a team that no longer existed. That was a pretty tough awakening."

Did he harbour any thoughts of trying his luck in Europe at that stage?

"Not really. You have to keep your finger on the pulse of all the things that are going on – who's coming, who's going, which drivers might be out – and doing that in just one series was a full-time job. I was looking around for rides, picking up bits and pieces but nothing really solid. I did, though, have a very strong relationship with Bridgestone from my karting days – I'd been a factory driver for several years – and they invited me to try a Formula 3000 car that they'd brought over to Riverside.

"Bridgestone had acquired Firestone in 1988 and I was still really close to many of the guys. It turned out that they were bringing the Firestone brand back to IndyCar and would like me to be the test driver, with Patrick Racing. That all came together at the end of 1993 – and at the same time I got a call from Chevrolet, asking me if I'd represent them in the Trans-Am championship, and then Nissan wondered whether I might be free to do the Rolex 24 at Daytona. The Nissan was on Yokohamas, I was testing IndyCar Firestones and the Camaro was on Goodyears – it was all a bit crazy, but I scored my first outright Daytona victory with Nissan [with Butch Leitzinger, Steve Millen and Paul Gentilozzi], took the Trans-Am title and covered about 15,000 test miles with Firestone.

"Rolling into 1995, I maintained my relationship with Patrick, scored my first IndyCar win in the Michigan 500 and was very disappointed not to win Indy. Scott Goodyear and I were back and forth between first and second. In the briefing they'd said you weren't allowed to pass the safety car before the green flag. I was leading with 18 laps to go, somewhat jumped the restart and came around Turn Four to find the safety car going slowly – so I got off the throttle and Goodyear, who had a full head of steam, came past. He was a little faster than me, but my car was better in traffic, so I was confident I'd get by once we caught some slower cars. What I didn't know was that Raul Boesel had blown his engine and dropped a little oil at Turn Two. I slid up the racetrack and just touched the wall, enough to break the wheel. I slid back down and caught the fence on the inside. Scott then got the black flag for



On his only Le Mans 24 Hours appearance, Pruett shared the class-winning Corvette





2010

Pruett tried V8 Supercars at Surfers Paradise – scene of one of his CART wins – sharing a Lucas Dumbrell-run Holden with Nathan Pretty



2014

Having previously taken a class win in the Sebring 12 Hours, Pruett added an outright victory. He shared with Memo Rojas and Marino Franchitti



2017

Pruett spent 2017 developing and racing Lexus's RC F GT3, pictured here at Sebring. He retired after driving the car at Daytona this year



2018

Post-racing, one of Pruett's foremost interests will be the eponymous vineyard he established 12 years ago, in the Northern Sierra Foothills

LAT

jumping the restart and Villeneuve came through to win [having at one point been two laps down]. It was a crazy day at which I've always looked back and thought, 'Damn, that one got away.' The Indy 500 had slipped through my fingers.

"Perhaps that conditioned my thinking at Michigan later in the year. Al Unser Jr and I were involved in a straight fight. Coming towards the last lap I knew he was probably going to slipstream past me, which he did, so I decided to try a dummy to the inside and then head straight back to the high line and stick to my guns: it was going to be chequers or wreckers, I didn't care. I was so close to that elusive first victory... if I crashed, so be it. He tried to cover as I went to the inside, so I went back to the top of the raceway, we ran side by side through Turns Three and Four and I won by inches."

Or 0.056sec, according to CART's official timing.

"I honestly believe I could have fought for the IndyCar title in 1995, '96 and '97," he says, "but I was hammered by engine failures."

He added another win to his CV, at Surfers Paradise in 1997, and the following year had what would on paper be his best season to date: there were no victories, but three podiums and consistent strong finishes helped him to sixth in the standings during what would be his final season with Patrick.

"At the end of the year I received a call from Cal Wells, asking if I'd like to join his IndyCar team for '99 to assist with Toyota's engine development programme. It was tough, with a number of failures, but we all know that big manufacturers eventually get these things right. We qualified third in Australia and ran strongly, then took pole at Fontana [average speed 235.398mph] - a first in the series for Toyota.

"I'd by now done 10 years in IndyCar and I'm one of those guys who likes driving anything, so when Cal looked at getting involved in NASCAR for 2000 I thought, 'Why not have a look?' The Toyota thing was off and rolling and looked like it was going to be good, and Cal was happy for me to switch, but before I committed I said, 'Look, everybody has to realise that we have a brand-new team and driver in NASCAR terms, so our first year is going to be really tough, in the second we'll be finding our way and in the third we'll be ready to challenge for wins. It was a case of, 'Yeah, yeah - we understand.'

"I think we had a pretty good season, given that everything was so fresh, and I had my most memorable race at The Brickyard, swapping places constantly with Dale Earnhardt Sr as we scrapped for about ninth. At the end he came up to me and said, 'Hey Pruett, I think you're finally getting this shit figured out.' That's a cool memory.

"Unfortunately, our sponsor Tide's management regime changed and at the end of the season they went to Cal and said, 'We'll extend the contract by three more years, but we want you to get rid of Pruett and put Ricky Craven in the car.' So that's what happened. I was pissed off at the time and decided I'd had enough with racing, so I went to work for ESPN and Speed, as an analyst at all the Champ Car races. Then I received a call from Corvette. 'Hey, d'you want to come and do Le Mans?' They needed an extra driver for the longer races, so I went to Le Mans in 2001 and shared a class win."

HE CONSEQUENTLY HAS A 100 PER CENT STRIKE RATE AT La Sarthe, so why hasn't he been back?

"I talked about it," he says, "but I wanted to have a chance to win outright - and I wasn't close to any of the manufacturers who were in a position to challenge at that time. Later in 2001 Chip Ganassi called and invited me to do a couple of NASCAR rounds. I started filling in for him on some of the road courses [he finished second at Watkins Glen in 2003, third at Sonoma in 2004] and that helped me start rebuilding my relationship with Chip. I still have the contract he offered me in 1991 - the one I didn't sign - and I wasn't going to make that mistake again.

"In 2002 I was still doing some broadcast work and driving occasional races for Chip, but I was really beginning to miss being behind the wheel - and being in the paddock environment made it that much worse. I knew I had to get back in a car and had the good fortune to be called by Rocketsports, to see if I wanted to drive its Jaguar XKR in Trans-Am. We won about eight races in 2003 and took the title, then Chip called and offered me a full season in Grand-Am with Lexus... and we went on to crush the record books for the next dozen years. Race wins, titles, victories in the Daytona 24 Hours and at Sebring - it was just an incredible run."

He was champion with Max Papis in 2004, then Memo Rojas in 2008, 2010, 2011 and 2012 and added four more victories in Daytona's endurance showpiece to draw level with Hurley Haywood as the most successful driver in the event's history. Is there a secret to Daytona success?

"The trick is never to put yourself in a bad position when passing - don't go to the outside unless you know exactly who is in the other car - wait a moment until you can pass on the inside. You come up against buy-a-ride doctors, lawyers and one-off racers. In the middle of the night some of them have no clue where they're doing, but if you get hit - no matter what - then it's your fault.

"When I started out in the 1980s teams sometimes won Daytona by 10 laps, but in the modern era the cars are so robust that you can drive the crap out of them for 24 hours and you're sometimes winning by seconds rather than laps. You can't afford to have any delays at any time, because that will eliminate you from contention. They start 70-odd cars on a 3.3-mile track, it's really, really hectic and the craziest time is between about two and four in the morning, especially if it starts raining. You can't see much, the track's slippery, it's not easy for professionals to settle into a rhythm and then you get the variable driving standards..."

As Ganassi switched from Lexus to BMW and Ford - part of the latter programme involving development of the twin-turbo V6 that would subsequently be dropped into the company's GT racer - Pruett remained on board before opting to rejoin Lexus to work on its RC F GT3. "It was a pretty tough decision for me to leave Ford, with whom I've had such a long relationship," he says, "but I really love the Lexus culture. It was supposed to happen in 2016, but things tripped up ▶



"I still have the contract Chip Ganassi offered me in 1991 – the one I didn't sign – and I wasn't going to make that mistake again"

Breakfast with Scott Pruett

Five-time Daytona 24 Hours winner gets to grips with his first sausage-and-egg sandwich





slightly and we ran the car only in some tests at Fuji, before doing a full season in 2017. I'd been around long enough to know the first year would be tough, but you've just got to bite the bullet and get on with it. We learned so much and it has been great to see the car in Victory Lane this season, not just in the US but also in the Blancpain series in Europe. It feels good to have been a part of that foundation."

But he is presently watching the car only from the sidelines, having opted to call time on his career after the 2018 Daytona 24 Hours, which yielded a 29th overall and ninth in class.

Why was this year the right time to stop?

"I think every driver gets to a point where they start looking at a race from the chequered flag backwards, not from the green flag forwards - and I'd reached that. I was also able to retire on my own terms rather than anybody having to help me out through the door. I want to get on with my next chapter. I loved everything about racing and what it offered me, but my wife and I have written four children's books, I have my Pruett Vineyard and am kept busy as an ambassador for Lexus and Rolex... You reach a stage where the reality of life, the reality of getting older, hits home. I'm in the gym, training my ass off, and my body doesn't respond as it did when I was younger. My son is 18 and just has to look at a set of weights to get bigger!

"I just began to realise how thankful I was for all the great times the sport has given me, all the memories. When I look at the guys I raced with or against - Klaus Ludwig, Hans Stuck, Bob Wollek and Derek Bell from sports car racing in the 1980s, Mario and Michael Andretti, Al Unser Sr and Jr, Rick Mears in IndyCar... the list is endless. When you look at all the rivals I've encountered across my career, it's a Triple A list. People ask for my best memory, my best race, my best championship, but there are so many that it's impossible to choose. How can you compare giving Corvette its first Le Mans class win with going wheel-to-wheel with Al Jr at Michigan? I've been incredibly lucky - and even shared the track with Fernando Alonso in my final race."

CAN HE EXPLAIN THE SECRET OF HIS LONGEVITY?

"I wish I knew," he says. "All I can say is that I passionately love the sport. I've always made sure I was properly prepared - I never want to look back and say, 'I should have been smarter, I should have trained harder.' It's too easy not to. I was always one of the first to arrive at the track in the morning and one of the last to leave. I'd chat to my guys, study the data and everything - but it was natural. I loved the sport, so it didn't seem like work - and when things are like that you can't get enough of it. I've loved every moment, but reached my decision because I wanted to spend time on other stuff, like my winery and my family. When I was racing I always used to repeat a message when I was interviewed, 'Hi to my family at home.' My two younger ones thought I was inside the TV..."

Are there any circuits on which he wishes he'd been able to compete?

"Probably only Monaco," he says.

Has he settled into any kind of daily schedule, post-racing? "Not yet," he adds. "Ever since Daytona I've been trying to find my new 'normal'. I spoke to Danny Sullivan about this and he told me it took him about two years to re-establish any kind of routine after he'd quit racing. But I've got plenty to keep me occupied.

"I think my interest in wine probably comes from my upbringing, growing up on a ranch. I love the outdoors, but the whole thing has been an unexpected adventure - and something I wanted to do myself. I did all the soil study, all the climate study and obtained advice from some of the best people in Napa Valley, which is an incredible area for wine and not too far away. I didn't get into this so I could say I had a vineyard - I only wanted to make wine if I could do so at the highest level, the same approach I took with my racing. I cleared the land, planned the plants and got it all established. I've been tempted to expand, but have decided I'd like to keep it as a small, intimate business."

Does he have any particular recommendations?

"I'd like to hope that everything we make is good," he says, "but for racers the Championship Cuvée Syrah is pretty cool."

And is that absolutely, definitively it for racing, after 50 years behind the wheel? He wrinkles his nose, and smiles, "Perhaps Daytona," he says. "I love that place. I know I've retired, but if I had the right opportunity to drive a potentially winning prototype, I'd have to think about it. Maybe number six is out there for me..." ⊠

Scott Pruett career in brief

Born: 24/3/60, Sacramento, USA
1968 Kart debut 1981 Professional Kart Association world title 1984 First car race, Mazda RX-7, IMSA GTU 1986 IMSA GTO & Endurance champion 1987 SCCA Trans-Am champion; tests Larrousse Lola F1 car, Estoril 1988 IMSA GTO champion 1989 Indy 500 co-Rookie of the Year 1994 Daytona 24 Hours winner; SCCA Trans-Am champion 1995 First CART win, Michigan 500 2001 GTS class winner, Le Mans 24 Hours 2003 SCCA Trans-Am champion; runner-up, Watkins Glen NASCAR 2004 Grand-Am champion 2007 Daytona 24 Hours winner 2008 Grand-Am champion; Daytona 24 Hours winner 2010 Grand-Am champion 2011 Grand-Am champion; Daytona 24 Hours winner 2012 Grand-Am champion 2013 Record-equalling fifth outright win, Daytona 24 Hours 2014 Sebring 12 Hours winner 2018 Retires... probably

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The Expendables

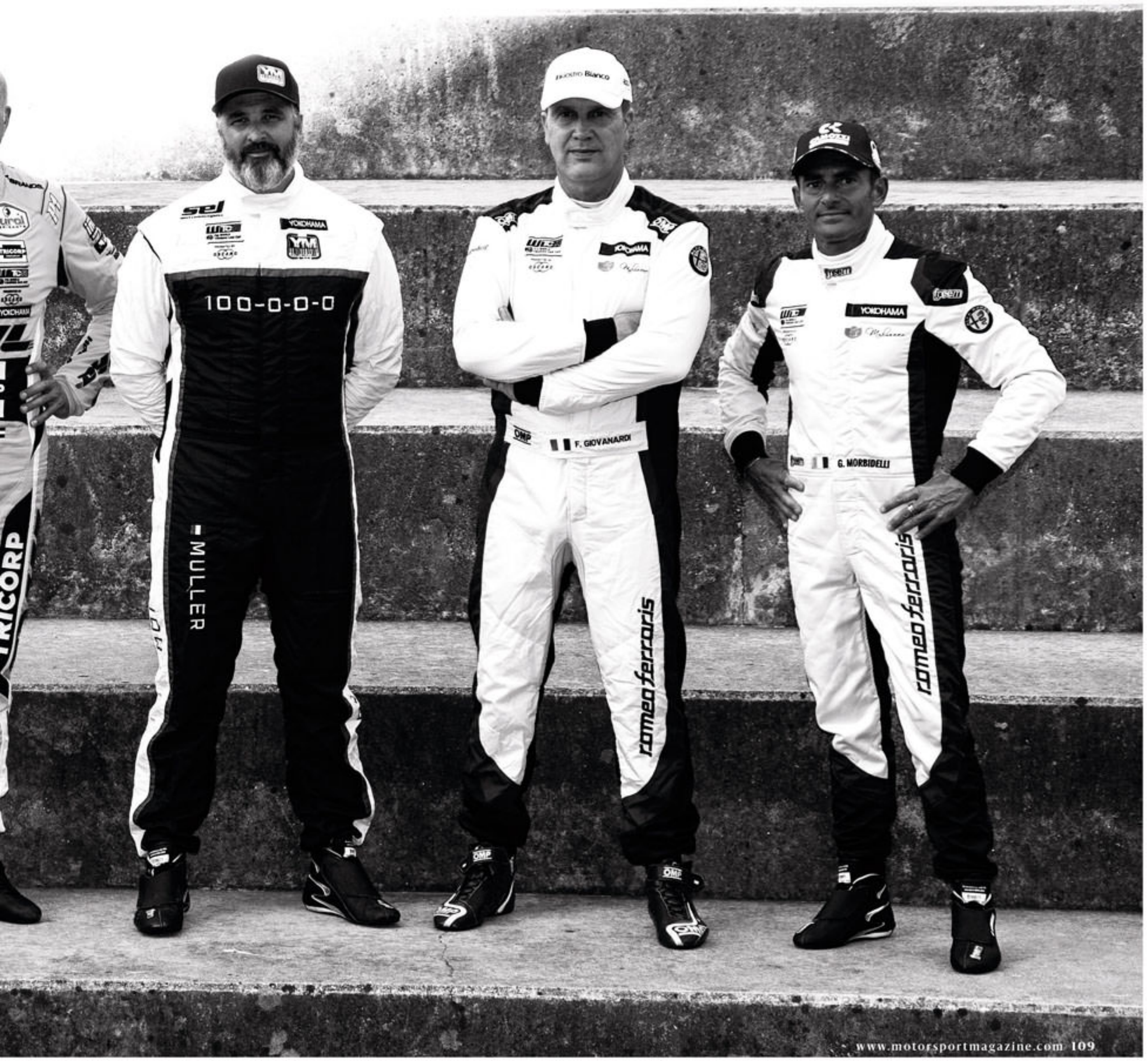
Despite it being a new era for global touring car competition, seven tin-top action heroes are still setting the benchmarks

WRITER Damien Smith

Remember that movie *The Expendables*? If it passed you by, you can be forgiven (it was never going to trouble the BAFTAs). But it's the one where all those cheesy action heroes of the 1980s and '90s - Sylvester Stallone, Arnold Schwarzenegger, Dolph Lundgren, Jet Li and more - unite for 'one last mission'.

Why bring it up here? Well, our heroes in the FIA World Touring Car Cup are warming to The Expendables theme - and let's just say the shoe fits. As they jostle for position in our photo shoot, this bunch of bantering 'tin-top' touring car superstars can't hide the old competitive instincts.

And like The Expendables, our seven - with a combined age of 316! - just don't know when to stop. As *Motor Sport* discovers while catching up with this grizzled band of brothers at the Vila Real street races in Portugal, a few miles on the clock are no barrier to bravado. They all love what they do - and more importantly they're still fast in a series that has legitimate claim right now to be the most competitive touring car competition in the world.





ROB HUFF

"The youngster"

If 'Huffy', as he is universally known, really was an Expendable, he'd be the Jason Statham character - and not just because he's follicly challenged... He grins at the comparison. "Ha! And I'm the best-looking too!"

The 38-year-old - a mere youth - has been a mainstay since 2005 of what until last year was known as the World Touring Car Championship, becoming a proud world champion in 2012. Today, he remains fiercely competitive and represents the archetype of the touring car professional: kind of the modern equivalent of Steve Soper.

"I've seen this series go from 36-car fields down to 14 and come back to 27 where it is at the moment," he says. "From a spectator's point of view what we have now is one of the best we've seen. Lots of manufacturers involved, lots of teams, lots of drivers new and old. But the biggest difference is the doors are open to both young and experienced drivers."

Huff, who races a Sébastien Loeb Racing VW Golf this year, is enthusiastic about the series - with reservations. WTCR, which is promoted by the events operation of the Eurosport TV channel, is a WTCC reboot, now using the TCR regulations that have become a modern-day touring car phenomenon. Launched by tin-top tsar Marcello Lotti in 2014, 19 TCR national series have sprung up around the globe, including in the UK this year. The premise is simple: it's a set of rules for front-wheel drive, four- or five-door saloons or hatchbacks using turbocharged production engines, with a capacity of between 1750-2000cc and with a maximum power output of 350bhp. Production bodyshells, suspension and gearboxes keep a cap on costs, with upgraded brakes, aerodynamics and Yokohama racing tyres a welcome concession to a racier spec.

Manufacturers have flocked to build more than 600 cars in the past few years, attracted by smaller budgets and the banning of factory teams. Instead, they sell cars to customers - which explains the downgrading from world championship status to a 'World Cup'. Most feel that's a small price to pay for full grids, with a total of seven car brands represented.

Huff admits he misses the old TC1 cars, which were proper manufacturer-built racers - and were thus much more expensive to run and attracted thinner grids. But they were faster, to the tune of around five to six seconds around the 2.9-mile Vila Real track.

"From a driver's point of view, my personal choice is to go faster, not slower," he says. "It's not ideal, but the racing now is better.

"Your Expendables have learnt tricks over the years, but they don't work in these cars."



Coronel is one of the biggest characters in the paddock, while the Alfas are building momentum, below





TOM CORONEL

"The joker in the pack"

You don't interview Tom Coronel, you just listen. The Dutchman, 46, has always been a force of nature during a vast career that has taken in everything from Formula 3, a spell in Japan, Le Mans, Dakar rallying with his identical twin brother Tim (yes, there's two of them), and what has turned out to be his first love: touring cars.

"I'm the longest here, since 2001," he says, referencing the production-based European series from which the WTCR's origins can be traced. "At the last race in Estoril I had a big fight with Gianni Morbidelli on the podium. I was leading the race and he pushed me out two laps from the end and I finished P3. I ran up the podium and started to hit him... I was young, I was aggressive – but that changed, of course."

Today, Coronel is more likely to hug a rival than punch him. "I like touring cars, I like the bumping, I like the play," he says. "I'd rather come second with a big fight than win a race by 10 seconds. I've seen the series have its ups and downs and my opinion is it is now as high as it can be. You see the mixture of the drivers. A lot of people went away, but they all came back. I've never left! I've seen it as the ETCC, then become the WTCC to WTCR. I've seen all the politics, I've seen all the fights and I know all the secrets..."

He's a great salesman. But while on the one hand there's a rampant ego at play, Coronel is also refreshingly honest.

He is driving a Honda Civic Type R, in his usual DHL yellow, for Boutsen Ginion Racing, a team named in deference to former Belgian F1 racer Thierry Boutsen, but actually run by his sister-in-law. Up to Vila Real, Tom hadn't featured too highly. But he just loves being a part of this "circus" – especially with so many old friends having returned. "When I saw Yvan Muller announce his comeback, I texted him... what the f*, man! You finally left and gave me a spot up – because he is better than me, I accept it" – there's that honesty – "But he came back. The same with Gabriele. These are funny things."**





GIANNI MORBIDELLI

FABRIZIO GIOVANARDI

"The Italian stallions"

You can't help but be impressed by Gianni Morbidelli, veteran of 67 Grands Prix and the man who briefly replaced a sacked Alain Prost at Ferrari in 1991. At 50, it would be wrong to say he looks young, but he does look amazing – as *Motor Sport* blurts awkwardly upon meeting him.

"Thank you so much, I try to do my best," he smiles politely in a way that suggests we're not the first to say so. The guy looks like he's made of teak, such is his deep tan, and he's all sinew – reminiscent of another little Italian charger: Tazio Nuvolari.

"This series is a mix of experienced drivers like me and [Yvan] Muller, Fabrizio [Giovanardi] and [Gabriele] Tarquini, and many young drivers," he says, in perfectly clipped English. "This makes the championship very interesting, you know? And I think it will get better."

Morbidelli forms half of an Italian 'dream team' this year with Fabrizio Giovanardi, multiple Italian, British and European Touring Car champion and a race winner in Formula 3000 all the way back in 1989. He's 51 now, and while it would be a blatant lie to say he's in the same physical nick as his team-mate, Giovanardi reckons he still has something to offer.

"Touring car racing is about experienced driving, it's not F1 where you have to be an iron man," he says. "You have to use all your clever tricks... It doesn't change. I don't want to defend old guys, but it's true. It's the game."

So far, the pair have yet to hit their full stride in their Alfa Romeo Giuliettas (what else?) from race to race, stymied by strict homologation rules freezing major developments. The pair have both knocked on the door of the top 10, but in a season where nine different drivers and five different car brands have tasted victory in the five triple-race weekends up to Vila Real, they haven't yet been close. What a story it would be if either of these veterans could turn it around.


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JAMES THOMPSON

"The humble one"

"I'm pretty rusty, to be honest," says the dude with the long hair and beard. James Thompson was never one for bull. A quiet character who was a bright young star of the so-called BTCC 'golden era' of the 1990s, the 44-year-old Yorkshireman is as surprised as anyone to find himself back racing at this level. But a late call-up from Münnich Motorsport pitched him straight into a Honda Civic. In the circumstances, his performances have been more than respectable.

"The tracks that I've known have been okay, but there's no substitute for mileage and doing pre-season testing, but obviously that wasn't an option," he says. "You've just got to get on with it.

"The series is great," he adds. "I think there is a buzz. For me, it was exciting to come back and race against some of my old sparring partners, Fabrizio, Gabriele, Yvan... Guys I've spent a lot of time with over the years. That was an exciting aspect for me.

"Obviously I'm not the driver I was in my heyday, probably mainly due to mileage. Back in the day, we were doing a couple of days of testing a week, but just jumping in the car and racing as we do today is very different."

He's pulled himself away from a comfortable life in Ibiza - "I'm very lucky" - to get back on the road and admits the travel has made him "anxious", that the youngsters make him feel "a bit of a dinosaur". But there's paradoxical assurance in those words; you can only be so honest when you're older, with nothing to prove.





GORDON SHEDDEN

"The adventurer"

Here's another Brit who doesn't need to be doing this. That Gordon Shedden has joined the world trail does him enormous credit. The 39-year-old Scot had a comfortable life in the BTCC: 11 years at Team Dynamics, three hard-won titles... Like Jason Plato and Matt Neal, he could have stayed put for as long as he wanted. Then, out of the blue, he left to join WRT's team of Audi RS3 LMS in the new WTCR. This is a man with wider horizons.

"I had nothing else to prove," he says. "I always wanted to try and do the 'worlds', but there wasn't the opportunity. Also, the timing wasn't quite there. You want to do it on as much of a level playing field as possible."

It's been tough so far, and generally his team-mate Jean-Karl Vernay has shaded him - but not by much. Shedden has purposely put himself out of his comfort zone, and to his great credit, he's relishing the experience.

"I'm loving this," he says. "It's nice to try different cultures and different parts of the world, and different types of circuits too. But I keep banging the drum for a race at Knockhill!"

He might have to wait a while for that. With the BTCC so dominant in the UK, there's little incentive for promoter Eurosport to bring the WTCR to these shores.

Shedden is also making the most of racing against some of his heroes. "I vividly remember going to Knockhill with my dad in 1994, my first touring car event, and that was the year Gabriele barrel-rolled the Alfa down at McIntyres," he smiles. "Being there as a little kid, gasping through the fence... I never thought I'd drive any type of race car, let alone make it into that series and beyond."





YVAN MULLER

"The legend"

And so, we come to our own Sylvester Stallone. Of all The Expendables, Muller is the true A-lister. A four-time world champion, he's best known in the UK for his BTCC years. His French insouciance is legendary, and he seems to relish the role of aloof villain.

Now 48 (also his race number), Muller sports a heavy grey beard that must only intensify his air of intimidation. He has a natural charisma, like all great racing drivers carry, and he definitely knows how to use it.

Muller retired from driving at the end of the 2016 WTCC season, but took up a consultancy role with the Polestar Cyan Racing Volvo squad last year. The team's 37-year-old Swede Thed Björk won his first world championship in the final year of the TC1 regulations in 2017 and was happy to acknowledge Muller's contribution to his success. Now Björk finds himself driving for Muller, who has set up his own eponymous team to run a pair of plain white Hyundai i30s, currently the benchmark car in the new WTCR era - and Yvan himself couldn't resist: he's now back, handling the other one.

Muller has a twinkle in his eye when we talk about the comeback. Like all our Expendables, he's clearly addicted to his sport. "It was not in my plan to return at all," he insists. "Last year I didn't want to come back. I had a proposal during the winter and I refused it. But then I had a proposal to do my own team. I thought I have to give this team a chance..."

As a driver, he's clearly lost very little with age. At Vila Real he added another victory, his second of the campaign. Off-track, he unashamedly uses his position to speak up for the best interests of his team. The Balance of Performance (BoP) - considered a necessary evil in modern motor sport to allow cars of varying concepts to compete on a supposedly even playing field - is his particular bugbear. The Hyundais dominated at the start of the year, then at Zandvoort suddenly found themselves pegged back as also-rans. In Portugal, they were pacesetters once more. You can understand his frustration.

But after Vila Real he had every reason to crack a smile behind that beard. That race one win followed the "best worst start" of his career: he plummeted down the order off the line, but that just meant he missed the nasty multi-car pile-up up front triggered by Rob Huff and team-mate Mehdi Bennani, who collided at speed. More than two hours later the race restarted, and Muller claimed an unlikely victory - then as team boss faced the prospect of having to rebuild Björk's car, which was badly damaged in the smash. Björk would repay his mechanics for pulling an all-nighter by winning the final race of the weekend in dominant fashion.

NEW POWER GENERATION

The strength of the new World Touring Car Cup lies not only in the roster of familiar names on the grid, but also in the impressive batch of new talent pushing them all the way. Here's a selection:

YANN EHRLACHER (22)

Nephew of Yvan Muller, son of ex-F3000 racer Cathy Muller and former professional footballer Yves Ehrlacher. He comes from pretty good stock, then. Was leading the points until Vila Real. Considered a massive talent with true star quality.

THED BJORK (37)

No spring chicken (he's of a similar age to two of our Expendables!), but Bjork is a multiple Swedish and Scandinavian champion who won the last WTCC title in 2017. Great over one lap and has all the credentials to win more titles.



NORBERT MICHELISZ (33)

The Hungarian has been around the WTCC for a while and is now teamed with Gabriele Tarquini at BRC Hyundai. Has been in the Italian's shadow so far, but with more luck has the potential to string big results together.



BENJAMIN LESSENNES (18)

Stand-in for Portuguese ex-F1 driver Tiago Monteiro, who is recovering from awful eye and head injuries sustained in a testing crash last year. Monteiro rates Lessennes highly and has taken him under his wing.



JEAN-KARL VERNAY (30)

Former Red Bull junior and Indy Lights champion, who has successfully converted to tin-tops. Already a race winner for WRT.

While Muller left Portugal on top of the standings, he has since been displaced by fellow legend Tarquini, who took a fourth victory of the year during round six in Slovakia. The Italian was an enigmatic figure in Portugal, struggling with a bout of flu (he was a no-show for our photo shoot). How he got through the weekend is a testament to his physical attributes - at the incredible age of 56! More than one of them has chuckled at the connection. In reality, the old guard are proving that they are anything but expendable.

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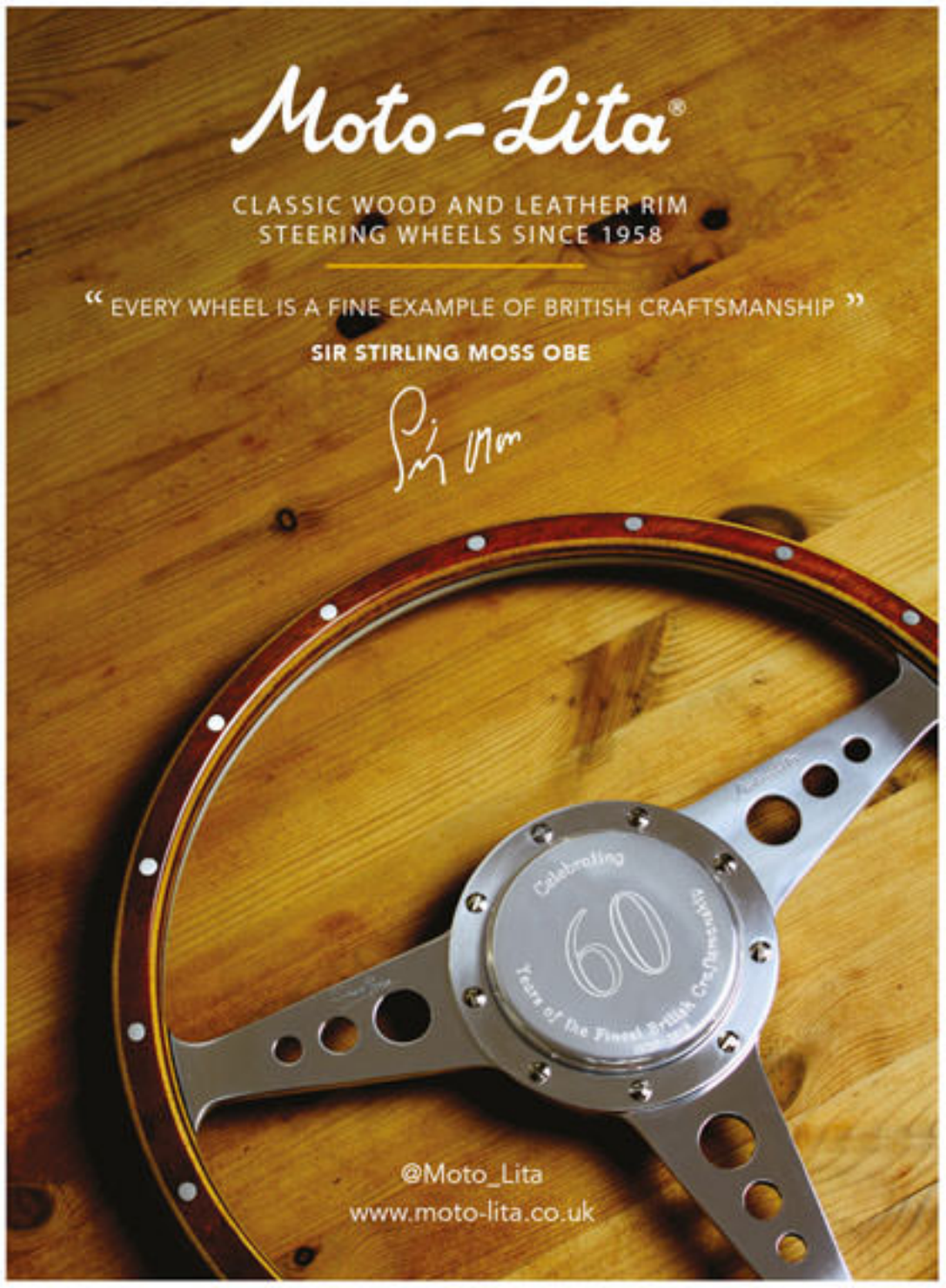
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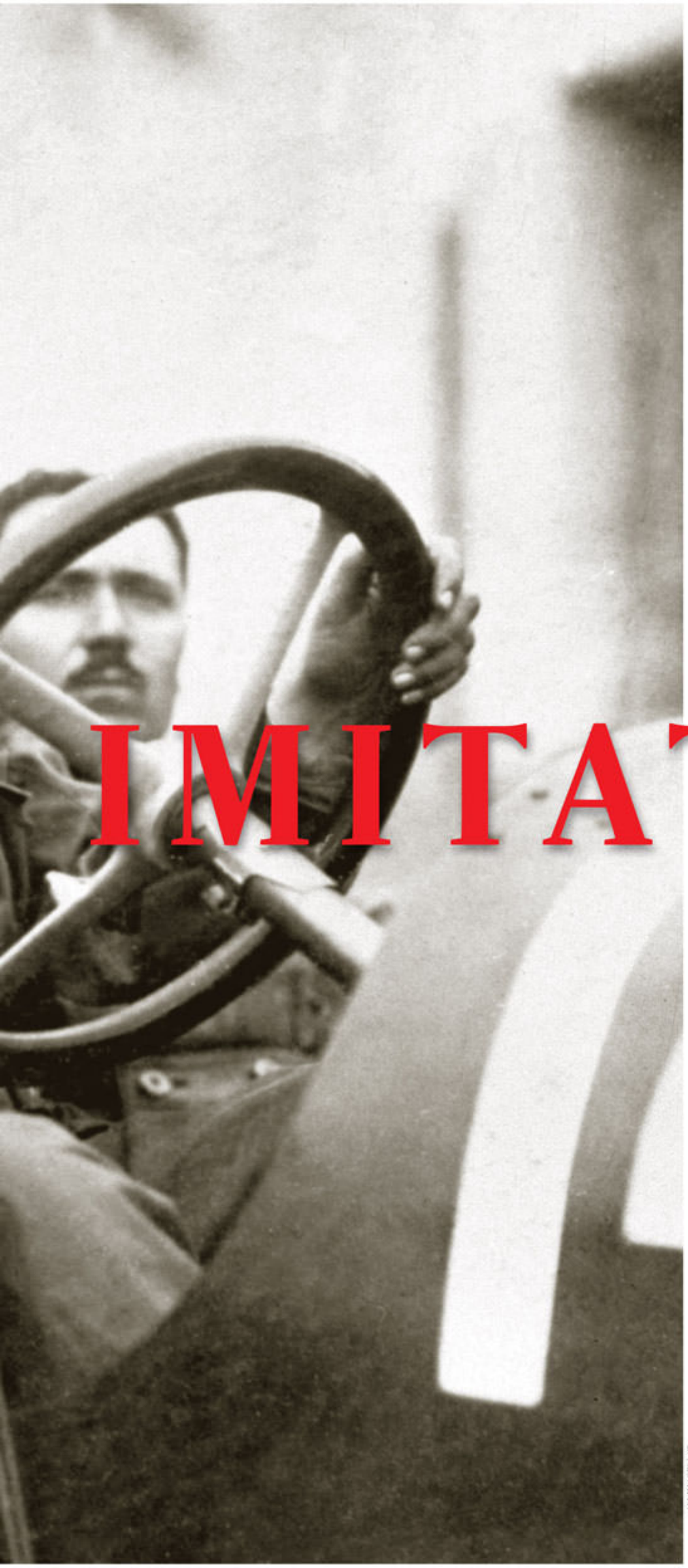
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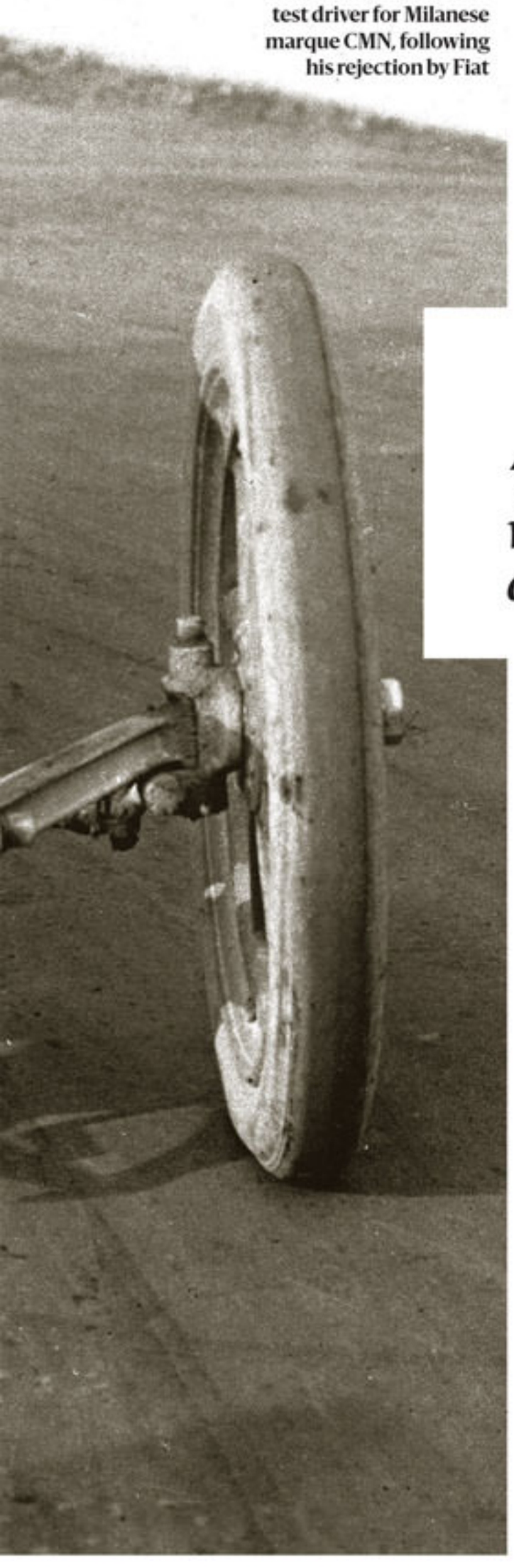
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IMITATION

On the 30th anniversary of his death we reveal how a spurned Enzo Ferrari cleverly conspired to overhaul, and ultimately end, Fiat's Grand Prix dominance and in doing so put himself on the path to greatness

WRITER Mark Hughes





Before joining Alfa Romeo as a driver – and skilled talent poacher – Enzo Ferrari worked as a test driver for Milanese marque CMN, following his rejection by Fiat

Whatever the 1923 Italian term was for, 'On your bike, son,' 25-year-old Enzo Ferrari surely uttered it as the *carabiniere* walked away empty-handed. The officer had arrived at Alfa Romeo's Milan factory earlier that autumn day with legal papers that allowed him, on behalf of Fiat, to search the offices of Alfa's new designer Vittorio Jano. He was looking for racing car blueprints that Jano might have 'forgotten' to leave at Fiat's Lingotto factory in Turin, when he'd recently left their employ. When that search proved fruitless so it then moved to Jano's house – and again nothing was found.

It was Ferrari who had tempted Jano into defecting from Fiat, the same Fiat that had told a desperate Enzo just four years earlier that it couldn't afford to give jobs to every war veteran that walked into their offices off the street, letter of introduction from his commanding officer or no. Ferrari, his father and brother recently deceased, feeling totally alone and now apparently without prospects, later described how he had walked over the road to Valentino Park that day, brushed the snow off a bench there, sat down – and wept.

With the benefit of detachment and hindsight, it's easy to see Fiat's points, both in 1919 and '23. At the cessation of the war there was rather more labour available than there was space in the factories, and it would have been difficult to know to what use to put a mule-shoer anyway. While in '23 they had already been the victims of head-hunting, Fiat's best technical brains – the men who had conceived the fabulous epoch-making series of Grand Prix cars that left the rest trailing in their dust – being poached with bags of gold.

The big names were the first to go: Vincenzo Bertarione and Walter Becchia to Sunbeam in late '22. But now the second layer of brilliant but lesser-known talent: Luigi Bazzi, a friend of Ferrari's, to Alfa a year later. Once ensconced at Alfa, Bazzi suggested that the guy they really needed was Fiat's backroom technical manager, Jano. So, it was that Ferrari set off to Turin on another vital errand for his employer Alfa, sucking the talent from the company that spurned him and directing it against them with targeted purpose. Fiat would not have even known the resentment it had triggered, nor how that was fuelling the depletion of its ranks.

It wasn't just the money that was tempting them; there was resentment within the ranks too. That was down to what would now be called the poor people skills of Fiat's brilliant but volatile technical director, Guido Fornaca, aka 'The Duke of Lingotto'. He was the chief ally of company founder Gianni Agnelli and a shareholder in the business. A brilliant engineer, he had conceived many of the pre-war racing Fiats as well as several series of successful road cars. As head of the technical department, his patience for imperfection was thin. But people didn't respond like machinery to his iron will. With the whiff of social foment in the post-war Italian air – Fiat's factory had recently been the venue for a workers' soviet, the dissidents barring both Agnelli and Fornaca from entering – those beneath the authoritarian Fornaca, their salaries a fraction of the shareholding income of their boss and dwarfed even by their peers elsewhere, set up their own quiet little rebellions and were all too ready to defect.

"Ferrari, his father and brother recently deceased, walked to Valentino Park, brushed the snow off a bench there, sat down – and wept"



Fiat's 805/405 may have been fastest during the 1923 French GP, but it suffered on the rough roads. This is Carlo Salamano struggling

"The man who had thrown Ferrari a lifeline after Fiat, was killed during testing, Enzo cradling his dying friend"

THE '23 FRENCH RACE HAD BEEN A debacle for Fiat, the fastest cars by a massive margin - way faster even than the 'green Fiats', as the copycat Bertarione-designed Sunbeams were dubbed - but all three retired whilst leading. The Bertarione/Becchia Sunbeam triumphed, and if that didn't provide irritation enough to Fiat, there was also the new Delage to bug them: the previous year its designer, Charles Planchon, had been observed blatantly photographing the Fiat's engine. And even if the Delage's V12 layout trumped Fiat for audacity, its detail revealed the heart of its inspiration lay in Turin; the same valve angles, same bore/stroke ratio, same crankcase architecture, it even had the same triple concentric valve springs! So Fornaca's mood was almost certainly poor even before his cars stopped. His frustration can easily be imagined; he'd built the most brilliant technical team of all time and now others simply plundered it. Not only plundered it - but now in Tours used that plunder to beat it! But only because Fiat had shot itself in the foot; it had lost not through insufficient performance, but sub-standard preparation. The supercharged racers had been tested on the smooth, clean surface of Monza - which was nothing like the dust-strewn public roads of Tours, pummeled to little more than farm tracks once the race cars had been let loose on it.

In the aftermath, that very evening in Tours, Fornaca had ranted about the circumstances that had led the Fiat's new-fangled superchargers to seize through ingestion of dust, throwing blame all around him. Bazzi, a proud man and a very able engineer, was not prepared to accept that, and the pair had a blazing, and very public, row.

When Bazzi had related the story to Ferrari, Enzo sensed his opportunity. "Come to Alfa, we are much smaller, more personal, good people, working on a Grand Prix car of our own but we need someone with your experience." This much was apparent a couple of months later at Monza where the company attempted to enter the Grand Prix arena. Ugo Sivocci - a close friend of Ferrari's, the man who had thrown him a lifeline after Fiat had so glibly brushed him off - was killed testing the new Alfa there, Enzo cradling his dying friend as they took him to hospital.

Not long after crying on that park bench, Ferrari had befriended Sivocci, an ex-racing cyclist who then found Enzo a job at the small



car company CMN at which he worked. Their efforts there had led to their recruitment by Alfa in 1920, as race drivers. But Enzo's role quickly evolved from there, his wheeler-dealer talents and familiarity with Milan's car racing milieu becoming increasingly valued by Alfa's racing manager, Giorgio Rimini. The Alfa racing adventure gathered momentum, taking Ferrari and Sivocci along with it. But now this – an innocuous slide on a wet track, the slippery wet grass, the ditch beyond it, the roll, the crushing weight of the car...

But even before that catastrophe it was fairly apparent the new Alfa P1 was not made of the stuff to strike fear into Fiat's heart. Bazzi looked around him, saw the limitations of the operation and knew that Jano was the man to lick it into shape – and so Fiat was plundered further, Enzo's persuasive talents probably pushing against an open door, the deal signed off by Rimini, a glint in his eye, cigarette dangling from his mouth.

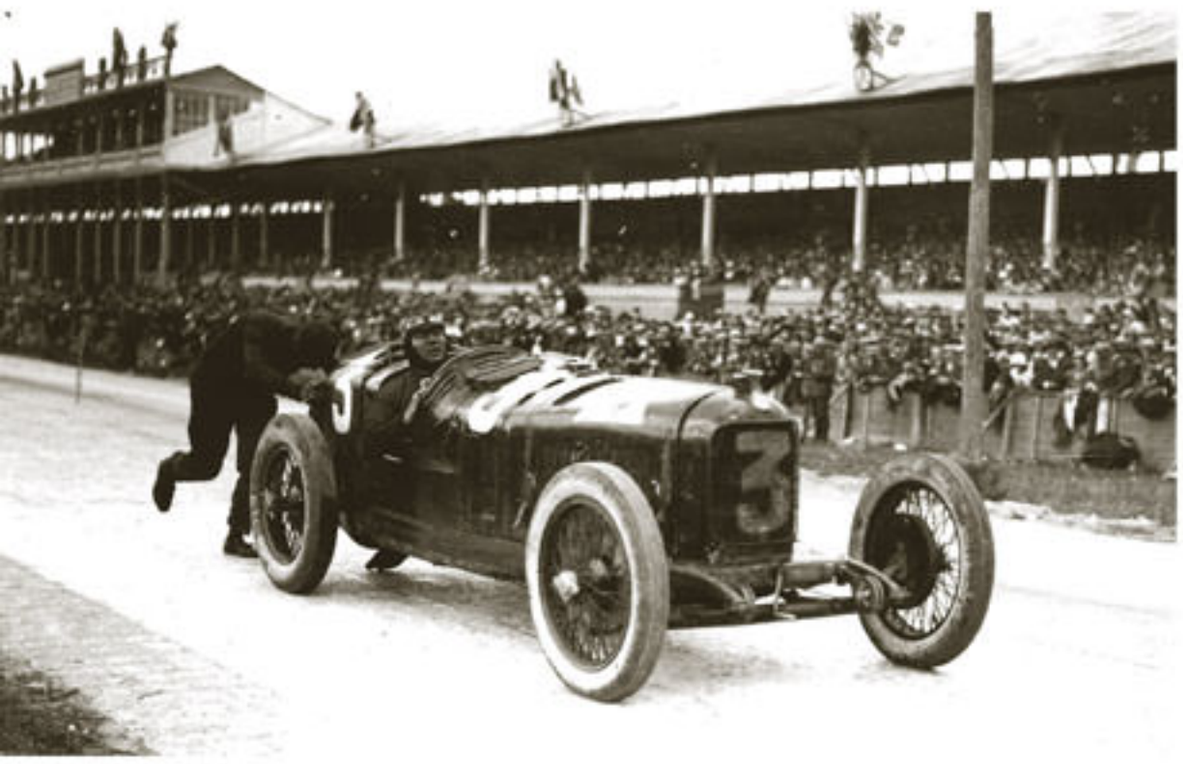
Ferrari was awe-struck by Jano's work that winter: "No description could do credit to this extraordinary man and his fertile brain. With Jano, there came over to Alfa also other technical staff of less renown. Once in Milan, Jano took command of the situation, introduced a military-like discipline and in a few months succeeded in turning out the P2."

But Jano's creation, Alfa's weapon for the 1924 season, bore a striking similarity to the Fiat, much more so even than the Sunbeams. Fiat's lead driver Pietro Bordino first set eyes upon it at Lyon, venue for that year's Grand Prix de l'ACF, the most prestigious race of the season. "Hey, if you need any parts for your new car, come see us," he was reported to have told Jano, sarcastically.

FIAT WAS THE ESTABLISHMENT, THE world's greatest, most technologically advanced automotive giant. Its culture was one of learned, enlightened progress, its products the mechanical embodiment of intellectual rigour. Alfa Romeo was a small, regional manufacturer, not long since graduated from building Darracqs under licence, its competition arm little more than a racing shop. Enzo Ferrari was an operator, not a big company man. He hustled, sniffed opportunities and made something from them. Working for a corporation wouldn't have been his thing; he would not have worked long under Fornaca, but under the chiding, mischievous but shrewd patronage of Rimini, who gave his protégé ever more responsibility in running the racing operation. As he evidently passed successive tests, Ferrari blossomed. Shrinking back from what would have been his grand prix debut as a driver at Lyon in a P2 was perhaps one of the shrewdest moves he ever made.

Enzo caught a train home that day, but what he had helped put in place set up the operators, the chancers, the copyists, to take on and beat Fiat through superior preparation - and the second successive humiliation was the final straw for Fiat. After Bordino fell out of his fight for the lead with Antonio Ascari's Alfa because of a brake problem - for which ironically the team had no spares, despite Bordino's earlier taunt - Fornaca howled again, raged against the imbeciles under his command. "Why had the cars been driven here, wearing them out before the race had even started? We already knew the folly of this from the Targa earlier in the year when Carlo Salamano had crashed down a ravine on the way to the race, damaging the car and breaking his arm! Why were there no spare brake parts? For such stupidity we are beaten by our inferiors, our copyists - again! We train all our people, gift them the greatest environment in the world in which to learn, and they betray us. Well if all racing is doing is advertising how brilliant our engineers are, a shop window for our rivals to buy from, then we stop. We stop now, and direct ourselves to more pressing matters."

Alfa celebrated with the winner, Giuseppe Campari, the amateur opera singer no doubt let loose with his vocal apparatus, lubricated by *vino*. Alfa may have used a copycat design to triumph but it had utilised that tool more effectively, had prepared more thoroughly. Ascari had driven the car to victory in a minor Italian race, two months before - engineer Bazzi acting as his riding mechanic, listening to every little noise, observing the car's every nuance - debugging the car before it mattered. Campari had put further racing miles on it a month later. At Lyon, Ascari - the only other driver who may have been as fast as the great Bordino - took on the leading Fiat, the pair slugging it out like a couple of heavyweights in the ring. Although that battle did for both cars, in Campari Alfa had a faster driver than any of those left in support of Bordino at Fiat once Felice Nazzaro





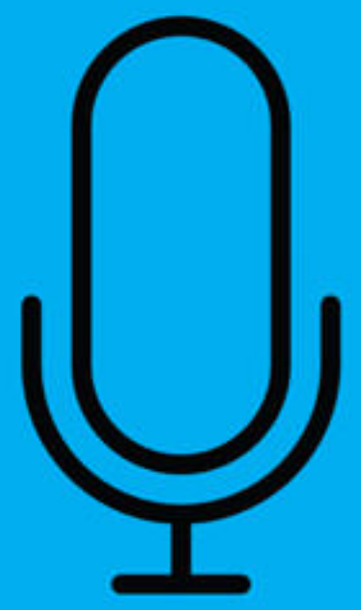
Antonio Ascari, above, ran strongly in the 1924 French GP until an engine glitch put him out, but Giuseppe Campari, right, defeated Fiat to take the honours

"We train all our people, gift them the greatest environment in the world in which to learn, all for them to betray us"

had retired, also with brake failure. That would not have been the case had Salamano not still been incapacitated from that silly accident earlier in the year.

The big company resource of Fiat had been defeated by the sharp racing savvy of a small, independent-thinking group of racers. And it caused the corporation to leave racing. It was a theme that would be repeated many times in the sport's history with many different players. In among it all on many of those occasions would be that great agitator of men, Enzo Ferrari. *Now* he had prospects, oh yes; he'd barely even started. That *carabiniere* receding into the distance was just one of many challenges he would see off. ⊠





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ANDREW FRANKEL GETS BEHIND THE WHEEL OF THIS MONTH'S BEST NEW CARS

ROAD TESTS

THIS MONTH *ASTON MARTIN DBS SUPERLEGGERA • VOLKSWAGEN POLO GTI PLUS DSG • FORD MUSTANG FASTBACK V8 GT*

Entering the uncharted

Aston Martin's new DBS Superleggera appears a brave move but, on closer inspection, it has a market all to itself

It is said that fortune favours the brave and, judging by the spectacular recovery of Aston Martin in the last few years, there would seem to be something in it.

As anyone who follows the industry, even at finger-tip distance will know, the Aston Martin today is unrecognisable compared to the Aston Martin of even five years ago. The DB11 and Vantage have been accorded rapturous receptions, while the Valkyrie hypercar sold out as soon as its existence was made known to its most favoured customers.

And now more fortune has fallen Aston Martin's way, and it has come from the most surprising of quarters. For it was Ferrari's decision to reprofile the positioning of its flagship model when it modified the F12 into the 812 Superfast that created the gap into which this new DBS walks.

ROAD TESTS

I'm sorry, I meant DBS *Superleggera*. To me it seems something of a contrivance, albeit harmless, to exhume not one but two names from Aston's past, and although the DBS does indeed weigh a little less than the DB11 upon which it is based, there is nothing super-light about it. Then again, nor was there about the 1959 DB4, the first Aston to bear a name that then referred specifically to a Touring of Milan construction technique involving a platform chassis with certain stressed parts upon which a tubular frame was then built to support the body. Today it means nothing of the sort even if echoes of actual *Superleggera* design were in some Astons right up to the turn of the century.

I digress. The point is that the 812 Superfast is a super GT no longer, but a more traditional kind of supercar, the most sporting in character since the Daytona and as such a closer rival to a Lamborghini than the Aston. So the fact the Ferrari has 789bhp and the DBS a paltry 715bhp is not the weakness it might seem for the British car for, in truth, the DBS is now a car without any immediate or obvious competition. Which seems odd when you drive it, because for all its power and startling appearance, its character feels rather traditional. Indeed as I alternately cruised, blasted and skidded my way around Austria and Germany in it, I was reminded powerfully of the great V8 Vantages of the late 1970s and 1980s, a beautiful example of which is owned by Aston boss Andy Palmer.

A coincidence? Perhaps not entirely.

Like that car, the DBS is a considerably warmed-through version of a pre-existing product, which is ironic because the car that spawned that first Vantage started life as the original DBS... This time the 5.2-litre V12 has been given 715bhp, fully 115bhp more than when it first fitted the DB11, an output achieved not by fitting bigger turbos, new manifolds and uprated internals, but simply by taking the cork out: the engine was always good for this power and was artificially held back by its electronics for the DB11. The DBS







has a wider track, stiffer suspension, fatter tyres, ceramic brake discs as standard, bodywork that provides more downforce but no more drag, largely carbon-fibre panels and a brand new ZF gearbox to cope with a mighty (147lb ft) increase in torque. A comprehensive job then, as you'd expect given the £225,000 price Aston Martin has chosen for it.

But does it feel sufficiently different to the DB11 to justify the name? The last DBS launched 10 years ago did not, and there are those in the factory to this day who think it would have been more honest and accurate to have called that car the DB9GT.

Well, I think we can dispel those thoughts quite quickly. Yes, it looks like a DB11 but only in the sort of way that a Bengal tiger looks like a cat. The relationship is clear, the weaponry of a completely different order.

Forget that its 0-62mph time of 3.4sec is 'only' half a second quicker than the original DB11, for this is a car that produces so much torque it will light up its tyres in the first three gears on a smooth, dry road if you let it.

To be honest with you, it's the first Aston I've driven that feels relentlessly quick in the modern vogue. Probably the least appreciated transformation in the way cars drive these days is how turbochargers have changed power delivery. Once, exhaust-driven forced induction came only by sacrificing half or more of the rev range to off-boost lethargy, but now it's the turbo motors that make the normally aspirated motors feel peaky, and few more than the DBS. There is no discernible turbo lag, just an avalanche of torque everywhere, often more than this very fluently suspended car can handle. And even Aston Martin admits that if it's going to provide more in a front-engined car, the front axle will have to share traction-providing duties.

If Aston Martin had been insane enough to attempt to deploy such potency a few years back the result would have been so funny you'd still be laughing as you went through the hedge. Today, with computers controlling the damping, torque restricted in the lower gears and expert traction control simply rejecting any request for more than the rear axle can handle, progress is pretty serene for as long as you want it to be. The car steers wonderfully well, capably disguising its weight and wheelbase without the need for rear-wheel steer, and blasts you towards your destination to the inimitable song of 12 cylinders almost unaffected by the need to breathe through its turbos.

If I have a reservation about the DBS, it is not the car it is, but the kind. Whether built by Aston Martin, Ferrari or anyone else, these super GTs are always somewhat paradoxical – the most expensive cars in their ranges, yet also the most compromised. The truth is that a DB11 is a better GT than this because it's quieter and more comfortable, while a Vantage is a superior sports car because it is lighter, shorter and stiffer.

Of course what neither provides (although the DB11 easily could with the right mapping) is that wrecking-ball punch from little more than idling speed. And Aston Martin has worked hard at providing a characterful interior design with a bewildering array of retail opportunities for the customer keen on customisation. But the Mercedes-Benz parts bin components are as easily seen here as on a Vantage costing little more than the half the money, and while it all works splendidly, visually it grates.

But none of this can obscure the fact that this is another confident, charming and capable Aston Martin that delivers in full on the promise of its looks. And right now I can think of nothing else like it: the Ferrari 812 Superfast is too hardcore, the Bentley Continental GT is a touring car first and a sports car a very distant second.

The Vantage remains my favourite of the new breed of Aston Martins, but that may say more about me than Gaydon's current model line up. What I do know is that the company has got itself not only a fine new flagship, but sole occupancy of the field in which it stands.

FACTFILE

Aston Martin DBS Superleggera

Price £225,000 **Engine** 5.2 litres, 12 cylinders, turbocharged **Power** 715bhp@5000rpm **Torque** 663lb ft@1900rpm **Weight** 1693kg **Power to weight** 422bhp per tonne **Transmission** eight-speed automatic, rear-wheel drive **0-60mph** 3.4sec **Top speed** 211mph **Economy** 23.0mpg **CO_2** 285g/km

"It produces so much torque that it will light up its tyres in the first three gears on a smooth, dry road if you allow it to"



The DBS isn't as lightweight as its name suggests, but is impressive regardless



The Polo with a piece missing

Volkswagen's latest GTI addition falls short of its promise



On one level at least, driving the new Volkswagen Polo GTI was a rather reassuring process. Not because it was safe, predictable and stable - although it was all three and more - but because I was comforted by the fact that while cars like this exist, people like me will always have something to say and therefore, employment to be gained. Something like what? Like a car that is nothing like as good as you'd have every right to expect it to be.

Were you to give this car to a data analyst, he or she would pour all kinds of interesting information into the computer, like the fact it's a Polo with an only slightly detuned Golf GTI engine under its bonnet and is good for almost 150mph. They'd probably notice the substantially modified suspension and even the adaptive damping that can be specified with it. And if they were any good at their job, they'd look at other similar cars made by the same brand, and were they to do so they'd find that the Golf GTI leads the class above just as the Up! GTI does the one below. Then they'd hit enter and watch in silent satisfaction as an entirely logical but wholly undeserved five-star verdict was returned.



Truth is, this is a car that doesn't know what it wants to be. The Up! and Golf do not have these problems. The Polo's little sister is a plaything pure and simple, and is brilliantly chuckable as a result. Its big brother is the reverse, a breathtakingly capable family hatchback, at least as quiet and comfortable as it is fast and fun. The Polo could perhaps have tried to combine the best of both these worlds, and maybe that was the brief, but in any event, it falls seriously short.

FACTFILE

Volkswagen Polo GTI Plus DSG

Price **£23,020** ***Engine*** **2 litres, 4 cylinders, turbocharged** ***Power*** **197bhp@5500rpm** ***Torque*** **236lb ft@1500rpm** ***Weight*** **1355kg** ***Power to weight*** **145bhp per tonne** ***Transmission*** **six-speed double clutch, front-wheel drive** ***0-62mph*** **6.7sec** ***Top speed*** **147mph** ***Economy*** **47.9mpg** ***CO_2*** **134g/km**



Its biggest problem is that it's just not that much fun to drive, a problem that's only going to get bigger as next month's review of the rival, far cheaper, far funnier Ford Fiesta ST will make clear.

The Polo is of course as quick and capable as its specification suggests, but the steering lacks involvement, the brakes are overservoed and the chassis is far more reluctant to take instruction from your foot than hand.

This would be disappointing in this class but perhaps excusable if it brought something else - a new level of sophistication perhaps? - to the table. But it doesn't: the interior is flawlessly arranged and of typical VW quality, but the ride quality on the beam axle rear suspension that all cars in this class carry means it still feels like the cheap hatchback it's based upon. Except it's stiffer so the ride is worse and, at over £23,000 for the 'Plus' model tested here with a digital dash, there is nothing cheap about it.

All of which rather leaves me hoping that the next hot VW I drive will be a complete nonsense on paper and therefore unexpectedly brilliant on the road.

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The magic of Mustang tradition

V8, manual, rear-drive and now refined, too. What's not to like?







Spend any time at the wheel of this substantially revised Mustang and you may soon find yourself banging said wheel with frustration at the fact that more cars are not like this. This is not particle physics: I expect there's not a person reading this who'd not like the idea of a reasonably priced, very attractive coupé big enough to seat four at a push, powered by a rumbling V8 directing its considerable power to the rear wheels alone via a six-speed manual gearbox. And yet, there is not another car on sale from Europe or Asia that is configured this way.

And the Mustang's argument just got a whole lot stronger. The output of the 5-litre V8 has been boosted from 410bhp to 444bhp and if you must have an automatic gearbox, it will now contain 10 rather than six speeds. The suspension has been better tied down to counter the previous car's still slightly nomadic back end, it has an even more purposeful look on the outside and a new digital dash within.

There is very little not to like here as these mid-life revisions serve to usefully enliven an already charming and characterful car. The engine still needs winding up before it'll do its best work, which will surprise those used to the instant gratification provided by the modern breed of turbo cars that provide maximum torque at little more than idling speed, but the reward is that it makes you use a gearbox that's far better than the one I recall from the last Mustang I drove (although there's no suggestion it's been changed). And, of course, you get to hear the sound of Motor City in all its warbling glory.

It's still not exactly a precision instrument, taking a somewhat approximate trajectory into the apex, and those used to the more accurate responses of the better European rivals such as the BMW M2 might understandably take issue with that. To me this rather relaxed approach fits the car's character, although it is true that it feels heavy (because it is) and needs quite a lot of management when driven fast. In short, it's a car with handling that's highly enjoyable even if, technically, it's not all that good.

But technical excellence has never been the Mustang way. Affordable, practical, effective entertainment is what it's always done best and this one is no different. The ride is good enough, noise levels are adequately controlled and the interior sufficiently functional for the Mustang to be a credible every day car. No, it's not remotely good in any of these respects, but the point is that it's good enough not to be a deal-breaker. The only one of those is the cost of running. If little better than 20mpg doesn't give you pause for thought, the price of taxing the car either as an individual or company driver probably will. For many the car will rule itself out on these grounds alone.

But for those still interested, it's terrific to see the pony car in such rude health, standing proud from the pack of ever more sanitised European rivals. I'd not say it was objectively more accomplished than any of them, but line them up at the start of a decent road, and I'd run past the lot to get at the Mustang.

FACTFILE

Ford Mustang Fastback V8 GT

Price **£41,745** ***Engine*** **5 litres, 8 cylinders, normally aspirated** ***Power*** **444bhp@7000rpm** ***Torque*** **388lb ft@4600rpm** ***Weight*** **1743kg** ***Power to weight*** **255bhp per tonne** ***Transmission*** **six-speed manual, rear-wheel drive** ***0-62mph*** **4.6sec** ***Top speed*** **155mph** ***Economy*** **22.8mpg** ***CO_2*** **277g/km**

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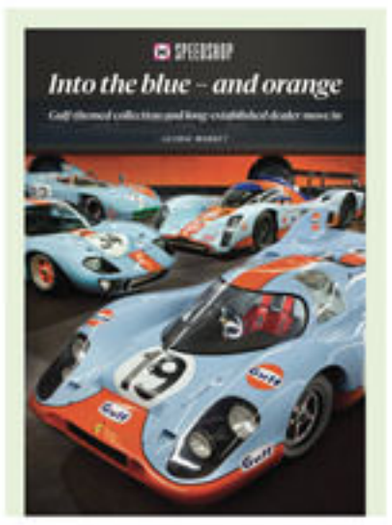
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THIS MONTH *Ex-Police force MG TA • Nicholas Mee's new location • A Porsche from the dunes • Bristol's Beautiful 400 • A mighty Mustang*



TOP STORY

Bobbing and weaving

Blunt-bodied beauty wasn't immediately popular, but surprised many on track

Sports-racing cars of the 1950s don't come much more 'quintessential' than the jewel-like Cooper T39 Bobtail, one of the most important examples of which is currently up for grabs at William I'Anson's Cotswolds-based dealership.

The T39 Bobtail was the avant garde product of the talented but eccentric engineer, designer and jazz musician Owen Maddock, who joined the Cooper Car Company in 1948 as a 23-year-old after graduating from Kingston Technical College and serving a brief stint in the Home Guard.

Although the Cooper firm was slowly gaining recognition, it was still a small concern when Maddock arrived, leading to him being employed as a sort of general factotum who carried out duties ranging from fitter and van driver to storesman and machinist - but he was soon recognised as an exceptional draughtsman and engineer noted for the attention to detail and the high quality of his drawings.

Maddock subsequently became instrumental in the development of Cooper's Formula Two and Formula One programmes, notably through his work on the World Constructors' Championship-winning Cooper-Climax T51 of 1959. He had paved the way with the creation of the T39 that was an adapted version of Cooper's already successful, curved-tube MK IX F3 chassis fitted with a Coventry Climax 1098cc four-cylinder engine and Citroën gearbox positioned behind the mid-mounted driver's seat.



1



2

Although far from being the most significant part of his contribution to the T39's design – that was probably the chassis itself, which tipped the scales at a gossamer 65lbs – the part of the car that Maddock is best remembered for is the blunt back-end that he was inspired to create having studied the then-novel thinking of Professor Wunibald Kamm – of Kamm tail fame.

Maddock's rather brutal interpretation of the Kamm theory did little to impress Cooper, however, who is said to have explained it away as being created out of a necessity to make the car sufficiently short to fit inside the works transporter.

(1) The Cooper impressed in the hands of Ivor Bueb before more were produced (2) The shorn-off rear bodywork design was inspired by the Kamm back trend

Regardless of the efficacy or otherwise of what came to be known as the 'bobtail' design, the T39 proved its worth from the very start, with Ivor Bueb taking third in the first works car against larger-engined opposition at the Goodwood Easter Monday meeting of 1955.

The performance brought orders for further cars from the likes of Jim Russell and Tommy Sopwith, and led to an alternative 1500cc Coventry Climax FWB engine being made available in 1956 ahead of the dawn of the 1500cc F2 era the following year.

The T39 being offered on behalf of a client by I'Anson was built in early 1956 and sent to America under the auspices of the Cooper Car Co (USA) – meaning that, unlike the UK works cars, it carries a chassis number.

Given its first outing at the Sebring 12 Hours in the hands of Leech Cracraft and Red Byron, the car acquitted itself brilliantly to come 21st overall and first in the Sports 1.1 class.

It was subsequently sold to trucking company boss and prolific racer Fred Sclavi, who achieved a few notable successes before selling the car to Florida-based Charlie Kold, who took a trio of outright wins with it during the spring of 1959.

Having had a remarkably low seven owners from then until 2005, the T39 – now fitted with a 1500cc engine – has been in the current custodian's hands for 13 years and, despite not having been raced since 2012, should need little more than light re-commissioning in order to be made ready for any number of blue-chip historic events.

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1970 Aston Martin DB6 Mk2 Volante *£950,000*
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www.astonmartinworks.com

It looks innocent enough, but this 1938 MG TA probably had a colourful start to life since it was originally registered as a patrol car with Lancaster Police. As unlikely as it seems now, MG sports cars were a popular choice with the British constabulary throughout the land, as evinced by Andrea Green's book on the subject, *MGs on Patrol*.

Virtually every model from the TA to the MGC and B-V8 was used by the force at some stage, and many photographs exist of coppers flashing beaming smiles from behind the wheel as they prepare to put in another vital shift of open-top sports car motoring (at the taxpayer's expense, of course).

Possibly due to the famously long periods of sun and dry weather enjoyed in north west England, the Lancashire force seemed to be an



What have we got here, then?

A Lancashire squad car of a vintage variety

enthusiastic supporter of MG, with this example at Sussex Sports Cars being but one of a fleet that once comprised many dozen.

Originally registered CTF 291 (according to the MG T/A/B/C Owners' Club's ex-police car database), the car is likely to have been subjected to a few engine tweaks (including a 'hot' cam) in order that it might easily chase down the region's ne'er-do-wells.

The TA remained with the force until 1943 when it was sold to a Canadian serviceman who took it home with him after the war, but it was later repatriated to the UK where it has recently undergone some reconditioning.

Said to run 'sweetly', the car wears the same black paint that it would have done when supplied to the police and sports a nicely patinated red leather interior. It also comes with a decent history file, its original instruction manual and MGTA police registry detail. A steal at £26,950.

www.sussexsportscars.co.uk

DEALING



NICHOLAS MEE

Why leaving London behind has been of benefit

It is fair to say that Nicholas Mee's working life has been dedicated to the Aston Martin marque. He joined the company in 1976 and rose to become head of its key London sales operation before leaving in 1991, shortly after which he founded his eponymous company in Queen's Gate Place Mews, South Kensington.

Rapid expansion of the business prompted a move to a 6500 square foot, purpose-built garage in Shepherd's Bush a few years later, and the subsequent opening of a showroom in the nearby Goldhawk Road that became a Mecca for Aston Martin fans from around the world.

In May, however, that Aston Mecca shifted to the decidedly more rural surroundings of Lord Salisbury's Hatfield Park estate in Hertfordshire, where Nicholas Mee and Co Ltd now operates out of a complex of 250-year-old barns mixed with sympathetic new builds on a two-acre site that has freed the business from the drawbacks of London.

"In London, we were always constrained by traffic, parking, a shortage of space and the difficulty of finding a stretch of road where a prospective client could drive a car properly," explains Mee.

"Here, we have great test routes on our doorstep, room for 40-45 cars, an eight-ramp, four-building workshop and plenty of outside area for race shuttles, transporters and so on.

"The move has enabled us to future-proof the business by being less reliant on sales and enabling us to extend our service, repair and restoration facilities - we are now a destination for Aston Martin enthusiasts, rather than being a place they come to in a day packed with other meetings and distractions. The difference is huge," he says.

www.nicholasmee.co.uk



1986 V8 Zagato
£495,000
Not for the shy, this 5.3 litre 'fast road spec' Zagato was bought in 1998 by actor Rowan Atkinson, who raced it for three years.



1968 Ferrari 330GTC
£465,000
This unusually original late-production 330GTC has had only two owners in its 50-year life and shows a mere 31,500km on the odometer.



2007 Aston Martin DBRS9 GT3
£199,950
Chassis 19 of 26. Originally built by Prodrive. Freshly prepared for the track and in race-ready condition.

Hudsons lead the way

Legendary NASCAR Fabulous Hudson Hornet heads historic collection of American classics

A host of Hudsons – the world's largest collection – was put on offer by Worldwide Auctions on August 4, with a claimed 32 records broken as 69 cars changed hands.

The last Hudson rolled off the factory floor in 1957 after almost five decades of production by the Detroit, Michigan-based manufacturer.

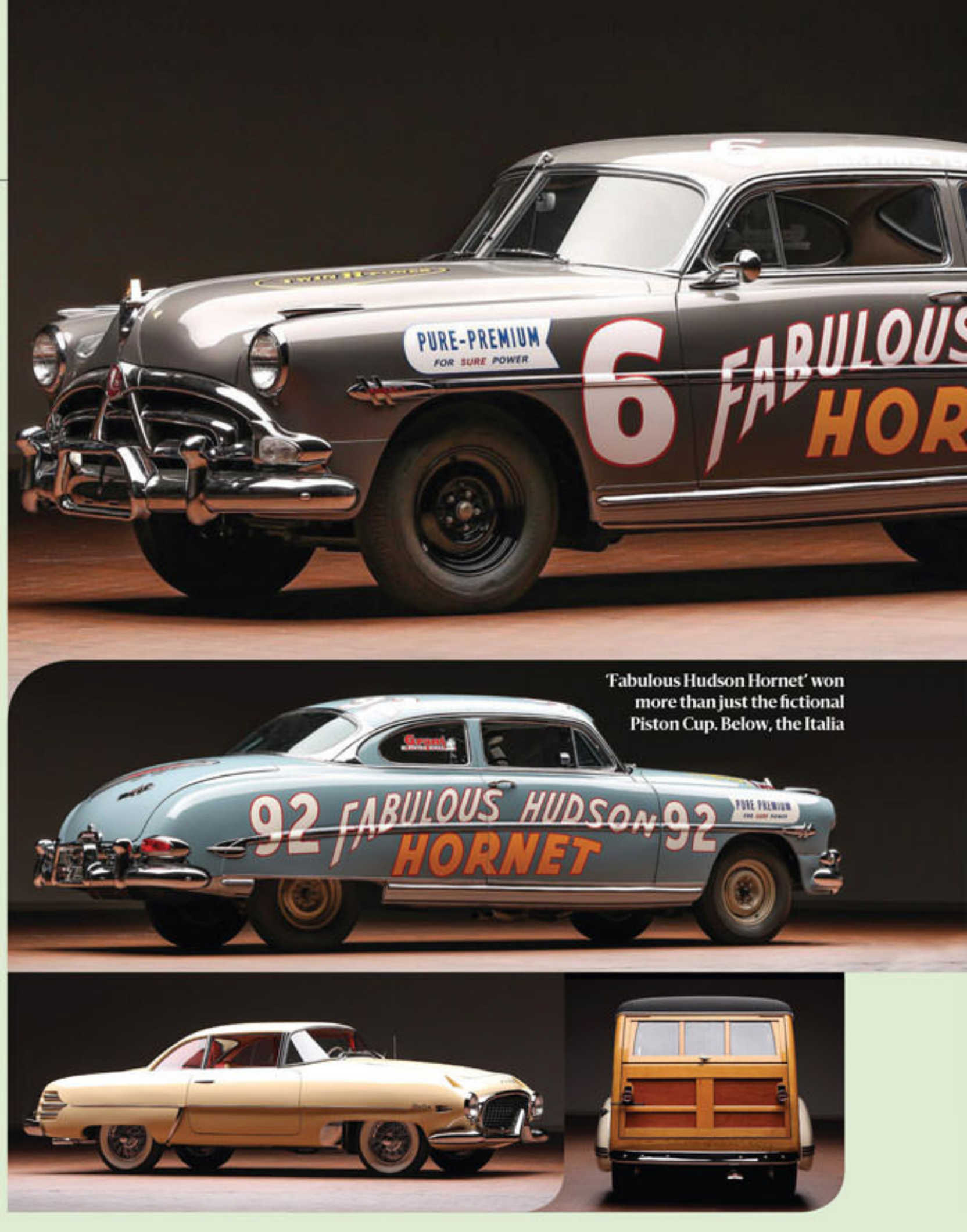
This collection of Hudsons was owned by late collector Eldon Hostetler and displayed at the Hudson Auto Museum, Indiana.

Of the 69 cars on offer, the 1952 Hudson Hornet 6 'Twin H-Power' 'Fabulous Hudson Hornet' set a record for a Hudson at auction, fetching $1,265,000. Herb Thomas finished second at the wheel of the 'Fabulous Hudson Hornet' in that year's NASCAR Cup Series behind fellow Hudson driver Tim Flock in a period of stock car racing dominance for the marque. A recreation of the '52 Hudson NASCAR stock car sold for $165,000 at the same auction.

Other highlights included a 1955 Hudson Italia, which fetched $682,000. Only 26 of the models, a formative two-door coupé that preceded the Ford Mustang by a decade, were produced. A 1937 Railton Special Limousine changed hands for $462,000, and a 1942 Hudson Commodore Eight Station Wagon sold for $88,000, having been recovered from an abandoned California mine by its previous owner.

Bonhams' Goodwood Festival of Speed sale on July 13 found new owners for cars such as a record-setting Aston Martin, a rare BMW owned by John Surtees, and some significant motor sport memorabilia.

It was the 1961 Aston Martin DB4 GT Zagato Coupé that stole the show, fetching £10,081,500 – a new record for a British car at a European auction. Only 19 were built, but this one was one of three prototype racers. Sporting numberplate '2 VEV', it was immortalised by



'Fabulous Hudson Hornet' won more than just the fictional Piston Cup. Below, the Italia

Jim Clark at the 1961 Goodwood Tourist Trophy – he was determined to get it sideways. A seemingly summital price tag, perhaps, but it didn't match the heights of DBR1 chassis no1's £17.5 million at Monterey 2017.

John Surtees' BMW 507 Roadster, offered by the family of the late world champion, sold for £3,809,500. One of 252 to be built, it was gifted to him by Count Domenico Agusta, and Surtees described it as "a car with many memories and one where purely its original specification makes it very, very special" in his personal memoirs.

> *Surtees described his BMW as "a car with many memories; that makes it very, very special"*

Other stirring sales from the Festival of Speed included the Aston Martin DB5 that featured in *Goldeneye* (sold for £1,961,500) and a Land Rover Defender – that starred in *Spectre* – which sold for £365,500.

As for memorabilia, all eyes were on racing helmets of Juan Manuel Fangio, Mike Hawthorn and Ayrton Senna and a trophy of Jim Clark – their owners having accumulated nine Formula 1 world titles between them.

Out of those, it was Hawthorn's whose sold. His Herbert Johnson helmet, complete with visor and cork and leather lining, was expected to fetch £10,000-£14,000. After decades on display at the Donington Grand Prix Collection, it found a new owner for the price of £21,250.

Clark's Lady Wigram Trophy, which he won having battled the likes of Richard Attwood,



Aston Martin DB4 '2 VEV' made headlines, as did John Surtees' BMW, below

Denny Hulme, Frank Gardner and Jackie Stewart in New Zealand, sold for £7750 having been estimated to fetch up to £7500.

Another notable piece of automobilia was Graham Hill's overalls from 1973, which he wore when his eponymous racing team was launched to field a Shadow DN1. John Young, his friend, 1950s racer and car collector, was given the overalls. They were expected to sell for £1000-£2000 but sold for £5250.

After Goodwood, the Silverstone Classic took the attention of budding historic racers and fans alike. The Silverstone Auctions Race Car Sale on July 19 offered such lots as a 1987 Ford Sierra Cosworth Group A Rally Car, a 1988 Rouse Ford Sierra RS500 Cosworth, and a rare, original, 1965 Alfa Romeo 101 Spider Veloce; all left unsold.

However, a 1964 Ford Lotus Cortina Mk1 that has taken several HSCC race wins and championships, with eligibility for a host of historic racing events such as the Classic itself, fetched £56,250.



AUCTION EXPERT

Everybody wants to break a record at an auction, but '2 VEV' could instead become a bit of a bargain, says Max Girardo

Whilst some believed that the 1961 Aston Martin DB4 GT Zagato '2 VEV' would become the most expensive British car sold at auction – everyone wants to break a record – that price is still reserved for the 1956 Aston Martin DBR1 RM Sotheby's sold in Monterey last year for £17.5m ($22.5m).

Technically, the DB4 GT could be given the title of the most expensive British car sold at an auction in its homeland, with a price of £10,081,500, but that's just getting fastidious now, isn't it? Having had the pleasure of being in the room both leading up to the moment '2 VEV' was sold and a few hours after, it was very interesting to hear the chatter amongst the experts and collectors.

On the one hand, many believed the car to be inexpensive and a good buy (if you could ever say that about a £10-million car). "It really deserved to make at least £1 or £2 million more," I was told. On the flip side, others were of the opinion that the car wasn't undersold but actually achieved a fair price. Speaking to one Aston Martin specialist after the sale, he confirmed that the car was good value in the eyes of the Aston community.

I believe that despite its busy life, '2 VEV' is an important Aston Martin with period racing history and, although much cheaper than its Ferrari rivals, it sold for what it's worth. Bonhams couldn't have done any more in marketing the car. And one thing's for sure, the vendor of the car wouldn't have ever imagined that when he bought '2 VEV' some 45 years ago he would see a £10 million return.

Whilst Bonhams may have chosen '2 VEV' as its headliner car months earlier, the bidders in the room that afternoon had a different car in mind for that honour: the show-stealing 1957 BMW 507 Roadster, which sold for £3,809,500 including premium, almost £1 million over top estimate.

Gifted from new by Count Agusta to John Surtees – its only owner – there's no doubt that this is simply the best BMW 507 in the world, and the price it achieved proves that the market puts a huge amount of value on provenance. Although the car was purchased by one very well-known dealer, there's plenty of speculation that it will be going to an important UK-based collection. Wherever it does end up going, the buyer is sure to be delighted with the car and happy with the price. Within reason, it's not possible to pay too much for a car like this one, as it will never be worth less than what was paid for it that day. The bar has been set.

Overall, competition cars still seem to be attracting more attention than road cars (Monterey aside), so it will be interesting to see how this will this affect future sales, specifically the RM Sotheby's London sale on 5 September, which consists predominantly of road cars.

Max Girardo is the founder of classic car specialist Girardo & Co. Before that he spent 20 years in the classic car auction world, where he was the managing director and head auctioneer at RM Sotheby's

Max's top three from RM Sotheby's London sale



1955 Mercedes-Benz 300 SL Gullwing

This Mercedes also has Agusta family provenance – over six decades of ownership – and it will be interesting to see if the family connection will have a similar effect on the price.



1971 Lamborghini Miura P400 S by Bertone

This Miura formerly owned by Rod Stewart has been fully restored by Lamborghini's Polo Storico. Supercars and hypercars are all the rage now. A Miura never gets old.



Tuk-Tuk

This Tuk-Tuk was allegedly used by henchman Gobinda in *Octopussy* to chase Roger Moore's James Bond. It's looking a little worse for wear, but the Bond connection is great provenance

Paris to Ontario – via Dakar

An ultra-rare Porsche desert raider is ready for a new home, reports Simon De Burton



Calendar

SEPTEMBER

5 ***RM Sotheby's***
Battersea Evolution, London, UK

6 ***COYS***
Fontwell House, UK

8 ***Bonhams Goodwood Revival***
Chichester, UK

23 ***H&H Classics Automobilia***
Online

27 ***Barrett-Jackson***
Las Vegas, USA

28 ***Silverstone Auctions Porsche***
Warwickshire, UK

Anyone who attended this year's Goodwood Festival of Speed and watched one of the regular Porsche parades - held throughout the weekend in celebration of the marque's 70th anniversary - probably enjoyed the rare sight of a Group B 959 Paris-Dakar rally car growling up the hill.

Even rarer is the opportunity to own one, but just such a chance will arrive in October at RM Sotheby's in Blenheim, Ontario, when one of the six cars built crosses the block in a special Porsche-themed auction - with a pre-sale estimate of $3-3.4m.

One of the five surviving examples, and believed to be one of no more than three currently in private hands, chassis 010015 was shared in the 1985 Paris-Dakar by three-time winner René Metge and co-driver Dominique Lemoyne under race number 186.

Of the 552 entries that year, only 146 completed the famously gruelling 8750-mile route - but this car wasn't among them. It was forced to retire with a broken oil line, while the other two 959s retired due to accidents in a race that, while disappointing, undoubtedly taught Porsche's motor sport division some valuable lessons which it put to use in the following year's Paris-Dakar to clinch a famous one-two victory and take sixth with the third team car.

The car on offer was once owned by Jacky Ickx - winner of the 1983 race in a Mercedes G Wagen - who was instrumental in Porsche's Paris-Dakar campaigns. More recently it has been part of a private collection and, until a decade ago, was seen regularly at the world's major classic car events such as the Festival of Speed and The Quail, where it won best in class in 2008.

Strictly speaking, none of the Porsche Paris-Dakar cars were true 959s, but 'mongrel' creations that combined a normally aspirated Carrera 3.2 engine with the usually twin-turbocharged, 444bhp 959's bulging wheel arches and extended tail and a version of its four-wheel-drive system.

RM Sotheby's says that, while this example is being offered in the same, original condition in which it bowed out of the 1985 race, it will be recommissioned prior to sale and be supplied to the winning bidder in up-and-running competition shape.

It should make for an interesting lot - not least since a Paris-Dakar 959 has never before been offered for sale at auction.

Fans of the 959 road cars, meanwhile, can bid for what could be the only running example of the 12 'F' series prototypes built. This one, F7, has been in the same ownership for 15-plus years and was originally used for hot-weather testing in locations as far afield as California and Australia. Finished in its original Ruby Red paint with 'triple silver' interior, the car still sports its hollow magnesium prototype wheels (in pearlescent white), early-type rear wing and left-hand-drive prototype lights. A price of around $1.3-1.6m is anticipated.

For a full list of upcoming auction dates go to www.motorsportmagazine.com/news/auctions

Three auction lots worth watching



RM SOTHEBY'S ***September 5. Battersea, London, UK***
This was the last kart Ayrton Senna ever drove. The consignor is a former racing driver and a friend of Senna, who got behind the wheel of this Riomark Kart Mini in March 1994 in São Paulo for a few laps. Video footage of him driving the kart is included. Ten per cent of the proceeds go to Instituto Ayrton Senna, benefiting education in Brazil.



BONHAMS ***September 8. Chichester, Goodwood, UK***
Her Majesty and the royal household used this 1953 Rolls-Royce Phantom IV for 40 years. One of only 18 built, Rolls-Royce commissioned this landaulette to celebrate its own Golden Jubilee, and it was used by the royal family in the UK and on overseas tours. It's now estimated to fetch £1-2m. Also offered at the Revival are numberplates 'RR1' and 'RRM1'.



H&H CLASSICS ***October 17. Imperial War Museum, Duxford, UK*** **This 4½-litre was owned by 'Bentley Boy' Woolf Barnato, who was described as the 'best British driver of his day' by W O Bentley himself. Barnato owned the prototype 4½-litre Bentley (nicknamed 'Old Mother Gun') and this one, which has been rebodied in the style of the car he used to win the 1928 Le Mans 24 Hours.**

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There's often a technology tumbledown when a war ceases and manufacturers look around for other ways to employ skills and manpower honed through years of making armaments. When the Bristol Aircraft Company found itself in that position after WWII, it chose to begin building cars – not family saloons for a mass market but sophisticated sporting machines that looked like nothing else on British roads.

Teaming up with AFN-Frazer Nash, importers of BMWs before the war, Bristol manufactured Frazer Nashes under licence but also drew on BMW technology to develop its own offering, the 400, which arrived in 1947. Both chassis and body show parentage from the pre-war 326 and 327 models, the grille clearly descended from the German firm's famous kidney design. That's no surprise as the man who designed the 300 series for BMW, Fritz Fiedler, came to Bristol to develop its new car. It's because Bristol called its offering the 400 that, when Fiedler returned to Germany, post-war BMW model numbers began with a 5.

Under the 400's curvaceous bonnet sat a modified version of the German six, using a complex pushrod system to contrive a hemi-head combustion chamber from a single camshaft. That produced 80bhp from 1971cc, a respectable figure at the time.

However, thanks to its aircraft heritage, the new Bristol Car Company's offering was both better built and more aerodynamic than the already advanced BMW models it grew from. With its independent front suspension and well-located torsion-sprung rear axle it rode and handled nicely, while the smooth flanks and lack of protrusions helped those modest horses propel it to 92mph.

At a time when Britain was struggling, with everything at home rationed and industry desperate to sell abroad any cars it made ("Export or Die!" was the watchword), few people could afford or even obtain a car of any sort, so Bristol's choice to concentrate on the luxury end, selling fewer but expensive cars, made sense. That would continue to be the pattern when colourful Tony Crook later became the firm's proprietor; right to the end he resolutely refused to give production figures but Bristols remained rare and costly, appealing to individualists who enjoyed the sense of hand-built tradition.

But in 1946 the 400 looked like the future, and even today it displays remarkable composure on the road. The car at Graeme Hunt Ltd is particularly original, retaining its two-tone cabin trim and sporting a recently fettled three-carburettor engine. Over the years motoring journalists repeatedly described the Bristol as a 'gentleman's carriage', a niche first elegantly carved by the sleek, smooth 400.



SPEAKING TO GRAEME HUNT

Proprietor of classic car specialist Graeme Hunt Ltd

This is a lovely original car, restored 10 years ago, which comes from a friend of mine. Of all the 400s I've had it's about the nicest. Many had their engines pinched for ACs or Cooper-Bristols but this has the right three-carb version, rebuilt by Bristol specialist Spencer Lane-Jones. It's very sweet and quite rapid from 3-6000rpm. And how many cars can claim they have a Grand Prix engine? Before the R-type Continental Bentley this was the best thing you could have. The interior is a lovely carry-over from Art Deco – with no new cars since 1939 this was what people expected. Tony Crook was a good friend of mine and he always kept a 400. He thought it was the best car they'd built.

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Progenitor of the pony car, the Mustang has left its audible imprint on racetracks both in period and in historic racing. Over the years model experts have honed their knowledge of how to make it take off, handle and stop, while the Ford V8 in all its iterations has long given up its performance secrets. Thus a good Mustang is a quick and reliable mount eligible for plenty of historic events, right up to the heights of the Goodwood Revival. And while we tend to think of it as a big car, it's actually quite compact on the track.

Oddly, on its introduction in 1964 the poor little 'Stang got slated in some quarters for being cramped in its 2+2 format and even slow – the base model had a lethargic 101bhp six- and three-speed gearbox – while in Europe there were sniffs about its unsophisticated leaf-spring rear axle. But on the home market it was cheap and fast, if you sprang for the V8, and they loved it. One million were built in the first 18 months and now, 54 years from its birth, the 10-millionth car has just rolled off the production line.

And guess what – some folk took it racing. Drag racing, sports car racing, NASCAR and GT series of all sorts – over the years different generations of Mustang have kept that pony badge up front on both sides of the Atlantic right up to today, with Shelby variants as the flag wavers. And historic racing means all the previous models have somewhere to play. But the classic Mustang is the first one, and the car Runnymede Motor Company has in its stock list is a prime example of what model expertise can do. A road car most of its life, in 2015 is was stripped to basics, lightened and rebuilt to FIA spec as a race car, with a 289 big-valve engine, race suspension, larger brakes, Koni shocks, plastic windows – in fact everything you'd want. A notchback, which some prefer to the fastback, it looks impressive in Hertz GT350 stripes, but so far it hasn't had a proper race.

Currently it's being further tweaked, says Runnymede owner Martin Brewer. A limited-slip diff, quicker steering and stiffer front springs will hone it for the track, and Brewer, a historic racer himself with his Aston Martin DP214 replica, looks forward to shaking it down for its new owner. Or possibly giving it its race debut. ⊠



SPEAKING TO MARTIN BREWER

Proprietor, Runnymede Motor Company and historic racer

I drove this car on the road as soon as I got it and being used to racing old cars I soon identified some areas that could be improved, so I sent it to a Mustang specialist. Now it has an LSD it can put the power down better, and once they have set it up it will be raring to go. I have a sneaking hope it won't sell straightaway so I can race it! Either way, if I race it I want it to be the best it can be, and if I sell it I can say it's truly up to scratch. I understand it's the car Simon Diffey entered in the VSCC Pomeroy Trophy this year, so it's had its baptism. It would also be ideal for Tour Auto – very fitting as a Mustang won its class in the 1964 Tour de France Auto.

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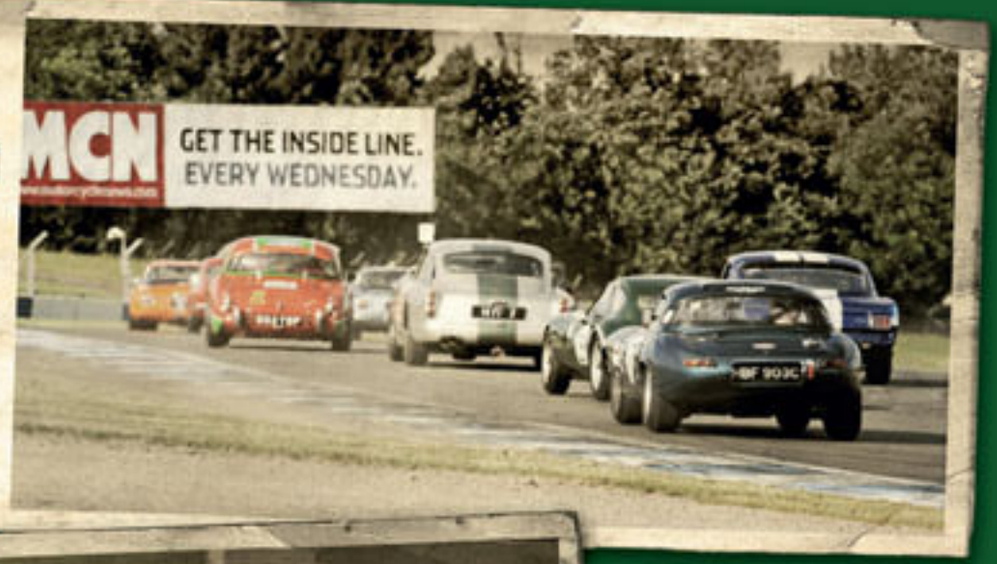


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Photo by Dominique Baldy

Vincent Tourneur driving his 1933 Delahaye 135S, which we rebuilt and prepared for the above event.

Vincent shared the driving with Andy Prill, there were no problems with the car which finished 10th in the combined classification for plateau 1.

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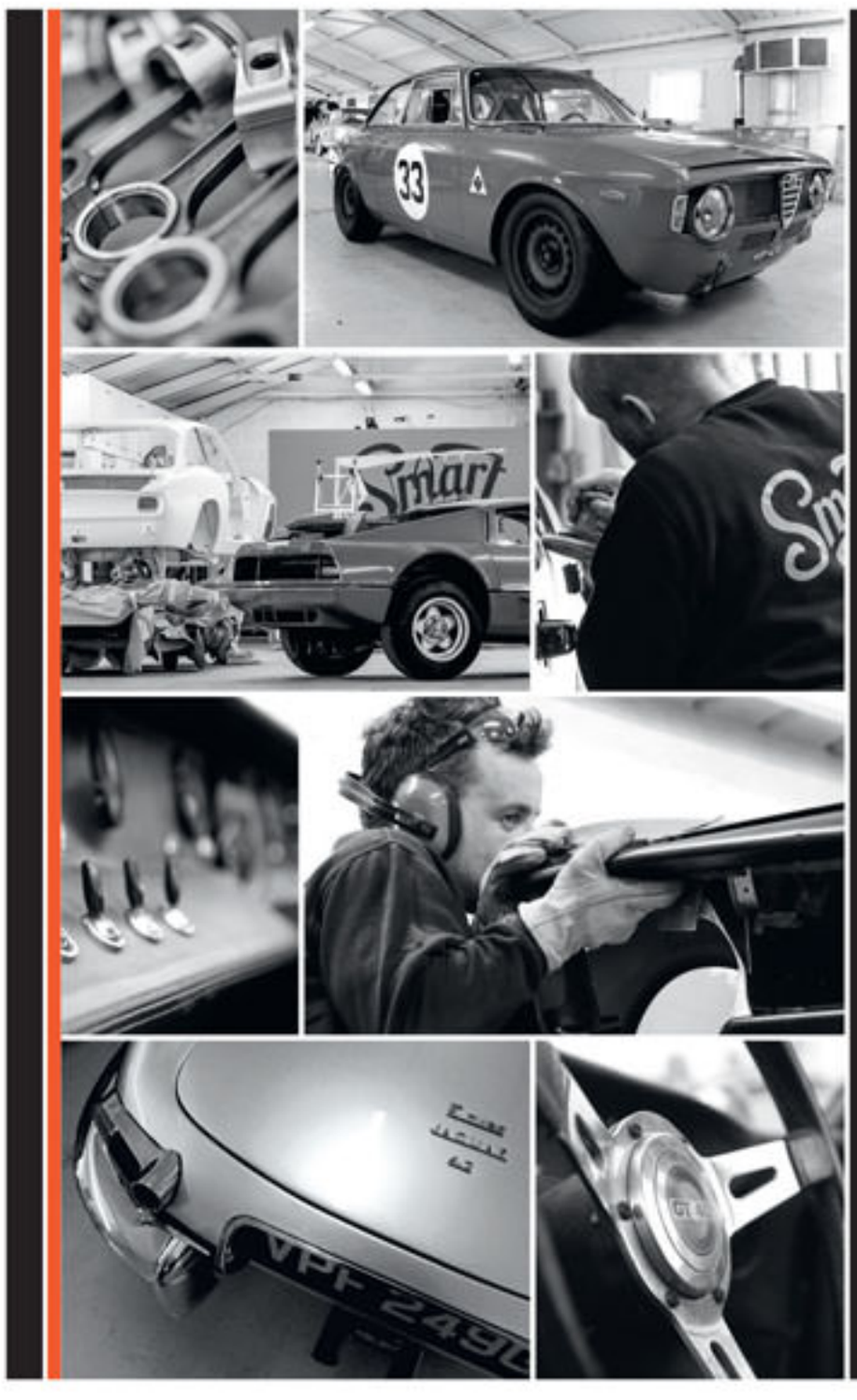
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GARAGISTA

***THIS MONTH** Alan Mann Racing Ford Escort Mk1 • Tyrrell 005 • Donald Campbell's old AC Aceca*



RACE CAR RESTORATION

Gp5 Ford Escort

Grahame Goudie on the gradual rebirth of a 1968 British Saloon Car Championship staple

Those who read the opening instalment of this restoration tale might notice the somewhat dramatic difference between the photographs that appeared last month and those published here. Rest assured, this not a reflection of the extraordinary pace at which this project has progressed. Quite the opposite, in fact...

The shots of XOO 346F's naked shell were taken perhaps 14 years ago - and it went to the paint shop in about 2006. After that, however, nothing much happened. That was partly due to Alan Mann Racing commitments occupying so much of my spare time... and partly because I'd always promised my son that I'd build him a Lotus Cortina to use on the road. That took about four years! It was only when AMR began to wind down its activities, in 2011, that I was able to start concentrating more fully on 346.

Research has taken up a great deal of time. As I mentioned last month, all the Alan Mann Escorts were very subtly different and I was - and remain - determined that 346 should be as it was in 1968. It isn't feasible to have all the period parts, of course, but it is important to me that the specification is absolutely correct. For instance, I'm awaiting a new water rail for the FVA engine - I still have the original, which is fitted at present, but it's as rusty as hell inside so it's in the car's interest that it has an identical replacement.

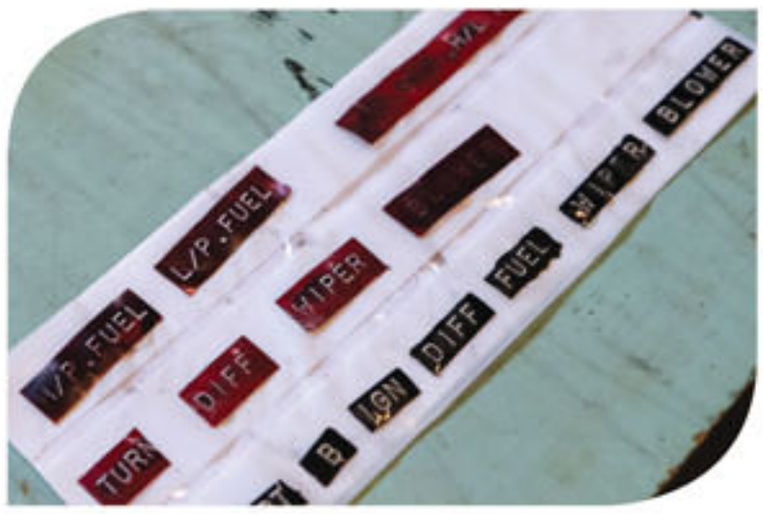
RESTORATION UPDATE

Featured regularly in Garagista, Warren Stean's Jordan 195 continues to make progress and is edging ever closer to final assembly. We will return to the story in due course, as the Tour de Force team prepares to return the car to its natural habitat – the racetrack



XOO 346F came to Grahame with a stock of spares and original parts, including, below, Electron wheels and 1968 Dymo dashboard labels





The shell is original, of course, but some reparation work was done before I got the car. The boot floor had been refitted - I think the original rusted - and the transmission tunnel had been returned to its original configuration. The car came to me with an absolutely huge array of bits and pieces - a decent selection of anti-roll bars, ex-Formula 1 Armstrong shockers, Morris Minor torsion bars, all stuff that was used at the time.

I mentioned previously that AMR was very inventive - and the suspension is one example. The regulations mandated that MacPherson struts must be used, but AMR just fitted them as a guide for the coil-over Armstrong shocks that were mounted behind and did all the work. It had solid discs all around - I think the rears came from a Lotus 69 - and, as this was just before the Minilite era, ran on Electron wheels. I still have the original set. In fact, from Alan's old files I have a list of every single part you need to build a 1968 Escort. I even have the original Dymo labels that were stuck to the dash, to inform drivers about the various switches and gauges.

"It's ineligible for racing given the absence of a roll cage. But it didn't have one in period, so I won't be fitting one now"

I won't be replacing those...

One question people keep asking is, "Will 346 ever race again?" As a bit of background, I rallied back in the day but didn't do any racing. That said, in 2008 Alan Mann kindly offered me a run in XOO 349F, the most famous of his Escorts, at the Goodwood Festival of Speed. I shared the car with Sir John Whitmore and ended up taking a class victory, which was very satisfying. The car was back at Goodwood this year, with Henry Mann and Tom Kristensen at the wheel. I don't think either of them beat my time, but that doesn't mean I'm about to start a belated racing career at the wheel of 346 - not least because it's ineligible, given the absence of a roll cage.

But it didn't have one in period, so I won't be fitting one now. ⊠

RACE CAR RESTORATION

Tyrrell-Ford 005

Martin Stretton, of Martin Stretton Racing, recounts how the Antiques Roadshow helped to bring an ex-Jackie Stewart F1 machine to his attention



Stretton had his first race in the Tyrrell at Thruxton, finishing on the podium

LAT

Current projects

Tyrrell-Cosworth 012
A car driven by Danny Sullivan, Michele Alboreto, Stefan Bellof and Martin Brundle in period – and now in its 1983 Benetton livery – is currently being campaigned by Stretton in the FIA Masters Historic F1 Championship.
Status: **Trying to sort the car after a change in damper regulations ahead of Dijon in October.**

Alfa Romeo Tipo 33/TT/3
This is a long-term project that came in for some chassis engineering work on the suspension and has turned into something much bigger.
Status: **Engine issues have delayed the car's return to the track – it's currently away being rebuilt.**

I'd have to choose Tyrrell 005 in which I won the 1995 Thoroughbred Grand Prix Championship as my favourite restoration. The reason is that we restored this ex-Jackie Stewart car with the advice and mentoring of its designer, Derek Gardner, who went on to be my race engineer in TGP. That car has great memories for me.

I'd started working with Derek on the BDA-engined March 712M in which I'd won the Euro Formula 2 Championship the previous year. I'd contacted him because I wanted a better design of a period rear wing, and one thing led to another and he ended up coming to every race. We demolished the opposition. That car was owned by Simon Bull, the clock and watch expert on the *Antiques Roadshow* at the time, but he got bored with the March. He wanted another project, and he and Derek came up with the idea of getting an old Tyrrell Formula 1 car.

Getting the 005 from 1972 was Derek's choice. He understood how I drove from F2. We did look at a later 007, but ended up with 005, which had been owned by Harley Cluxton over in Arizona. The 005, basically the prototype for the 006, is short-wheel-based and fairly lively, and he thought I could get the most out of it. It was a running car that hadn't been used much. I'm told Harley only used to drive it up and down a runway occasionally, but it still required a full rebuild. The car needed to be in a specific configuration and we opted for the 1973 South African Grand Prix, because that was the last race where the rear wing was allowed to be mounted way back. It was also before they added the crush zones, which allowed us to make the car a bit lighter.

The car was taken down to the bare monocoque and we had to make new brake shafts – because it ran inboard brakes – and go through the suspension. I remember getting a phonecall from Derek asking us to take the differential out and describe it to him. When we did, he started chuckling. It was an original viscous differential, which he'd designed but not raced at the time because of concerns over its reliability.

We got the car just after Christmas in 1994 and raced it for the first time at Thruxton. I managed to get the car onto the overall podium against much newer cars and on class-based results I won the championship. It was a special time.

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ROAD CAR RESTORATION

AC Aceca Bristol

Jim Stokes Workshops Ltd restored one of Donald Campbell's old cars. Manager Tim Patterson outlines the finer points







Current projects

Alfa Romeo TZ2
With us for brake and minor body repairs, this 1967 car competed in the Targa Florio and is thought to be the last of its type built.
Status: **In the paint shop and leaving us soon to take part in a road rally.**

Ferrari 250 GTE
Back for its first service after undergoing a full engine rebuild, this immaculate 1962 car has also had a brake servo refurbishment while here.
Status: **Awaiting collection prior to returning to its home in Switzerland.**

When an ex-Donald Campbell AC Aceca came to us, the plan was to repair the ashframe that supports the bodywork at the rear. It quickly became apparent, however, that the car needed a bit more than that. Removal of the frame exposed some badly corroded tubular sections of the chassis. The restoration very quickly snowballed and the customer made a decision to go back to the bare metal.

This car was the 1954 London Motor Show demonstrator, which originally had a Ford Zephyr engine that Campbell replaced with the Bristol alternative. He also had the AC resprayed, like he did a lot of his cars, in the same shade as his Bluebird record machines. We set out to find the exact colour in which he would have had the car painted in the mid-1950s, when he was setting world water speed records in the Bluebird K7 hydroplane.

I got in contact with Bill Smith, project manager on K7's restoration, and told him of my plan. He explained that K7 had been repainted after undergoing modifications for its later record runs in the 1960s, but some of the original paintwork remained under aluminium patches put over the hull where modifications had been made.

Because of their significance, these sections had been cut out and put on display at the Ruskin Museum at Coniston. Our customer made a donation to the K7 restoration fund and we sent a specialist to attain the correct paint code. Bill even gave us a few paint fragments, some of which were big enough for the customer to keep, while the smaller ones were ground up and sprayed into the roof.

The interior had been retrimmed in red and black at some point of the car's life, but we realised that clashed with the blue paintwork. When we started taking out the seats, we'd found some grey tufts underneath the original trimming. The decision was then made to refit the interior with grey leather and carpet.

The lower edges of the aluminium bodywork were corroded where they had been rolled, which required cutting back so that new sections could be welded and blended in. The car had also clearly had a bump at some point and the nose was not a very nice shape where the grille sits, so we had that remade. The customer now has a car that, to the best of our knowledge, is pretty much as it would have been when Campbell owned it between 1954 and '57. ⊠

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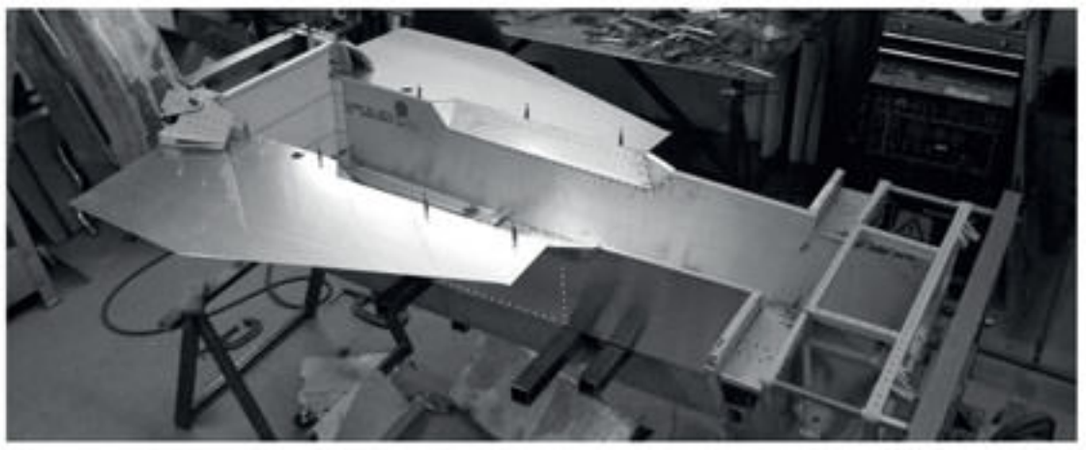
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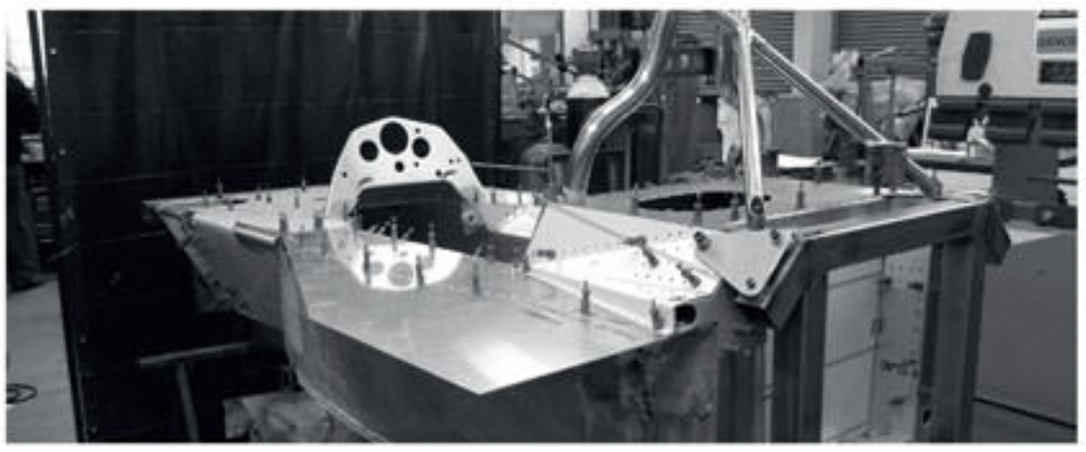
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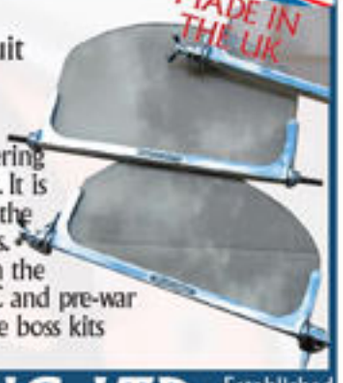
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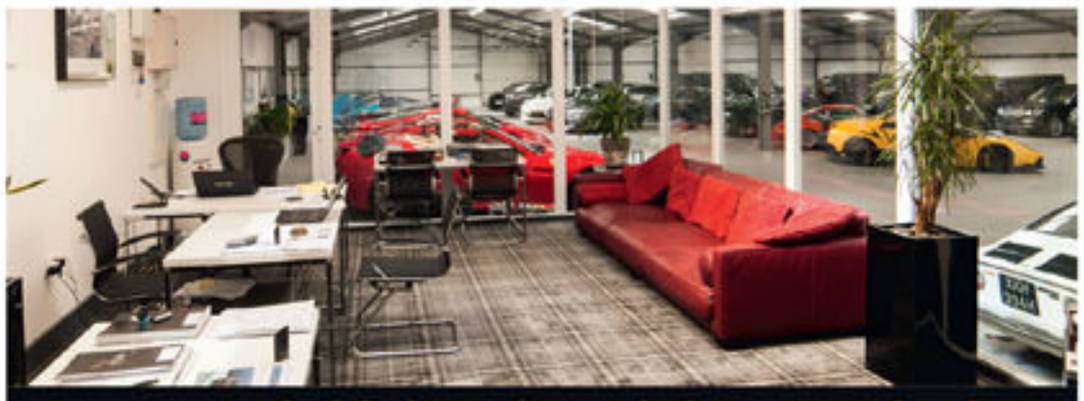
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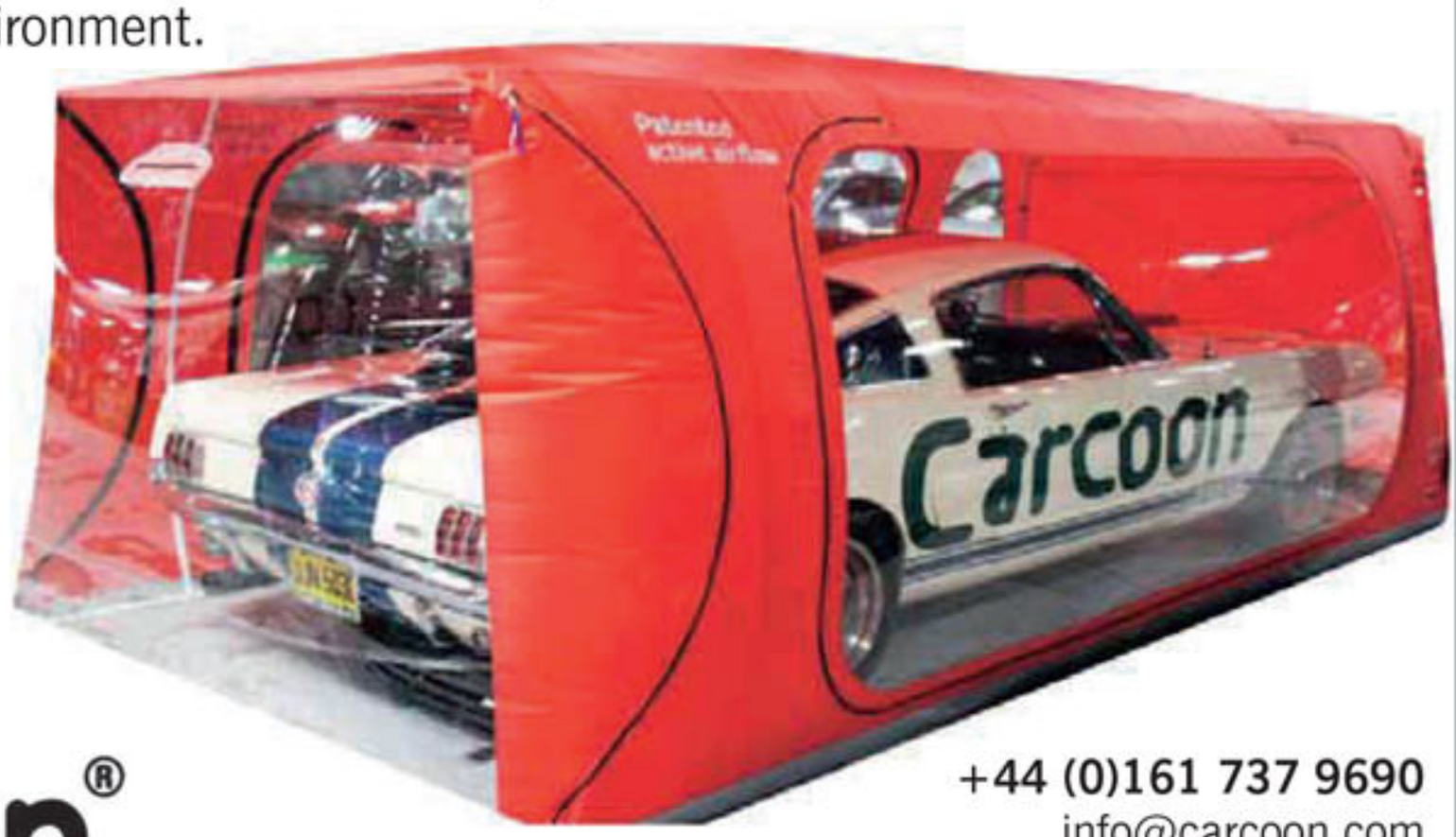
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A



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ART

FEATURED ARTIST

Joel Clark

Not a brush in sight, but poster techniques & a scalpel create impact





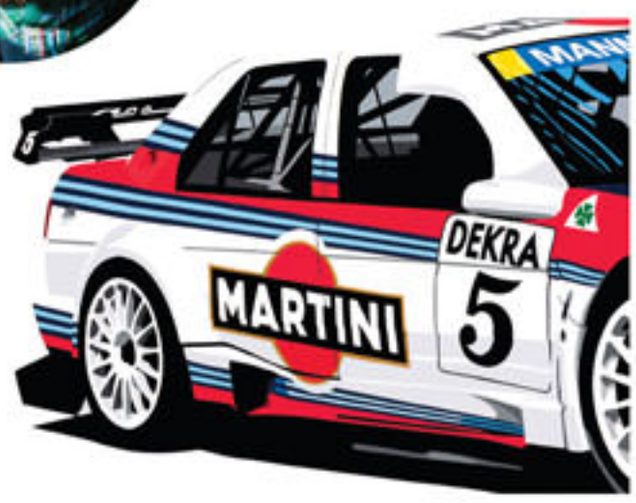
Here's something different: to produce his vibrant images, Joel Clark doesn't use brush or pen. He wields a scalpel. Every piece of colour is hand-cut from vinyl. Instead of conventional gradation, Joel picks two or three shades to indicate curves, among a restricted palette of bright colours.

"I start with a photo," he says. "I prefer indoor shots because of the great highlights from windows. That's when the car really pings." Those highlights, tiny as they are, he cuts out individually to reveal the base white through the colour layer, itself an abstract shape that only delineates a car once placed next to the other elements.

"I like to play with the negative space," he says. "In my Group B rally pictures there's no outline or structure to the cars, yet they're all defined." As for the vinyl, it's the same material signwriters use. "I'm back full-circle - my first job was making signs," Joel says. (Based at Silverstone, too; the racing passion is long-term.)

"The vinyl has the same finish as the cars I'm depicting so I'm showing highlights on the original in a shiny material and once it's hung there's a new set of reflections, almost like the real thing. No other material can produce that effect."

This has led to Joel applying vinyl to three-dimensional objects such as car doors. "When the car passes, you see a moment of light and reflections. I try to catch that snapshot, the trees, buildings, signs imprinted permanently on the window glass and the panel paint." As far as he knows, Joel is the only motoring artist working this way. Good to know that our much-portrayed subject still inspires fresh approaches.
www.joelclarkartist.carbonmade.com







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FEATURED MODELMAKER

BBR Models

Marcus Nicholls analyses another Italian miniature maker



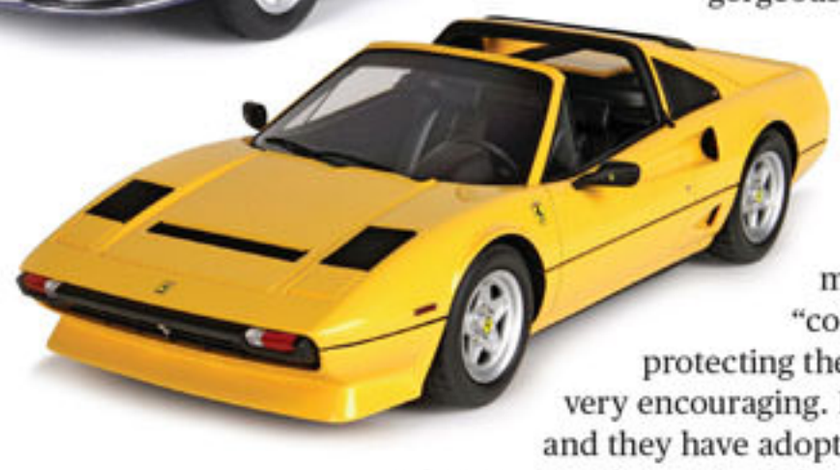
Being Italian, BBR likes to focus heavily on Ferraris. A high percentage of its catalogue consists of miniatures from this most famous of marques - and that's no bad thing (assuming you love Ferrari), because it has managed to cover a lot of different models within that range, new and old. From the elegantly understated 1951 212 Inter Vignale Coupé in two-tone silver and blue to the 2016 488 Challenge Finali Mondiali, BBR has covered several decades and incorporated some eternal classics along the way. Fancy a 1972 Dino 246 in red for your display cabinet? It's yours for £140. How about a 288 GTO in eye-popping Giallo Fly? For £200 it can join the other icons in one's scaled-down dream garage. This sounds like a lot of cash for models of this size, but they are very well made (these days at least) and finely detailed. BBR did suffer from patchy production quality some years ago, but has since returned to collector-grade status.



BBR Models is mostly known for its 1:43 (around 3-5 inches), pre-built and painted replicas but they also produce models in the larger scale of 1:18, in which an average car will measure eight to 11 inches in length, depending on the subject of course. Both die-cast and resin are used for the cars' main components, with injection-moulding technology shaping the interiors, wheels, windscreens and exterior fittings.

The models are hand made, which accounts for the sometimes eye-opening prices - particularly for the large-scale productions which run from about £270 upwards. You get what you pay for and, in this instance, it's accuracy and attention to detail.

At around £240, my favourite model of BBR's - a limited edition of 500 with just 18 remaining at the time of writing - is Piero Taruffi's winning Ferrari 315S from the 1957 Mille Miglia (*above*), part of the company's Concept 18 range. It is an utterly gorgeous model that symbolises a tragic event, the last of its kind, and is certain to become a valuable collectible. If only my credit-card agreed...



Unusually for a model maker, BBR says it has a "continuous commitment to protecting the environment", which is very encouraging. Its paints are water-based and they have adopted "advanced technological solutions in order to avoid the dispersion of powders into the atmosphere". I can't think of any other manufacturer that embraces this and its approach is to be applauded. When you get 10 minutes (it will spiral into an hour), check out *www.bbrmodelstore.com* to see that full range.

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M

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M



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P



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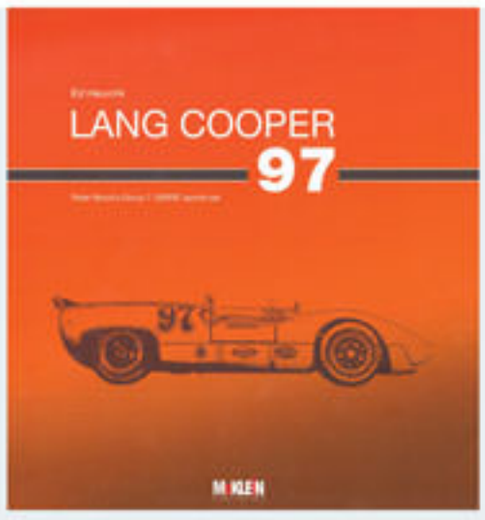
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Ed Heuvink's McKlein-published books have many things in common, but the most important - for a book costing close to £100 - is stunning production values. You're getting what you pay for, that's for sure.

Following his books on Scuderia Filipinetti, the F3L and Ford GT chassis 101 among others is the tale of the Lang Cooper. Not a name that springs to mind first when thinking of early 1960s sports cars, but this is a story of tragedy, triumph and falling out. Derived from the Cooper Monaco, like other cars at the time, the Lang Cooper was one of the many 'specials' that added further colour to the USRRC's early days before Can-Am stole the show.

But this book is a wider recollection of the time, understandable given the short lifespan of the car, filled with wonderful photos from an intriguing period. It was a time when America's finest imports and exports were chasing home heroes. Among them was Dave MacDonald, a likely star of the future, whose career was cruelly cut short in a fiery accident in the 1964 Indy 500.

The prose can feel rudimentary at times, recounting race outings chronologically and simply. But what is around it, the thick paper, heavy cover and presentation sleeve, elevates the book to a higher plane and creates an artful package. ***JP***

Published by McKlein, ISBN: 978-3-947-156-01-6, £79.99

Alfa Romeo & Formula 1

From the first World Championship to the long-awaited return

Enrico Mapelli

The initial response to this landing on our review shelf was 'blatant cash-in', because a Sauber bedecked in a few stickers is hardly an Alfa Romeo original in the Gioacchino Colombo mould. But this is from Nada, a publisher with access to high-quality archive material, so the content is better than you might imagine.

It is statistically quirky that Italy spawned three of the first four world champion drivers, but hasn't produced one since, while Alfa Romeo was a major force in the F1's early days... but hasn't won a Grand Prix as a manufacturer since Spain 1951. It had some success with Brabham as an engine supplier in the 1970s, but endeavours since were relative flops.

This contains some powerful mono images from Alfa Romeo's glory years, but for the most part this concentrates on the 1970s and '80s, with a short chapter on the Sauber initiative by way of a conclusion. Unpromising as that might sound, bear in mind that Osella photographs were rarely published in period - leastways in the UK - so this drips with a certain charm. ***SA***

Published by Giorgio Nada

ISBN: 978-88-7911-717-3, €38



Ginetta

Road and track cars

Trevor Pyman

Ginetta is today one of the highest-volume manufacturers of racing cars (and spare parts!), but this is largely dedicated to the marque's first phase, in the pre-Lawrence Tomlinson era.

All models up to the G34 are covered, including its oft-forgotten Formula Ford racers, and there is passing reference to this magazine's once close relationship with the marque: former *Motor Sport* patriarch Wesley Tee's son Ian raced Ginettas, including a BRM-engined G16A that his father entered in the 1969 BOAC 500Km at Brands Hatch - Ginetta's maiden appearance in the World Sports Car Championship. The book's design is a little lacklustre, but the content is comprehensive - hardly surprising, as the author was registrar of the Ginetta Owners' Club for almost 40 years. ***SA***

Published by Crowood

ISBN: 978-1-78500-415-5, £25

McLaren MP4/4

Owners' workshop manual

Steve Rendle

Ah, the 1980s, when F1 cars were uncluttered, pretty and McLaren and Honda actually worked well together.

While the more recent relationship between them was rather fruitless, the pair enjoyed the height of their powers 30 years ago, when they produced the McLaren-Honda MP4/4 - F1's most successful car. Handled by Ayrton Senna and Alain Prost in 1988, it scored 15 wins from 16 races, 15 pole positions and achieved 10 one-two finishes.

In partnership with McLaren, author Steve Rendle has been given access to the team's archives to produce the latest spin-off Haynes Owners' Manual, and it's both expansive and insightful.

Early chapters cover the back story of McLaren before also summarising the '88 season. The most interesting parts are the design and anatomy sections, which are rich in detail with original sketches and photos of the car in build, laced with commentary from designer Steve Nichols and other high-ranking team members.

Original documents such as testing notes have been reproduced and give a unique insight into the operation of the car at the time. Technical breakdowns of components and the Honda engine can be heavy weather, and have likely been included to appease the hardcore fans, but what else would you expect from Haynes? ***RL***

Published by Haynes

ISBN: 978-1-78521-137-9, £25

Hobbo

Motor Racer, Motor Mouth

David Hobbs with Andrew Marriott

Hobbo is the definitive account of David Hobbs's career and even the most ardent fan will learn a thing or two from this colourful work.

There are chapters that verge into a timeline, giving a play-by-play account of Hobbs' various - sometimes calamitous - forays into motor sport, and certain stories lack that much-needed injection of colour.

However, the illustrations, many of them from the David Hobbs collection, bring life to the myriad anecdotes, and come to the rescue in some respects. The very nature of Hobbs's career, which seems to cover every form of four-wheeled racing under the sun, makes *Hobbo* an autobiography that will appeal to fans of Formula 1, sports car racing and Trans-Am. ***SK***

Published by Evro

ISBN: 978-1-910505-31-1, £50

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Parting Shot

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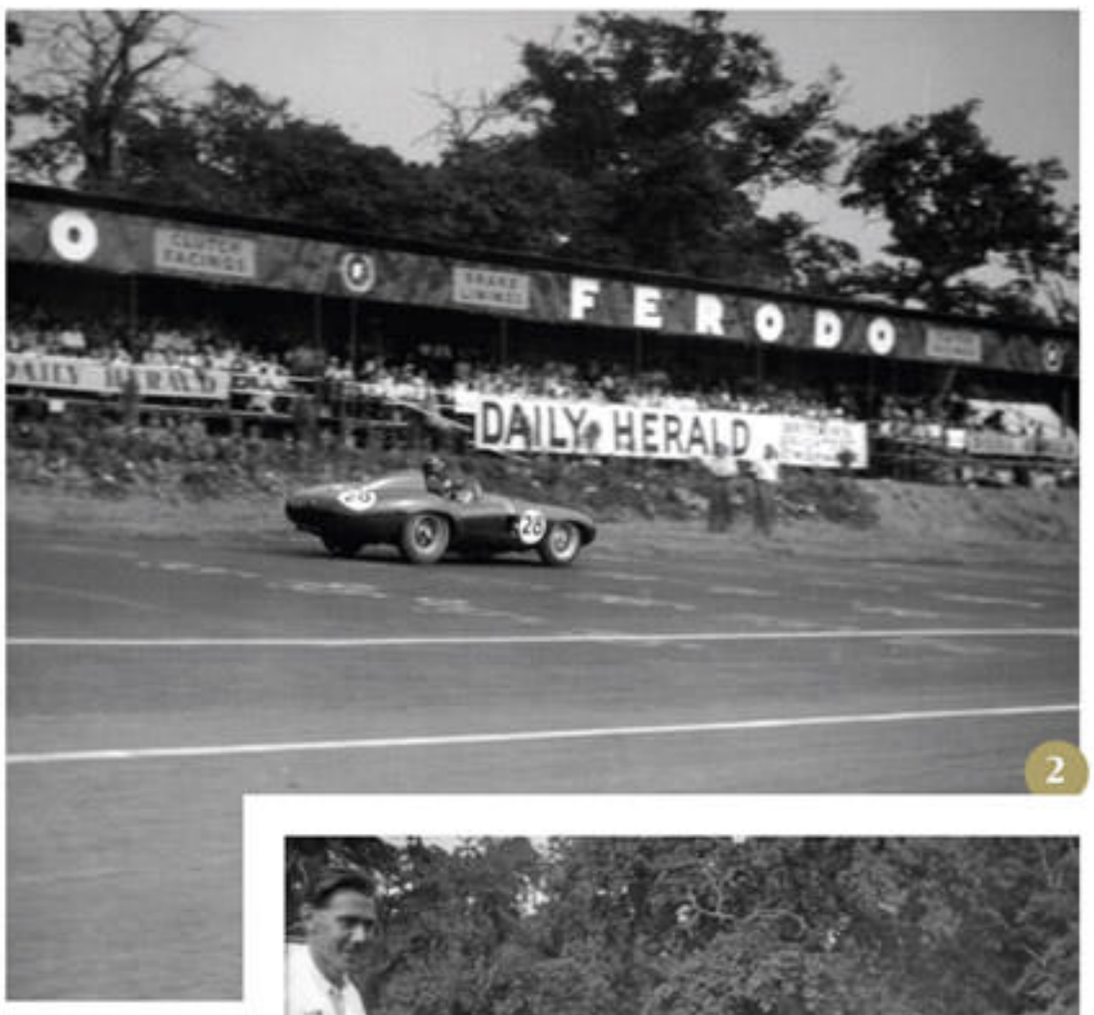
Monza, Italy

Ronnie Peterson gets his Ford Cosworth-powered Tyrrell P34 sideways at Parabolica, on his way to an eventual sixth place in a race won by Mario Andretti (Lotus). Peterson never really acclimatised to the P34 – Ken Tyrrell reported that the Swede's press-on style tended to fry the car's small front brake discs. He scored only three points finishes during the campaign, the highlight a third place in the Belgian GP at Zolder.

LAT



1



2



3

1. After winning the 80-lap race by more than half a minute, Reg Parnell (Aston DB3S) offers his thoughts 2. Mike Hawthorn (Ferrari 750 Monza) took second 3. Rear axle failure consigned Graham Whitehead's Aston to retirement 4. Oulton retains a footbridge in the same place, but its pits are now rather better protected 5. Harry Schell's HWM



4



5

You were there

Harry Nixon visited Oulton Park only once, to watch a sports car international in August 1955. His son Andrew submitted some evidence

Send us your images

If you have any photographs that might be suitable for *You Were There*, please send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or e-mail them to: editorial@motorsportmagazine.co.uk

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The Aston Martin AM V8 Oscar India was introduced in October 1978 and this car was built in the first month of production making it a very early example. This particular well-loved example has not been kept stored away but has been enthusiastically used for continental tours on which it has proved to be a highly rewarding drive. In 2008 and only 8,000 miles ago it was the subject of a complete engine and suspension overhaul by Aston Heritage dealers "Aston Engineering" whose Aston skills are second to none. Within the last four years the paintwork has been completely stripped and repainted in Aegean Blue to a beautiful high gloss finish and the walnut dashboard and door cappings have been expertly re-veneered. It has a beautiful engine bay and the underside is finished in a fine stone chip and the all-round condition of the car is so good that it has been displayed at the RAC club in Pall Mall. So here we have an extremely well maintained and mechanically sound Oscar India with one of the most methodically kept service histories we have seen. We consider that the value of these is likely to remain constant for the foreseeable future but will to prove to be an excellent long term investment. Please enquire for further details. **£129,950.**





1976 Aston Martin V8 Series III finished in Buckingham Green. Now 43 years old, the car was sold by us back in 2011 and has now had just 6 owners from new. This automatic version remains in very nice condition throughout and comes with a very comprehensive service history, chronologically filed and nicely presented and containing numerous service invoices and a sufficient number of mot certificates to authenticate the mileage. Fitted with original GKN alloys, a nice aftermarket wood rimmed steering wheel, a stainless steel exhaust and air conditioning, the car is a pleasure to drive. The black hide interior is in excellent condition for the age and mileage and the car represents very good value for money in the current market. It will be fully serviced before it leaves us and comes with a 12 month comprehensive warranty. Very realistically priced at **£85,000**





Introduced at the Geneva Motor Show in 1961, the all new **Jaguar E type** took the motoring world by storm and the car soon became the "Must have" accessory for the Hollywood Jet Set. This 1964 Jaguar E type 3.8 series one roadster, finished in original Carmen Red with original black hide interior and black mohair soft top. Undoubtedly one of the very best restorations we have had the pleasure of marketing and the attention to detail is exemplary. It comes with Jaguar Heritage certificate which confirms that it still bares its original Coventry registration number 8517 WK. Equipped with its original 4 speed Moss gearbox, a period Motorola radio and sitting on perfect chrome wire wheels shod with original pattern Dunlop radial SP tyres. The car performs extremely well and is ready for immediate use. Realistically priced for one in this condition at **£165,000**






This exceptional matching numbers **Aston Martin DB MkIII** saloon has been in the ownership of an AMOC Member in Canada for the past 33 years during which time he has completely restored the car to a standard where he has been highly placed in several concours events, winning his class on more than one occasion. The restoration was completed 11 years ago in 2007 and the car still remains in superb condition. Finished in Aston Racing Green with pale grey hide interior piped in green and complimented with Grey Wilton carpet and a perfect headlining in West of England cloth, the car is beautiful to behold. Sitting on perfect chrome wire wheels and fitted with overdrive, the car provides a very rewarding driving experience and is capable of covering long distances in great comfort. The MkIII was only produced between late 1957 and early 1959 with a total of 459 saloons, 5 fixed head coupes and 85 drop head coupes being built. The car comes with a beautiful engine bay, all original tools, invoices dating back to before it was exported to Canada together with a parts catalogue and instruction manual and memorabilia from various concours events. We will service this car on behalf of the next owner but judging by the manner in which it currently drives it will be a mere formality. Realistically priced for one in this condition at **£300,000**

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