SPECIAL REPORT

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CONTENTS

VOLUME 93 / NUMBER 8

FEATURES

REGULARS

IN THE JUNE ISSUE OF *MOTOR Sport* we assembled a feature called 'Lap of The Gods' – it would appear we ran it too early. Had we waited a couple of months, we would have included Kamui Kobayashi's extraordinary qualifying run from the 2017 Le Mans 24 Hours – a lap that not only secured the Toyota team pole position but also gasps of astonishment from the motor racing community. His 3min 14.791sec was two seconds quicker than the previous record (set by Neel Jani in 2015) and just dipped below the outright record set in 1985 Hans-Joachim Stuck's 3min 14.800sec – when the circuit was in its previous guise. The layout Stuck monstered in 1985 had four fewer corners than today's version, and considerably less run-off. If that statistic doesn't curl your toes, then how about this: Kobayashi's quali run was only 0.9sec slower than Pedro Rodriguez's pole lap in 1971, when his Porsche 917 screamed a significant distance along the 3.7-mile Mulsanne straight at a (un)steady 224mph.

Fans, journalists and officials filled social media with praise for Kamui and Toyota. Even fellow racing drivers, for whom complimenting other drivers is best carried out through gritted teeth, were unanimous in their admiration. Alex Wurz was quick to point out that the Circuit de la Sarthe was "in its best ever shape", with a "a tailwind on straight and a headwind in the Porsche Curves", but nobody begrudged Kamui or Toyota their moment in the sun. Having made it to the drivers' parade in the old town on the Friday, like most of those present I wanted to catch a glimpse of the man who delivered this extraordinary lap. Sure enough, a cheer erupted as Kamui came into view clutching the pole winner's trophy. Kobayashi seemed humbled but justifiably proud – surprised even. "I thought I could do a 3min 16sec or maybe a 3min 15sec, but when I saw 3mim 14sec, I thought 'wow'." If you head to motorsportmagazine.com you can watch an onboard video of the lap. Like Kamui, you'll say 'wow' – especially during his run through the Porsche Curves. It is one of the most acute demonstrations of the racing driver's craft you'll ever see.

NICK TROTT
EDITOR
@NickTrott27

❖

PICTURE THE SCENE. IT'S THE morning after the night before – breakfast at the Royal Automobile Club, Woodcote Park. Murray Walker rubs shoulders with David Richards, Freddie Hunt, Brian Redman and *Motor Sport*'s proprietor Edward Atkin. Nigel Mansell finishes his breakfast then walks over to have a chat with Tom Kristensen – and before long Nigel is entertaining Tom with a series of card tricks. It's a slightly surreal scene that in many ways epitomises the Hall of Fame gathering – a night of stars, cars, good humour, great food and mild eccentricity. Well, what else would you expect from *Motor Sport*?

Having spent some time with Nigel during the awards evening, I was somewhat surprised to discover just how at peace he seems to be with himself. I don't mean this disparagingly, but those who spent time with Nigel during his career often spoke of a surly, complicated man and a spiky

LAT

RICHARD MILLE

A RACING MACHINE ON THE WRIST

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CAMILLA ROYCE

interviewee. It was before my time – I was a young teen during his career and a huge Nigel fan. I made my own posters of him and various Williams cars, attended the 'Tribute To Williams' day at Brands Hatch in 1986 as a starstruck 12-year-old and, three years later, accompanied my dad on an unforgettable trip to Hockenheim to watch Nigel race for Ferrari. Such moments shape your personality…

I've met Nigel a couple of times during my apprentice years (pre-*Motor Sport*), but never have I met him in such fine shape. It is perhaps surprising, then, to find out that there's a serious side to the magic tricks.

Mansell's Le Mans challenge ended in the barriers in 2010. It was a big impact, one which despite having broken his back, neck, legs, arms, wrists and feet in previous accidents, left Mansell thinking he might finally be "finished". The subsequent concussion seriously affected his memory, and for a while he was withdrawn and struggling to communicate. Learning magic, he claims, helped him realign his thinking, his mood – and ultimately his brain. Nigel performs his magic at events – often in aid of UK Youth, the charity over which he presides.

Backstage at the Hall of Fame, Nigel admitted that had he found magic during his youth he'd never have followed the path of a racing driver. I've no doubt that a few keyboard warriors will scoff at this, and indeed Nigel's passion for this unconventional hobby, but that he has now spent the majority of his life committed to using his talents to help others – in whatever field – should be celebrated.

❖

IT'S A CHEERY CHEERIO TO online editor Ed Foster this month. Ed has worked for *Motor Sport* for more than 10 years with considerable skill and passion, and leaves us to join the team at Goodwood. While our time together on the editorial team was short, I can honestly say that there are few people I've worked with who combine such a consuming love for our sport with a dedication to report on it in a manner that is in short supply these days. From all of us on the *Motor Sport* team, we'll miss you Ed – and we wish you all the best at Goodwood. Ⓜ

SEE PAGE 140 FOR MORE DETAILS

IN NEXT MONTH'S ISSUE

We celebrate the 50th anniversary of the original European F2

ON SALE JULY 28

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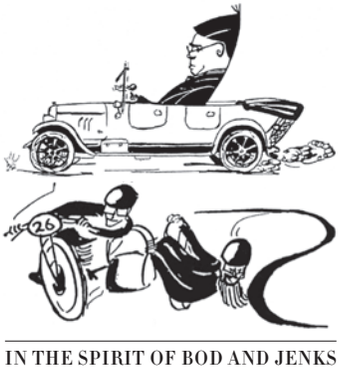

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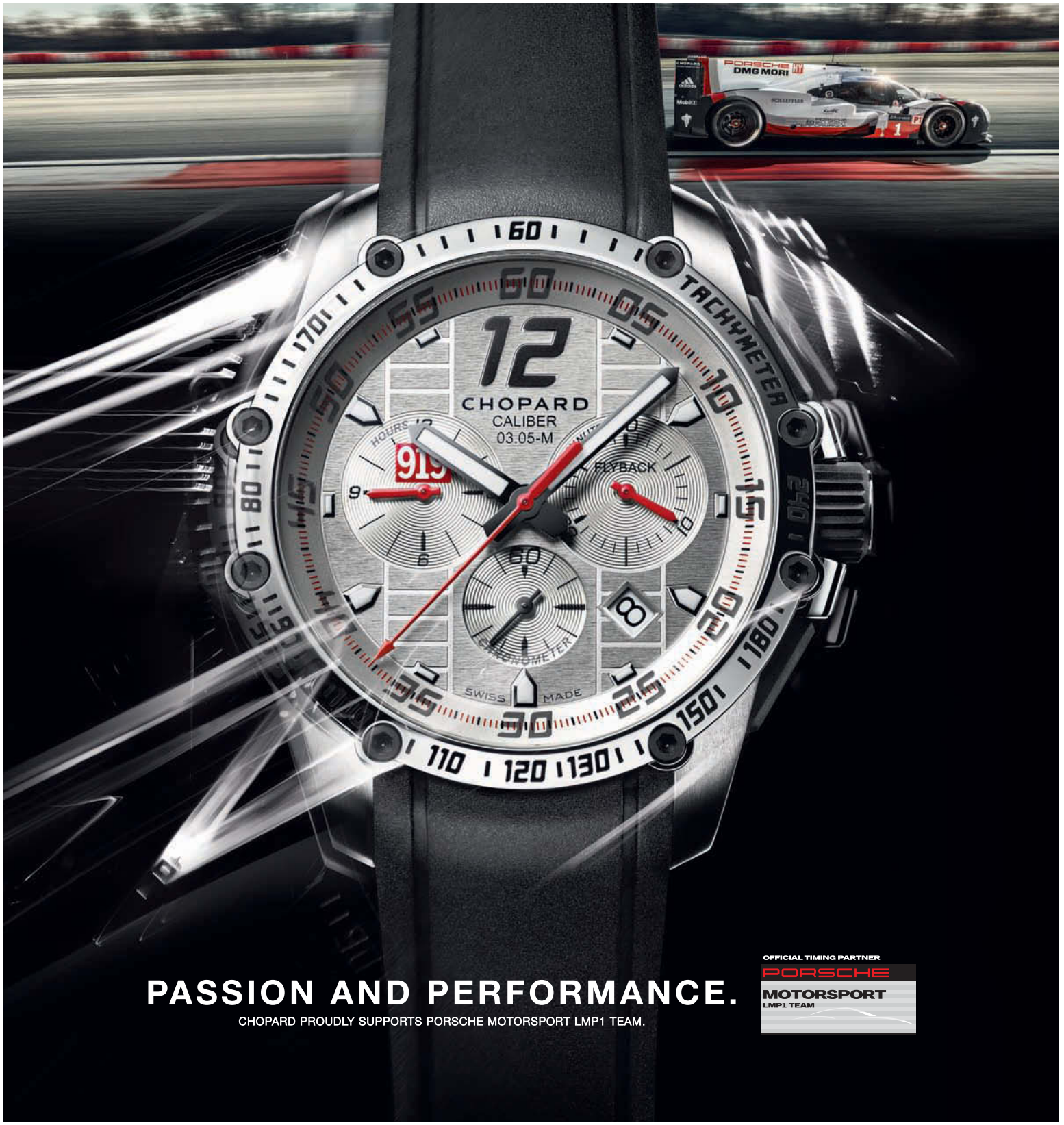

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LAT

THE MOTOR SPORT MONTH

IN PICTURES

JUNE 16-17, 2017

Le Mans 24 Hours

CIRCUIT DE LA SARTHE, FRANCE

Panoramic view of the world's foremost endurance race, which this year threw up a number of surprises as the leading LMP1 entries all hit trouble. For a while it looked as though outright victory would go to an LMP2 car, but the Porsche 919 Hybrid of Timo Bernhard, Earl Bamber and Brendon Hartley recovered from a (very) lengthy pitstop to win.

CADWELL PARK, ENGLAND, JUNE 17
Having won the opening two rounds of the HSCC's Historic Touring Car Championship, Ford Falcon racer Jack Drury came to grief during the Wolds Trophy meeting at Cadwell Park. He escaped unhurt. The yellow Mustang is that of Peter Halford.

HELL, NORWAY, JUNE 9
The 2017 World Rallycross Championship reached its halfway point at the marvellously named Hell circuit, about 320 miles north of Oslo. Championship leader Johan Kristofferson (VW Polo) won, from Andreas Bakkerud (Ford Focus).

BERLIN E-PRIX, GERMANY, JUNE 11
Felix Rosenqvist and Sébastien Buemi took a Formula E win apiece at Tempelhof Airport. A time penalty for unsafe release denied Rosenqvist a repeat success in race two.

THE MOTOR SPORT MONTH

IN PICTURES

BUDAPEST, HUNGARY, JUNE 15
DTM drivers completed a street demo ahead of their third fixture of the year, when René Rast (Audi) won the second race to move into the championship lead.

SILVERSTONE, ENGLAND, JUNE 10
A Routemaster took media and guests closer to the action when it filtered out into traffic at the end of a practice session for the Silverstone 500, fourth round of the British GT Championship.

ALGHERO, SARDINIA, JUNE 8-11 2017
A drone tracks Elfyn Evans during the seventh round of the World Rally Championship. It wasn't the happiest of events for the Welshman, who suffered various delays – one caused by a collision with a tree. Ford driver Ott Tanak scored his first WRC success.

BARREGARROW, ISLE OF MAN, JUN 9
Michael Dunlop en route to victory in this year's Senior TT – his 15th IoM win. The Suzuki rider averaged 130.456mph as he beat Peter Hickman (BMW) and Dean Harrison (Kawasaki) into second and places.

JEFF BLOXHAM, RED BULL, LAT, IOM TT, WRX & JAKOB EBREY

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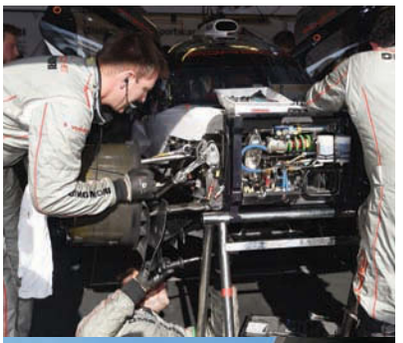

Porsche salvages victory

Stuttgart overcomes setbacks to increase Le Mans win tally to 19

Le Mans 2017 proved to be an attritional enduro in the old style, with the pace-setting LMP1 cars all hitting trouble. Timo Bernhard, Earl Bamber and Brendon Hartley (above) lost 18 laps having a motor generator unit replaced before recovering to lead in the 23rd hour. Oliver Jarvis, Ho-Pin Tung and Thomas Laurent (Oreca) won LMP2, in second overall (below left), while Darren Turner, Jonny Adam and Daniel Serra and took the GTE Pro spoils for Aston Martin.

Get ready for a quieter Le Mans

New WEC rules herald the arrival of battery-powered LMP1 cars | By GARY WATKINS

SPORTS CAR FANS WILL WITNESS the next generation of LMP1 prototypes racing in full-electric mode from 2020. A new zero-emissions rule will force the factory cars racing in the World Endurance Championship to complete the first kilometre after every fuel stop without recourse to their internal combustion engines.

The regulation, announced ahead of this year's Le Mans 24 Hours, will go hand in hand with the introduction of plug-in rapid charging in a move devised to increase the road-relevance of the P1 category. A second requirement of the rule will be that the cars take the chequered flag at each WEC round under electric power.

The introduction of zero-emissions running for 2020 effectively replaces a planned increase in the scope of the hybrid systems that have been part of LMP1 since the rebirth of the WEC in 2012. The original idea had been to increase the number of systems allowed from two to three and the amount of energy that could be deployed from eight to 10 megajoules. Plans for the introduction of this rule in 2018 were put on hold last November in the wake of Audi's withdrawal from the WEC and the prototype arena after 18 seasons.

The FIA and WEC promoter and Le Mans organiser the Automobile Club de l'Ouest, which jointly wrote the P1 rulebook, believe that the new rule is more in step with trends in the automotive industry. They have worked with existing P1 participants Porsche and Toyota, as well as prospective entrant Peugeot, in working out the framework of the regulations.

"It is the conviction of the manufacturers that plug-in hybrids are what they will be selling in five years," said FIA Endurance Commission president Sir Lindsay Owen-Jones. "More and more cities are closing their roads to cars that are not zero emissions, so this rule gives a new dimension to our regulations."

It is the intention of the rulemakers that the cars will be able to maintain their regular performance in all-electric mode through the mandated one-kilometre zone.

"We did not come up with this figure

Panoz and partner Green 4U have revealed details of an all-electric Le Mans concept that could be ready in time for the 2018 event. The Green 4U Panoz GT EV has a range of up to 110 miles and features a battery that could easily be removed and replaced during mid-race pitstops.

For more on the future Le Mans regulations, and to read an interview with pioneering company boss Don Panoz, visit motorsportmagazine.com

of one kilometre randomly," said FIA technical director Bernard Niclot. "Our simulations suggest that to be at full performance for one kilometre – and that is what we want – you will need 8MJ."

The distance that the cars will have to complete on their batteries at the end of the race has yet to be defined.

MOVABLE AERODYNAMICS

Movable or active aerodynamics are the second major innovation in the rules package announced for 2020, which remains in draft form. It is a key component of a drive to reduce costs in an effort to attract a new manufacturer into the P1 division.

The regulation limiting the number of bodywork configurations allowed in P1 first introduced last season will be extended. A single body configuration will be permissible in 2020, with the rule makers believing that active aero will allow it to be tuned to both Le Mans and the Formula 1 circuits that make up the balance of the WEC schedule.

"To manage the compromise between top speed and downforce you have to come up with very complicated solutions with passive aerodynamics that cost a huge amount to develop," said Niclot. "With our solution, we believe you can achieve a high level of performance with lower development costs."

The rules will allow for movable aerofoil profiles in both the rear wing and the front flaps under the nose, which were introduced for the 2014 season. It is likely that a certain number of fixed positions will be mandated, but the details have yet to be determined.

The rules on aerodynamics will also include a reduction in the number of hours each manufacturer can spend in the wind tunnel each calendar year. This year's limit of 800 hours will be reduced to 600. The rule makers have opted against more severe restrictions to avoid costly investment in computational fluid dynamics.

TOKEN SYSTEM

Major limitations will be placed on car and engine development between seasons with the introduction of a token system not dissimilar to that previously employed in Formula 1 for engines. The rule makers want to stop the manufacturers effectively building new cars each season around their existing monocoques.

"What we are saying is that you will not be able to develop and make changes to the full car between seasons," explained ACO sporting director Vincent Beaumesnil. "This will have a huge impact on the cost. We will define a weighting for each parameter of the car, give different values to different parts.

"Every part will have a number of units and you will have a total number of units to use over the winter. If you change a high-value unit such as the engine, for example, you will have fewer units for development in other areas of the car."

NEW TESTING LIMITS

The WEC will follow the lead of F1 and organise collective tests in the name of cost reduction. F1 this year has limited its teams to eight days pre-season and four during the campaign, but Beaumesnil suggested that the WEC rules would be less draconian.

"I don't think we will ever go as low as F1, because our manufacturers have to validate the reliability of their cars for a 24-hour race," he said. "We have already been reducing this number and this year the figure is 40 days.

"We have a target of 30 days with some collective tests where the costs of the track and the logistics are shared."

Beaumesnil explained that the reduction in testing could come into force as early as next year.

"It is something we are working on now and maybe we will try to do it for next season," he said.

There is a series of other new rules designed to reduced budgets. The number of personnel that each factory team is allowed to take to WEC events will be cut from 65 to 50.

And four rather than five engines will be allowed to each car over the course of the season.

SAFETY RULES

New safety survival cell rules, originally set for 2018, will come into force in 2020. More space around the driver's head will result in bigger cockpits.

The driver will also sit more upright in the car. This follows research into the effects of the seating angle in back injuries.

HOW MUCH WILL IT SAVE?

The manufacturers and the rule makers are refusing to say what a WEC budget might be in 2020. But series boss Gerard Neveu has been more gung-ho.

He suggested that a figure under €100 million is achievable, which contrasts with the €130 million that Porsche is believed to spend.

"Budgets will absolutely be reduced," he said. "It will be less than €100 million and you will still have the ability to compete for wins.

"We will have smaller budgets and a new connection between racing and the market place. There is no reason not to be confident that a new manufacturer will join us in the future."

Audi has reshaped its line-up of works teams for the Spa 24 Hours, showcase round of the Blancpain GT Series in late July

Audi goes Quattro

German firm to field four factory teams for its assault on Spa 24 hours | BY GARY WATKINS

AUDI HAS BROUGHT TWO NEW teams onto its factory roster in its bid to win the Spa 24 Hours for a fourth time at the end of July.

The Czech ISR and French Sainteloc squads, both stalwart customers of the German manufacturer in GT3, will each run a works-backed Audi R8 LMS in the blue riband Endurance Cup round of the Blancpain GT Series on July 29/30. They will join the Belgian WRT squad, winner at Spa in 2011 and '14, in a four-car line-up of factory R8s for the prestigious GT3 event.

The two teams have taken the place of Phoenix Racing in Audi's Spa attack. The two-time winner of the Belgian enduro was also replaced in the factory line-up for the Nürburgring 24 Hours in May. On that occasion Land Motorsport stepped into the breach and went on to win the race.

The factory ISR Audi will be raced by Frank Stippler, who moves over from its customer BGTS entry, Pierre Kaffer and Kelvin van der Linde.

Sainteloc's official Audi will be shared by team regular Christopher Hasse, Markus Winkelhock and Jules Gounon, who will be driving a factory Audi for the first time.

Corvette Racing driver Antonio Garcia will return to WRT's line-up to race with Audi DTM drivers Nico Müller and René Rast.

Christopher Mies and Connor De Phillippi, who won at the Nürburgring for Land together with Winkelhock and van der Linde, will team up with Belgian Frederic Vervisch in the second WRT works entry.

Christopher Reinke, head of customer racing at Audi Sport, said: "We are sending our four factory-supported race cars to compete under the supervision of experienced teams who regularly contest the BGTS. Together we have drawn up promising driver combinations that should enable us to fight for victory in the Ardennes."

WRT is also running four R8s on a customer basis, while ISR and Sainteloc will run one privateer car each.

Former Audi LMP1 driver Filipe Albuquerque, who was released by the German manufacturer when it downscaled its sportscar activities last winter, is in line to drive ISR's customer entry at Spa. The Portuguese driver tested for the team ahead of the Silverstone BGTS round in May.

"We have drawn up promising driver combinations that should enable us to fight for victory"

ROAD TO LE MANS

The British TF Sport Aston Martin team swept the board in GT3 in the two Road to Le Mans races on the undercard for the 24 Hours.

TF's Aston Martin V12 Vantage shared by 20-year-old Tom Jackson, a former race winner in British Formula 4, and Oman driver Ahmad Al Harthy took class victory in the two one-hour Le Mans support races open to GT3 cars and LMP3 prototype machinery.

Jackson and Al Harthy inherited victory in the opening race on Thursday after the AF Corse-run Spirit of Race Ferrari 488 GT3 shared by Maurizio Mediani and Christoph Ulrich was penalised for a failure to observe the minimum pitstop time. An eight-second time penalty after the race demoted it one position.

Jackson and Al Harthy were again beneficiaries of a late-race penalty on Saturday morning. They moved into the lead when the Imsa Performance Porsche 911 GT3-R driven by team boss Raymond Narac and Thierry Cornac took a stop-go penalty at the start of the final lap for another pitstop infringement.

Former Bentley factory driver Duncan Tappy took second for the Garage 59 team, sharing a McLaren 650S GT3 with Michael Benham.

FIRST WIN FOR STEVENS

Former Grand Prix driver Will Stevens took his first GT racing victory in the Sprint Cup round of the Blancpain GT Series at Zolder in June.

The 25-year-old Briton, who raced for both Caterham and Manor in Formula 1, sealed his maiden GT3 win together with Markus Winklehock aboard a WRT Audi R8 LMS in the full-points main race.

Stevens lined up ninth on the grid before he and Winkelhock progressed to third in the first of the two races. The German trailed the ISR Audi driven by Clemens Schmid into the pitstop window of the main event, before a quick turnaround by WRT got Stevens out ahead of the Czech-run car now with Filip Salaquarda at the wheel.

Stevens maintained the lead to the end through a late safety-car to cross the line 0.5sec ahead of Salaquarda.

GT3 DEBUT FOR AUER

Mercedes DTM driver Lucas Auer, nephew of 10-time Grand Prix winner Gerhard Berger, made an impressive GT3 debut at the Red Bull Ring round of the ADAC GT Masters series in June.

The 22-year-old Austrian, who lay second in the DTM ahead of the Norisring round on July 1/2, contested his home round of the series aboard a Mücke Motorsport Mercedes-AMG GT3 together with team regular Sebastian Asch. They finished fourth in the opening race and then improved to second in the follow-up.

Jules Gounon and Daniel Keilwitz won the first race in their works Callaway Corvette C7 GT3, while Grasser Lamborgini won race two with Christian Engelhart and Rolf Ineichen.

BENTLEY SHINES AT SILVERSTONE

Bentley drivers Seb Morris and Rick Parfitt Jr closed the gap at the top of the British GT Championship points with a dominant victory at Silverstone in June.

The British duo controlled the three-hour event on the way to a one-minute victory in their Team Parker Bentley Continental GT3. They missed out on pole position by one tenth of a second, but Morris was in front by the first corner.

The team had opted to short-fuel the Bentley, which allowed Morris to stretch out a lead in his lightweight car. Parfitt Jr then emerged with a 40sec lead after the first round of fuel stops. Morris and Parfitt Jr went onto to finish 1min 3sec ahead of the second-placed Macmillan AMR Aston Martin V12 Vantage shared by James Littlejohn and Jack Mitchell. Championship leaders Jon Minshaw and Phil Keen finished fourth aboard their Barwell Lamborghini Huracan GT3.

•

The factory M-Sport Bentley team picked up a fifth position in the BGTS Sprint Cup round at Zolder. Steven Kane and Vincent Abril came through from 12th on the grid for the qualifying race to end up as the first non-Audi home in the main event.

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McLaren F2 back on track

Ex-Courage M4A took first single-seater win for renowned manufacturer

BY PAUL LAWRENCE

IN HIS DAY JOB MIKE FLEWITT IS chief executive of McLaren's road car business, but in his spare time he drives the company's very first single-seater racing car.

Flewitt, who has competed in a Lotus Elan and Elite in recent seasons, has added a single-seater to his racing plans after falling in love with the ex-Piers Courage McLaren M4A Formula 2 car from 1967 – which was on display at last month's *Motor Sport* Hall of Fame awards. "There were two M4As originally built by McLaren for F2 in 1967: one for Bruce McLaren and one for Piers," said Flewitt. "They had Cosworth FVA engines for the first year of the new F2 rules." Prior to the M4's launch, McLaren had only produced sports-racing and Can-Am cars.

Flewitt's car is M4A chassis 2, one of the two original works cars. Around a dozen customer cars were built as M4Bs by the Trojan company in Surrey.

"Piers and Bruce both drove this car in 1967 and Piers then took it to the Tasman Series and it won its first race late in the season at Longford in the pouring rain. That was the first race win for a McLaren single-seater," said Flewitt. "This car has a nice history with a consistent lineage. Piers crashed it a couple of times, once famously at Brands Hatch in 1967 when he managed to go off right under a Courage beer sign."

Prior to Flewitt's ownership, the McLaren last raced in 2010 with former owner David Coplowe. "I bought it last year and over the winter Mike O'Brien and the team at Speedsport prepared it," said Flewitt. "I'm doing three races this year and Michael O'Brien is doing three [first time out, the latter scored two wins at Cadwell Park]. We wanted it to be right and have gone through the car, getting a fresh engine and rebuilding the gearbox. I've also returned it to the original McLaren red, from before they went to orange in 1968."

■ **Former England cricket captain Mike Gatting OBE is the latest star to confirm plans to race at the Silverstone Classic (July 28-30). The test batsman will race an Austin A35 in the Celebrity Trophy and recently passed the ARDS test to qualify for a race licence. "I'm still buzzing," said 59-year-old Gatting after qualifying for his licence at Silverstone. "It was an amazing experience!"**


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The Austin Healey 3000 'SMO 746' has undergone an extensive restoration to early '60s trim

Mull Rally cancelled

INSURANCE ISSUES HAVE FORCED the cancellation of one of Britain's longest-established closed-road events, the Mull Rally.

The special stage rally on the Scottish island pioneered the use of closed public roads for competition by achieving a specific Act of Parliament in 1990. Since then, it has put £1 million into the local economy in mid-October every year, but the 2017 event will not take place.

MSA chief executive Rob Jones explained the situation: "The Mull Rally runs under a private Act of Parliament. It has emerged that the private closed-road legislation raises very significant insurance challenges for Mull this year, which was first thought to render the Mull Rally uninsurable.

"The MSA has been endeavouring to find a solution with its brokers. While the brokers have offered a potential solution for 2017, this is unfortunately totally impractical as each and every claim under the policy would be subject to a very significant excess payable by the organisers, and it's one they cannot afford."

Everyone involved in the rally is hopeful that the recent Act of Parliament permitting motor sport on closed public roads across the UK will open the way for the 2018 Mull Rally to go ahead.

However, that is unlikely to move forwards until the conclusion of the fatal accident inquiry regarding deaths on rallies in Scotland in 2013 and 2014. If the Scottish Government then quickly adopts the new legislation passed in Westminster, the Mull Rally could return in its closed-road format in 2018. Organisers from the Isle of Man, which hosts several closed road rallies each year, confirmed that September's Rally Isle of Man would go ahead as planned. "With the Isle of Man being a self-governing island we are not affected by the current situation," said John Gill, chairman of the organising committee.

This year's Mull Rally has been cancelled due to insurance problems, but the event might return in 2018

LINDSAY PHOTOSPORT

■ **Richard Attwood is racing a Porsche 928 this season as Porsche Cars GB celebrates the model's 40 years. Attwood, a winner at Le Mans in 1970 at the wheel of a Porsche 917, is contesting the HSCC's 70s Road Sports Championship and opened his season with a podium finish in the rain at Silverstone. Attwood previously raced a 928 at Daytona in 1984.**

■ **The Ralt RT1 that won the 1977 French hillclimb title has returned to the hills this season after a gap of 40 years. Keith Bristow from Henley-in-Arden is now the owner of the Formula 2 car used by Christian Debias to win the French title. Bristow made his debut in the car at Shelsley Walsh recently and hopes to race it during 2018.**

Famed Healey races again

THE AUSTIN HEALEY 3000 registered 'SMO 746', one of the most famous racing Healeys of the 1960s, has finally returned to competition this season after an absence of 45 years.

The ex-works rally car was raced extensively in period by John Gott MBE, the chief constable of Northamptonshire. In 1972 he suffered a fatal heart attack while racing the Healey at Lydden Hill and the car went into a private collection. It was bought at auction 18 months ago by Healey racer Martyn Corfield and has been prepared for competition by Jeremy Welch's team.

"It's taken us a year to get it right," said Healey expert Welch. "It's been restored to early 1960s trim after Gott developed it for Modsports use later in the decade."

"It had been sitting in Arthur Carter's collection for 40 years," said Corfield. "It was all in Modsports state when we bought it. The car had spent more time as a race car than a rally car so we've put it back to a pre '65 state for racing."

"It has the original doors, shroud and bonnet and new wings," added Welch. "The Modsports wings were fibreglass so it wasn't a matter of modifying them, we had to replace them. We took the suspension back to period and refitted wire wheels and suitable hubs. We did our usual complete overhaul of the suspension and safety components. It didn't have a roll cage in it because that wasn't necessary at the time, so we've had to fit one."

Corfield added: "I've always had a passion for Healeys. I'd tried to buy this car a few years earlier from the owner, so when it came up in the auction I was ready to do something.

"It was built as a rally car but spent so many years as a race car that I think it needs to be raced. You can tell the authenticity of the chassis because there was some damage from when Pat Moss was rallying it. But there was next to nothing in terms of accident damage from Gott's last race at Lydden. Most of it was to the fibreglass."

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SILVERSTONE AUCTIONS

Eric Broadley

LAT

ERIC BROADLEY, the founder and leader of Lola, who died on May 28 aged 88, had a place at the top table of motor sport's most visionary and versatile design engineers.

Along with the likes of Colin Chapman and Major Arthur Mallock, Broadley was responsible for the pioneering boom days of the British motor sport industry, having masterminded a remarkable variety of Lola models ranging from Formula Ford chassis through to customer F1 projects. His influence and ideas were instrumental in ensuring that British engineering became dominant in motor sport during the second half of the 20th century. The legacy of that can still be seen in modern Formula 1.

A prolific thinker and practical craftsman, Broadley's early interest in architecture morphed into mechanical aptitude and by his late teens he was starting to take an interest in the racing world. He began competing with cousin Graham in a pre-war 750cc Austin before graduating to a more powerful design of his own making, dubbed the Broadley Special. The pace of this car was such that Broadley's 'Lotus beater', the subsequent Mk1, became the car to have in 1958 and from it was born a new marque – Lola.

The origins of the Lola name are shrouded in mystery. It was initially believed to have been taken from a favourite Broadway musical of the time, *Damned Yankees*, in which a song – *Whatever Lola wants* – is devoted to Gwen Taylor's character Lola.

In his later years, Broadley told me that he'd forgotten the exact reason for choosing the name and that he might have done it to "rev up Mr Chapman" with a similar moniker to his own emerging company.

Lola's first Mk1 chassis were designed to house multi-format engines and gearboxes. Here were racing cars that the customer could adapt – it became the Lola way and the company's subsequent focus on customers became one of its calling cards.

Lola grew incredibly quickly. After producing a couple of Formula Junior designs, one of which took Richard Attwood to a Monaco victory in 1963, Broadley was commissioned to build Bowmaker F1 cars for Reg Parnell. The car was tidy, but its only successes were a win for John Surtees in the 1962 2000 Guineas at Mallory Park and a fortuitous victory for Bob Anderson in the 1963 Rome GP. Around this time Broadley came to the attention of Ford, which was on a quest to beat Ferrari at Le Mans, and it was a Broadley design that ultimately became the GT40.

F1 forays would come in fits and starts over the next four decades, but other categories featured many design classics such as the iconic Lola T70 Spyder and Coupé, the T330/T332 Formula 5000 cars and a series of 2-litre sports cars that proved very successful on the national and international endurance scene throughout the 1970s.

By 1971 Lola had settled in Huntingdon, Cambridgeshire, lured by low land prices. There Broadley assembled a concentrated team of mechanics, design engineers and fabricators. Among those passing through over the years were the likes of John Barnard, Bob Marston, Patrick Head, Ralph Bellamy, Mark Williams, Ben Bowlby and Julian Sole.

Lola's record at Indianapolis was the best of any overseas constructor for decades. Graham Hill became the first English driver to win at the Brickyard in 1966, with the Lola T90 Red Ball Special, while Al Unser Sr took the 500-mile triple-crown – Indy, Pocono and Ontario – in a Lola T500 in 1978.

Mario Andretti, Bobby Rahal, Al Unser Jr, Nigel Mansell, Paul Tracy and Michael Andretti all took CART and Champ Car titles in Lola chassis, while Arie Luyendyk took Lola's third Indy 500 win in 1990.

The firm's most promising F1 venture came with French team Larrousse from 1987-1991, Aguri Suzuki scoring a podium finish in the 1990 Japanese Grand Prix.

Always a thoughtful and unobtrusive presence, Broadley was never more at home than designing and developing a racing concept. The business element of his vision was often directed by others, notably from the 1970s to the '90s by a combination of Derek Ongaro and Mike Blanchet.

In 1997, the disastrous Mastercard Lola F1 project brought about the end of Broadley's era at the company he founded. The shakeout came later that year and from the ashes emerged the second phase of Lola's history under the custodianship of Martin Birrane, who reinvested and reaped renewed success in Champ Car and endurance racing.

That Broadley passed away on Indy 500 race day and was laid to rest during Le Mans week seems somehow fitting, in keeping with his inexorable passion for two of the world's greatest races.

He spent his final years living close to the Lola base in Huntingdon, in a farmhouse in the village of Broughton. Very occasionally he would visit the workshops, talk to old employees and look over the latest Lola LMP cars in thoughtful contemplation.

Motor Sport extends its sympathy to Eric's widow Julia O'Ryan, daughters Penny and Diane and son Andrew from his first marriage. *Sam Smith*

Meeke not mild enough

The British driver has been axed by Citroën for pushing its flawed WRC car too hard | BY ANTHONY PEACOCK

IN VOLTAIRE'S DEFINING SATIRE, *CANDIDE*, the French author wrote: "It's wise to behead an admiral from time to time, to encourage the others." The line alludes to the fate of the British admiral John Byng, who was court-martialled and shot by firing squad in 1757, having been found guilty of not doing enough to prevent the French from capturing Minorca.

Around 250 years later, we hear from France that another British helmsman has felt the sting of instant justice, presumably *pour encourager les autres*. You could argue Kris Meeke paid a big price in Sardinia for a small mistake. What Citroën would say was that he isn't paying the price for the mistake on the opening day of Rally d'Italia: instead he's suffering for other mistakes earlier this year – including, don't forget, nearly throwing away his sole 2017 victory in Mexico. The reasons for these mistakes are well documented, but in summary they are down to a combination of the car being difficult to drive and Meeke's determination to compensate for that by stepping beyond its limits.

"Meeke always wants to extract the most from himself and the car. In Citroën's eyes this is a weakness"

All very admirable, right in the mould of Colin McRae, Kris's mentor.

Citroën isn't oblivious to the failings of its C3 WRC, a car hamstrung by some old technology (especially when it comes to dampers), a relatively inexperienced driver line-up, and – at the root of it all – a shortage of budget compared to the halcyon days of the past.

Several solutions have been posited, the most recent being the arrival of Andreas Mikkelsen. On his first rally with the car in Italy, he finished eighth, eight minutes off the winner.

That was hailed as positive enough to keep him in the car for the future, despite being the worst result of any C3 WRC that has finished without recourse to super rally regulations so far this year (excluding team sponsor Sheikh Khaled al Qassimi, who is not a factory Citroën driver in the ordinary sense).

This tells you that Citroën knows exactly how difficult it is to extract front-running performance from the C3. The team's issue with Meeke is that he doesn't seem able to listen to its requests to try not to.

Yes, they're asking a pure racer to go against his every instinct and drive well within the (rather constrained) limits of his car. Yet, counter-intuitive as it is, this too forms part of any driver's art. Knowing how to win in a good car is hard enough, but it's arguably harder to admit that you know how to lose in a bad car: to find the courage to admit defeat. And this is just another skill that drivers must learn.

Meeke has never settled for second-best – he always wants to extract the most from himself and the car. A strength or a weakness? In Citroën's eyes, it's a weakness. Had Meeke settled for anonymous safety rather than leading the rally, and brought the car home in a similar position to Mikkelsen – driving at a pace that he might consider to be very slow – would he still have found himself in the situation that he does now? It's extremely unlikely.

And that's the pity about the current situation: it was entirely avoidable because it's not to do with anything that Kris did. Instead, it was what he failed to do.

"We asked our drivers to make it to the end of the rally," said Citroën's team principal Yves Matton after Sardinia. "Unfortunately, Kris was unable to adopt the pace required to have an error-free rally. After the opening stages, he felt comfortable in the car and said that his pace was consistent with the targets set. Clearly, he has failed to maintain it."

And so here we are. There's a precedent, of course. In 2005, Citroën decided to 'rest' its errant Belgian François Duval, who seemed oblivious to instructions from the team that were even as simple as 'switch off the car', which led to an inferno in Cyprus that destroyed his Xsara WRC after he slid off on some dry grass. Duval's exile lasted for two rallies, during which he was replaced by two-time world champion Carlos Sainz.

When he returned, Duval was a sadder but a wiser man: claiming three second places and a win from the last eight rallies and scoring points on all the others, en route to sixth in the championship. From the first six rallies, prior to his rustication, his best result was fourth.

Citroën's tactics with Meeke, while lambasted by many, might just work.

Ironically, Sainz has offered to help Citroën again in its time of need, but this time in a testing role. He was in charge of the initial development of the Volkswagen Polo R WRC – and that didn't work out too badly. Now he's a Peugeot employee, so there's no contractual reason why he couldn't test a Citroën. But is it too little and too late for Citroën and Meeke? Ⓜ

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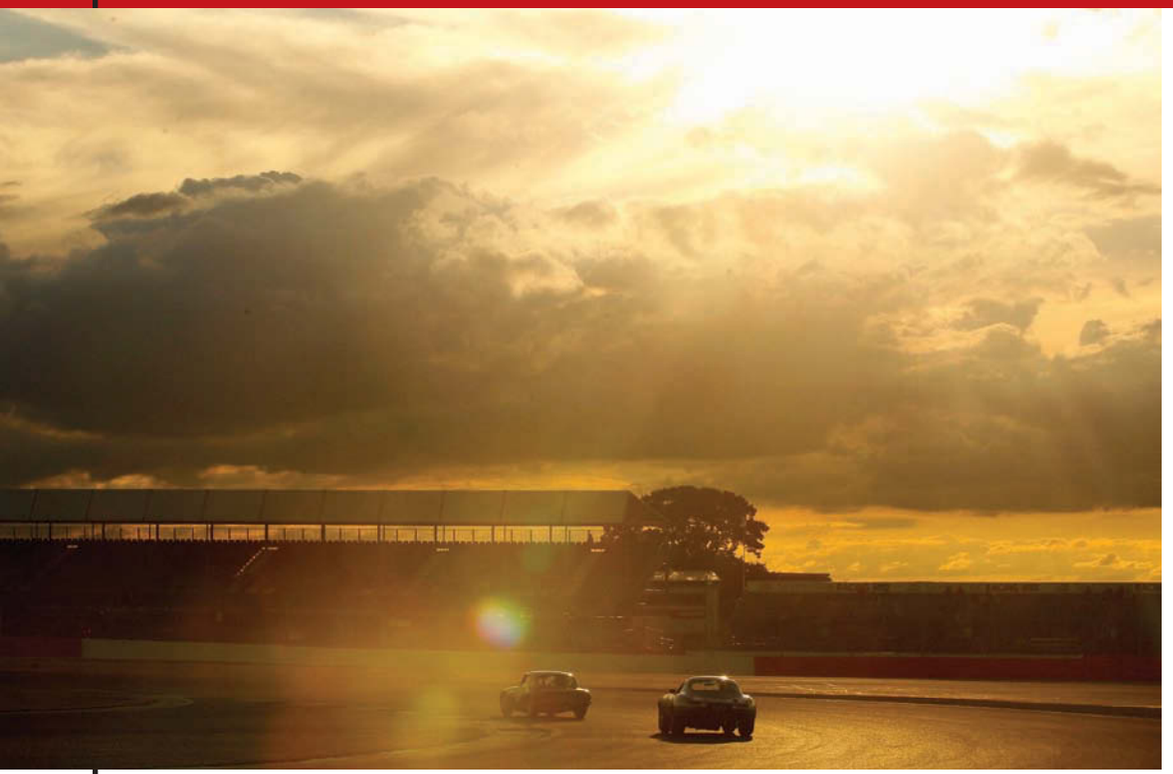

Silverstone Classic

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At this year's event, the anniversaries of several motor sport icons will be celebrated. Alongside annual classics such as Group C and Pre-'66 Grand Prix action, this year's Classic will showcase 40 years of Williams and the 50th anniversary of Formula Ford. Plus with free paddock and grandstand access, and demonstrations including World GP Bike Legends, you'd be hard pushed to find greater access to the cars and stars anywhere else. *www.silverstoneclassic.com*

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1-2	**Masters**	GP De France Historique, Magny-Cours
1-2	**Hillclimb**	Vintage & Post Vintage Thoroughbreds, Shelsley Walsh
7-9	**Formula 1**	Austrian Grand Prix, Red Bull Ring
14-16	**Formula 1**	British Grand Prix, Silverstone
14-16	**WEC**	6 Hours of Nürburgring, Nürburgring
14-16	**WTCC**	Race of Argentina, Circuito Termas de Río Hondo
15	**Hillclimb**	Bugatti Festival, Prescott
15-16	**Formula E**	New York ePrix, New York
21-23	**Masters**	The Hawk, Road America
22-23	**Hillclimb**	Classic Nostalgia, Shelsley Walsh
27-30	**WRC**	Rally Finland, Jyväskylä
28-30	**Formula 1**	Hungarian Grand Prix, Hungaroring
28-30	**Masters**	Silverstone Classic, Silverstone
29-30	**Formula E**	Montreal ePrix, Montréal

AUGUST 2017

4-6	**WRX**	World RX of Canada, Grand Prix de Trois-Rivières
4-6	**MotoGP**	Czech Grand Prix, Automotodrom Brno
5-6	**HSCC**	Croft Nostalgia Festival, Croft
11-13	**Masters**	Oldtimer Grand Prix, Nürburgring
11-13	**MotoGP**	Austrian Grand Prix, Spielberg
12-13	**Hillclimb**	Shelsley Walsh – Championship Challenge
17-20	**WRC**	Rally Germany, Bostalsee
25-27	**Formula 1**	Belgian Grand Prix, Spa-Francorchamps

SEPTEMBER 2017

1-3	**Formula 1**	Italian Grand Prix, Monza
1-3	**WRX**	World RX of France, Lohéac
1-3	**HSCC**	Zandvoort Historic Grand Prix, Zandvoort
2-3	**Hillclimb**	British and Midland Championship Meeting, Prescott
8-10	**MotoGP**	San Marino Grand Prix, Misano
15-17	**Formula 1**	Singapore Grand Prix, Marina Bay
15-17	**WRX**	World RX of Latvia, Bikernieki National Sports Base
15-17	**HSCC**	Spa Six Hour Classic, Spa-Francorchamps
16-17	**Hillclimb**	Autumn Speed Finale, Shelsley Walsh
22-24	**MotoGP**	Aragon Grand Prix, MotorLand Aragon
23	**HSCC**	Snetterton 200, Snetterton
29-1	**Formula 1**	Malaysian Grand Prix, Sepang
29-1	**WRX**	World RX of Germany, Estering
30-1	**Hillclimb**	Autumn Classic Weekend, Prescott

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F1 FRONTLINE *with*

Mark Hughes

>>FERRARI'S RENAISSANCE >>McLAREN-HONDA CRISIS DEEPENS

SIX OF THE BEST

After a disappointing Monaco weekend by his own exalted standards, Lewis Hamilton bounced back to dominate in Montréal, heading a comfortable Mercedes 1-2. It was his sixth Formula 1 victory at the Circuit Gilles Villeneuve.

FERRARI'S RENAISSANCE HAS BEEN one of the feel-good themes of the season after three years of single-team domination by Mercedes. A title contest between two guys operating from the same garage can be fascinating – and who can deny that the Ayrton Senna/Alain Prost duels of 1988/89 at McLaren were anything less than spellbinding – but having the contenders in different teams lends a welcome extra dimension.

So we now go into any given race weekend not certain if the track or the weather is going to play to the sometimes greater peak performance of the Mercedes or the flexibility and benign traits of the Ferrari. There is intrigue in whether there is a sweet spot to be found in tyre usage that will allow Lewis Hamilton and/or Valtteri Bottas to express the potent, but well hidden, performance within the Mercedes or whether Ferrari's instant turn up/switch on hit squad will prevail. Then there are the dynamics of Hamilton trying to mount a title challenge against Vettel while also dealing with a strong in-team threat from Bottas, leaving Seb to maximise his situation supported by a compliant number two… Oh, hang on. No one had told Kimi Räikkönen about this latter point. Which was fine until he went and set pole position for the Monaco Grand Prix.

Something transpired in that race to hack him off monumentally – and it was more than the simple fact that Vettel won the race. It was how it had been achieved. You may have read the full report on *motorsportmagazine.com* and the big reader reaction – and it was great to see such passion. The report explained how the crucial factor in Vettel's victory, notwithstanding a brilliant sequence of laps on his old tyres after Räikkönen had pitted, was the superior strategy Ferrari had given him. Some didn't want to hear this and asked for further explanations (gladly given), some were outraged at Ferrari's actions, a small minority were simply abusive when the explanation didn't align with what they wished to believe. All par for the course after a controversial race.

But Ferrari did itself no favours. The problem was not so much in what it did – it made perfect sense from a championship perspective and it is entitled to run its race however it sees fit – but in how it communicated. Team principal Maurzio Arrivabene has interpreted his boss Sergio Marchionne's instructions to relieve the pressure on the team in an ill-advised way: by essentially imposing a media blackout. Aside from the allocated driver slots, no one from the team is allowed to speak with the media and Arrivabene himself no longer hosts media slots. He can do nothing about when the FIA requests him to attend an official press conference, however, and in the two times he's attended them this year he's been asked about his policy. His answers have been, frankly, ridiculous. "We do lots of social media," was one answer. "We release my statement post-race," was the other. His statements, incidentally, invariably tell us nothing. 'A great performance from our team, we remain focused etc.'

The implicit message was, 'just be satisfied with what we choose to tell you and meanwhile we refuse to answer any questions.' So, while there may have been a perfectly innocuous reason for the controversial way their Monaco race panned out, there was no way of getting the required detail from inside the team that would have allowed that explanation to be made. No race strategy questions or answers, no talking through the thinking behind key decisions. Their press release statement, summarised, 'as the lead driver, Räikkönen had pit stop priority and was brought in first,' was fatuous and highly disingenuous. Pit stop priority does not always mean stopping before your team-mate. In cases where the old softer tyre is still initially faster than the new harder tyre, stopping first puts you at a disadvantage – and that's exactly what happened here.

So how was it decided who stopped first? Was it planned? Why did Räikkönen's pace drop off suddenly in his first stint? Was there a plan to allow Vettel a set number of post-Räikkönen laps to try to make his strategy work? Was Räikkönen informed of what the plan was pre-race? Did he agree to it? Did it play out differently to the plan? Why was he so clearly upset post-race? Such questions were the breeding ground for the conspiracy theories and the flak that Ferrari took from many of the fans. But if Ferrari chose not to answer them, or even be prepared to be asked about them, then it has only itself to blame. This will then feed upon itself as the season unfolds. It's a disastrously ill-advised policy. M

Ferrari has managed races well this season, but has made a hash of its media commitments

LAT

STRAIGHT *talk*

Why Ferrari's attempts to control the media have backfired

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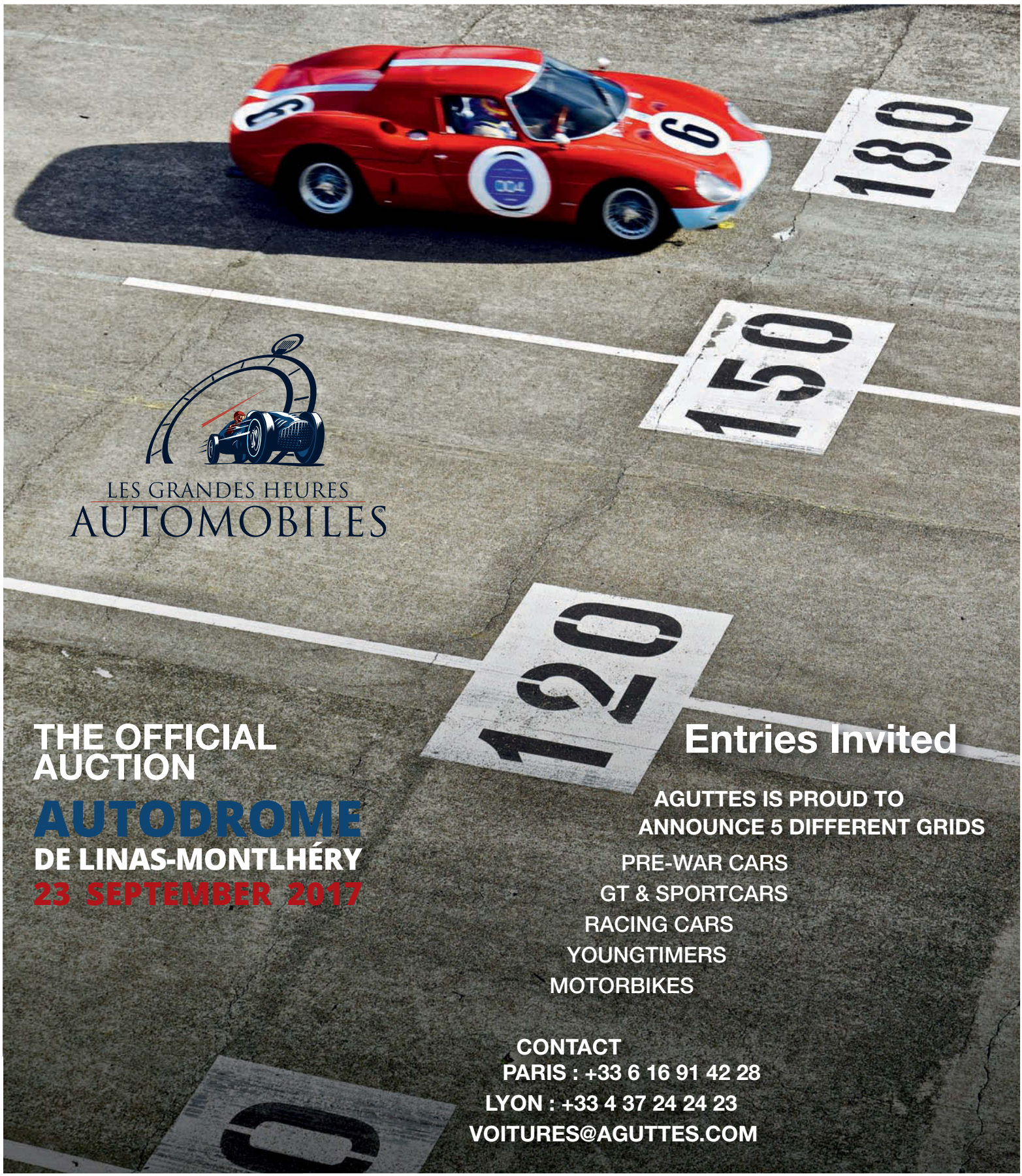

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GRAND PRIX NOTEBOOK

MONACO & CANADA

THE BIGGEST McLAREN STORY AT THE MONACO GRAND PRIX was always going to be the Indy 500, where its star driver Fernando Alonso was competing. Arising out an apparent throwaway line from the team's boss Zak Brown, a McLaren-entered car for Alonso at The Brickyard was a way of keeping its driver interested in staying on board. Retaining someone of Alonso's calibre after a third season of making up the numbers and with no apparent light at the end of the tunnel was always going to be a tough proposition, so this was a way of hopefully keeping him from getting too disillusioned with the present while somehow convincing him the future was going to be good. So for Monaco the team's reserve driver Jenson Button was brought out of his short-lived retirement to be an Alonso stand-in, and the team invited the media to its motorhome post-race to watch the 500 live, starting at 6pm Monte Carlo time.

It wasn't supposed to be like this. Honda's third year back was when it should really have begun to gel. Pressured by McLaren's former boss Ron Dennis into appearing a year before it was truly ready (but a year after the others), Honda's woeful 2015 form was understandable. Into 2016 a lot of progress was made, the electrical energy deployment was vastly improved, the turbos were made bigger and the car regularly got into the lower reaches of Q3, though it remained quite unreliable. But for this year the prospects seemed good. The 'turbo within the vee' that had been an intrinsic part of the 'zero size' concept was abandoned for a more Mercedes-like arrangement that allowed the yet-bigger turbos that could now be justified by the gains made in energy transfer efficiencies from turbine, to MGU-h to crankshaft. Furthermore, the turbulent jet ignition technology that Mercedes, Ferrari and Renault already enjoyed would be incorporated for the first time. As the 2016 engine had been within an estimated 60bhp of the Mercedes, with two major technology advances for the '17 motor, things looked promising on paper.

But worrying stories of engines breaking on dynos began to circulate in the winter. There was a serious vibration problem, believed to be connected to the new ignition/combustion technology. Exhaust valves were overheating for connected reasons. Everyone's worst fears were confirmed when winter testing began: the engine was underpowered and horrifically unreliable. Honda had not got a handle on the new technology it had introduced. Furthermore, it had become increasingly apparent as the season went on that it was a fundamental problem, not just a development glitch. McLaren was desperately looking for signs that the problem had been understood and that fixes were coming. But it wasn't seeing them. Soon the unthinkable began to be openly discussed: might McLaren and Honda split?

In Monaco Button's chilled disposition brought a bit of sunshine to the depressing scene as he got his head around the new F1 after six months out of the cockpit. His one-off came at the track where the power deficit would count for less than anywhere else, and the MP4-32's good low-speed chassis performance made respectability seem achievable. Initially he was as much as 2sec off the practice pace of his team-mate Stoffel Vandoorne and it was the braking of the new cars that was catching him out. "I'm arriving at the corners and still thinking of the last seven years," he said. "I'm braking for corners and it just feels like I'm going to be in the barriers. There are braking areas where there's a lot of work still to do to get confidence, to brake hard. It's the old beginner's thing in F1 where you brake early, you lift off early, you turn in, you accelerate early and you get understeer."

After a bit of time to think about it and some data analysis, Button got it together and was generally within a couple of tenths of Vandoorne. The Belgian recruit had been having a tough time of it in the season to date, mechanical calamity preventing him running for long enough to show better against Alonso, and it was only now being appreciated that

ALL IMAGES McLAREN

"BUTTON'S CHILLED DISPOSITION BROUGHT A BIT OF SUNSHINE TO THE DEPRESSING SCENE..."

his GP2 driving style needed some tempering and some set-up help. But at Monaco he was flying. Late into Q2 he was sixth-fastest and looking set to go faster when he clipped the swimming pool exit barrier, breaking a track rod and putting himself into the wall. He had technically qualified for Q3 but would be taking no part. The red flag for his accident probably helped Button in making it through to the final part of qualifying, where he went ninth-fastest (of the nine taking part). However, the usual multiple penalties for Honda mechanical carnage meant he'd be starting at the back. Furthermore, Vandoorne's crash meant there was now only one of the new floors – and it was on Button's car. So it was cannibalised for Vandoorne, so that the higher-starting car didn't take further grid penalties. This change in spec for Button's car (to the old floor) obliged him to start from the pitlane.

Neither car finished – but that wasn't Honda's fault on this occasion. Frustrated at being stuck behind Pascal Wehrlein's Sauber for so long, Button tried a move down the inside at Portier, they interlocked wheels and the Sauber ended up on its side in the barrier, giving Button a big scare as well as breaking his suspension. It's a move that had been pulled off before, but not with these much wider cars and there looked to be an element of race-rustiness to Button's judgment. Wehrlein was okay, but in the restart Vandoorne was bundled out of the groove onto the marbles by Sergio Pérez approaching Ste Dévote and found himself in the barriers.

Far ahead of such struggles Sebastian Vettel led a Ferrari 1-2, though poleman Kimi Räikkönen had the demeanour afterwards of a man wronged as the Ferrari strategy did not work out for him. Lewis Hamilton could do no better than seventh in a Mercedes that he struggled to get working on its tyres.

A couple of hours after the podium ceremonies with a singing Vettel, a stony-faced Räikkönen and a grinning Daniel Ricciardo, the press

After a tricky start to his first season with McLaren, Vandoorne's form improved in Monaco

WORD *on the* BEAT

Robert Kubica's possible F1 comeback – first reported here a month ago – took another step closer to reality in between the Monaco and Canadian Grands Prix when he completed 115 laps for the Renault Sport team at Valencia in a 2012 Lotus E20,

the car raced by Kimi Räikkönen and Romain Gosjean that year. This was Kubica's first time back in an F1 car since heading the winter testing times for Renault at the same venue, just days before being seriously injured in a 2011 rally accident. His performance left engineering boss Alan Permane saying, "He drove as if he'd never been away. He was massively impressive." Kubica, 32, experienced no problems with his disabled right arm, injured in the accident, and confirmed afterwards that he wishes to return to F1 and hopes to have another test soon. His impressive performance potentially puts another driver into the mix for the seat currently occupied by Jolyon Palmer alongside Nico Hülkenberg. Even before the Kubica test, Renault is believed to have been in discussion with Mercedes about taking on Esteban Ocon (currently driving for Force India) for the balance of the season, with an option on 2018. Kubica may test the Lotus again, team logistics permitting, with a possible view to him being in the current Renault RS17 for the post-Grand Prix test at the Hungaroring.

Discussion is intensifying over what the post-2020 F1 engine formula will be. Liberty Media's Ross Brawn has deployed an engine consultation group that is canvassing opinions from manufacturers and teams.

Brawn is pushing for a continuation of the current hybrid concept, but perhaps allowing greater standardisation of key parts. Red Bull is strongly opposed and is pushing hard for a return to a naturally aspirated engine, one that could be built competitively by independent engine suppliers. Initial proposals are set to be tabled around the time *Motor Sport* is published.

Liberty Media's Chase Carey confirmed in Canada that additional American F1 venues in New York, Miami and Las Vegas are still being targeted for the future.

Fernando Alonso has stated that if ever Formula 1 ends up with a 25-race calendar – as has been suggested as Liberty tries to open up new income opportunities for the sport – then he will be taking no part in it. "I need to have a work-life balance," he said, "and 25 races is too many for that."

Button made it into Q3 on his return to F1, but a catalogue of penalties obliged him to start from the pitlane

convened at McLaren to watch the race on the other side of the Atlantic – where Alonso starred in his McLaren-orange Dallara, leading for a time and looking set to be a factor in the closing stages until… his Honda engine blew.

Moves were afoot behind the scenes between Monaco and Canada. Reading between the lines of what Brown said in a Reuters interview and Alonso's words in a Montréal press conference, it appeared that a Honda split was – at the very least – being very seriously considered. Was this the ground being laid? "Honda's working very hard but they seem a bit lost," said Brown. "We were only told recently that we wouldn't have the upgrade coming [for Montréal]... and we don't have a definitive timeline, which is concerning because the pain is great and we can't sit around forever. The executive committee has now given us our marching orders. We're not going to go into another year like this, in hope. Do I think you can win with a customer engine? I think you can. When you actually look at the impact of the loss of FOM money and loss of sponsorship, it starts to diminish the commercial benefits of what Honda brings to the table."

Asked if he planned to renew with McLaren, Alonso replied: "A third world championship is still my biggest priority…. We have to win. You know, if we are winning before September or something like that I will make a decision and I will stay. You never know. You cannot be 100 per cent now in June about a decision for next year that I don't even start to consider. What we all want is to win and what Zak commented about the Honda thing is probably what you will expect Zak to say. He wants to win; he wants to put McLaren again in a position to contend for the championship. So after three years we are not in that position. Things have to change, I guess, for the team. And the same with me. I want to win, and I joined this project because I wanted to be world champion and we are not in that position. So, if you don't see things changing and you are not in a competitive position, maybe you change projects. That's the only thing that I can say now, until I sit down with myself in September, October or whatever – after the summer as I always said. I cannot say 100 per cent about anything now."

On his return Alonso qualified the McLaren a solid 12th. On such a power-dominated track, that was as much as could reasonably be expected. The belief in McLaren is that the engine is currently 90bhp down to Mercedes in qualifying (less in the race), though Mercedes questions this. Around Montréal such a deficit was calculated to cost about 1.5sec. So when Alonso lapped in Q2 within 1.2sec of Hamilton's fastest time in that session, he was making a pointed remark when he said over the radio. "That's effectively pole, then. Good." A typically combative race for him looked set to be rewarded with the team's first points of the season, for a lapped 10th place. But with three laps to go, his Honda engine blew…

Vandoorne was 14th, well over a lap behind the dominant Mercedes of Hamilton who headed a Mercedes 1-2 after having equalled Ayrton Senna's 65-pole tally the previous day. Vettel's race was compromised by Max Verstappen's later-to-retire Red Bull snagging his front wing as he passed around the outside of Turn One moments after the start.

Alonso is in no rush to decide his future, but won't commit to McLaren unless its form improves...

How did McLaren's racing director Eric Boullier summarise the race? "For the first time this season, running in 10th place within spitting distance of the flag, we dared to hope. Okay, what we were daring to hope for were hardly rich pickings: a solitary world championship point for Fernando, who had driven superbly all afternoon, as he's driven superbly every raceday afternoon for the past two-and-a-half years. But, after so much toil and heartache, even that single point would have felt like a victory. And then came yet another gut-wrenching failure. It's difficult to find the right words to express our disappointment, our frustration and, yes, our sadness. So I'll say only this: it's simply, and absolutely, not good enough."

That does not sound like a team planning on a mutual future with its current engine supplier.

Rd 6 MONACO, MAY 28 2017

				RACE DISTANCE
1	SEBASTIAN VETTEL	Ferrari SF70H	1hr 44min 44.340sec	
2	KIMI RÄIKKÖNEN	Ferrari SF70H	1hr 44min 47.485sec	78 laps
3	DANIEL RICCIARDO	Red Bull RB13	1hr 44min 48.085sec	161.734 miles

FASTEST LAP SERGIO PÉREZ Force India VJM10 1min 14.820sec

POLE POSITION KIMI RÄIKKÖNEN Ferrari SF70H 1min 12.178sec

Rd 7 CANADA, JUNE 11 2017

				RACE DISTANCE
1	LEWIS HAMILTON	Mercedes W08	1hr 33min 05.154sec	
2	VALTTERI BOTTAS	Mercedes W08	1hr 33min 24.937sec	70 laps
3	DANIEL RICCIARDO	Red Bull RB13	1hr 33min 40.451sec	189.700 miles

FASTEST LAP LEWIS HAMILTON Mercedes W08 1min 14.551sec

POLE POSITION LEWIS HAMILTON Mercedes W08 1min 11.459sec

MONACO, PISCINE

Trackside view

"Through the swimming pool section, for the first time of the Monaco weekend, there's a cold-shower breathless sensation from the insane intensity of it all before the senses have fully attuned.

The approach to these early laps is always varied – between those just playing themselves in, beginning the process of finding the circuit's unique rhythm and those seeking to impose themselves upon the place right from the start.

Max Verstappen is one of the latter, coming through there like a hand grenade going off, the matter of his accidents here last year given not even breathing space in his head, forever banished. It's a study in controlled violence, blue and yellow trampling over the red/white stripes of the apex kerb. By contrast his team-mate Daniel Ricciardo steals through there like a well-aimed whisper. Both are fast but Daniel is faster at this stage, the first man into the 1min 14sec range, within sniffing distance of his 2016 pole time.

The sun is powerful upon the neck but cloud shrouds the village atop the mountain that overlooks Tabac and is rolling its way slowly down the hill as the light dances in the ripples of the harbour water.

Lewis Hamilton has thus far looked tame, not at all his usual Monaco self, and the Merc on a mission has been that of Valtteri

Bottas, its rear end twitching out of line through the first part of the sequence, Bottas preventing the situation from escalating by taking a lot of exit kerb, reducing the angle of the turn. Just before the regulation extra set of tyres are handed back after 40 mins, both Mercs are fitted with the ultra-softs – and Hamilton jumps clear by 0.3sec, as if looking to psychologically counter Bottas' initial attack."

MAP DATA: GOOGLE

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3 HOUR

RACING LINES *with*

Dickie Meaden

STEPHANE GIZARD/PETER AUTO

GTs such as this Dodge Viper typify a younger generation of cars now appearing in historic racing compared to the more common 1960s and '70s classes as seen opposite

IN A CHANGE FROM MY NORMAL WORKPLACE (ie the kitchen table at Meaden Towers), I'm writing this month's Racing Lines column from the paddock at Dijon-Prenois. Dressed in full Nomex. Never let it be said I don't take my work seriously.

Dijon is an inspiring place, both to write and drive. Thanks largely because the circuit has hardly changed since René Arnoux and Gilles Villeneuve's epic wheel-banging session in the 1979 French Grand Prix. If you've never seen it look it up on YouTube. If you have, watch it again. And then try to imagine how today's FIA Stewards would have reacted to their warrior-like driving. I suspect Arnoux would still be serving his suspension to this day!

The reason I'm at Dijon is for the Grand Prix L'Age d'Or, part of Peter Auto's historic racing season. Like all the best historic race meetings, walking through the paddocks is to enjoy a journey through the golden eras of our sport: fabulous pre-61 front-engined Grand Prix cars; sylph-like pre-66 1.5-litre F1 cars; sports-prototype icons such as Lola T70s, Ferrari 512s and Porsche 917s; 1960s Endurance legends from Cobras, E-Types and Mustangs to Elans, MGBs and early Porsche 911s. No matter how many times I see them all it still makes for a breathtaking sight.

But there's a wind of change blowing through the paddock. Sixties metal – for so long the staple of historic meetings the world over – is fighting for grid slots with more modern machinery. Here at Dijon that's manifesting itself in the gathering of late-70s Formula 2 cars, Group C cars up to 1993, GT and prototypes from 1972 to 1981 competing in the second of two Classic Endurance Racing grids, tin-tops from 1966 to 1984 in the Heritage Touring Cup and high-speed demo sessions by GT1, GT2 and LMP cars from Jarrah Venables' impressive Global Endurance Legends club; the members of which will form the backbone of the new Le Mans Legends series recently announced by Masters Historic Racing and set for launch next season.

If like me you're a 30- or 40-something who remembers being at Le Mans watching these '90s and 2000s cars race in period then seeing them in action once more really is a mouth-watering prospect.

FOTORSSMA/PETER AUTO

The shapes, sounds and memories are still fresh in the memory, and there's the very real possibility that we'll see great drivers from the relatively recent past coming back to race these old cars with their new owners.

That's all good. What concerns me is as the cars get more modern, so the emphasis shifts from the kind of wheel-to-wheel racing and expressive powerslides we all know and love to something much more akin to current racing formulas. And as we're only too aware, an excess of grip and downforce can often mean processional 'races' with little overtaking, less sense of cars being driven to their limits and bigger, more expensive accidents when those limits of adhesion (or talent) are exceeded.

It's a tricky conundrum for the race promoters to tackle. There's a duty and desire to offer spectators exciting and entertaining on-track action, but the truth is historic racing depends upon the continued enthusiasm of collectors and wealthy amateur racers to prepare, maintain and enter their cars in the increasing number of historic meetings held each year.

Traditionally they campaign the Coopers and Listers, Astons and Cobras, Lolas and Lotus Cortinas we're all familiar with. But as the historic racing scene attracts a younger group of owners and racers, so the focus inevitably shifts to periods more pertinent to them.

What motivates these historic racers is very personal and, bluntly, almost entirely wealth-dependent. Those with extensive collections will commit to multiple championships held at the same meeting by the same promoter, then make one-off appearances in some of their other cars in other events and series.

Some work to more of a plan, acquiring cars with the express intention of taking part in a certain event – the Le Mans Classic perhaps, or maybe the Goodwood Revival or Monaco Historic: a process that might take a few seasons to bring to fruition. What's true of both groups is after a certain period of time, once they feel as though they've been there and done that, each will more than likely be looking to race a different car. One that offers them a fresh goal and new set of challenges. This generally means newer and faster.

It's this churn rate that keeps the paddock from stagnating, but with a finite space for grids across each race weekend and no small financial risk for the promoters when starting a new championship, it must be the devil's own job to serve those who still adore the accepted legends of the distant past and feed the hunger for the up-and-coming icons of the '80s, '90s and 2000s.

Perhaps the best examples of how to strike this balance can be found in standalone events such as the Le Mans Classic, Goodwood Members Meeting and Silverstone Classic: the former bi-annual event offering grids from all eras, from the Bugattis and Bentleys of the 1920s right through to the Group C cars of the '90s; the middle extending Goodwood's portfolio beyond its years of active racing to showcase everything from the SF Edge Edwardian race cars to high-speed demonstrations featuring moderns such as GT1 Le Mans cars and Group A Touring Cars; the latter cherry-picking the best series from a range of promoters to cater for fans of the '50s through to pretty much the present day.

As someone in the fortunate position of being both a fan and a driver, I get to see things from either side of the catch fencing. As a fan it's fantastic to watch Group C and IMSA cars, but it's a very different viewing experience. One that majors on the privilege of watching these cars running in anger rather than being treated to the kind of edge-of-your-seat racing you get with the older cars. That's to say anything at Goodwood Revival or the U2TC race for pre-66 under-2-litre touring cars at Silverstone Classic.

"A WIND OF CHANGE IS BLOWING THROUGH THE HISTORIC PADDOCK"

As a driver I'd love the opportunity to experience a Group C or GT1 car in a racing situation, but from the brief taste I've had of such machinery I'm almost certain the experience would be a bit too intense: the line between pleasure and intimidation too fine to tread; the margins for error too slim to risk racing as hard as you dare.

Then again, perhaps these seeds of doubt are personal, prompted by my familiarity with and love for cars that oversteer and the particular skillset these wonderfully wayward cars demand. Practicing the lost art of racing beyond the limit is what I love most about historics. That's why the pure fun and satisfaction to be had sliding from entry through apex to exit outweighs my desire for downforce and the contemporary driving experience it brings.

That said, I suppose I'll never know what I'm missing unless I try it. Which is perhaps how many of today's historic racers and collectors look at it. There are wonderful cars to own and race from all eras of the sport – particularly the 1960s and '70s – but if you've already got that particular T-shirt and happen to harbour the dream of driving the very Group C or GT1 cars you cheered on at Le Mans as a spectator, the pursuit of this pinch-yourself moment will be impossible to resist.

Whether these high-grip moderns are ultimately as much fun to race or watch as low-grip classics remains to be seen. Personally I have my doubts, but readily accept that the future of historic racing most likely rests on the two genres happily co-existing. It'll be fascinating to see how things evolve.

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REFLECTIONS *with* Richard Williams

PETER J FOX

THE WORLD OF MODERN FORMULA 1 IS SO saturated with images that it takes something very special to emerge from the mass and lodge itself in the collective consciousness. That happened last October, when a freelance photographer named Peter J Fox took himself to the Degner Curves at Suzuka during Friday's free practice sessions for the Japanese GP. He thought he'd spotted a vantage point from which he could capture the cars under stress as they hurtled into the first right-hander. He ended up with a picture of Nico Rosberg that made F1 in the 21st century come alive.

You've probably seen it. The champion-to-be's Mercedes has just passed the apex, indicated by a glimpse of kerbing. Sparks are flying from the W07's undercarriage and you can see the grain of the track surface and the dark gleam of the bodywork. The car is under maximum lateral load and the suspension is working at its hardest to balance the forces that have been generated. The right front tyre is barely touching the asphalt. The left rear is being literally driven into the ground, its contact patch scrunched and its sidewall deformed beyond belief. It looks like it's about to fly off the rim, or simply disintegrate. But it doesn't. This is simply what happens when the machine is working properly. It's an intimate moment in the life of an F1 car, and one that can only be properly revealed via a skilfully taken still photograph.

Photographers were vital to motor racing from the very beginning. Those of us who developed an interest before the days of regular television coverage depended on black-and-white photography in newspapers and magazines to shape and nurture our addiction. A single image became something to be cut out and pasted into a scrapbook – or, like my precious Geoff Goddard print of Moss at Monaco in 1961, framed and hung on a wall.

This goes back to the earliest days, when the 19-year-old Jacques-Henri Lartigue took himself to the 1913 French GP at Amiens and captured an astonishing image of René Croquet at the wheel of his Th. Schneider, the speed of the car and the limitations of the photographer's equipment distorting the image so that the machine appears to lean forward and the three spectators visible in the background seem to sway back, as if blown by its slipstream. As a pioneer of capturing speed in a still image, Lartigue would have admired Fox's shot of Rosberg.

Between the wars, the photographers would take portraits of the protagonists, such as Ferrucio Testi's full-length photograph of Enzo Ferrari in a stylish overcoat in Modena in 1931, the Scuderia's second year of operations. Two British photographers, Robert Fellowes and George Monkhouse, defined a golden age with their action shots of the Silver Arrows thundering through the unspoilt streets of Monaco or the hill villages above Pescara.

> "The left rear is being literally driven into the ground, its contact patch scrunched and its sidewall deformed beyond belief"

Louis Klementaski began working before the war, and after it he became the doyen of motor racing photographers. From his bottomless archive of classic images, one of Luigi Chinetti's Ferrari 195S barchetta being worked on in a private backyard before the 1950 Le Mans 24 Hours, surrounded by locals, tells us everything about the informality of racing in those years. The respected German photographer Julius Weitmann caught the moment when Hans Herrmann was ejected from his cartwheeling BRM at AVUS in 1959. In Italy, the prolific Corrado Millanta caught Felice Bonetto sideways in his Cisitalia in Mantua in 1948. The gifted Jean Dieuzaide recorded the annual visit to Albi of the greats – and their beautiful wives and girlfriends on the pit wall. Bernard Cahier, the debonair Marseillais who became close to many drivers, climbed high above the Monza banking in 1961 to get the four surviving Sharknose Ferraris running nose to tail after Wolfgang von Trips's fatal crash.

During the post-war years a posse of Americans arrived in Europe. Jesse Alexander immortalised the victory embrace between Juan Manuel Fangio and Maserati's team manager, Nello Ugolini, at the Nürburgring in 1957. Robert Daley's sensitive shots of the drivers' weary introspection in defeat burrowed beneath the sport's skin. Pete Coltrin pitched camp in Modena, opening up the world of mechanics and panel beaters behind the scenes at Maserati and Ferrari.

Edward Eves, Geoff Goddard and Michael Tee were Britain's masters in that era. They enjoyed the kind of proximity that their successors – such as Darren Heath – cannot even begin to dream about in an era of obsessive image management.

Heath also writes a blog, passing on the insights gleaned from his vantage point. In a recent post he complained about sneaky tactics used by some of his colleagues, one of whom gave the game away when, during a GP weekend, he mentioned that Darren's website appeared to be down. But it had been taken it down on purpose, temporarily, to prevent rivals copying Heath's ideas. That's just one of the ways F1 has changed in the digital era.

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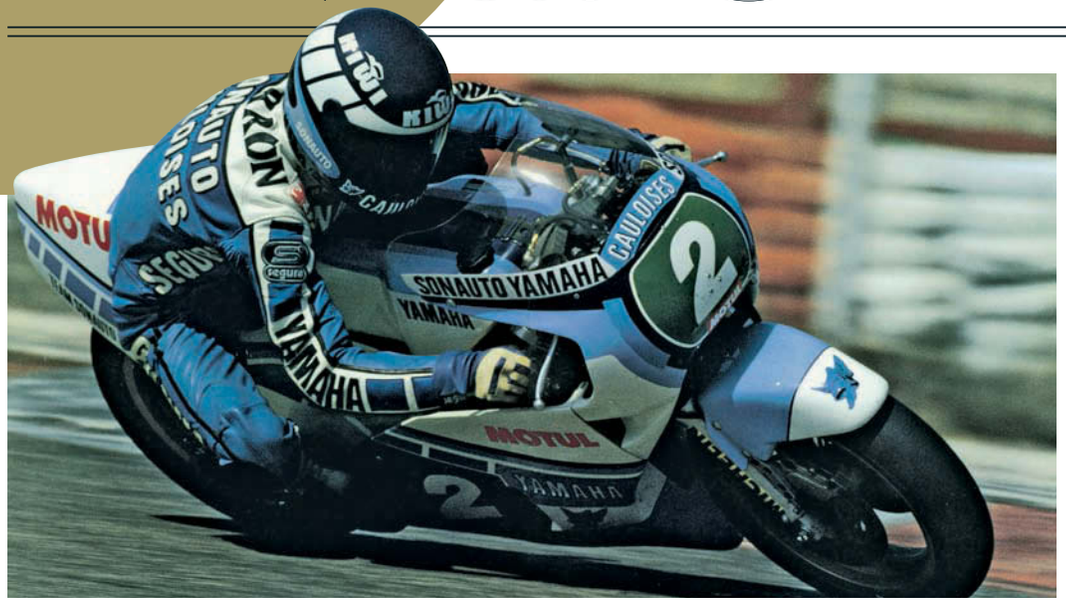

EACH SPRING THE CONVIVIAL ATMOSPHERE of the Goodwood Members' Meeting is rent asunder by a sound unknown to most car-racing enthusiasts: the banshee wail of two-stroke Grand Prix bikes.

The grid for the Mike Hailwood Trophy is always dominated by Yamaha TZ250s and 350s, which should come as no surprise, because these machines ruled 250/350 GPs from the early 1970s to the early 1980s. In fact the bikes not only dominated, they also democratised the sport, allowing talented privateers to challenge for world titles on production-line race bikes.

No other racing motorcycle has sold in greater quantities than the TZ. The machines became the mainstay of racing for more than a decade, from Snetterton to Suzuka and from GPs to national events and club meets.

During 1973, the first year of the water-cooled TZ (which followed the air-cooled TD250s and 350s), all but three of the 47 riders who scored points in the 250 world championship rode TZs. Ten years later, about two-thirds of points scorers still rode the bikes. In little more than a decade, TZs won 18 world titles in the 250 and 350 categories.

The water-cooled parallel twins were ridiculously cheap, considering what they could achieve. In 1976 a TZ250C cost £1500, while the 350 cost an extra 50 quid. That's roughly £10,000 now, which wouldn't even buy a suspension set for a modern GP bike.

Although two-strokes are long gone from the world championship, the TZ has a link to modern-day MotoGP. One of the founding principles of Moto2 was to recreate the age of TZ racing, when a good rider could win without worrying about going bankrupt.

An important factor in the success of the TZ was that Yamaha made near-identical 250 and 350 versions, so riders could buy one of each and work their way around the national or international circuits, earning enough start and prize money from doing both classes. Race paddocks were full of the machines, with riders and mechanics working day and night to keep them running at their prime.

A whole industry grew up providing trick bits for TZ riders who wanted to get ahead: Bartol barrels from Austria, Hoeckle crankshafts from Germany and so on. And then there were the road-bike derivatives: the RD250LC and RD350LC, which launched the careers of top racers like Mick Doohan and Niall Mackenzie.

Many TZ riders had the time of their lives: driving around Europe, scraping a living doing what they loved. GP winner Mick Grant remembers his TZ privateer years fondly, even though he later enjoyed lucrative factory deals with Honda, Kawasaki and Suzuki. "My TZs gave me the happiest time of my career," says Grant. "I had a V6 Transit and a caravan, with a 250 and 350 in the back and a big box of spares. With that you went off and did GPs. They were good times. You got a couple of hundred quid start money, if you qualified, then you came home and did the British meetings. You could just about make a living and you had nobody telling you what to do. You just went where you wanted.

"TZs were reliable and easy to work on. I had a hydraulic press in the back of my Transit so I could rebuild cranks between GPs. You could have an engine out, fit a new crank and have it all back together in a couple of hours.

"It took me a while to work out how to get the best out of them. When I bought my first TZ350 it was a flying machine, but as the season went on it didn't go so well. I recall seeing Jarno Saarinen [250 world champion in 1972] working late in his tent with his mechanic Vince French. I thought they were grinding away at the cylinder ports, but all they were doing was fitting new parts; that was the trick to keeping a TZ flying.

"The first TZ350 rewrote the rules for race bikes when it came out in 1973. It was the most unbelievably nice bike to ride. First time out I finished eighth in the Daytona 200; I was the first non-works rider. Later that year I was fourth at the Dutch TT and I never finished outside the top three in an international. You took the bike out of the crate, swapped the front drum brake for a disc, went down four sizes on the main jet and you could win UK championship races without batting an eye.

"It was John Cooper [former BSA rider] who offered me the 350, along with a 250. I told him I couldn't afford them, so he said, 'Pay me when you can.' At the end of the year I went back with a big roll of cash and gave him £2500. I never looked back after that."

But nothing lasts forever. Other firms wanted 250/350 glory, so the TZs came under increasing pressure from full factory bikes. First were Kawasaki's KR250 and 350 twins, then Honda's NSR250 and eventually factory bikes from Yamaha, Aprilia, Suzuki, Gilera and KTM. In 1982 the 350 class was dropped from GP events, drastically reducing the income of a 250/350 privateer. The (relatively) egalitarian age of GP racing was over.

"In 1976 a TZ250C cost £1500, while the 350 cost an extra 50 quid. That's roughly £10,000 now, which wouldn't even buy a suspension set for a modern GP bike"

STAR LOT @ BONHAMS

1965 McLAREN M1B GROUP 7 CAN-AM
{Goodwood, June 30}

Can-Am made McLaren. As the dominant force in the series from 1967-71, prototype racing established McLaren's name and helped it achieve F1 success. As well as an extensive race history in the late '60s, chassis 30-04 has led its class at every round of the Masters FIA Sports Car series it entered. One of only 28, this M1B is in show condition and still has winning potential. Estimate: £200-250,000

UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

Barons

@ SANDOWN PARK, UK JUNE 13

1958 Wolseley 1500
Original low-mileage car with a great deal of history. Sold: £5225

1998 Fiat 20V coupé Limited Edition
Stylish front-drive 2+2. Sold: £6000

@ SANDOWN PARK, UK JULY 18

1989 Porsche 964 Turbo
Road-legal 520bhp racer that finished second overall in 2009 GT Cup. Estimate: £45–65,000

1938 Lagonda LG6
Elegant saloon engineered by WO Bentley. Estimate: £80-95,000

AUTOMOBILIA

BONHAMS, GOODWOOD

BARC Brooklands cyclecar race second place silver cup (1913)
Estimate: £1000–1200

'Alfa Romeo Servizio' tin sign (circa 1940)
Estimate: £1200–1400

Bonhams

@ GREENWICH, US JUNE 4

1962 Jaguar MKII Saloon
'Gentleman's Express' upgraded to road rally and touring spec. Sold for $16,500

1939 BMW 327/328 Cabriolet
Desirable pre-war convertible touring car. Sold for $220,000

1928 Packard Custom Eight Model 4-43 convertible sedan
Rare Murphy coachwork; 6.3-litre straight-eight L-head motor. Sold for $126,500

@ GOODWOOD, UK JUNE 30

Porsche 356A 1.7-litre rally car
Extensively campaigned historic rally car, four-time competitor in the gruelling Carrera Panamericana. Estimate: £45-55,000

1933 Morgan Super Sports Roadster
Estimate: £18-24,000

1960 Maserati 3500 GT Coupé
Underrated car and one of only 12 right-hand-drive examples built. Estimate: £200-250,000

1990 De Tomaso Pantera GT5-S Coupé
One of only a few unrestored, low-mileage examples, in a private collection for 20 years. Estimate: £140-180,000

H&H

@ WOODCOTE PARK, UK JUNE 6

1996 Subaru Impreza WRC
Chassis 001 of one of rallying's most important cars. From the heyday of Subaru's world rally programme, this was the marque's primary test and development car. Sold for £230,625

1961 Alfa Romeo Giulietta Sprint Speciale
Sold for £98,499

RM Sotheby's

@ SANTA MONICA, USA JUNE 24

1971 Lancia Fulvia Coupé 1.3S

Mag-wheels; Marlboro livery. Estimate: $38-45,000

1960 Mercedes-Benz 300 SL Roadster

Fully restored long-distance tourer. Estimate: $1.1-1.3m

1991 Porsche 911 Carrera 2 by RWB

Estimate: $95-105,000

1965 Lincoln Continental Executive Limousine by Lehmann-Peterson

Previously owned by Steve McQueen. Estimate: $100-150,000

Artcurial

@ MONACO JULY 2

1965 OSI 1200 S Cabriolet

Original and exceptionally rare Fuoreserie model, in need of some further restoration. Estimate: €35-55,000

1991 Alfa Romeo SZ

Quirky and uniquely designed V6 Alfa in almost new condition. Estimate: €70-90,000

Historics at Brooklands

@ BROOKLANDS, UK JULY 8

1971 Lotus Elan S4

One of Colin Chapman's, and the world's, best-handling sports cars. Presented in totally original and rare French Blue. Estimate: £22-26,000

AUCTION CALENDAR

JULY

2 ARTCURIAL
Monaco

8 HISTORICS AT BROOKLANDS
Brooklands, UK

18 BARONS,
Sandown Park, UK

20 MECUM
Denver, USA

26 H&H
Duxford, UK

27 SILVERSTONE AUCTIONS
Silverstone, UK

29 RM SOTHEBYS
Michigan, USA

29 SILVERSTONE AUCTIONS
Silverstone, UK

AUGUST

3 MECUM
Harrisburg, USA

16 MECUM
Monterey, USA

17 RUSSO & STEELE
Monterey, USA

18 RM SOTHEBYS
Monterey, UK

18 GOODING
Pebble Beach, US

31 AUCTIONS AMERICA
Auburn, USA

SEPTEMBER

2 BONHAMS
Beaulieu, UK

2 SILVERSTONE AUCTIONS
Blenheim Palace, UK

6 RM SOTHEBYS
Battersea, UK

6 MECUM
Dallas, USA

9 BONHAMS
Goodwood, UK

9 MOTOSTALGIA
New York, USA

16 BARONS
Kempton Park, UK

21 MECUM
Louisville, USA

23 HISTORICS AT BROOKLANDS
Brooklands, UK

23 CLASSIC CAR AUCTIONS
Leamington Spa, UK

28 H&H
Location TBC

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DREAM GARAGE

ALFA ROMEO GIULIETTA SPRINT

LAUNCHING ANY NEW CAR IS A LOTTERY, but never more literally than Alfa Romeo's release of the Giulietta Sprint. Following WWII, battle-scarred Alfa desperately needed to switch from hand-built supercars to an assembly line to benefit from economies of scale. It was selling the larger 1900 model, but in straitened times the firm needed a smaller car that would sell in droves. But the war-torn firm didn't have the cash to invest in a new model, so in 1954 it contrived a share issue that included a lottery. Five hundred winners would drive away in the firm's new sports coupé – if they were built in time. That brought in the cash, but development was slow. Soon the winners started to make a fuss.

Almost as a sop to them, Alfa asked Bertone to proceed with building a quick run of the attractive 2+2 Franco Scaglione had drawn up, and the prototype scraped home in time for the 1954 Turin show. The public loved it.

A free-revving 1300 twin-cam, neat handling and strong brakes plus a surprisingly affordable price tag meant orders quickly outran the interim game plan, but it launched Alfa into a new world.

That pretty shape lasted for some 11 years, but the one that Southwood has on its books is an early pre-production example with notable differences from the later assembly-line cars. "There's debate about what constitutes a pre-production car," says Southwood's Kevin Rawson, "but this one shows clear differences from production cars, especially the interior. The shape of the seats is different and the dash is painted, not covered."

Despite the limited power of a motor intended to push along family saloons – less than 70bhp until the twin-carb Veloce came along – the light structure, independent front suspension and well-located rear axle make the Sprint a pleasure to handle. It may ride on narrow rubber, but it's a beautifully balanced package.

"I specialise in Giuliettas," says Kevin, "and though this is the earliest I've had, it's probably the best-driving. Even with 1300cc it's very sprightly and with the ratios it has in the four-speed box it pulls well uphill."

At some point the original column shift has been switched to the centre, but there are few other changes, says Kevin. "We replaced the 60-year-old wiring and rebuilt the ancilliaries, but that's all." At the model's 50th anniversary celebration in Milan this car was displayed outside the cathedral. That must count as a blessing.

FACTFILE

YEAR 1955

ENGINE
1300cc dohc, 67bhp

TRANSMISSION
four-speed manual

SUSPENSION
front: double wishbone, coils; rear: live axle, coils, trailing arms, A-frame

TOP SPEED 103mph

PRICE £105,000

An all-new XKSS fronts Jaguar's new Classic Workshop, where it will restore early cars. Below, the XE SV targets German compacts

Jaguar steps up a gear

...and prepares to launch its most powerful car ever | BY ANDREW FRANKEL

IT'S BEEN A BUSY MONTH FOR Jaguar. Most notable among its announcements is the XE SV Project 8, the second limited-numbers car to be produced by Jaguar's Special Vehicle Operations – its in-house skunk works. Like the 2014 F-type-based Project 7, the XE uses a boosted version of the well-known Jaguar 5-litre V8, tuned suspension and bodywork modified to reduce downforce.

The car is particularly interesting because despite having been launched in 2014, the XE has been curiously absent from the compact super-saloon battlefield and, unlike the F-type that had V8 power from new, Jaguar has until now resisted putting its biggest engine in its smallest car.

"Jaguar is not going to be outgunned by any pesky BMW M3 or AMG C63, so has tweaked its V8 to give 592bhp – far beyond any similar rival car"

But now that decision is made, Jaguar is not going to run the risk of being outgunned by any pesky BMW M3 or Mercedes-AMG C63 so has tweaked its stalwart supercharged V8 to give 592bhp, far beyond the output of any similar rival car. Significantly, it also makes the car the most powerful Jaguar in history. In order to harness all that power Jaguar has decided to use four-wheel drive, running through a modified eight-speed automatic transmission.

The Project 8 will have been revealed publicly at the Goodwood Festival of Speed when you read this, but at the time of going to press no performance figures had been given. That said, it doesn't take much time with the calculator to figure out that with that power, its likely weight and all-wheel-drive traction it's going to be rather rapid off the line. I predict a 0-62mph time of 3.3sec.

Just 300 Project 8s will be built and there is no news yet on pricing, though anyone expecting change from £100,000 is probably going to be disappointed.

In the meantime Jaguar Land Rover has opened its new 'Classic Workshop', a £7-million facility in Coventry dedicated to restoring, repairing and servicing any of its products that are more than 10 years old. However, it will also find and revive its own cars and sell them on in probably better than original condition under its 'Reborn' programme. Classic Works has already announced that it is working on the rebirth of early Land Rovers and Range Rovers and has recently committed to resurrecting 10 Series 1 Jaguar E-types.

The business sense behind the plan is obvious: JLR has watched for decades as specialist companies have thrived repairing and restoring old Jaguars. Classic Works can not only charge a premium because it offers a genuine factory restoration, but can also make a margin on the parts business, of which it already has a catalogue comprising some 30,000 items. Whether it will then implement another programme validating

the originality of old Jags and Land Rovers similar to Ferrari's lucrative Classiche scheme remains to be seen.

Finally, and more prosaically, Jaguar has unveiled an estate version of its mid-sized XF saloon. The XF Sportbrake is slightly more spacious than the car it replaces, offering up to 1700 litres of luggage space, some way behind the Mercedes-Benz E-class estate, but otherwise absolutely on par for the class. The car comes with the usual suite of petrol and diesel engines plus a choice of manual and automatic transmissions and rear- or four-wheel drive. Prices start at £34,910, some £2610 more than asked for the XF saloon.

McLaren's summer drop-top

McLAREN'S PROMISE TO UNVEIL a new car (or derivative thereof) every year remains on track with the unveiling of one of the industry's less well-kept secrets, the 570S Spider.

The hard-top roof is similar but not identical to that used in the 650S Spider but still folds away under neat buttresses in 15sec flat and at speeds of up to 25mph. A bigger rear spoiler helps balance the airflow over the car so that no additional penalty in lift results from the convertible roof.

The Spider weighs 46kg more than the closed 570S, giving it a kerb weight almost identical to that of the fastback 570GT. As with the 650S, the carbon-fibre tub requires no additional strengthening because the roof was not a structural component and the suspension remains similarly unchanged. And while there is a performance penalty to be incurred, if you can detect a 0.1sec loss of pace from rest to 124mph, you're probably a highly sophisticated computer programme and not a human being.

The Spider is on sale now priced at £164,750, almost £20,000 more than its fixed-head sister.

Much speculation remains concerning 2018's new McLaren. We know the three-seat super-luxury BP23 hypercar will be with us in 2019 and, with the 720S being last year's offering, the smart money is on an ultra-lightweight, hardcore 570S, a little brother to the super-successful 675LT limited edition. It is likely to have at least 600bhp and a focus on the race track first and the public road second.

China helps Lotus blossom

FOR LOTUS THE AGONY OF decades of underfunding may soon be over. Chinese multinational Geely has bought a controlling interest in the company and is expected to provide significant investment. The company has a good track record with Volvo, which it bought from Ford in 2010, and also owns the London Taxi Company and has made an unspecified seven-figure donation to the Bloodhound SSC Land Speed Record Project.

Geely's plans for Lotus are not yet known and change should not be expected any time soon: it took five years from acquisition for an all-new Volvo to hit the market. Nor, of course, is it a given that the change will be entirely positive: Lotus was owned for many years by General Motors, then the largest car company in the world, and even that kind of backing failed to turn it into a major player on the global sports car stage. Remember too that just because a parent company does well with one acquisition, it doesn't necessarily follow that it will do the same with another. BMW has worked wonders for Mini and Rolls-Royce, but it killed Rover stone dead.

Nevertheless, the news has brought hope to Hethel of a kind that will have been in very short supply of late. Geely's arrival is likely to have been too late to affect the fundamental design of the all-new Elise Lotus has been working on for years, but its money should nevertheless arrive in sufficient time to influence its engineering and construction.

It will be fascinating to see where Lotus goes with Geely. It seems unlikely that it will stay forever as a low-volume manufacturer of comparatively affordable sports cars because selling small numbers of cars at a modest margin is a double whammy in terms of profitability. But progressing into the big time will bring the company into direct competition with Porsche, and it remains to be seen if even a properly built and engineered Lotus has the brand equity to rise to that particular challenge.

TVR has announced that its brand-new sports car will receive its public unveiling at the Goodwood Revival in September. Designed and engineered by Gordon Murray and his team, and powered by a Cosworth-developed version of Ford's V8 engine used in the Mustang, the new coupé is believed to provide sub-4sec 0-60mph performance complete with a 200mph top speed and an all-up weight of less than 1200kg. The cars will be built by TVR in South Wales at a suggested price below £90,000. Deliveries will begin next year. Sadly the strict pre-66 rules of the Revival mean the TVR won't be seen in action on the circuit over the weekend.

Shades of a Phantom

ROLLS-ROYCE HAS TEASED A couple of images of its all-new Phantom, which it promised to unveil in full on July 27. The shots reveal only that the iconic RR grille and flying Eleanor Thornton remain in play, which we could probably all have guessed anyway.

Industry gossip, however, is potentially more enlightening. There's a strong view that the new Phantom is not going to be a small evolutionary step but a conceptual giant leap, perhaps as big as the one BMW made when it first launched the old Phantom in 2003. It is believed that Rolls-Royce takes the view that the Phantom is unique in the marketplace – the Bentley Mulsanne occupying a different, more sporting territory – and it intends to play to those strengths. Expect, therefore, a new level of opulence, space and visual presence.

It will be interesting for another reason too: if the rumours are true and Aston Martin is about to relaunch Lagonda as an ultra-luxury brand to rival Rolls-Royce, this will be the first time they get to see what they're really up against.

Extra headroom for McLaren's 570S compromises neither performance nor handling

PORSCHE 911 GT3

Don't be fooled by the old-fashioned ignition key: one quick twist takes you into the realm of the finest supercars | BY ANDREW FRANKEL

WE HAVE ALL READ road tests of Porsche 911 GT3s: as a sub-brand they've been around for 18 years now, and it's a fairly safe bet that each new generation will arrive clutching a fresh armful of rave reviews, each more breathless than the last, as standard. Some, I must confess, have been written by me.

So let's try and do the other thing here. Let's look at this newest of GT3s with a more dispassionate eye and see if by parking one's natural enthusiasm, something else is revealed: less heat, more light.

And it would seem we have been here before. This second generation of '991' series GT3s appears much like the first, only more so in every direction. It was the same with the 997 series before that and the 996 that started the whole ball rolling, so no surprises there.

The engine has grown in size from 3.8 to 4.0 litres, which would be more noteworthy had the yet more sporting GT3 RS version of the previous-generation car not already done the same. Like the old RS, the new GT3 also has 493bhp, up from 475bhp. There are of course suspension changes because Porsche's Motorsport department is quaintly unable to release any new product for sale without a thorough re-evaluation of how the power from its engine is going to find its way onto the road. These come in the form of new springs and dampers that sit alongside standard four-wheel steering. For much the same reasons it's also rethought the aerodynamics package and, as always seems to be the case, found a respectable amount of additional downforce for no accompanying penalty in drag.

And cosmetic tinkering aside, that's pretty much it, unless you count the reintroduction as a no-cost option of the six-speed manual gearbox that was omitted from the last GT3. But the fanfare over that was sounded when Porsche released the limited-edition manual-only 911R last year, so even this news sounds slightly second-hand.

So you climb in and settle down deep into an optionally carbon racing seat. The cabin is looking old now despite the all-new infotainment system, but the driving position, view out and essential ergonomics are as sound as they are in any other 911.

Here's a novelty for a smart new car: to start the GT3 you put the ignition key in a hole in the dashboard so you'll never ever lose it or drop it down the side of your seat. Then twist. Porsche says it's a mistake to think that just because this is 4-litre 493bhp flat six, it's the same 4-litre 493bhp flat six found already in the 911R and GT3 RS. This one has a stronger crankshaft, low friction lines and no need for hydraulic valve adjusters. Look, it says, it'll rev to

FACTFILE
£111,802

ENGINE 4.0 litres, 6 cylinders
POWER 493bhp@8250rpm
TORQUE 339lb ft@6000rpm
TRANSMISSION six-speed manual, rear-wheel drive
WEIGHT 1430kg
POWER TO WEIGHT 347bhp per tonne
0-62MPH 3.4sec
TOP SPEED 198mph
ECONOMY 22.2mpg
CO_2 288g/km

While many details will be familiar, the GT3 is slightly more raw than hitherto – rewarding for those who love driving for driving's sake, but perhaps less so for those who use it every day

9000rpm though that's no more than the old GT3 and only 200rpm further round the dial than the 911R.

But it sounds different, at least to my not uneducated ear. A little deeper perhaps, and sharper for sure. Select first, joyously with a lever rather than a paddle. Porsche's standard seven-speed manual is superb these days, but this old six-speeder is even more precise and, of course, rather lighter.

The GT3 drives differently too. Its ride quality is still good, phenomenal you might say for a car with track work as a sizeable part of its brief, but that uncanny ability to breathe with the surface of the road has been replaced by a hunkered, rock-steady stance. Which I prefer depends on what I'm doing.

And the car is noisier for sure: there seems to be more road racket and the engine is definitely louder, louder than I would like at a steady motorway cruise. For a car that has historically made so much of its everyday credentials, this is a surprise.

So now I'm more than halfway through my word count for this story and feeling quietly pleased with myself for not once lapsing into hyperbolic overdrive. Not yet at least. But now I have to tell you what this new GT3 is like to drive the way its charmingly nutty creators intended. And that makes the job a whole lot harder.

The experience is dominated by the engine, and in the realm of the standard GT3 that's a new development. It steals the show on the road in the same way as the downforce-laden chassis of the GT3 RS steals the show on the track. And Porsche is right: this engine is different, stronger in the mid-range and with a final phase between 7000-9000rpm when it's hard to understand how its shattering scream can be legal. It may lack the outright power of a turbocharged Ferrari or McLaren engine, but for sheer exhilaration they cannot come near, even at close to or more than twice the price. In all calmness I must tell you I know of no other engine in production that's as sharp and exciting at the top end as this. And there is a reason for this: ancillaries aside, this engine is now identical to that used in the Carrera Cup race car.

But the chassis is more capable still. The fact is that if you're careful and do so sparingly, there are places where you can feel the full thrust of the engine without having to hire a racetrack. But you'll never experience all its chassis can do on the public road not, at least, if you're a sane and responsible adult: there's just too much grip.

Yet even at the sensible limit of the public road and nowhere near that of the car itself, the GT3 offers a driving experience of rare quality and purity. Forget what you might read elsewhere: 911s with electric power assistance still don't steer as lucidly as their hydraulically assisted forebears, but of all things with a claim to supercardom, today only McLarens feel more naturally connected to the road.

The result is a car offering point-to-point driving pleasure of a calibre unapproached by any car costing remotely similar money. It is a more tightly focused car than the last GT3, powered by arguably the finest engine on sale, but it would be remiss of me not to point out that a price has been paid in refinement over a long distance and I'd advise existing GT3 owners who use their cars as daily drivers to make sure they're happy with this new, less compromising approach before automatically signing up.

For myself and after almost 1200 words of measured judgement, I'd just like to say I've rarely wanted to steal a car more than this GT3. On the right road it has genuinely addictive qualities, insofar as when you reach the end, you may find yourself almost literally unable to resist turning around and doing it all over again. Ultimately and from a Porsche such as this, you really can't hope for any more.

BENTLEY MULSANNE SPEED

Multiple refinements finally make this a true pleasure to drive

IT'S TAKEN SINCE THE START of the decade, but Bentley has finally turned the Mulsanne if not into the car it should have been from the start, then at least the one you might have hoped it would be.

I've always enjoyed the Mulsanne – hard not to when ensconced in a cabin where perceived quality is not applied like make-up, but designed in from the very start. I liked the torque of the V8 and even its benevolent tolerance of being hustled quite quickly. But nor have I been blind to its shortcomings: it's never ridden quite well enough to be a convincing rival for a Rolls-Royce, never felt quite quick enough to be cast in the role of the modern Speed Six. It felt caught between the imperative of being a luxury car and its conflicting brief to satisfy the desire of the man or woman behind the wheel. You can be driven in a Bentley, we are always told, but a Bentley is for driving.

No doubt this Speed model is the one that most subscribes to this credo. The enormous pushrod V8, so changed from the 1959 original that only the bore centre spacings remain, now puts out 530bhp and, far more significantly, a wall of torque so wide and tall it might make an American president gasp.

New for this year is a rather dubious facelift forward of the A-pillars featuring new lights and a wider grille – how long must we wait before Bentley engineering is no longer let down by Bentley styling? – plus new suspension bushes, revised air spring ratings, active engine mounts and far quieter Dunlop tyres. Inside and at last there's an all-new infotainment system now at least as good as one you might find in an Audi costing a tenth of the price.

Finally the car now seems complete. Certainly you'll find others, like AMG's S-class Mercedes, that are more dainty, blow harder at higher revs yet still ride beautifully and cost a fraction of this money; but there is nothing in my experience that feels like this. The Speed specification engine provides low-down torque unlike that of any other limousine and, at last, performance fully commensurate with its role in life. But I appreciated even more the improvements to the car's ride and refinement: once a little disappointing, both are now truly magnificent.

I read elsewhere someone bemoaning that it wasn't a driver's car and I could scarcely disagree more. A driver's car is a car you enjoy driving, and while it may not get you to your apex like a Porsche Cayman or drift like a Jaguar F-type, that doesn't make it worse, just different. And it is unique: there is no question that a Rolls rides even better than this, and is a lot more attractive too, but the Bentley is a delight to drive fast and no longer forces you to accept compromises to its ride and handling as part of the deal.

This is not the best Bentley and the only reason it exists in a class of one right now is because Rolls-Royce is currently between Phantoms. But nothing encapsulates the spirit of Bentley better than this, nor feels more like I'd want a Bentley to feel. In short, I loved it.

FACTFILE

£252,000

ENGINE 6.75 litres, 8 cylinders, turbocharged

POWER 530bhp@4000rpm

TORQUE 811lb ft@1750rpm

TRANSMISSION eight-speed automatic, rear-wheel drive

WEIGHT 2685kg

POWER TO WEIGHT 197bhp per tonne

0-62MPH 4.9sec

TOP SPEED 190mph

ECONOMY 19.3mpg

CO_2 342g/km

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VOLVO XC60 D5 INSCRIPTION

Perfectly tailored to its market - but no leader

THERE CAN'T BE TOO MANY occasions in the history of the brands when the names of Lotus and Volvo have sat shoulder to shoulder in the same sentence, but that is soon all to change. With the acquisition of Lotus by the Chinese Geely corporation, both companies now have the same proprietor. And if Geely shows the same trust in Lotus and understanding of its values as it has with Volvo, it's probably fair to say that the future of the habitually embattled British brand has rarely looked brighter.

Evidence of the sure touch that Geely has brought to Volvo can be found all over this new XC60. If ever Volvo was going to create a winner, this surely would be it: in its style, practicality and perceived safety, there is no other car that speaks more clearly of Volvo's market positioning and aspirations than a crossover SUV. The proof is that the old XC60 was a class best-seller without once ever being a class leader, or close to it. And I can see no reason why this one will be any different.

The new XC60 is even more handsome than the last and has a genuinely beautiful interior. The cabin is airy and reasonably spacious by class standards, though the boot is a little bit small. As we now expect from Volvo, all

engines are of 2-litre capacity and turbocharged, powered by petrol or diesel and with outputs as low as 187bhp for the entry level D4 diesel and as high as 401bhp for the hybrid flagship T8.

I drove the warmed-over D5 diesel with a 231bhp output and performance and fuel consumption commensurate with the equivalent Jaguar F-Pace. It should be said the same sort of money as you'd pay for an upspec D5 XC60 will also buy you a Porsche Macan Diesel S, though I doubt that's a choice many customers will find themselves making.

On the open road the XC60 is never disappointing, but only because to describe it thus would be to imply a level of expectation it fails reach. In fact I always expected it to be dull to drive, despite Volvo's protestations that this was its most involving product, and dull it proved to be. The steering is lifeless, body roll quite pronounced and grip levels limited. Volvo customers don't care about such matters and nor, it seems, does Volvo.

It did ride well but I was annoyed that Volvo employed the old ruse of making sure every car it put before the press was on optional air suspension. What it will be like on standard springs I could not say.

Of course, there is no longer any need even for a mid-sized SUV to be boring to drive, as both Jaguar and Porsche have proven so well, but Volvo's priorities lie elsewhere and even I can see the sense in that. For those who like the image, the shape, the safety systems and that delightful interior, the XC60 will be all that they ever hoped it to be. But if you need such a car and also think you might want to enjoy driving it, there are better alternatives.

FACTFILE

£48,405

ENGINE 2.0 litres, 4 cylinders, turbocharged

POWER 231bhp@4000rpm

TORQUE 354lb ft@1750rpm

TRANSMISSION eight-speed automatic, four-wheel drive

WEIGHT 1846kg

POWER TO WEIGHT 125bhp per tonne

0-62MPH 7.2sec

TOP SPEED 137mph

ECONOMY 51.4mpg

CO_2 144g/km

www.motorsportmagazine.com/author/andrew-frankel

BMW 530d xDRIVE M SPORT

Munich quietly steals a march on everyone else

SOMETIMES IT'S ACTUALLY quite hard to see the progress from one generation of car to the next. It's fairly easy to spot on paper because manufacturers can usually be counted upon to find a way of making each new car at least appear to be faster, cleaner and more economical. But to drive? In the mainstream market where manufacturers live in terror of surprising their customers, they often feel remarkably similar.

And then someone will take a deep breath and move the whole game on. Mercedes-Benz did this last year with its new E-class and produced the best mass-produced large saloon I'd driven. Dripping with technology, yet with a beautiful and classically styled cabin, it was faster, more frugal, quieter, more comfortable and even more fun to drive.

For BMW, whose 5-series was not quite as good as even the old E-class, this was a gauntlet twice slapped about its face and laid squarely at its feet.

And when I saw its replacement, I doubted very much the company had appreciated – or risen to – the size of the challenge it faced. Its looks are entirely derivative of its 7-series big brother whose platform it shares, and which itself has failed to dislodge the Mercedes S-class as the best luxury car on sale for the umpteenth time in succession. Moreover, while the 7-series is made lighter by the clever but expensive use of carbon fibre in its construction, the cheaper 5-series has been denied such refinements.

So much for appearances. The fact is this is not merely the best 5-series since the E34 version was launched four generations and almost 30 years ago, it is so by far. In truth I was probably even more surprised by the advances made by BMW than those of Mercedes last year, if for no other reason than that the BMW had a greater distance to travel.

What is so remarkable about the newcomer is that BMW appears to be trying to play Mercedes at its own game. This is a strategy that almost always fails as Mercedes itself has found out to its cost with all those generations of C-class compact saloons that until the current one were never as good as the equivalent 3-series whose lead they always followed. But here is a BMW with Mercedes-Benz ride quality (just be careful about which suspension and wheel options you choose), a cabin every bit as plush and appealing as that of a Benz and world-class refinement too. The car I drove also came with a creamy 3-litre straight-six diesel offering effortless performance and at times implausible fuel consumption.

There's very little on the downside either: rear legroom is more adequate than generous, it looks dull and I guess those who buy a 5-series for the way it handles might find this one a little less exciting. I'd not bother with four-wheel drive, either.

But that's it. BMW's response to the E-class threat is totally convincing, and the cars are now so close in ability I'd need the two together for a day to say for certain which one I preferred. Everything else in the category from the Audi A6 to the Jaguar XF can now count itself thoroughly outclassed.

FACTFILE

£49,335

ENGINE 3.0 litres, 6 cylinders, turbocharged

POWER 261bhp@4000rpm

TORQUE 457lb ft@2000rpm

TRANSMISSION eight-speed automatic, four-wheel drive

WEIGHT 1770kg

POWER TO WEIGHT 147bhp per tonne

0-62MPH 5.4sec

TOP SPEED 155mph

ECONOMY 53.3mpg

CO_2 138g/km

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Sent to Coventry

Having seen your Sierra RS500 feature (May 2017), it brought back memories of working for Tickford during this time. It was great fun and I'm still proud of how quickly we transformed the batch of 500 cars.

The best bit was testing them on the road – although at that stage I was considered too young to do any driving. Even by today's standards it was very quick – it must have been a sight seeing all the winged Sierras travelling around Bedworth and Coventry.

There was a lot of rivalry between the guys that built the RS500s and the team that built the even rarer Tickford Capris. The canteen talk was about which one was quicker. The Capri had a V6 turbo and about 250bhp against the Sierra's 220 or so – and there was not a lot in it whenever the two cars ran side by side.

The Sierra handled better, for sure, and the Capri had less turbo lag. I can't reveal the full details, for obvious reasons, but in the days before speed cameras testing on the Coventry ring road could be quite lively.

I'm not sure if I'm looking back through rose-tinted glasses, but they don't make cars like this anymore. There are quick cars around, but most of them cost a fortune. An RS500 was not completely out of reach and could certainly could see off most other cars with ease.

Alan McGee, Bilton, Rugby, Warks

Bangers and in cash

Your recent story about the closure of Wimbledon Stadium reminded me of my first motor race, in 1970 or thereabouts.

I was an apprentice at Jack Barclay in Battersea and a colleague, Nick Edwards, was given a Hillman Minx that had failed its MoT, so we decided to enter it for a banger race at Wimbledon. Rather than driving it there and smashing in the windows, as most did at that time, we decided to take it back to my lock-up and prepare it properly for its competition debut.

The car was totally stripped out, with all wiring, glass and interior trim removed along with the vulnerable fuel tank. We fitted a small motorcycle tank to the rear parcel shelf and had basic minimum wiring for the ignition and fuel pump circuits. The car was painted in finest quality (Woolworth's) red gloss with a white roof and was ready to go.

The big problem was that we had no trailer, so we just hitched a tow rope to the back of Nick's Ford Anglia 100E and towed it around the South Circular to Wimbledon. It seems beyond belief now but at the time it made perfect sense. The tow rope broke on a one-way system near Dulwich, but fellow road users seemed to find the chaos slightly amusing.

We had decided to do one race each and, to be honest, it passed in a blur. The only thing I really remember was that there was so much noise I couldn't tell if my engine was running or not, but I did know I was being pushed around by more powerful cars and my use of the throttle and brake pedals had no effect whatsoever on progress.

We had both taken part in our races and the car was still in a functioning condition, after some bodywork realignment with a sledge hammer, so Nick decided to finish it off in the destruction derby at the evening's end. Much to our surprise the Minx was the last car moving and that earned us a £20 prize. As it would have been unkind to leave it there as scrap, we fixed a couple of bicycle lamps to the rear and towed it home to Crofton Park, back around the South Circular in the dark with no brake lights or indicators.

We then went to White City Stadium with it, where I won a further £15 for most spectacular roll of the evening – the end of the road for the Minx.

I would love to hear from Nick, or our friend Pete Sullivan.

Derek Harris, Ruckinge, Kent.

Strutting his stuff

With all due respect to Karl Kimball, his recent letter about winged Chaparrals was incorrect. He stated that he saw the winged Chaparrals at the Mid-Ohio USRRC race in August 1964 with the wings being of the tall, strutted variety. The cars at that meeting were Chaparral 2s with fixed aerofoils that formed part of the engine cover.

Doug Nye's statement that the Chaparral 2E "introduced the tall strutted wing to major league motor racing" is entirely correct.

Tom Schultz, Wauwatosa, Wisconsin, USA

CONTACT US

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OR E-MAIL:
editorial@motorsportmagazine.co.uk

(Further letters may appear in our digital edition only. Please include your full name and address)

May the force be with you

I thoroughly enjoy your magazine. In the April issue, however, Mat Oxley mentioned *Top Gun* and Tom Cruise's character Maverick. Mat characterised the movie as a "USAF advert masquerading as a Hollywood movie". I agree that the movie was tripe, but it is actually about naval aviation – rotary wing, turboprop and jet aircraft aboard aircraft carriers. Don't feel badly, Mat – most Americans are clueless about these things.

Capt Kraig Walker (ret) Granbury, Texas, USA

Racing's best-kept secret

Sshhh! Don't tell anyone. This year's World Endurance Championship round in the UK produced another brilliant day's racing at Silverstone – does it get any better? Seriously fast cars with different engine sounds, top-class drivers, pit-stops, incidents and the two leading cars separated by fewer than seven seconds after six hours. Wow! And all for £45 on the day, plus a fiver for the programme and good facilities thrown in.

Other race promoters, take note.

Jeff Ashford, Chandlers Ford, Hampshire

Clark spur

When reading Joe Dunn's article 'Mind gains', one of the first things that popped into my mind was the quote from Jim Clark: "One of the great things in motor racing is concentration. When I want to go faster, I just concentrate harder…"

Jimmy Lisle, Roanoke, Virginia, USA

Advance Australia fair

Congratulations, Andrew Frankel. You experienced a great motor sport event at Bathurst and shared it so well with readers.

Yes, it's a rubbish drive from Sydney to Mount Panorama, but how wonderful when you get there. I attended most of the long-distance touring car races in the 1980s and '90s and have many fond memories of walking through the pits with my two sons of an evening, chatting to drivers and mechanics, before returning to our caravan in the camping area and waking up the next day to do it all again.

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My son and I recently rode our motorbikes to the Mountain to relive some old times. We rode some slow laps, due to the posted 60kph speed limit, and the Dipper is breathtaking even at that speed. The steepness of the gradient at the Cutting is deceptive and many blind bends leave little margin for error.

Thanks again for producing such a passionate article.

Steve Miller, Sutherland, Sydney

Tanks for the memories

Many thanks for the excellent article on the rebirth of Donington Park, especially for the photo of the parked army vehicles. My father was one of the drivers who delivered everything up to a 32-wheeled tank carrier to and from Donington. He maintained until the day he died that he held the lap record around the old circuit in a three-ton Chevy truck – at night with no lights!

My father's last visit to Donington was to spectate at the RAC rally won by Roger Clark. I regret not being able to take him to the re-opened circuit but I believe he would have been disappointed at the removal of so much scenery. I am sure he would have approved of the way the circuit has been brought back into use though after the Formula 1 fiasco.

Peter Dring, Codnor, Derbyshire

Ten years after

I recently received my copy of *Le Mans in Focus* and, as a lifelong fan of this great event, am enjoying the publication greatly. As the press officer for Corvette Racing from 2005 to 2012, I feel compelled to point out a minor error in the caption accompanying the photo of the twin Corvette C6.Rs in GT1.

The date of this race was 2008, not 1998. The driver line-ups are listed incorrectly: car 63 was driven by Fellows/O'Connell/Magnussen and 64 by Gavin/Beretta/Papis. I point this out only because I value and appreciate *Motor Sport*'s commitment to accuracy.

Rick Voegelin, Aptos, California

Depth charge

Is it possible for Formula 1 to sink any lower in the boredom ratings after Monaco? What on earth did that have to do with motor racing?

Dave Dugdale via email

Reg's record

In your Tim Parnell obituary you refer to his father Reg as a "pre-war racer", which of course he was, but Reg should also be remembered for his distinguished career between 1946-57 when he drove a large variety of cars in many events in the UK, Europe and Australia.

James Watts, Great Bookham, Surrey

That's entertainment

Thank you to Dickie Meaden (Racing Lines) for drawing attention to the video clip of Jochen Mass at Spa. Despite its obvious age, the clip's combination of camera position and focal length give a genuine feeling of being in the car – I can almost feel my stomach heave through Eau Rouge. By comparison, modern in-car video appears cluttered with images of driver, cockpit, suspension, track and sponsorship all merged into one. Add to that images abruptly cutting from one car to another and the result is a confusing melange when surely the aim of sports coverage is to provide enlightenment and entertainment.

The Mass video showed that simplicity is more than effective at portraying the technicalities of racing car control and providing brilliant entertainment.

Graeme Tomlinson, Tungkillo, South Australia

Keeping things real

Thank you Dickie Meaden for writing and expressing an opinion on what is a touchy subject with old car lovers.

I've been writing books on historic racing cars and brokering the odd one for more than 25 years. These days I find myself looking at a car from the 1950s or '60s and thinking: "What exactly am I looking at?" After all, some of these cars have had new bodywork, engines, gearboxes, axles and even chassis too.

Imagine an early '60s car, say a Ferrari that has just won Le Mans. There she sits, the odd dent in her aluminium bodywork, covered in dirt after more than 2000 racing miles. Right then she's a work of art and highly desirable; after that, she's just an old racing car… Yet she will be restored to perfection as her value rises. Her bodywork and mechanicals will be renewed until there isn't much left of the car that started Le Mans. Then she'll be advertised for sale as 'completely original'.

John Starkey, by e-mail

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JIM YARDLEY

In 1965 Jim jumped into a Mini and headed for Clermont-Ferrand to watch the French GP. As he knew Cooper designer Derrick White, he was able to wangle his way into the pits... **1** Bruce McLaren at rest – Jim remembers the Kiwi's extraordinary powers of technical recall **2** Surtees heads for third **3** Clark leads away at the outset **4** Majesty in asphalt **5** Gendarmes clear pit area prior to the off **6** Alternative view of the start **7** Spence passes Rindt's abandoned Cooper

SEND US YOUR IMAGES

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

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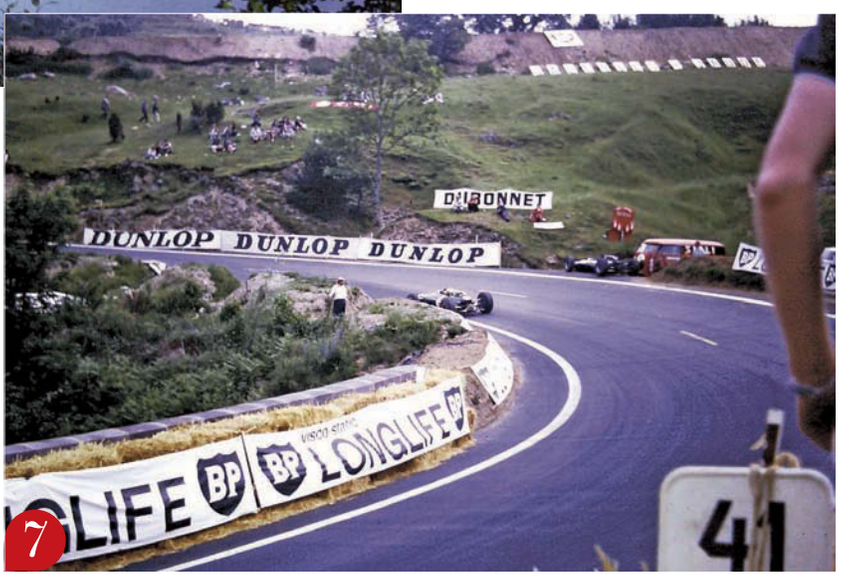
or e-mail them to: **editorial@motorsportmagazine.co.uk**



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by Ludovic A. Parayre

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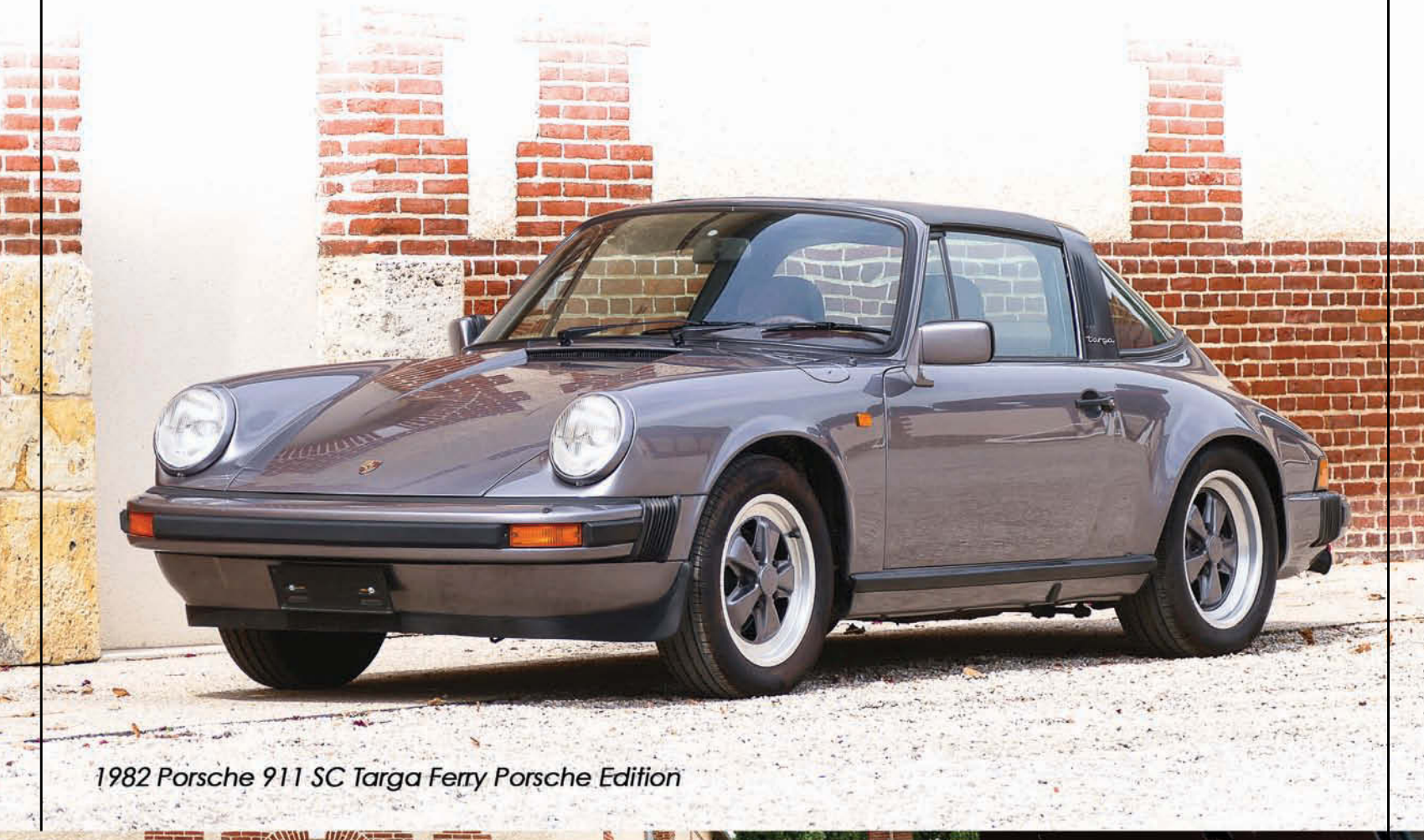

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Mille Miglia Portraits

Leonardo Acerbi

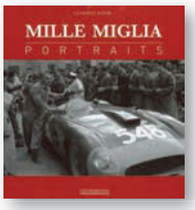
There might be better books published between now and 2017's conclusion, but few are likely to come anywhere close to this in terms of value. Sometimes £60 covers only the slimmest of volumes, but this combines heft with sumptuous content.

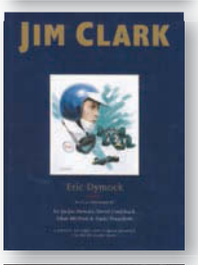
Although Leonardo Acerbi gets a name check for supplying words (and does a very fine job as he profiles some of the Mille Miglia's most celebrated winners), the tome's real hero is Alberto Sorlini, a professional lensman who died last year at the age of 96. He was the official Mille Miglia photographer from 1947 until the event ran for the last time in 1957 and it's not hard to see why he landed the gig.

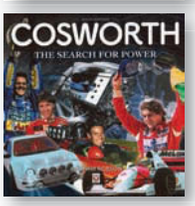
Almost all the images herein are his work and even the most mundane tend towards the stunning. There are some fine action images and wonderful portraits, of course (including a few of *Motor Sport*'s DSJ, winning co-driver in 1955), but Sorlini had an eye for the bigger picture and his work provides a marvellous sense of both occasion and location.

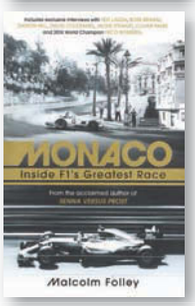
On its own, a gorgeous 1954 shot of the public swamping the works Lancia D24s in the Piazza della Vittoria is sufficient to justify the purchase price. ***SA***

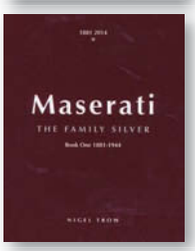
Published by Giorgio Nada
ISBN: 978-88-7911-673-2, £60

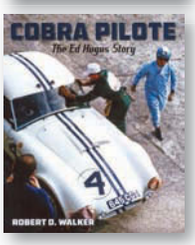












Monaco

Inside F1's Greatest Race

Malcolm Folley

Monaco may be a sunny place for shady people but it is also – for better or for worse – inextricably linked to Formula 1. In this book, by the seasoned sports journalist Malcolm Folley, that relationship is untangled and explained. It is fertile ground for a book: from Senna to Prost, Stewart to Schumacher and Hamilton winning at the street circuit has become a rite of passage for all truly great drivers, while its glamour, wealth and yacht-jammed harbour have come to define the sport in many casual observers' eyes. However, despite enviable access that allowed Folley to interview, among others, Niki Lauda, Jackie Stewart and David Coulthard, the book often suffers from slipping into newspaper journalese and hyperbole (Grace Kelly, apparently, "infused the landscape with her glamour and beauty," when she moved to the principality). It is written in a lively, immediate style, which is to its credit, but the author can also be guilty of inserting himself into the story when not needed – whether that is boasting of a headline he once wrote or mentioning a Hollywood star he interviewed for no apparent purpose. This is a fun and readable book for people with a passing interest in Formula 1, but there is little here that seasoned fans will find new. ***JD***

Published by Century
ISBN: 978-1-780-89616-8, £20

Jim Clark

Eric Dymock

Twenty years have passed since this celebrated biography first appeared in print, but it has now been revised and reissued with a very particular purpose. A royalty from each sale will be donated to The Jim Clark Trust, which is raising funds to build a bigger, better museum to promote the Scot's legacy. Worthwhile, then, even if you already possess the original.

An authoritative overview of Clark's career, respected author Dymock's prose was well received first time around and two decades have done nothing to dilute its appeal. Prefaced by tributes from Jackie Stewart, David Coulthard, Allan McNish and Dario Franchitti, it features many period photos that drip with pertinence and charm.

We've all seen shots of Clark at the helm of a Lotus 25; here, you'll also find him aboard a Ford 4000 tractor, complete with wellies, or else posing with Twiggy and a Ford Corsair. ***SA***

Published by Dove
ISBN: 978-0-9574585-5-0, £22.50

Cosworth

The Search for Power

Graham Robson

This hasn't had quite as many rebuilds as the average DFV, but Graham Robson's definitive Cosworth history has been updated yet again – to coincide with the 50th anniversary of the firm's most famous engine.

'Thorough' is too weak a word to describe Robson's research, which takes us from Cosworth's early days in London – a rich seam of engaging anecdotes – through to the firm's current occupation of several prime slices of industrial Northampton (just around the corner from the local football stadium). Cosworth might no longer be a big-name player in Formula 1 – but it remains a big name and is still very involved in most top-line racing categories. Not having its name on the cam covers doesn't mean it isn't involved.

The book is let down only by the pedestrian layout, but the content provides adequate compensation and the detailed appendices are a wonderful reference source.

More to the point, you have to love any company so pragmatic that it called one of its racing units the MAE because it was a modified Anglia engine... ***SA***

Published by Veloce
ISBN: 978-1-845848-95-8, £55

Maserati

The Family Silver

Nigel Trow

When you're cataloguing the history of a marque that specialises in stunning machines, the book needs to look the part. Nigel Trow's *Maserati, The Family Silver* certainly does.

The title is actually two separate books, one covering the Italian manufacturer's past from 1881 to 1944 and the other dealing with 1945 to 2014. This makes the £195 price tag less eye-watering than it initially seems, especially when the quality of the production is taken into account.

The classy feel is ably backed up by the words that cover the thick and expensive paper. The book begins with a letter from 'Bentley Boy' Sammy Davis's son Colin, which sets the warm, inviting and informative tone of the following 900 pages or so. The story of Maserati itself meanwhile is told in a way that displays Trow's obvious knowledge and passion for all racing and cars.

The accompanying photos are equally as absorbing. Black and white archive shots with Sicilian backdrops are always pleasing, but each shot deserves its place and commands your time. Just like the book as a whole. ***JP***

Published by Plenham Press
ISBN: 978-1-873655-65-7, £195

Cobra Pilote

The Ed Hugus Story

Robert D Walker

The story of Ed Hugus is one certainly worth telling. Without him Shelby Cobra's eponymous marque might never have got off the ground. Not only that but he was a useful road racer (and was rumoured to have driven an hour of Jochen Rindt and Masten Gregory's 1965 Le Mans win, though he didn't appear on the poduim). He was friends with Luigi Chinetti, and similar names appear throughout.

Cobra Pilote's premise is good, and author Robert Walker has documented his many conversations with Hugus, but despite that it can feel a little matter of fact. ***JP***

Published by Dalton Watson
ISBN: 978-185443283-4 £69

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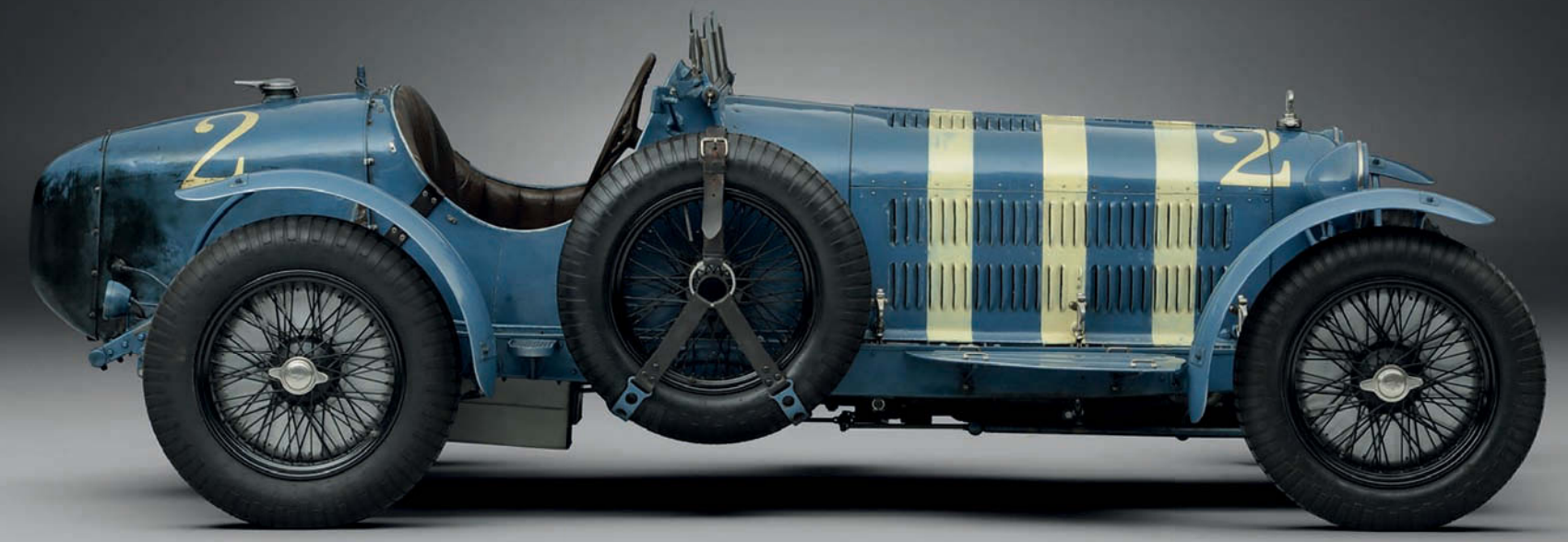

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KEEPING AN EYE ON THE TIME: POWERFUL PLAYERS IN THE WATCH WORLD

by Richard Holt

KRONABY

Forty years ago the party was over for the mechanical watch. A new electronic age was dawning and centuries of watchmaking tradition were to be abandoned in the face of an onslaught of battery-powered watches that did everything cheaper and better – pretty soon nobody with any self-respect was going to want a piece of ancient clockwork on his wrist.

Except things didn't quite work out that way. There has always been plenty of demand for quartz watches, of course, but the mechanical watch continues to survive – and indeed thrive – as a thing that people want simply because they like the idea of it, of wearing a tiny precision-engineered machine that ticks away quietly on your wrist.

The current purported threat to our love affair with the mechanical watch comes from the smartwatch. Many are those that normally like to wear a bit of Switzerland's finest, but who in the last few years have found themselves instead sporting a blank-faced little computer screen..

For anyone who fancies some smartwatch functions but prefers a more traditional look, there is the option of hybrid design like those made by the Swedish firm Kronaby. These 38mm and 43mm watches have a proper dial and hands and come in a range of styles, none of which hints at the smartness within.

While the styles vary, all Kronaby watches have the same functions. On the right-hand side of the case are three pushers that are set to control a range of different functions via a proprietary app on your smartphone. These can be used to take pictures from a distance, stop and start music and geo-tag a location without the need to look at your phone. You can also instruct the app to disturb you only when a certain person contacts you. That way you can shut yourself off from distractions, knowing that only the right people can interrupt you, via a discreet buzzing of the wrist. Perhaps most usefully, it also provides a solution to one of the developed world's greatest problems – helping you locate your misplaced phone.

That a piece of cutting-edge technology wants to look like a traditional watch shows the depth of affection. This is no threat to the industry, but there are new players in town.

www.kronaby.com

KRONABY Apex has a 43mm steel case, is water-resistant to 100 metres and has a Kronaby connected movement with a battery life of up to two years. £445

PIAGET

Piaget has a long history of making ingeniously slender watches, packing all the mechanics into watches that sit beautifully flat on the wrist. The Polo S is rather more substantial, but plays to another of Piaget's strengths: watches that are elegant enough to wear anywhere but chunky enough to have a sporty feel. The range was launched last year and new for 2017 are three limited editions, both time-only and chronograph.

www.piaget.com

PIAGET Polo S has a self-winding mechanical movement in a 42mm steel case with ADLC-treated bezel. £8950

PANERAI

The Italians love a bit of tribal loyalty, as any fan of football or Formula 1 knows only too well. Florentine brand Panerai has its very own set of tifosi, the watch-crazy paneristi. The Panerai lovers are not just in Italy, though, with growing numbers of people all around the world following the brand since it re-emerged in the 1990s.

The first Mare Nostrum was made in 1943 for the Italian navy. The design was brought back in 1993 and the watch pictured here is a re-edition with a few 21st-century updates. The Mare Nostrum draws on the rich design heritage that has won Panerai so many fans. Word has it that the paneristi like what they see.

www.panerai.com

PANERAI Mare Nostrum Acciaio has a hand-wound mechanical movement in a 42mm steel case. £8200

CELEBRATION OF HISTORY
‘CORTESE 56’

THIS UNIQUE AND DISTINCTIVE TIMEPIECE HAS BEEN CREATED TO CELEBRATE THE 70th ANNIVERSARY OF ITALIAN RACING DRIVER FRANCO CORTESE WINNING FERRARIS FIRST MOTOR RACING VICTORY AT THE CIRCUIT TERME DI CARACALLA 25th MAY 1947 DRIVING THE FERRARI 125S #56.

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The ultimate Williams track test

As one of Formula 1's foremost teams celebrates its 40th anniversary, *Motor Sport* secured a drive in one of its most famous cars – the FW14B, back on track for the first time in 25 years – and also its latest, the FW40

writer KARUN CHANDHOK
photographer LYNDON McNEIL


canon


41
avanade
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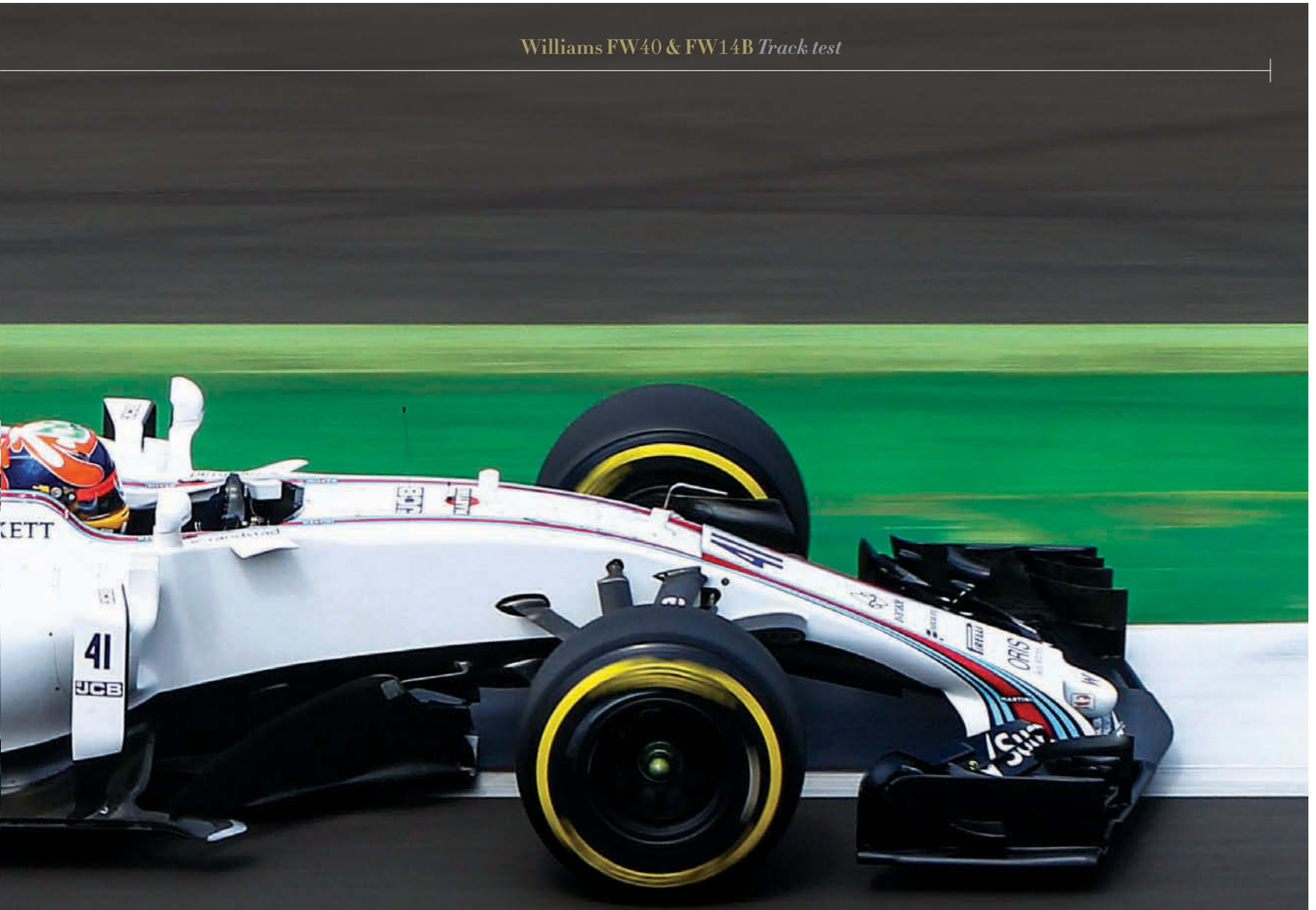
PIRELLI
ORIS
Swiss Watches

Karun Chandhok
raced in Formula 1 for HRT and Team Lotus. He is currently a commentator for Channel 4, the test driver for Williams's heritage division and a Motor Sport contributor



2017
WILLIAMS FW40

ALL THE WAY through the 2017 season I've been going to races and hearing drivers talk about just how amazing this generation of cars is. The bigger tyres and more downforce coupled with the V6 turbo hybrids that are producing 1000bhp all mean that we are seeing the fastest lap times in F1 history. The drivers love the cars and I must say that, watching from the outside, I've been very curious to see just how good they are.

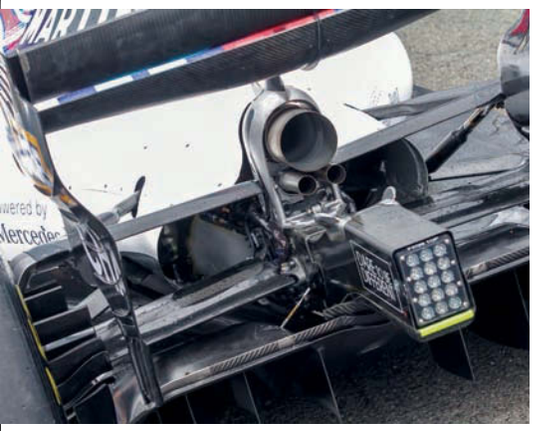
Now I was being given the rare chance to drive a current car – something that's very hard to do these days with the testing regulations and therefore I felt very privileged indeed. This was no test hack I was driving, either. It was Lance Stroll's current race chassis, which was being shipped off to Montréal at 2pm that day for him to drive in the Canadian Grand Prix!

The most recent car I'd previously driven was the 2011 Red Bull that took Sebastian Vettel to the world championship. That was of course the previous generation of V8 non-hybrid engines, still capable of producing more than 850 horsepower but not quite in the same league as the current cars.

The first thing that struck me was just how much throttle travel there was. The power units produce a huge amount of torque and Mercedes has therefore created a lot of throttle travel to allow the drivers to manage all of that torque, particularly when the tyres start to wear and you need to be careful not to spin up the rear tyres and increase the degradation.

I was actually quite nervous before driving the FW40. How tricky would it be to harness that much power? There are lots of buttons to manage how to recover and harvest energy from the ERS system, how to control the brake-by-wire systems and then how to discharge the battery power in conjunction with the power

Mapped for controllability: Chandhok swiftly decided that the FW40 was the best car he'd ever driven. Once he'd finished, it was shipped to Canada for racing duties



"IT TAKES A FEW LAPS TO UNDERSTAND WHERE THE LIMIT OF GRIP IS. I FELT LIKE I WAS JUST CRUISING AROUND"

from the internal combustion engine. It's tricky stuff, but the systems engineers at Mercedes and Williams are incredibly clever people who have made maps that are relatively straightforward for drivers to adjust between the different modes without several button clicks.

As the tyre blankets came off, the cameras and people moved away and the mechanic waved me out onto the track, an altogether familiar sensation came over me. All of a sudden, things didn't feel alien. I wasn't nervous. It just felt normal and perhaps that's a reflection of the car being from my era of racing in that everything is filtered through the electronics. It didn't have the vibrations of the cars from the 1980s and 1990s and my seating position was pretty much like every race car I've driven in the last 15 years.

Turn off the pit limiter, floor the throttle and all of a sudden things aren't normal any more! The power and acceleration are just immense. Even before I've got to the tight right-hander at Abbey, the car is shouting for fifth gear. Onto Hangar Straight I unleash all of the power. Oh. My. God.

I've never experienced acceleration like it. Before I hit the brakes for Stowe, I'm doing more than 300kph, which is just extraordinary. The driveability of the power unit really stood out. As I mentioned before I was very nervous about managing all that torque and power, never having driven the V6 hybrids before, but actually the Mercedes engine guys have done a brilliant job of mapping the torque delivery. The blend of power from the internal combustion engine and the ERS units is seamless and seriously impressive.

Like any racing car, however, it's so important not to back off. You have to keep going quickly to maintain temperature in the tyres and brakes. That seems like a good excuse to lean on it through Stowe and that's where the 2017-spec downforce really shows its hand. The car has so much grip that it's actually comfortable through there. It takes a few laps to understand just where the limit of grip is, which is something Jenson Button mentioned in Monaco on his return to F1. For the first couple of laps, I felt like I was just cruising around. I wasn't, of course, but you just can't believe how much grip the car has in the high-speed corners.

The braking performance was equally impressive. F1 cars these days recover a lot of energy under braking and when you hit the anchors you hear a lot of popping and hissing from the turbo and the energy recovery unit. What's really impressive is just how good the electronic brake-by-wire system is at controlling the bias and the migration of brake effort that you get when you ease off the brakes.

Aided by the downforce and the bigger tyres, the braking distances this year are amazingly short and the electronics have to be extremely good at controlling the brake bias between front and rear wheels. The systems guys at Williams have once again done a great job of preparing the various maps because the brake system has to correct itself depending on how much energy is being recovered, which makes it really tricky to set up the ratio between brake balance, balance migration and the energy being recovered.

Like any chassis, when you're trying to squeeze out the last tenths it's going to be hard to drive, but when you compare it to the sheer physical effort required to drive the FW14B, which we will come to shortly, it's hugely different. There are a lot of toys which make your life easier.

The modern cars are a bit like other things in life – everything is in digital rather than analogue mode. Everything is filtered through some form of electronics, whereas with the older cars you get a pure and direct feeling from every input that you make.

One thing is beyond doubt, however: the 2017 Williams was unquestionably the best race car I have ever driven.

1992

WILLIAMS FW14B

I GREW UP IN AN ERA WHERE the biggest stars in F1 were Senna, Prost, Piquet and Mansell. The cars from the late 1980s and early 1990s were the ones on my bedroom wall posters. Watching Mansell take pole position at Silverstone in 1992 – 2.7sec faster than the first non-Williams – inspired me to chase the F1 dream. That sight of Red 5 charging down Hangar Straight into Stowe and the sound of that Renault V10 is something I can recall instantly – I've seen the VHS tape so many times.

So you can imagine how I felt as I prepared to drive that very car on the track – the first time anyone had done so since that 1992 championship-winning campaign.

I've always been a driver who loves the engineering side of our sport. People often asked me about the best part of Formula 1 and, apart from obviously driving the cars, it was working with some of the most brilliant engineering minds in the world and their incredible technology.

The Williams FW14B sits in the garage when I walk in. Bodywork off, tyres on and, on command, the guys start flushing the system and the car starts moving up and down, flexing its muscles. I've seen it on TV as a kid, but seeing it in real life is something else. Welcome to the world of active suspension. Welcome to the FW14B – a car far ahead of its time.

The car is set with the Nigel Mansell seat and his unique smaller steering wheel that gave him a very direct turn-in but made it very heavy in the fast corners. It has a foot clutch but paddles to shift gear. You've got switches for the active ride control and today we're not running the traction control, as this car hasn't really run in 25 years and we don't want to overstress the engine. I get in it and am all set to give the command to fire up when Paddy Lowe, one of the key architects behind the active suspension program back in 1991, pops his head into the cockpit: "Remember you have to blip on the downshift - there's no fly-by-wire throttle!" Good tip, Paddy.

I pull out of the garage just after lunch during the Williams fan day and the pitlane is filled with people holding their phones out to record the moment – I spot Felipe Massa, Paddy, Sir Patrick Head, Jonathan Williams, Riccardo Patrese, Mark Webber and Geoff Willis all watching intently as I trundle down the pitlane. A quick glance to the left and the 45,000 people in the grandstand are all on their feet. The significance of seeing Red 5 back at Silverstone instantly hits me.

Floor the throttle and all of a sudden you realise that while it may not have the power of a current car or the turbos before it, 750 horsepower and only 580 kilograms is still enough to push your head into the headrest. The driveability is just incredible and such is the linear torque curve that within a couple of laps I feel as if with the traction control off I can get the rear to pivot on the throttle in the slower corners, with no surprises in the torque curve.

Onto Hangar Straight and, weirdly for me, I'm feeling quite emotional – that view of the straight widening, Stowe corner looming, the

sound of that incredible 3.5-litre engine behind me takes me straight back to being an eight-year-old child. My mind goes back to an on-board film of Nigel from 1992 and I can almost hear Murray Walker's voice.

Get to Stowe and you realise you have to look down either side of the cockpit and not in front of you as the centre of the monocoque is so high – I now understand all those videos of Nigel's head tilted to one side as he approached the corners.

I start to lean on it now, build temperature in the tyres and all of a sudden you start to feel the movement of the car from the active suspension. Paddy talked me through how it works earlier in the day – and only when you drive at speed can you fully appreciate just how revolutionary it was.

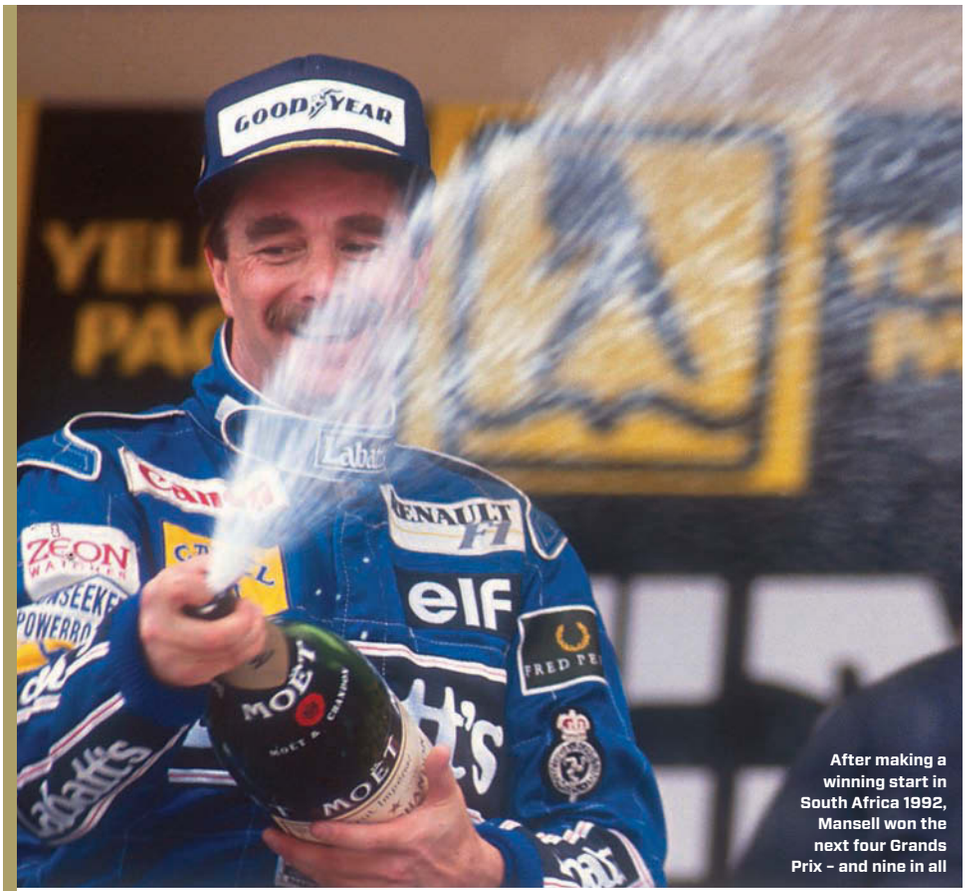
As you turn into a corner – take Stowe for example – the outside front corner (ie the left front) lifts up to counter the natural body roll and therefore keeps the platform stable and creates an incredibly sharp turn-in. It feels a bit odd because you do feel this movement and it takes a huge amount of confidence to just push on and know that the car isn't moving out of line. Having said that, the turn-in is incredibly positive and the car is beautifully balanced.

From mid-corner the nose goes down to keep the front pinned, but because the car has been designed with a blown diffuser you need confidence to really hammer the throttle from mid-corner and this will ensure that you've got the rear downforce you need to keep the back of the car stable.

Being quick and maximising the active suspension means that you really have to understand the principle behind the design. It needs a driver to have incredible inner belief and brute physical strength to hustle it around and be on top of it. The steering gets very heavy in the high-speed corners, as there's no power steering and all of this combined tells you just why Nigel, with his strong upper body, was able to extract so much performance.

I was very lucky to drive this iconic, magical car for several laps through the day. I just didn't want to stop and it was funny, as the runs went on and the confidence built, how the inner racing driver comes out; you start chasing the performance and wondering about your lap time rather than just driving around to enjoy the experience. Racing cars feel awkward when they're not driven hard – they're not designed to be driven slowly. You need to push to get temperature in the brakes and tyres. To get all of the engine and gearbox elements to work in sync, you have to push on and get the revs up.

Several onlooking drivers, including Riccardo, Mark Webber and Anthony Davidson, were all incredibly jealous that day – and I don't blame them! It was an emotional and overwhelming experience and one for which I am enormously thankful to Williams.



After making a winning start in South Africa 1992, Mansell won the next four Grands Prix – and nine in all

RED 5 SPEAKS OUT

Nigel Mansell's 1992 world title kick-started a period of dominance for Williams, the team taking the championship for constructors five times in seven years. Here he talks us through his epic season

With 14 poles and nine wins over the year, it's probably hard pinpointing highlights of your 1992 campaign. Do any particular races stand out?

"A few – not least the season-opener in South Africa, because it was important to get the year off to a good start. That gave us a bit of momentum, after which we picked up another win, and then another, and then a couple more... Cars were still quite unreliable then, of course, certainly in comparison with the way they are now. You were always half-expecting something to go wrong, so it was incredibly important to get off to such a fantastic start.

"Silverstone was special, of course, as it always was for me – but on reflection I guess Monaco was one of the most exceptional races, with me recovering after an unscheduled stop and Ayrton Senna on the defensive. I still find it amazing that we didn't touch."

Can you believe that a quarter century has elapsed since then?

"I can't, but my body can... It's amazing that everything remains so crystal clear in the mind, as though it were yesterday, but sometimes when I get out of bed I have to accept that it wasn't."

Can you recall how you felt when you drove the FW14B for the first time?

"I'd obviously driven different versions of it before we committed to race the FW14B – and that in itself was quite a difficult decision, simply because of its complexity and the potential reliability problems that might arise. We knew it offered better grip in low-speed corners, but getting comfortable through the high-speed stuff was the trick, basically because it was such an absolute monster – an incredibly physical car to drive."

On paper, a Frank Williams-led team featuring strong characters such as Patrick Head, Adrian Newey and yourself looks pretty dynamic. What was the working relationship like from your perspective?

"Very, very special – and I'm not just saying that with hindsight. That's how it felt at the time. They were wonderful days."

You were still a Formula Ford cub when Frank and Patrick launched Williams Grand Prix Engineering. Were you conscious of the team's growing stature as you moved up the racing ladder?
"Very much so. It is a huge achievement to succeed in Formula 1 as an independent entity – and all the more so to have survived in the industry for 40 years with your independence intact."

On the day that Clay Regazzoni scored Williams's maiden F1 win at Silverstone in 1979, you finished sixth in the supporting F3 race. What d'you remember about that?
"The biggest thing was probably Lotus boss Colin Chapman coming to find me for a chat – the first time we'd had a meeting on a formal basis."

You were with Williams from 1985-88 and then 1991-92. How different was the team you left from the one you'd first joined?
"I think the biggest difference was probably me, because I'd developed during my two years at Ferrari. If nothing else, I'd learned there that if you wanted something you just had to ask and it would be done! I pointed that out when I returned... I told Frank what I felt we needed and he went on the record, telling people that some of my demands were impossible, but three weeks later everything I'd asked for was in place."

After the last-minute disappointment of 1986 with that puncture in Adelaide, did you ever think that you might not get another shot at the F1 title?
"Some people were writing exactly that and suggested I might as well retire, because I was unlikely ever to be in such a strong position again. It had been hard enough losing the title in the first place, without having to put up with that kind of stuff. But you bounce back, don't you?

"I often wonder what would have happened if I'd crashed on the straight and caused a race stoppage – we'd gone far enough by then for a result to be declared and it would have been taken at the end of the previous lap, so I guess I'd still have been champion..."

And given what had happened in 1986, how sweet did it feel when finally you clinched the title in Hungary?
"I recall feeling as though I could barely breathe at the start, just because my heart was in my mouth and I didn't want anything silly to happen on the run to the first turn. I knew the maths, understood where I had to finish and drove accordingly... until I picked up a puncture, which meant having to pit and then do it all again.

"It ended up being a fabulous weekend, washed down with lots of champagne, and to this day I still sometimes pinch myself and wonder whether it all really happened – especially when you consider guys like Stirling Moss and Gilles Villeneuve, legendary names that never won it.

"Having previously been the bridesmaid three times, it felt as though I'd finally completed a journey."

Above, Nigel Mansell asks *Motor Sport*'s track tester to look after his former steed. Right, Damon Hill. Below, Nico Rosberg in conversation with Sir Frank Williams

From left, Williams alumnus Nico Rosberg with fellow world champion father Keke and Sir Patrick Head; Mark Webber was sorry to discover that the FW14B was switched off; Felipe Massa

WILLIAMS FAN DAY

On June 2 Williams invited the public to Silverstone, scene of its maiden F1 win, to celebrate the team's 40 years

Clockwise from top: past and present linchpins with FW08D, FW14B and FW40; Karun Chandhok and Riccardo Patrese; a dream realised... or perhaps sparked; Ross Brawn was a popular draw; Massa signs for Williams yet again

The team that Frank built

Frank Williams turned an unpromising team into British racing royalty but, 40 years on, the future looks just as challenging. We speak to key figures from Williams's past and those charged with bringing it success in the years to come

writer MARK HUGHES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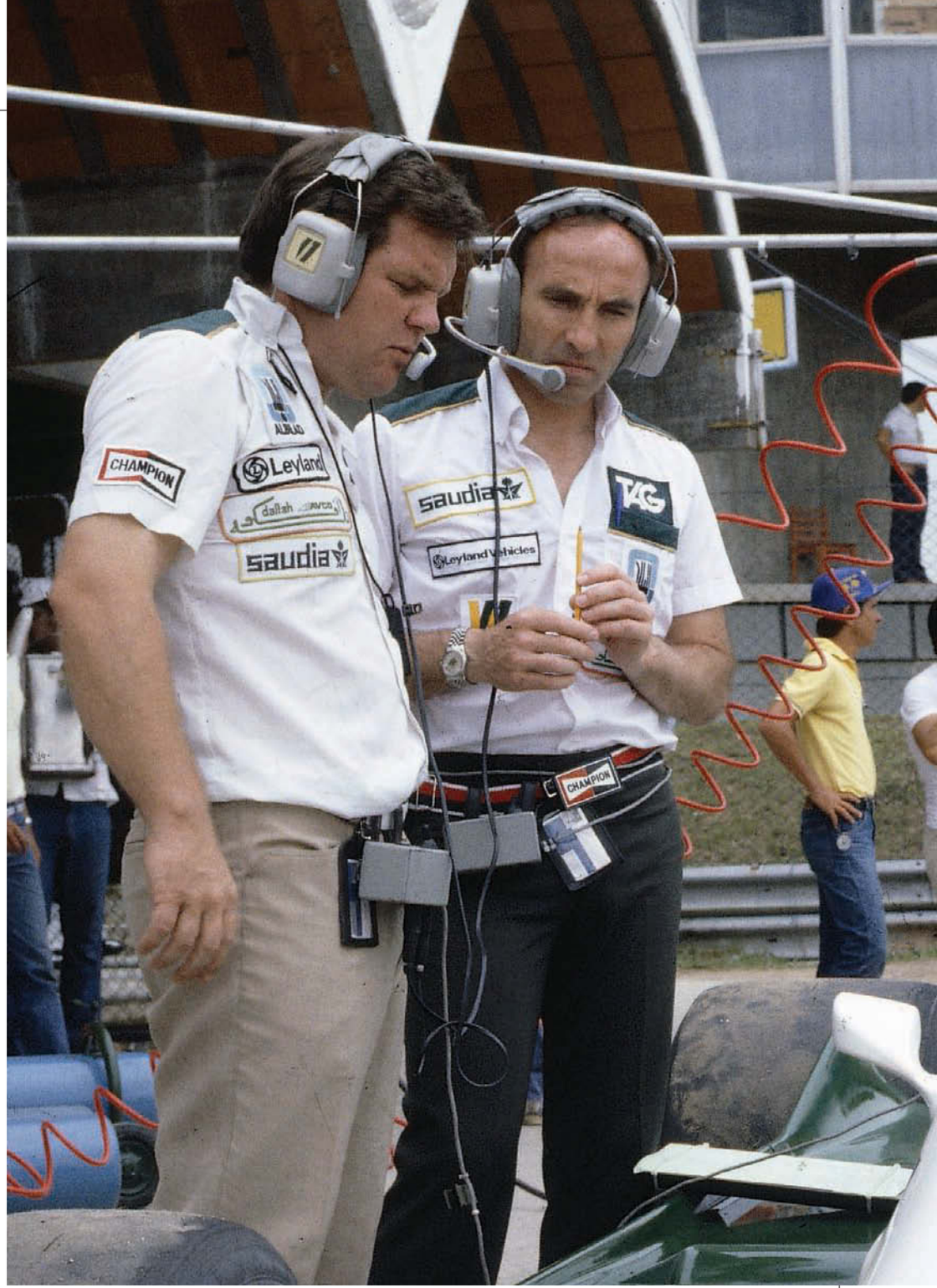
FORTY YEARS AGO Frank Williams left the company he'd lost and started again – in an old carpet warehouse his friend Dave Brodie had found for him, with a second-hand March of dubious provenance and a struggling driver with a bit of sponsorship money behind him. It was Frank's third attempt at establishing his own Formula 1 team (preceded by those of 1969-71 and '72-76) and didn't seem to have the obvious credentials of a world-beater. But that's what it became, one of the greatest teams the sport has ever seen. Within two years, tenacious Frank's little outfit had won its first Grand Prix, within three its first world titles. Another 14 championships would follow, six for drivers and eight for constructors.

The team's heady days have become part of the sport's fabric and imprinted upon our brains – Alan Jones aggressively hustling the FW07, the buccaneer Keke Rosberg improvising his way around a street circuit, a heat haze rising from the rear of a white, blue and yellow car, its Honda horsepower further suggested by massive Canon-emblazoned wings as Nigel Mansell and Nelson Piquet go at it, or the science-fiction grip of Mansell's FW14B a few years later, the pluck of Damon Hill, the 0 on the nose emerging from the Suzuka gloom, Schumacher distant in his wake, Jacques Villeneuve going around the Ferrari's outside at Estoril – and somewhere in the background a smiling Frank lost in the love of it all, a frowning Patrick Head at his side, conjuring up the engineering feat from which next chunk of lap time will come.

It was all there at Silverstone recently, iconic Williams machinery, iconic Williams people through the ages all briefly in one place acknowledging the anniversary of what in many ways is the royal family of British motor racing.

Snap-quotes of key figures give an impressionistic picture of the entity created by Frank and his partner Patrick.



PATRICK HEAD "Frank had been at a dinner somewhere and sat next to Guy Edwards, a driver with whom I'd done some work at Lola. Frank was saying I'm looking for a designer because I can't find anyone decent and Guy said what don't you try Patrick Head. My first meeting with Frank was at the Carlton Towers.

I turned up in a Renault 4 van painted in multi-colours by the previous owner – I'd paid £40 for it. I was in jeans and a woollen jersey, stinking of resin because I was building a boat in Surrey docks. Frank was there in his Dougie Heyward jacket, all smart. What the hell he thought seeing me, I can't imagine… I was just thinking, 'Well I'll go and do some work for him until I've got enough to go back to the boat and carry on with that,' because I'd run out of money. Not a brass farthing. In fact I started on November 25, 1975 and began working on the car he had, FW04, to improve it for the start of the season. On the second Monday I was called up from my Portakabin to the front office and Frank said, 'This is Harvey Postlethwaite. I've sold the company to a man called Walter Wolf and Harvey is now chief designer.' Which is what I thought I was! 'You can either stay and work as number two to Harvey or here's £500 and you can go.' I needed a job more than I needed £500 so I stayed. But Harvey was a lovely bloke and I learned a lot by all the mistakes that were made on that one car [FW05]. At the beginning of the next year, about February '77, I was running the Wolf test team and was at Kyalami testing with Jody Scheckter and three mechanics. Frank rang up and said, 'Right, I've left. I'm starting again and I'm hoping you're going to come and join me.' So, big decision. I decided to join. I thought about it for a short while. I also got to make the boat – about 30 years later!"

NEIL OATLEY "I joined in late summer '77 and was there until the end of '84. I was employee number 13. Each department had one

employee. Johnny Dumfries was the van driver and spares man. When I joined they were racing the March and Patrick had just started work on FW06 and the two of us effectively did that car together. Amazingly, we were able to design, build and test it by the end of the year."

ROSS BRAWN "I went there as a machinist and eventually was the R&D guy. I recall in the early days the guys having a whip-round to pay the electricity bill. At tea breaks literally everyone was in the canteen – around one table. A wonderful team-building environment. That stuck with me throughout my career. I resigned from Williams at one stage because I'd gone to a test in Europe somewhere, me and three mechanics and the car, and the circuit owner said you didn't pay the bill last year, you're not coming in. So I'm on the other side of Europe trying to do this test and Frank didn't have the money to pay the circuit and I was stranded. I said to Frank, 'No, that's it. I'm off.' Luckily he and Patrick persuaded me to stay because if I'd left it would probably have been the worst decision I'd ever made. It was a fantastic education."

FRANK DERNIE "When I joined late '78 as the aerodynamicist, Patrick had pretty much drawn FW07. It had a sidepod that I inherited which was the best of the ones that had been tested and worked well. But I noticed in the tunnel the flow stalled at the back of the chassis alongside the end of the engine. So it was a case of instead of seeing it as a 2D profile, seeing it as a 3D area change in the diffuser. So we made changes alongside the engine and we even ended up with lumps on the underwing in local places. It was no longer a smooth curve. This kept the flow attached much further back and was one reason why the car worked so well."

Williams was on its way. Clay Regazzoni winning the race one summer Silverstone Saturday, the wheat high in the field, Alan Jones taking his rivals apart over the following season, Union Jack flapping from the cockpit on his slow-down lap in Ricard after beating the Ligiers and Renaults. Into the turbo era with Honda. Then Frank's crippling accident, even that not enough to keep him down as he guided his team from strength-to-strength, Mansell vs Piquet, no holds barred boys, just don't crash into each other. A refusal to accept a Honda-nominated driver was so very Williams and the trigger for the end of that relationship. Then with Renault into the new naturally aspirated era, V10s wailing away, Patrick's recruitment of Adrian Newey. Renault-Head-Newey – the rest didn't stand a chance! Silverstone '92 and a young data engineer watched his monitor nervously as Mansell in the active-ride FW14B dominated the race in front of his adoring fans.

PADDY LOWE "One of the issues that had emerged in the previous two races was the failure of the clutch position sensor. It wasn't catastrophic to lose this immediately, but we lost track of clutch wear and that in turn would mean the gearshifts would start getting worse. We had very little data but I had one channel that came back, one eight-byte of data that would give me an error code and I had the table that told me what that code was. At about one-third distance this error code came up saying this sensor had failed. I kept it to myself – there was no point giving everyone misery for the next hour so I just sat there stressing out. The gearshifts did get worse but he got home. We'd have been lynched if he hadn't!"

DAMON HILL "Frank was someone who was looking to imprint his own values onto the sport. He believed in very British ideals of playing it straight and winning it the right way. If you get beaten, don't complain, put it behind you and do a better job next time. I went there as a test driver, not expecting to race. It was only after Nigel dropped his bombshell in Monza ['92] that he wasn't re-signing and all the top guys were desperately trying to back-pedal out of their existing contracts that there came the realisation that there wasn't really anyone else who could do it! Even then I had no expectation of being the lead driver because they had Alain Prost, then Ayrton Senna. Then Ayrton died and I was thrust into it. At Williams it was never about the driver, it was about the team and I get that now. Even before I won the ['96] championship Frank had already said he wasn't going to employ me. He said I've got to do the right thing for the team. I understood the rules. That's their approach so you know you're just visiting. You know you're not staying. But what an adventure."

> "IT WAS NEVER ABOUT THE DRIVER BUT THE TEAM. YOU KNOW YOU'RE JUST VISITING"

Jacques Villeneuve repeated Hill's title success the following year. But that was 20 years ago – and remains the most recent Williams world championship. Which raises a couple of key questions.

WHY DID THE SUCCESS TAIL OFF?

- Everyone else's success tailed off too for a few years into the early part of this century as the Ferrari-Schumacher-Brawn axis completely redefined what the constituent parts of success were, with a level of investment and integration that finally leveraged up the full weight of Ferrari's standing.
- The partnership with BMW helped Williams briefly return to the front. It was the fastest car for much of 2003 and Juan Pablo Montoya was a title contender that year. But the fractious relationship between Williams and BMW came to a close after 2005. It has not had a works engine partner since, in an era when that has been essential for success.
- As Frank Williams and Patrick Head have eased into their later years – and in Head's case retired – the succession plan was not clear. This was complicated by happening at much the same time that the size and complexity of F1 teams was expanding incredibly quickly, fuelled by the car manufacturer budgets of the late '90s and early 2000s.
- Williams moved with the times in expanding but often not in thinking and culture. Without a clear and strong vision, relative strengths and weaknesses of departments have not always been well matched. The inter-departmental competition that inevitably follows a shortfall in results in some cases fed upon itself.
- The financial situation of Williams became increasingly worrying as results dwindled for a team that still retained around 700 people. Investment in key areas suffered.

WHERE DOES WILLIAMS GO FROM HERE?

Former Jaguar MD Mike O'Driscoll came on board, initially in a non-executive role but from 2013 as CEO. His first order of business was to work with deputy team principal Claire Williams to put the company on a solid financial footing. Two third places in the constructors championship and the recruitment of a new investor in the form of Laurence Stroll have taken the emergency out of the situation.

MIKE O'DRISCOLL "The first thing Claire and I focused on was stabilising the company financially. If you haven't got a stable financial base you're building on sand. We needed to stabilise it. We had a window of opportunity with the regulation change in 2014 that enabled us to be successful. 2014 and '15 were very strong. But by '16 it was apparent that if we were going to challenge at the very front of the grid – which is our ambition – we needed to make further changes. We're delighted we persuaded Paddy Lowe to join us as chief technical officer, and Dirk de Beer as head of aero. With them and a strong design and

development group, we feel we have the ability to get Williams back to the front. Until we've done that it's just work in progress."

PADDY LOWE "I arrived back here only a few months ago. There are 64 people still here from when I left 24 years ago. I found a lot of good stuff, a lot of good people doing some very interesting things that I've not seen in other places. That's very encouraging. But I'm painfully conscious there's a two-second gap to the front. That gets you going. There's a lot to do, but most of the things we're missing are reasonably clear. But you do come up against what is the most extreme imbalance of resources between teams in the sport's history.

"Closing that gap will require us to operate incredibly efficiently. But we don't have an attitude of 'it's not possible'. From there we hope to do one better and use that as the platform to do better again; that's how you succeed on merit. There's no free ticket to get there in one jump. But the road is towards victory."

"THERE'S NO FREE TICKET TO GET THERE, BUT THE ROAD IS TOWARDS VICTORY"

The first part of problem solving is recognising there's a problem. But that recognition must come from those empowered to do something about it. O'Driscoll has been that person on the financial side, but on the technical side it is now Lowe's task to change what in many ways is an old-fashioned F1 team. He seems very aware of that. "This has been a great day to celebrate the team's history but for me it's about looking forward. It's about what we do today and in the future. It's great legacy but we need to build a new one." M

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NIGEL IS READERS' CHOICE

Patrick Head presents Nigel Mansell with MS Hall of Fame award

PH I think it's still the case today that you see the characters of the drivers, but it was probably more so 20 years ago. Nigel was always interesting, never dull. I remember at Montréal when we started to get our act together with Honda and we started to be serious contenders, towards the end of '85. I sometimes had to be quite tough with Nigel over the radio. Nigel was running about three-and-a-half bar boost and was either in the lead or close to it; in the lead I think…

NM I was in the lead.

PH We were running a little behind on fuel consumption, so I said 'Nigel, turn boost to 3.4.' There was a long silence … then he came on and said 'I don't want to turn the boost down!'

So I said 'Nigel, turn the effing boost down to 3.4!' There was a bit of a wait and then Honda told us that, yes, he had turned the boost down to 3.4 but being typically Nigel, he wasn't just going to do that. He had to show us that he was faster on the next lap with 3.4 bar boost than he had been on the lap before with 3.5. So he did one very quick lap, then settled down to the speed that he was doing before.

Then in order to try and tell us that he was bored in the lead of the race, I suddenly started hearing [in a Brummie accent] 'Today's the day the teddy bears have their picnic. Picnic time for teddy bears …' Meanwhile he was lapping at flat-out speed around the Montréal track. He was trying to tell us, 'I can do this – easy!'

NM It was never easy! Patrick was fantastic because I used to go off occasionally and damage the car and he sat me down one day and said 'Please, please, if you can do your best not to bend anything because it does set the programme back a little bit…'

Do you remember when I came into the pitlane in Adelaide real quick practising before the race? I had the biggest shunt coming into the pits. I think 188mph was the quickest we exited the pits. It was quite dangerous, wasn't it?

PH I had to jump out the way quite a few times! [But] I have to say, this is hugely well deserved. Many, many thousands of *Motor Sport* readers have voted you into this position. It's very well deserved.

NM On a serious note, ladies and gentlemen: [my thanks to] *Motor Sport*, all the fans who have voted, all the sponsors, obviously Sir Frank, Sir Patrick, the late Colin Chapman, but there's one special person in the room who has believed in me since 16 years of age. That's my dear lady wife Roseanne who is still with us now and, my goodness me, what a medal that is.

PH Nigel was not always the easiest of people. But when he put the visor down and went out on the track, he was on it 100 per cent and more. It sharpened the whole team up. We all understood what he was there for, and we were all happy to play our part helping to achieve it. I think Graham Hill suffered by being considered the gritty trier to the talented Jim Clark; without trying to do Clark down, I think Graham was actually very talented as well. Somehow a few journalists seem to give the same tack to Nigel, but I'd put Nigel right with Alain Prost and Ayrton Senna. I never, ever had any thought that if anybody else was in the car, it would go quicker – in fact the reverse.

NM Any chance of a back-dated pay rise?

This is an edited transcript from the awards presentation. Watch the full exchange at www.motorsportmagazine.com/hof

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This beautiful, limited edition set of 2.5oz gold and silver coins is only available from Rosland. The gold 40mm diameter coin is 999.9 fine gold, while the 50mm silver coin is 999.0 fine silver. Both coins are legal tender and bear a portrait of Her Majesty Queen Elizabeth II on the obverse. These collectors' items are specially minted as proofs, their highest level of quality, by the Commonwealth Mint in the U.K. to celebrate 40 Years of Williams.

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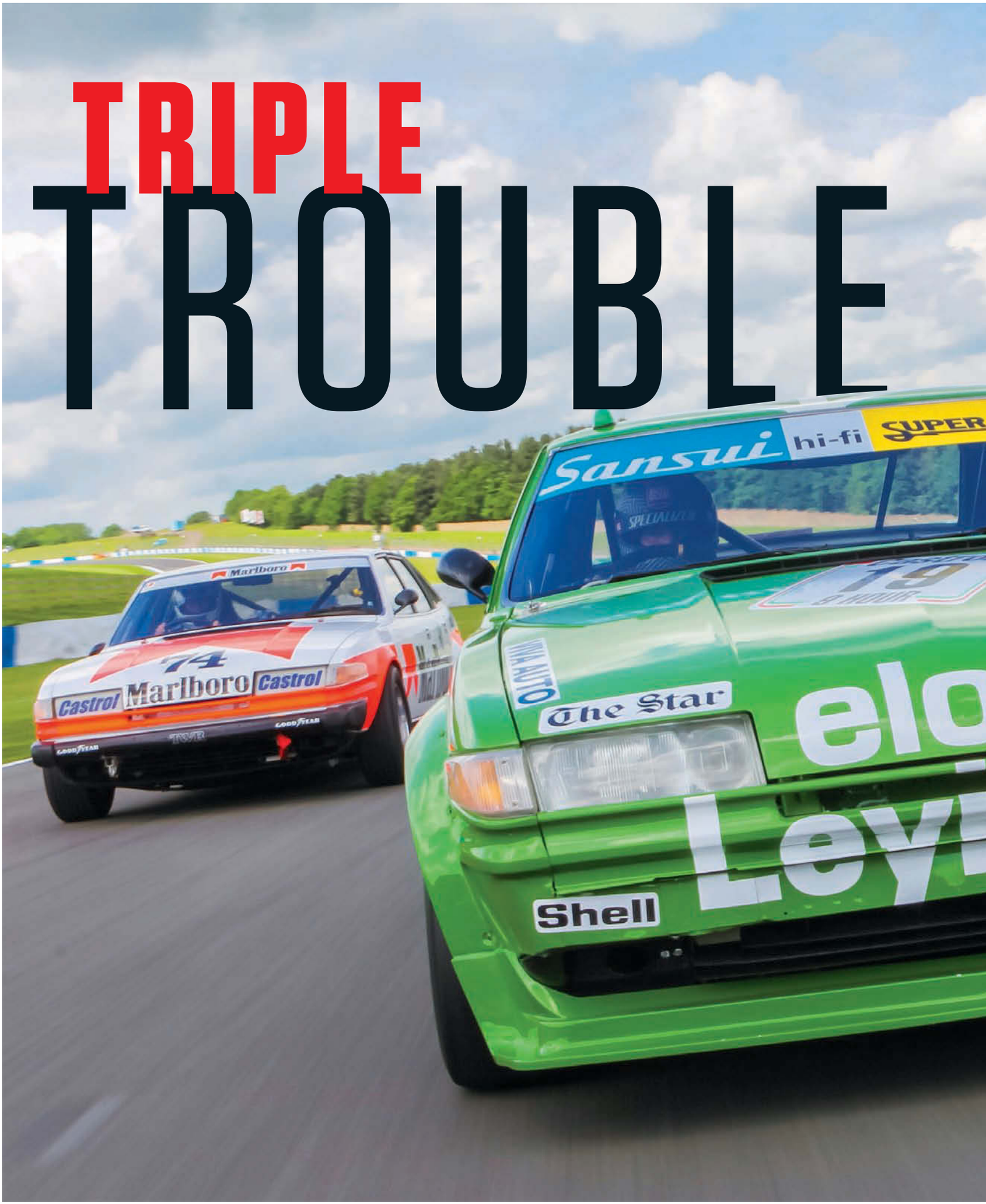


The Rover SD1 was an unlikely tin-top hero but as we found when we tested a trio of racers from the Gp1, Gp2 and GpA era, it still packs a serious punch

writer DICKIE MEADEN
photographer LYNDON McNEIL

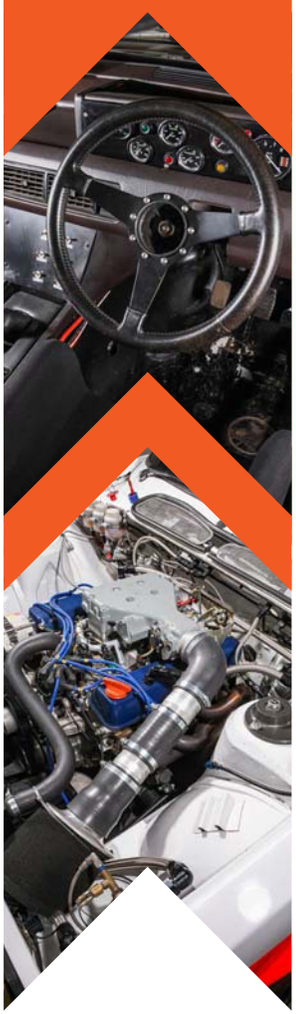
AS A LARGE AND SOMEWHAT unconventional executive saloon, the Rover SD1 made an unlikely tin-top hero. Yet in the space of just a handful of years it forged success from troubled beginnings, bounced back from stinging controversy and finished its career as a formidable world-beater with a passionate following that endured long after Rover went to the wall.

To celebrate this much-loved and massively successful production-based racer we've gathered together a trio of SD1s. Built between 1980 and 1985 to comply with Group 1, Group 2 and Group A regulations, they chart the intensive development and accelerated evolution that sealed its success, and hark back to truly dazzling days. If you're a sucker for SD1s the sight that greets me in the Donington pit lane is about as good as it gets. Three magnificent cars resplendent in their evocative liveries and filling the garage with a heady hit of nostalgia and exhaust fumes as they noisily get some heat in their bones. Today we're going to party like it's 1985.

"SUCCESS IN THESE CARS MUST HAVE BEEN AS MUCH ABOUT LEAVING SOMETHING IN RESERVE AS ABOUT FINDING THE LIMIT"

Dave Price Racing's Gp1 Rovers set the model on its career path – and this one has an impressive record as well as being a Goodwood favourite

GROUP 1



IT MAKES SENSE TO START our journey through Rover's racing odyssey at the beginning, so its the Marlboro-liveried Group 1 car I'm drawn to first. Owned and raced by Andy Bruce and fettled by Ken Clarke (who worked at TWR and is acknowledged as an oracle on SD1s), this is one of the original cars built by David Price Racing in 1980 and driven in the 1981 and '82 French Touring Car Championship by René Metge. Having won the French title in '82 the car enjoyed more success in Portugal, taking two championships. Clarke tracked it down in 2015, took it back to the UK and restored it to original spec. It now enjoys regular outings with Bruce and Tim Harvey in Goodwood's spectacular Gerry Marshall Trophy.

It's often overlooked that it was DPR and not TWR that made the vital first step in the SD1's competition history, building a handful of Group 1s and just one Group 2 car before Tom Walkinshaw's outfit got the gig to mastermind the development of the Group A cars that would become the SD1's crowning glory.

There's something immensely charming about this Group 1 car, partly due to the naïvety of the race preparation compared to modern touring cars, but mainly down to just how darned cool a battle-ready Rover SD1 looks. By FIA law Group 1 should have been all but showroom standard, but as the class developed and national governing bodies gave a bit of wriggle room in the regs, Group 1 got a little more racy.

Only a little, though, with a few detail upgrades and tuning tweaks permitted to suspension, brakes and engine. Clarke reckons a good (legal) example such as this – fitted with 'Federal' fuel injection, as-per original Group 1 spec – will today yield anywhere between 80-85bhp per litre, so about 280bhp. That compares well to contemporary reports of early Gp1 Rovers developing 250bhp and 235lb ft of torque, but is bang in line with later-spec Group 1 cars which employed a single, twin-choke Weber, or switched to a two-barrel Holley carburettor and Huffaker manifold.

Some spec details are especially charming. Most notably the brakes, which employ so-called 'police spec' four-piston AP calipers, the same as Rover fitted to UK police cars, not to mention those used by our armed and secret services. The road gearbox was retained, but with closer ratios, and a Salisbury limited-slip differential was fitted. The suspension was rose-jointed with a small amount of adjustment allowed for camber changes, and the wheels were 15in diameter with 7in-wide rims.

The Group 1 cars used to race on slicks, but in order to race at Goodwood they now run on treaded historic rubber. Perhaps unsurprisingly it drives as it looks. That's to say, very road car in feel. Once strapped in you immediately notice the big steering wheel, which hints you'll be needing a bit of leverage in the absence of power assistance. The gearbox – five-speed with a regular H-pattern – is from the road car and has a long, soft throw; the clutch is heavy by modern standards but not too bad for a historic racer.

Of course the heart of the SD1 is its 3.5-litre V8. Smooth, sweet sounding, nicely tractable, it pulls convincingly from 3500-4000 all the way to 7000rpm, so you've got plenty of revs and a nice blend of torque and power to explore.

The balance of the car is beautifully neutral. You will make it understeer if you ask too much from the front end, but you soon learn to be less aggressive and just float it through the corners.

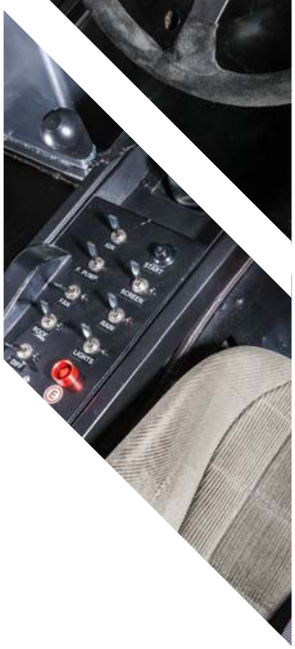
Tighter turns require a more deliberate approach, just to make sure you don't get the front pushing wide, but so long as you're sensitive with your initial steering inputs you'll be able to bring the tail into play and divide the labour more evenly between both ends of the car. Medium- and high-speed corners are where the real fun is. You really just nudge it into the direction change with the steering before picking the throttle up and playing it smoothly into a modest amount of oversteer. Somewhere between an eighth and a quarter of a turn feels sweetest, keeping that momentum going without excessive steering inputs or big stabs of throttle.

Of course you can provoke more exuberant slides, but it feels at odds with the precision and progressive nature of the car. Find its natural balance point and it'll flow from one apex to the next, even down the Craners where you initiate the right-to-left direction change with a slight feathering of the throttle before steering neatly into the ensuing slide, fine directional control applied with your hands and right foot. It's a fabulous and easily accessed sensation which really connects you to the car and makes you appreciate how inherently benign and well-balanced it is for what looks like a big old boat.

Without question the weakest area of the car is its brakes. Initially, they have a confidence-inspiring pedal feel but there's not much stamina, especially on Donington's GP circuit configuration which is hard on brakes. Even taking care not to hammer them it only takes two or three laps to feel that initial firmness turn soggy. They recover if you give them a break – or tap them up with your left foot between the corners – but it's a timely reminder that successfully racing these cars back in the day must have been as much about leaving something in reserve as it was about finding the limit. That said, at Goodwood, where you spend far more time on the throttle than the brakes, this modest yet marvellous old car must be an absolute joy to coax through the fearsome run from Madgwick to Lavant.

Beefier, brawnier and more of a racer, the Gp2 car with its four twin Webers has a wonderful voice, but it's tougher to hustle

GROUP 2



AFTER THE modesty of the Group 1 car the brawny 1981 Group 2 is as in-yer-face as SD1s ever got. Shorn of its bumpers and with massive tyres shoe-horned beneath wildly extended wheel arches, it's an extreme caricature and raises big smiles before you've so much as cranked the engine over.

Also built by David Price Racing, it's something of an SD1 unicorn, being the only Group 2 car DPR produced before TWR took control of Rover's racing activities. That rarity was exacerbated by the fact this car was delivered straight to South Africa, where it was campaigned by the O'Sullivan brothers in the 1981 and '82 Kyalami 9 Hours followed by the 1983 and '84 Kyalami 1000Kms, where it raced alongside the Group C monsters of the day.

After passing through a number of hands in South Africa the car was purchased in 2014 by present owner Tim Summers, who placed it with UK-based BGM Sport for a fastidious restoration, after which Summers raced it throughout the 2015 season in Peter Auto's burgeoning Heritage Touring Cup. I was fortunate to share it with Summers at Spa and Paul Ricard and have fond memories of the car.

Consequently it's great to see the Jolly Green Giant parked next to its brethren. It's a larger-than-life car – beautifully finished and immaculately detailed, right down to the brown corduroy-upholstered racing seat. The driving experience is an extension of the beefed-up look. Indeed you need similarly bulky arms and shoulders, for the unassisted steering is about as heavy as you can reasonably expect to cope with. There's a pleasing uniformity to other control weights that underlines the seriousness of the car without inhibiting your ability to drive it, and immediately it feels much more like a race car than the Group 1 version did.

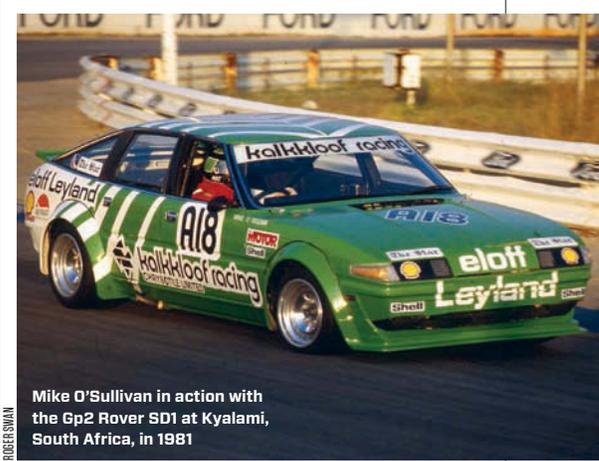
That said, the gearbox remains closely related to the road specification, so while the shift action itself is sharper and more defined you have to treat it with respect for the transmission doesn't have the inherent strength of the later Group A cars, even though the engine boasts more power and torque.

Lift the bonnet and you're treated to the truly magnificent sight of four twin-choke Weber 45s inhaling through stubby velocity stacks. It's one of best-looking V8's I've ever seen, and when you work it towards its 7500rpm limit it's one of the best I've ever heard.

Where you coax and caress the Group 1 car around Donington's swoops and curves you propel the Group 2 car, leaning harder and harder on the huge slick tyres. To begin with the grip feels limitless, but eventually you find the confidence to probe the point at which their prodigious purchase begins to fade.

Funnily enough, although the corner speeds are vastly different there are strong similarities in what the Group 1 and Group 2 cars do. With a long wheelbase relative to track width, the SD1 is extremely progressive, but if you're too quick and insistent with your initial steering input you'll quickly push through the limit of the front tyres. Better to make a more measured input, then ask more from the tyres. It's subtle stuff to deploy in such a ballsy car, but it really pays dividends.

Traction is very strong, though again if you do manage to get the tail moving it does so gently and with plenty of warning. Having raced it in the rain at Paul Ricard I know this is also true in the wet. Surprising for such a potent rear-drive car. The brakes are a huge improvement over the Group 1 car's, with a rock-solid pedal and far more stamina. You need to watch for pad knock-off on the way into the Old Hairpin, but if you can tap the pedal up with your left foot it sorts the problem.



ROGER SWAN

Mike O'Sullivan in action with the Gp2 Rover SD1 at Kyalami, South Africa, in 1981

Get your head around the grip and you can really hustle this car along, rain or shine. That inherent speed is reflected in its front-running pace in the Heritage Touring Cup, where it more than lives with the Group A cars. Indeed it's only the real big banger stuff such as the GAA-powered Cologne Capris that it'll struggle to match. No shame in that.

Something of a forgotten chapter in the Rover's competition story, this Group 2 car is very special. With enough presence to fill an entire paddock it has real star quality. And if you're lucky enough to race this gentle giant you'll be revelling in the lofty but approachable limits, loving the mighty soundtrack and – most likely – wishing you'd spent a bit more time on your arms in the gym!

Playing the homologation game: GpA regs were tight, but left room for manoeuvre, such as the racing 'box, AP brakes and twin-plenum engine

"IT'S MAGNIFICENT, OOZING THE ATTITUDE THAT MADE GpA SUCH A COMPELLING RECIPE"

GROUP A

ROVER VITESSE TWR/014 and I go back a long way. Right back to arguably its finest hour, when Jeff Allam and Denny Hulme drove it to victory in the attritional and hard-fought 1986 Istel RAC Tourist Trophy at Silverstone.

I was 15 years old. With camera bag slung over my shoulder and precious race programme gripped tightly in my hand, I walked through the paddock and pit lane in the hours before the race was due to start, burning through rolls of 36-exposure film, hunting for autographs and inhaling the heady atmosphere like oxygen.

I was a bit scared of approaching the drivers, especially Denny Hulme. Probably because I'd read about his nickname 'The Bear' and imagined he'd snap my pen and toss my programme away, or maybe just growl. To my relief he was an absolute gent, even thanking me when I wished him best of luck. When he and Allam subsequently won the race late that afternoon I couldn't have felt more pleased.

Like most racing cars from the era, no14 has lived a life. One in which it was driven by names such as Jean-Louis Schlesser and Gianfranco Brancatelli as well as Allam and Hulme, garnering a huge haul of silverware in French, British and European championships throughout 1985 and 1986, before being retired from TWR duties at the end of the '86 season. It then contested back-to-back Spa 24 Hour races with a privateer team in '87 and '88 before finally withdrawing from major competition. During that impressive career it changed liveries like the rest of us change socks, sporting Marlboro, Bastos, South Pacific Racing, Istel, Herbie Clips and, finally, Watsons colours in its last race for TWR in Macau.

Lately it has resided in New Zealand with owner Alan Scott, TWR's engine supremo in those heady Jaguar and Rover days. Recently purchased from him by James Hanson's Speedmaster firm, it's running in anger today for the first time since it arrived back on home soil.

It's a magnificent machine. Hunched low over its distinctive centre-lock rims, front wheels tucked inside the wheel-arches thanks to a nudge of camber and stubby side-exit exhausts emerging from each sill, it oozes the kind of attitude that made Group A such a compelling recipe for manufacturers and race fans alike.

Better, it has a patina that you simply can't fake. Yes, it's had umpteen liveries during its racing career, but it was returned to Bastos colours years ago (using more paint than vinyl) and looks all the better for it.

Considering it's the ultimate evolution of the SD1, you might expect the Group A car to be the most extreme, yet visually and mechanically it's something of a halfway house between the Group 1 and Group 2 cars. Of course Group A was essentially a homologation game – that and a creative attitude towards the regulations! – so while it allowed greater freedom for dedicated racing components such as the dog-leg Getrag transmission, Bilstein dampers, big AP brakes and larger (but still restricted) wheels, manufacturers knew they had to produce road cars featuring performance-enhancing upgrades, or at least homologate cars featuring hardware with plenty of latent potential that could be released in a racing environment if they were to succeed. Perhaps the best example of this is the legendary 'twin-plenum' Vitesse, revered by SD1 geeks the world over.

Consequently the Group A SD1 is an intriguing blend of restriction, optimisation and interpretation, one that was almost continually changing season to season to wring the best

Bastos Rovers of Brancatelli/Hahne and Percy/Walkinshaw lead Silverstone TT field in 1986

LAT

from the machinery at each round of the ETCC. Tales of TWR's illicit tweaks abound, most notoriously the furore over use of non-Rover (actually Volvo) rockers, but it's all part of motor sport folklore now. Besides, we're here to drive, not dissect dodgy deeds of the past.

There are differences in this car's roll cage design, and the white interior marks this car out as one of the later TWR builds, but essentially the look and feel is very close to the other cars. I love the gloriously incongruous wood trim on the dash, the way holes have been drilled here and there, with ancillary dials and switch pods attached with little consideration for aesthetics. This was a place of work.

The big four-spoke steering wheel doesn't take as much heft as the Group 2 car to work, largely due to Scott having fitted electric power steering. We turn it right down to give us the most authentic feel and level of effort, though there's the faintest hint of some residual

assistance. The clutch is heavy, the dog-leg gate feels slightly vague, but more robust than the road-based 'boxes. The fuel-injected V8 spins freely and strongly. Not with quite the drama of the bellowing, carb-fed Group 2 car, but with a cleaner, more linear delivery and a nice workable spread of power and torque.

Contemporary reports suggest the twin-plenum/twin-butterfly Group A motors gave about 335bhp. This car was updated in period to '86 spec and still has its original TWR-built engine, though it now boasts what Scott describes as an 'evolution' spec developed – but never used – for the 1987 season. It's good for just shy of 400bhp, which explains the sense of urgency.

The Group A car also seems a size smaller than the others. No, that's not a reference to the apocryphal tales of TWR building 9/10th-scale cars, but it's an indication of how much more wieldy and nimble it feels. In many ways it's a combination of the best bits of the Group 1 and Group 2 cars – the delicacy and poise of the former car combined with much of the latter's potency and fitness for purpose. It then builds on these qualities with strong brakes, greater agility and that racing transmission.

It's not what you'd call a contemporary experience, but there are hints of modernity in the way it can string a lap together. You can attack that little bit harder and place the car with greater accuracy and finesse. It's easier to find your pace and stay there consistently. That said, I'm not sure it would have the outright one-lap pace of the Jolly Green Giant, nor the same reserves of grip over a race distance.

What's fascinating from a driver's perspective is how each car has stark differences and striking similarities – strengths and weaknesses that demand you work with it rather than try to impose your will upon it. This was clearly the touring car driver's art in the days before homogenised hardware, data-driven analysis and bullet-proof components became the norm.

As a vociferous supporter of production-based racing cars, what I find especially satisfying about all three of these Rovers is that their shared DNA shines through. It's this dynamic stamp that maintains a clear, deep-rooted connection between each racing variant and, in turn, to the SD1 road cars from which they are derived. That was the magic of these cars, and that golden era of tin-top racing. Wild Rovers indeed. M

Thanks to Ken Clarke Motorsport, www.speedmastercars.com and www.girardo.com for supplying cars for this story.

Evolution in pictures: three generations of Rover, with shared bone structure but very different musculature

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ROYAL OAK

{ LUNCH WITH }

MIKE WILDS

From photographic apprentice to Formula 1... and he's still winning races at the dawn of his eighth decade. Racing drivers are rarely this diverse

writer SIMON ARRON | **photographer** LYNDON McNEIL

HISTORY RECORDS eight Formula 1 world championship entries, three starts and no classified finishes – but that's an irrelevant detail from one of the most intriguing motor sport careers of the modern age. Mike Wilds started his first race in 1965 and more than half a century later is still a regular winner.

He has few complaints about the hand he's been dealt. "If I were a boxer," he says, "I guess I'd be regarded as a journeyman. My only real regret is that I never had the opportunity to drive a competitive F1 car in period, to find out whether I might have forged a decent GP career. I'm not saying I could have been world champion, because I don't think I could, but I would have appreciated one chance to see how well I might have gone in a McLaren M23 or a Brabham BT44. If nothing else, I'd just like to know the answer!"

To fill in the blanks either side of his brief stint in the F1 shadows, Mike invites us to The Royal Oak, Swallowcliffe, a charming inn accessed via narrow lanes lined by lush Wiltshire hedgerows. After a single pint of Sharp's Doom Bar, savoured slowly, he orders pan-roasted lamb chump with basil and goat's cheese risotto, rinsed down with a carafe of water and, subsequently, coffee.

Wilds's passion for competition was inspired by older brother Johnny, who raced an AJS 350 7R in motorcycle clubbies at Brands Hatch. "Our parents didn't know," he says. "The bike was kept at a friend's garage in New Cross and we'd leave home on a Sunday, say 'See you later' and head to Brands. I was too young to do anything useful, so just watched. I've owned a motorbike since I was 16, but never fancied racing one – for me it was always cars.

"I grew up in west London and often used to cycle along Chiswick High Road to Graham Warner's Chequered Flag garage, where there were Lotus XIs and many other lovely things. I went so often that they eventually offered me a Saturday job, washing cars.

"At the back of the premises, Chas Beattie built Gemini Formula Juniors and one day invited me to a race meeting at Brands Hatch. I went with him in the transporter with these two Geminis in the back and it led to one of those 'eureka!' moments – I got out of the truck and there was this atmosphere, the noise, the smell. It was like somebody throwing a switch in my brain: 'This is what I want to do with the rest of my life.' From that day I spent every waking moment wondering how I could start racing.

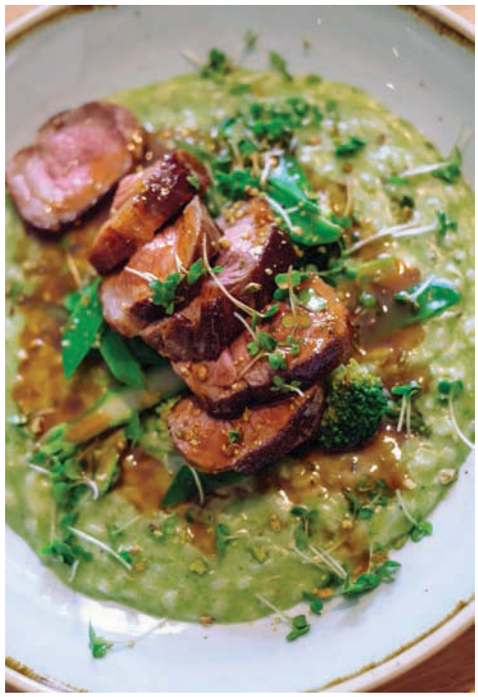
"My father was a photographer and when I left school he helped me get an apprenticeship with an agency just off Fleet Street. I started in the darkroom, then began going on jobs to learn the trade – to this day I love taking photos, but it wasn't really what I wanted to do with my life so I left and went through various jobs before going to Firestone in Brentford. I knew they had a racing division, which had no vacancies, but they offered me a role in the export department and promised to give me a chance on the racing side when a job became available. They kept their word and I had a fantastic time, working with JW Automotive as a tyre engineer at Le Mans and so on, but what I really wanted was to meet people who might be able to help me launch a driving career."

In 1964 Wilds had taken others' counsel and joined the 750 Motor Club, which he'd been told was the cheapest way to get started. "Once a month I'd go along to a pub in Battersea and listen to people talking about the technical side of the sport. It was here that I met a guy called Lou Bergonzi, who had a DRW Mk1 that he raced in the 750MC's 1172 Formula. Towards the end of 1964 he told me he was going to sell it. I had no proper money – I still rode a bicycle and didn't own a road car – but when he said it was £280, complete with trailer, I told him I'd have it. I had no idea how I was going to pay, but I'd been working bar shifts in the evenings to save towards a car, which gave me enough for a deposit, and my mum agreed to act as guarantor on a loan to cover the rest.

"We lived in a flat and for a while the car sat under a tarpaulin, more or less untouched. Dad and I would go out occasionally to start the engine and fiddle about – he never raced, but loved tinkering – and it wasn't until early in 1965 that I'd saved enough to do a sprint. My mum had an old Morris Minor cabriolet, so I fitted a tow hook to that, went to Brands Hatch, did the sprint and spun twice.

"By May I'd put together enough to enter an 1172 Formula race at Snetterton – the old circuit, which was fantastic. I had no idea what to do, but the other competitors were really helpful, telling me where to sign on and explaining about scrutineering and so on. I think the grid was drawn by ballot, because the timekeepers had arrived late, and I ended up somewhere near the front. A man by the side of the track lifted a Union Jack, so I applied a few revs – I'd never done a race start – and as the flag came down I dropped the clutch, shot between the first two rows and led towards the first corner. I wondered if I'd done something wrong and started looking around, then braked early and was eaten alive by all these 1172 cars. It was the most sensational moment of my life to that point.

"I had a fabulous dice with a guy called Cyril Lyford and finished third. I drove home on cloud nine, with a tiny trophy about the size of an egg cup – I still have it somewhere. I was 100 per cent hooked, but didn't have enough money to do the next race. I saved up do a few more later in the year, finished second at Silverstone next time out and won my third race, which was also at Silverstone. I did about seven events in all and was given a trophy as the best newcomer."



MIKE WILDS
CAREER IN BRIEF

Born: 7/1/46, Chiswick, England **1965** Begins racing in 1172 Formula. Wins third race **1966** Takes a break due to lack of cash **1969-70** Formula 4 **1971** FF1600 **1972-73** British F3 **1974** F5000; first F1 start with Ensign in US GP **1975** two GPs for BRM **1976** British Gp8 **1978** F2 class winner in ShellSport F1 series, Ralt RT1 **1981** Le Mans debut, Porsche 935 (DNF) **1983** Wins only round of short-lived British Open Championship, in Williams FW07 with 4.0 Hart-tuned DFV **1984-87** WEC, Ecurie Ecosse C2 **1988** factory Nissan driver, Le Mans **1989-present** Active in a wide variety of cars in historic and contemporary events; Britcar champion/class champion in 2008, 2013 & 2016

CHARMING NAÏVETÉ HAD MORPHED into great encouragement, but all impetus seemed lost following a serious accident at Brands Hatch early the following year. "A guy in a Rejo spun in front of me at Paddock," Wilds says, "then clipped me as I went past and sent me wide. At the time the rules stated that circuits had to have a six-foot earth barrier to protect spectators, but instead of building the bank up at the top they'd dug a ditch at the bottom so that it complied. The car dug in, rolled – and of course we didn't have belts. I half fell out, fractured my pelvis and also broke my nose when I was thrown forward, though that helpfully switched off the ignition and fuel pump. There was a bit of an oil fire, but I was oblivious. I didn't wake up for a week and was in traction for a long time at Dartford Hospital.

"Given our lack of funds that looked like being it, but fortunately a guy named Tiny Littler – a Libre racer who was a member of the 750MC – talked to my father. Tiny had a bodyshop in London and repaired the chassis free of charge. My hospital bed was in such a position that if I looked through a particular window I could see one parking bay, so every couple of weeks my father would load the car on a trailer and bring it from Chiswick so I could watch him working on it.

"I did race the DKW a few times after that, but remained in debt so eventually had to sell it. In 2015, to celebrate my 50 years of motor racing, I commissioned artist Andrew Kitson to do an oil painting featuring various cars I've raced and the DKW is in the top left corner. It got me started and meant a lot to me. I'd love to own it again, if it's still around."

For a couple of years Wilds focused on his day job with Firestone, though the desire to compete burned no less fiercely. "I was always asking people whether they'd let me have a go in their car," he says, "though they usually said 'no'." In 1969, though, he managed to secure the loan of a Vixen-Imp to compete in Formula 4. The car was supplied by Bob Jarvis and Pat Longhurst, both well-known club racers. "Unfortunately I managed to fall out with them at Ingliston," Wilds says. "Bob was leading as we headed into the final corner on the last lap of a wet race. I wasn't really a dirty driver, but there was prize money on offer and I was keen to win because I needed it desperately. So I tapped Bob out of the way with one of his own cars, which secured me the win but probably wasn't the wisest move because I instantly lost my drive. That possibility simply hadn't occurred to me…

"Fortunately, John Cavill – another F4 racer – had become a good friend and lent me his Vixen to do some more races. One was at Lydden and I came up against Bob again.

LAT, JEFF BLOXHAM & GRAEME FRANKLIN

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1 Wilds in F3 action at Mallory Park with the Ensign LNF3, early in 1973 **2** Same season, same circuit, different car – Wilds leads following his switch to a March 733 **3** F5000 snapshot: the Dempster March 74A being chased by Ian Ashley's Lola at Brands Hatch, 1974 **4** On the F1 grid at last – in the Ensign at Watkins Glen, 1974 **5** Attempting to qualify a rented March 731 for the 1974 British GP **6** Duel with Amon led to the offer of a works BRM seat in 1975, but not for long...

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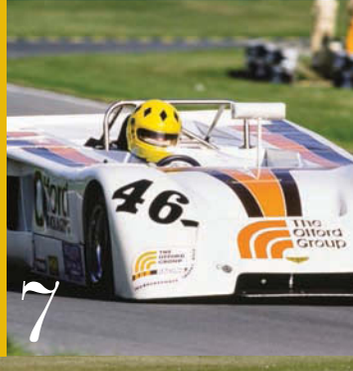
7 Wilds was a Thundersports regular in the 1980s – here in Jim Wallis's Chevron B19 **8** Final appearance as a factory driver, with Nissan at Le Mans in 1988 **9** Wilds leads the way during a Snetterton Britcar race earlier this season



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There was so much acrimony that we kept banging wheels and, at the last corner, hit each other so hard that we crossed the line as one, with my car above his. I got reprimanded and Bob was awarded victory, though I felt I'd won as my car was on top. We did later make up…"

That Firestone contacts book was also starting to bear fruit. "Through work I'd met [future Williams F1 director] Sheridan Thynne, who had been running his cousin in a Formula Ford Titan. He'd obviously seen me race and asked whether I fancied a crack at FF1600 in 1971. He said I could use the Titan on the proviso that I gave it back to him in the same condition at the end of the year. I didn't really have a budget to run the car, so spoke to Firestone's marketing department. All our promotional jackets were made by a firm called Skyjump, so somebody from marketing called them and said, 'Look, if you want all these orders we'd like you to help Mike.' They gave me £500, a huge amount in those days."

There would be no victories, but there were some strong performances – including a close fight with Jody Scheckter in the Race of Champions support event at Brands Hatch, where the pair proved evenly matched until the Titan's fuel pump packed up.

It was in the later part of that season that happenstance steered Mike towards professionalism. "Firstly," he says, "John Cavill's father Jack wanted to put him in F3, but John said, 'Look Dad, I'm not going to make it as a racing driver and have known it since I asked Mike where he braked down and changed for Gerards during an F4 race at Mallory. He was taking it flat in top and I knew I couldn't do that.' He kindly persuaded his father to put me in an F3 car instead.

"Secondly – and this came about as a result of my constantly badgering people for drives – a chap named Jeremy Sumner had a Chevron B6 that I really wanted to try. He finally relented and let me do a Libre race at Brands. He told me I wouldn't have a chance because I'd be up against a field full of single-seaters, and also that I have to mend it if I bent it. But it was raining by the time my race started… and I won. Jeremy came up to me afterwards and said, 'I think we're going to have to help you.'

"He introduced me to a chap named Colin Phillips, who with his partner Sid Pearce ran a firm called Dempster Developments. Colin asked what I wanted to do and I told him I'd love to do F3, that I wanted to be a professional driver and so on. I'd worked out some figures that looked like telephone numbers to me – I needed £35,000 for a season. They agreed, but told me I had to put 100 per cent into it – and that meant giving up a very good job at Firestone. My wife Chrissie was very supportive and Dempster offered me a retainer of £45 per week, enough to live on back then. Handing in my notice at Firestone was a big deal for me at the time, but I wanted to be a racing driver..."

Wilds happened to be at Silverstone when *Motor Sport* was shooting Kevin Kivlochan's ex-Digby Martland B6 for a recent feature (June 2017). "I was astonished when I learned it was the very same chassis in which I'd won at Brands," he says. "I felt quite moved, because that car quite literally changed my career."

He spent two seasons in F3, initially in an ex-James Hunt March 713S that was swapped for an Ensign LNF3 and, early in 1973, a March 733. Run by Colin Bennett, in October '73 he scored his first international victory against a strong F3 field at Mallory Park, one of two wins as he finished third, sixth and ninth in the UK's three F3 championships of the time.

"I had a reasonable year in a very competitive season," he says. "It was a fantastic time to be racing and I loved it to bits. I had the greatest respect for Tony Brise and we were very good friends – had he lived, I'm sure Tony would

have become a world champion. My son Anthony is named after him. Ian Taylor was also a fierce competitor, another who is sadly missed – we used to go to his house for Sunday lunch and he made the world's finest sherry trifle. Out of the car he was one of my best mates, but in it… He didn't give an inch and neither did I, but we never put each other off. There was a level of respect that you don't always see in modern racing."

LOGICALLY THE NEXT CAREER STEP WAS F2, a move to which Dempster agreed… until it saw the European Championship calendar and spotted that there were no UK races scheduled in 1974. "As a UK company it wasn't for them," Wilds says, "so I suggested F5000 and they agreed. I thought a Lola T332 would be perfect, but Max Mosley offered us a deal on a March 741 and said we could put a Chevy V8 in the back. It was OK, but perhaps not quite the way to go. It felt like a beast to me after a 120bhp F3 car, but in the first race of the year at Brands Hatch I followed Brian Redman for about 30 laps and learned so much just from watching how he handled the power.

"I'd lost out at the start, when I just sat there spinning my wheels, but when we got to Silverstone for round three I started to lose my clutch on the formation lap and couldn't find any gears. Eventually I just put the lever

Wilds spent four seasons as part of the Ecurie Ecosse WEC team. This is from Silverstone, 1984

somewhere, which happened to be second. I dropped the clutch at about 7500rpm and shot off, then discovered that I'd just accidentally stumbled across the correct technique."

During the middle of the season Wilds received a call from Max Mosley, asking whether he'd be interested in replacing works March driver Hans Stuck in the Swedish Grand Prix, the German having broken his thumb in Monaco. The following day, though, Wilds was on F5000 duty at Thruxton. "I was running in the top three when I came up to lap Tony Dean's Chevron on the approach to the chicane. For some reason he drifted across and caught my rear wheel, which spun me around into the barriers and snapped my wrist, so Reine Wisell got to drive for March in Sweden."

There was an abortive attempt to qualify a March 731 for the British GP, after which Ensign boss Mo Nunn approached Dempster about putting Wilds in a car for the final four Grands Prix of the season, to replace the departed Vern Schuppan. "The car had a complex fuel system," he says, "and unfortunately the pressure dropped whenever you loaded up the car in a left-hander. I failed to qualify in Austria, Italy and Canada and it was the worst time of my career – thinking I was never going to get onto the grid. It was so frustrating that I considered giving up. During practice at Watkins Glen, I remember looking down the straight, seeing a nice grandstand and thinking, 'That would be a good spot to watch the race.' That was my mindset: I was starting to think I wouldn't qualify."

Nunn had agreed to revert to a conventional fuel tank after Canada, though, and the team saved its one fresh set of tyres for a final run. "I went out and drove my bollocks off," Wilds says. "Jody Scheckter had followed me out of the pits and every time I looked in my mirrors he was still there. It was my best lap by far and got me into the race. In the paddock later, Ken Tyrrell came up and told me Jody wanted a word. I assumed he was cross because I hadn't let him through – perfectly true, but I had one shot with those tyres and it was my only chance to make the cut. When I found Jody I jabbed my finger into his chest and shouted, 'I hear you wanted to see me.' He stepped back, somewhat bemused, and replied, 'Yes, I just wanted to tell you how well you were making that Ensign go.' I had completely the wrong end of the stick.

"Ronnie Peterson was my hero and it was surreal sitting on the grid the following day, with Ronnie only about three places ahead of me in his Lotus 72. I was thinking, 'How the hell did this happen?' I remember reading the local paper at the hotel on Sunday morning, seeing the line-up and all these famous names. It seemed very odd – and almost wrong – that my name was also on there."

Fuel pressure problems early in the race dictated a lengthy stop, after which he was sent back out to enjoy himself and gain a bit of experience. That led to a spirited tussle with Chris Amon's BRM – and a close call with the emerging champion. "Towards the end I was starting to get a bit tired and recall changing down to turn in to a corner when I suddenly became aware of another car – it was Emerson Fittipaldi, en route to clinching the title. I was within an ace of taking him out, though I don't think he had any idea until I mentioned it to him when our paths crossed at Spa recently.

"It was a day of really mixed emotions. I felt elated to have made the finish, even if I was a few laps behind, but then I was told that Helmuth Koinigg had been killed. He was a good friend and we'd travelled out to the race together. The Armco wasn't set in concrete where he went off, the posts were in the earth and the rails separated upon impact, taking his head off. It was just dreadful."

THAT BRIEF TUSSLE WITH AMON HAD AN unforeseen consequence. "A portly gentleman came up to me afterwards, introduced himself as BRM boss Louis Stanley and asked who I was, because he'd never heard of me. 'You were dicing with my man,' he said, 'so what are you doing next year?' He invited me to go and see him at his suite in the Dorchester Hotel. When I was back in the UK, I went to visit Mike Hailwood – still recuperating from a shunt at the Nürburgring – and he warned me against having anything to do with BRM, but I had nothing else and was keen to stay in F1.

"I felt that if they invested some effort and I gave my best, we could perhaps get something out of it. So I went to Snetterton to do a test, with Chris Amon in the current P201 and me in an older P160, which was lovely. Late on, Chris had to depart and I jumped in the P201. I didn't over-rev it, but after a couple of laps the engine went bang – two rods through the block. I was mortified, but Louis told me not to worry, that they had plenty of spare engines, and I thought, 'Wow, this really is F1.'

"I signed up for £60 per week and received my itinerary for the opening race of 1975 in Argentina, which all seemed very professional. When I got to the track and looked at the car, however, I could see the block had been welded and thought, 'That's the same engine I blew up at Snetterton.' The team denied it, but it was – and it wasn't very good.

"In the race the scavenge side of the V12 packed up, so oil was going into the engine but none was coming out. Pressures and temperatures seemed fine, but then there was a huge explosion with lots of fire – obviously oil was being pumped in until the engine burst.

"Things were similar in Brazil. The chassis felt good, but in terms of top speed it was horrendous. My race ended when a nut came off the clutch, flew around inside the bellhousing and killed the ignition. I guess I was frustrated, but when I saw Louis Stanley afterwards I wasn't as diplomatic as I should have been and told him how awful the engine was. I told him I'd like to sort out a DFV,

stick it in the back of a P201 and see if we could get higher up the field. He was apoplectic that I'd dare even think he'd put an American engine in the back of a British Racing Motor. I pointed out that DFVs were built in Northampton, but he said it was all done with American money through Ford and fired me on the spot. My F1 career was over – sad, but I'd achieved my ambition of driving in Grands Prix."

IN THE SHORT TERM WILDS TOOK A JOB as sales director of a friend's helicopter company and picked up drives where he could. In 1976 he raced a Shadow DN3 in British Group 8, but failed in his attempt to qualify for his home GP. "I was a wild-card entry, other teams didn't really want us there and we weren't allowed qualifying tyres." He won the F2 class in the 1978 version of Gp8's successor – the British F1 series – and accepted whatever else he could find he could. "I did all sorts of jobs to cover the mortgage," he says, "but in racing terms I seemed unable to get my foot properly back in the door."

He appeared regularly in Sports 2000, made a winning one-off Formula Talbot appearance at Oulton Park (replacing the indisposed Mark Thatcher), guested in assorted other club races and scored a number of Thundersports victories through the 1980s. From 1984-87 he was also part of the Ecurie Ecosse team that competed in the C2 class of the World Endurance Championship and won the title in '86.

"They were four of the most fun seasons I've had," he says. "I instantly fell in love with that kind of racing – and compared with some of the stuff I'd been doing it felt quite relaxed. I certainly didn't have to stick my neck out in the same way as I had in the BRM. It was very competitive, but in the paddock you were among friends – and that to me is how motor racing should be. Silverstone 1985 was the first race Ray Mallock and I won – I know it was a class success, but to stand up there on the podium after a world championship victory on home soil felt very special."

Wilds's final appearance as a factory driver came at Le Mans in 1988, sharing a Nissan R88C with Allan Grice and Win Percy. "Nissan asked me to pay a visit to Howard Marsden, who was then running Nismo Europe in Milton Keynes. I had a rusty Rover 800 at the time, which I didn't think would leave a great impression, and spoke to Win to find out how much I should charge. He told me he'd be getting five grand, so I decided to set a level with negotiations. Instead of going in the Rover, I did a deal with a friend to borrow a helicopter, told Howard I had a very hectic schedule and asked if he could meet me at Cranfield, as I could stop there on my way to another 'appointment'. I landed in this thing, which was basically the 2CV of helicopters, walked in and decided to ask for 10 grand in the hope that I might get five. I told them my normal rate for 24 hours was £10,000 and they didn't bat an eyelid. I wish I'd asked for 20.

"That was my seventh Le Mans, I'd never previously finished and I was desperate to see the flag. Gearbox problems dropped us to about 33rd, but we fought back to 14th and I was due to drive for the final stint. About halfway through I got a call to pit – I had no idea why, but they wanted one of the Japanese drivers to take the car over the line. I'd really wanted to do that, so it felt like a kick in the balls to be asked to hand over. I wasn't very diplomatic about that, either, but they paid me, gave me a lovely inscribed watch and told me they wouldn't be using my services again."

Since then he has, in his own words, been "dipping and playing", earning his keep as a driver coach and occasional helicopter tutor. He has continued racing an endless stream of cars, contemporary and historic, although at one point he thought he might have to stop.

"I FEEL THE SAME ABOUT RACING AS I DID IN 1965. THE PASSION WON'T GO AWAY"

"My worst accident occurred at the 1994 Goodwood Festival of Speed," he says, "in Nick Mason's Ferrari 312 T3. I still don't understand what happened. Approaching the house it felt as though something had broken and the car just turned left – it hit some stone blocks lining the road, enough to break both legs and ankles. I was out of action for a while, but won my comeback race in a Chevron B8 at Donington Park. I cried my eyes out afterwards, because in hospital they'd been telling me I might not been able to walk properly again, never mind race."

In more recent times he has enjoyed significant success with second son Anthony, sharing three Britcar championship titles. At Snetterton last year, the pair scored their first outright victory together in a Ferrari 458. "That was one of the last boxes ticked for me," Wilds says. "Car owner Dave Summers is a very good driver and could just as easily be at the wheel, but he loves doing the strategy stuff from the pit wall. I'd just taken the overall lead when I got a call telling me we were marginal on fuel and that a quick splash-and-dash might be wise. Dave reckoned that would put us third on the road, which was still a class-winning position, but to me that wasn't an option. I cut the revs and drove the nuts off the thing in the corners. I kept looking at the clock and wondering when the 'last lap' board would appear. A Renault RS01 prototype had stopped for a splash of fuel. I could see it gaining – and then the Ferrari ran dry as I accelerated out of the final corner towards the line. I got across with about three seconds to spare. I know it was only a national race, but we were both quite emotional after that.

"I feel exactly the same about driving as I did in 1965. The passion is still there and won't go away. It has been my life."

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1968 Brabham BT 31 one off F1 Jack Brabham car

The car was originally constructed for Jack to race in the 1968 F1 season with a 3 litre Repco Brabham engine. They then shipped the car to Australia and fitted it with a 2.5 litre Tasman series Repco Brabham engine for Jack to run in the Tasman Series. Jack first raced the car at Sandown in 1969 and came third in its first race. He then raced it at Mt Panorama where he beat the lap record by over 4.5 second and won. Peter Larner in Melbourne rebuilt the engine extensively with many new parts and it has subsequently been refreshed again last year. There is a log book for the car to be raced with both wings and without wings as it was in the period. With the car goes a large array of spare parts. **£600,000**

1976 Penske PC3 F1 Race Car

This Penske PC3 F1 race car was built in 1976 by Roger Penske, he only completed 1 year in F1, and this is chassis #1 of only 2 cars. This car was raced by famous Northern Irish driver John Watson during the 1976 F1 season. He achieved 5th in the South African Grand Prix, 7th at the Belgian Grand Prix and 10th at the Monaco Grand Prix. This PC3/001 is still being raced all over the world as it did in period, it has raced at the last 8 out of 10 current Monaco Historique Grand Prix's and has won in 2008 with Paul Edwards driving. It also came 6th in the wet at the Monaco Historique GP in 2012 with Chris Drake driving. Roger Penske is now 79 years old, yet still the driving force at Team Penske Racing. Important competitive car, well looked after, no expense spared, ready to race with Masters Etc, globally. **P.O.A.**

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AGE SHALL NOT WITHER

Taking a road car racing was the foundation stone of Jaguar's Le Mans successes during the 1950s. Four decades later, it decided to revive the principle with the XJ220 – a car that celebrates its silver jubilee this summer

writer SIMON ARRON | **photographer** JAYSON FONG


JAGUAR

DESPITE BEING armed only with the rear-view mirror of a Fiat Punto, I was able to see the bigger picture. On a picturesque Staffordshire B-road, what followed appeared to be part-car, part-spaceship – something from a future century, though its roots lay squarely in the one before. Styled in the late 1980s and delivered to its first customer 25 summers ago, the Jaguar XJ220 is the very definition of timeless.

We were in rural Staffordshire because the village of Hill Chorlton has become the epicentre of global XJ220 maintenance. Well known in historic motor sport circles, Don Law Racing first worked on XJ220s in 1996 and prepared a couple for competition the following year. When Jaguar's then-owner Ford decided to close the company's specialised JaguarSport division in 1998, Law accepted an offer to take on the XJ220 business and is now equipped to look after the 281 such cars Jaguar built. They come to him from all around the planet, some with mileages commensurate with their age and others having barely been used since delivery – if, indeed, they have been driven at all. At the time of our visit, there were more than 20 on site, not to mention half a dozen XJR-15s, a Lancia Delta S4, a BMW M1 and, obviously, an Austin A35 pick-up.

Also present were the XJ220's instigator Jim Randle and his stylist Keith Helfet, there to discuss the car's genesis as part of the build-up to a 25th anniversary celebration at this year's Silverstone Classic, when the largest ever gathering of XJ220s – possibly as many as 40 – will take part in commemorative parades.

In a world where manufacturing decisions are driven by teams armed with suits and spreadsheets, the story of the XJ220's evolution is a refreshing contrast. "I had nothing to do during one Christmas break," Randle says, "and was feeling bored. I'd long liked the idea of the way Jaguar tackled motor sport in the 1950s, with its C- and D-types that could be driven on the road to Le Mans and then raced. During the 1980s we'd won in the European Touring Car Championship, with the XJ-S, and had been successful in Group C, so I quite fancied doing something that harked back to a previous era. I made a quarter-scale cardboard model and gave it to my stylists so that they could play with it. They came back with two ideas, one that looked like a Porsche Group C car of the day and Keith Helfet's design, which we chose."

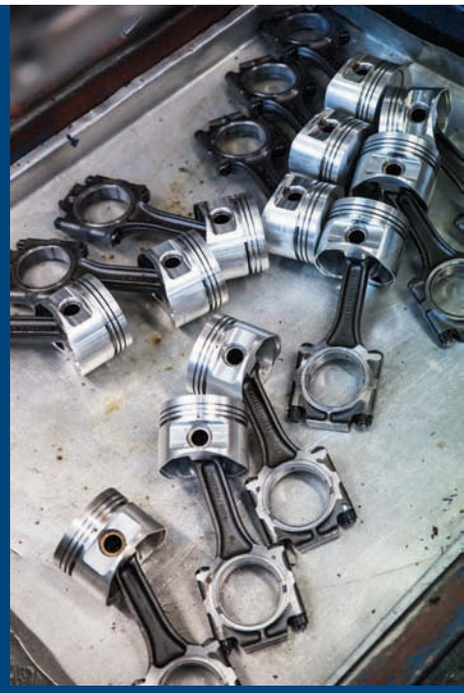
Initially, though, the project was to be known only to those directly involved. "John Egan [Jaguar CEO and chairman] was aware I was doing something," Randle says, "but he didn't see the car until about two weeks before it was unveiled at the 1988 British Motor Show in Birmingham. If I'd put it to the board to do it properly, I'd have had to ask for a couple of million quid. I wasn't going to get that, so did it in such a way that it wasn't going to cost the company a penny.

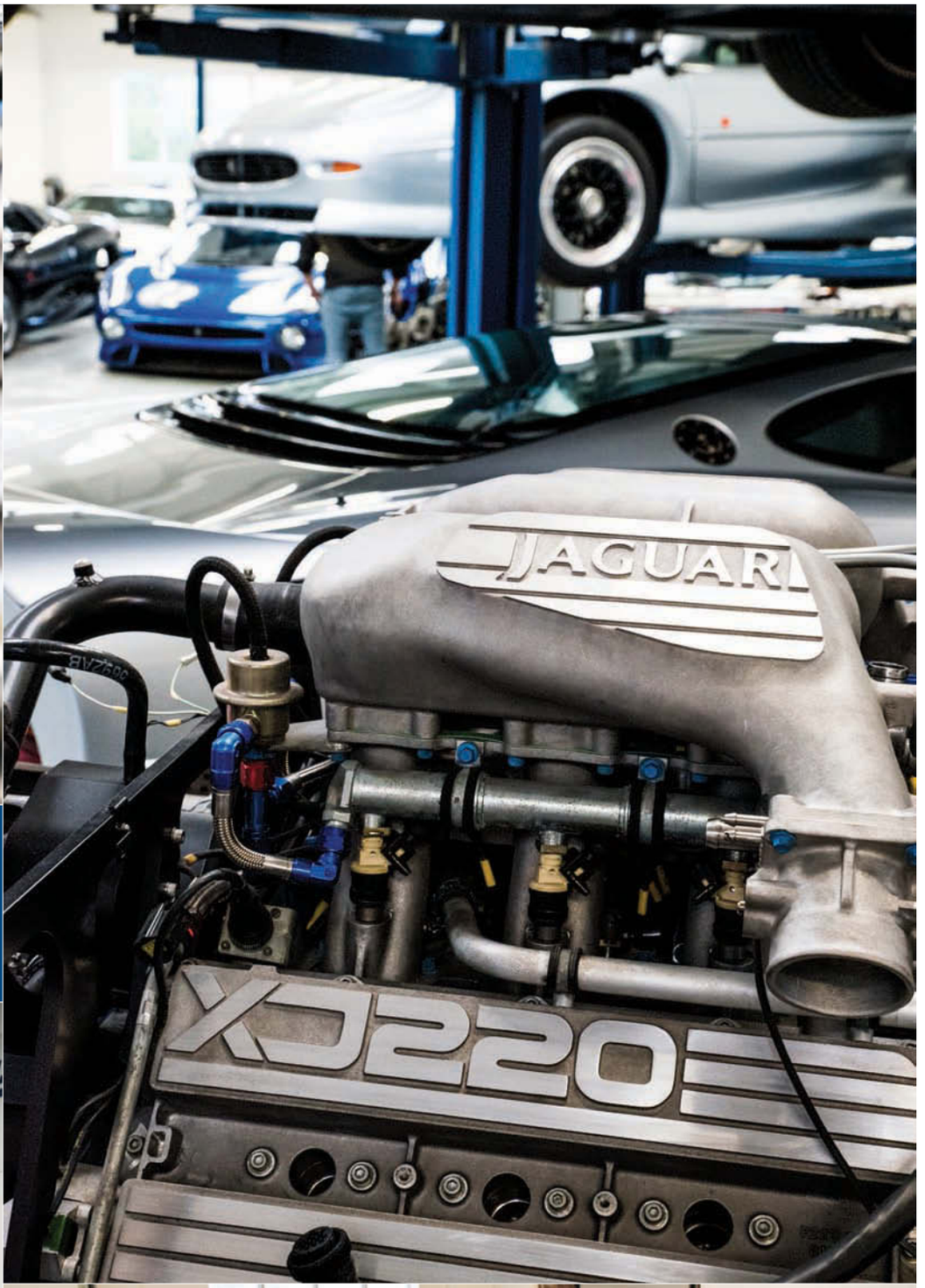
"I always thought I could pull it off and asked for a number of volunteers, which I got. The rules were simple: you couldn't work on this in Jaguar time and you wouldn't be paid, although I promised that they would be recognised in the longer term. They were all given a specific area of the car to work on and entrusted to make their own decisions. They could come to me only if they found a decision too difficult to make. Of course, I know some of them did work on the project in Jaguar time, but I never caught them…"

"THE PROJECT WAS KNOWN ONLY TO DEPARTMENTS THAT HAD SOME INPUT"

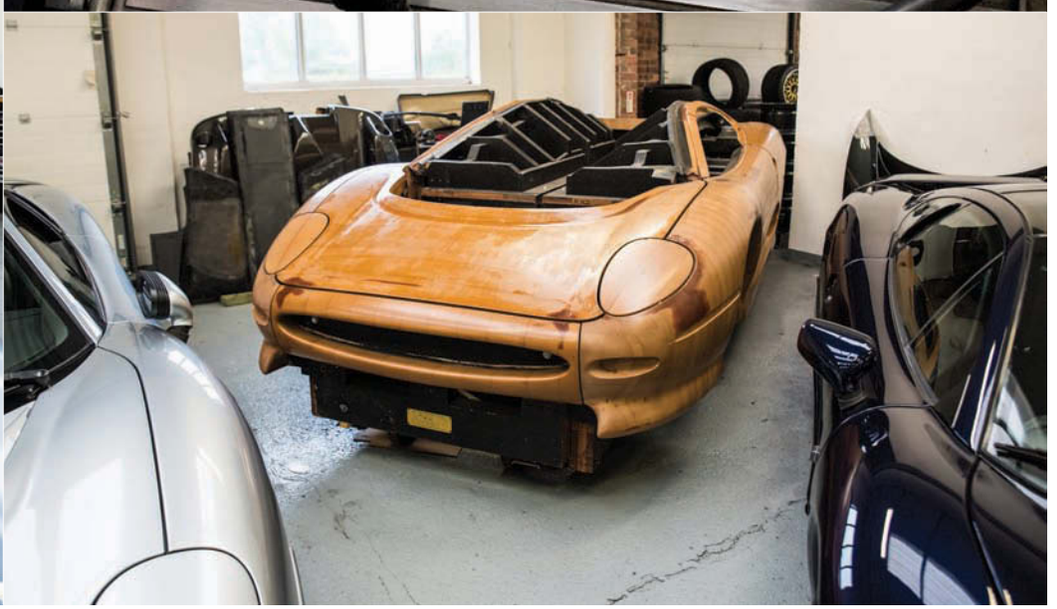
Helfet remembers this well-intentioned subterfuge very fondly. "Conversations about doing a car like this had been bouncing around for a while, then during the Christmas holidays – I think on Boxing Day – Jim called me at home and said, 'I'm working on a chassis and want you to put a pretty body on it.' You don't turn an opportunity like that down, but Jim underlined that this was unofficial, real skunkworks stuff. He asked me to do some sketches, but I said, 'Jim, you know I don't sketch – I make models.' So I did a few doodles. I'm the only car designer I know who can't produce beautiful drawings, but I'm quite a good sculptor. What happens in my head is three-dimensional, so I just got on with creating something for a chassis that was supposed to incorporate a V12 and four-wheel drive.

"By the time we started in earnest, Jim had assembled a dozen volunteers and we had the nickname 'The Saturday Club' because we'd





Wall-to-wall XJ220s: Don Law is now the model's official service agent and regularly has 20 or more cars on site. Some come in with little more delivery mileage on the clock, having been kept in storage for a full quarter-century



"SO WELL RECEIVED WAS THE XJ220 AT LAUNCH THAT SOME CUSTOMERS HANDED THE COMPANY BLANK CHEQUES"

meet up at the weekend to discuss progress. The rest of the time we all just did our own thing. The project was known only to departments that had some input: the guys in engineering knew a lot about it, but sales and marketing definitely weren't in the loop. One of the reasons was that they would have taken a 'grey suit' approach to the whole thing and Jim definitely didn't want that. Once we started building the thing it was all done off-site.

"As well as the in-house volunteers we had lots of serious companies providing their services for free. When Connolly sent some hide, our trimmer Callow & Maddock told us it was the finest they'd ever seen – they couldn't buy leather like that and we were getting it all for free. That rather typified the project. It was such a labour of love, a passion-driven thing, that only the best was good enough. That was the adage for the first concept car.

"It was a real team effort. I love skunkworks…"

Randle: "It was a good time – but the guys worked ridiculous hours. During the week they'd focus on the XJ220 from 6.00-8.30 in the morning, then go and do a full day's work at Jaguar before going back to do more on the XJ220 until late in the evening. That went on for months and included a lot of weekend work. Once the car had progressed to a certain point, it was very difficult to stop it."

❖

SO WELL RECEIVED WAS THE XJ220 AT its Birmingham launch that some potential customers famously handed the company blank cheques by way of deposit, so keen were they to acquire the new V12-powered four-wheel-drive supercar. "As soon as we announced it," Randle says, "people were coming forward with £40,000 deposits and we had enough money to go ahead with the project, so essentially it didn't cost Jaguar anything. It illustrated that you didn't need thousands of people – or millions of pounds – to do a job."

Between then and the XJ220's formal introduction, however, two things happened. One, the market for performance cars as appreciating assets collapsed; two, Jaguar opted to abandon its complex four-wheel-drive V12 concept in favour of a rear-drive V6 turbo. It would still be the fastest production car of its day – clocked at 212.3mph during factory testing – but the altered spec and wobbly financial climate triggered a spate of cancelled orders. When Law Sr went to look at the XJ220 inventory, more than 100 cars were stored beneath covers at Jaguar's old Browns Lane factory. "They looked quite ghostly," he says.

With hindsight, though, the keepers of the XJ220 flame believe the company took the correct decision. "The V12 would have been old-fashioned, too big and had too much weight high up – and with four-wheel drive it just wouldn't have worked as well," says Don Law. "They had to use what was available – plus they had the benefit of V6 turbo experience from the XJR-10 and XJR-11 racing cars."

His son Justin, who has driven XJ220s competitively and has probably covered more miles in an XJ220 than anybody, adds: "The V6 is half the weight of a V12 and half the physical size, so the car doesn't have to be so long, and the turbo is so tuneable. A full-race V12 would give you 700bhp and that would be about it. We think the V6 can be tuned reliably to about 1000bhp – that's the magic target." He regularly drives a car with 800bhp-plus; the one in which he takes me for a spin has "about 630" and slabs of low-end torque that make it as responsive as you'd hope it to be. It doesn't look like a 25-year-old car, nor does it feel like one.

Randle (left) and Helfet discuss skunkworks philosophy, 25 years on

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FOR HELFET, THE VISIT TO DON LAW'S workshop heralded the first time he'd seen any XJ220, let alone 20-odd, for about five years. "I think it still gives me the same warm feeling," he says. "I think it has such presence. Early on during testing, I saw a bunch of schoolboys by the side of the road and was aware that one of them had clocked me. As I went past I noticed them reacting and suddenly they all started clapping – a spontaneous reaction from a bunch of young boys, which was heart-warming for obvious reasons."

Other early tests were more covert, conducted using bits of XJ220 running gear installed in the back of a Ford Transit van. That eventually broke its (standard!) front suspension after being timed at 172mph around the Millbrook Proving Ground, but the Laws have restored it and fitted a fuller set of XJ220 underpinnings to prevent it shaking itself apart.

"Jaguar's founding father Sir William Lyons died in 1985 and wasn't around when I was doing the XJ220," Helfet says. "He had a fantastic understanding of form – like me I think he was a frustrated sculptor – and I felt his spirit at my shoulder the whole time I was working, wondering whether he'd approve. The earlier Jaguars of Sir William and Malcolm Sayers were all about design language – they were beautiful because of the surface sculptures, the movement within the body form, curves that were always accelerating or decelerating. That's why people said the E-type looked as though it was doing 100mph while standing still. It was dynamic because of its surfaces and shapes. I wanted to continue that theme with the XJ220.

"The bodies were done by Park Street Metal, where the guys were taking flat sheets of aluminium on rolling machines and tapping them into shape – I felt so guilty for making their job so tough. I later apologised to them and one replied, 'You don't have to apologise, it was hard but this has been the highlight of my career.' I thought about that. It *was* difficult, but we were all so proud of it."

As a postscript, the XJ220 influenced Helfet's career in a way he could never have imagined. "The XJ220 was important on a personal level," he says, "because it put me on the car design map. And then, after the launch, a gentleman called and asked me to design an MRI body scanner. I didn't even know what an MRI was at that stage, but they wanted me to apply the same sculptural principles to an MRI machine and I ended up doing several. Happily, I didn't have to worry about the clever bits inside…"

Jim Randle, Keith Helfet and other members of the Jaguar XJ220 team will be present for the car's 25th anniversary celebration at the Silverstone Classic, which takes place from July 28-30. Adult tickets start at £43 and details can be found at www.silverstoneclassic.com

The 'class-winning' XJ220 heads for 10th overall in 1993. Below, Nielsen, Brabham and Coulthard celebrate

SWEET BUT SHORT

How the XJ220 conquered Le Mans... briefly

LAT & SUTTON

THREE XJ220S WERE SET ASIDE FOR A LE MANS programme with Jaguar's motor sport partner Tom Walkinshaw Racing – though one was never completed, as the original factory prototype was subsequently procured for competition. That 'unfinished' car is now in Don Law Racing's workshop, being fettled for its original purpose under the watchful guidance of Jeff Wilson – chief mechanic on TWR's XJ220 programme in 1993.

Two of TWR's three entries retired with engine problems, but the David Brabham/David Coulthard/John Nielsen car recovered from a lengthy stop to finish a class-winning 10th overall... initially, at least.

"It was all about catalytic converters and whether we should run them or not," Wilson says. "I felt we shouldn't – it wasn't a performance problem, but a cat could have fallen apart and caused an interior blockage, just one more potential problem to avoid. We felt we didn't have to use them. We'd done an IMSA race at Elkhart Lake beforehand without the cat and officials in the States were happy, so to our minds that was fine. We decided to race in that spec and felt confident we'd be able to win our case if there were any post-race arguments."

As, indeed, they might have done after the car was excluded, except that the appeal forms were filed too late. "I'm not sure what happened there," Wilson says, "but I still regard it as a win.

"The XJ220 had a very good chassis for racing – tremendously stiff. We didn't have to do anything to it and just raced it as it was. We obviously had to make it more serviceable for Le Mans, though, getting out as much weight as we possibly could and making the body parts more easily detachable."

That was just as well, because the XJ220 required a replacement fuel tank during the night before it recovered to finish first on the road.

"The car was quite difficult at first," says Brabham, "pretty tail-happy – not to mention slow – but a bigger rear wing was fitted for the race and that brought it to life. Even then, the week was far from straightforward. I remember doing pitstop practice with DC when the air hose holding up the jack popped off and the car dropped to the ground, pinning my right foot beneath it. By the time the race came around, my foot was so purple and swollen that I couldn't get my boot on – I had to wear a sneaker and heel-and-toe with the side of my foot, which was very painful.

"At one stage during the race, I began to get a headache from fumes creeping into the car and my heels started to slip around due to fuel leaking into the footwell. The team asked me to continue to the end of my stint, which I did, and when I came into the pits the car was wheeled into the garage. It was quite clear that fuel was leaking, so when they asked if I would mind completing another few laps while they figured out what best to do, I think I was pretty unequivocal in my response and they had to fit a whole new fuel tank.

"Still, we fought back and against all odds ended up winning our class. To represent Jaguar at Le Mans was already very cool – and my brother was one of the overall race winners with Peugeot, so it was a particularly special moment for the Brabham family. But then, of course, we were disqualified..." M

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HALL OF FAME

PICTURE THE SCENE. The skies are grey, the weather mild. The immaculate grounds of the Royal Automobile Club's Woodcote Park stretch into the distance, with a few golfers enjoying an early evening round. *Motor Sport* Hall of Fame guests are enjoying champagne and canapés, accompanied by nothing but the sound of birdsong.

Suddenly, the peace is shattered by the unmistakable noise of an unsilenced Chevrolet V8. Heads turn to see four-time Indycar champion Dario Franchitti in a McLaren M6A Can-Am car, blipping the engine.

Then another Chevrolet V8 bursts into life. Heads turn again, and this time it's John Watson warming the oil in a wonderful Sunoco-liveried Camaro. Then another V8! Brian Redman has climbed in a Ford GT40, and has taken up position at the head of a queue forming at the bottom of Captain's Drive. Then 12 more cylinders join the chorus – a Prodrive Metro 6R4 and Porsche 911 SC.

Finally, cutting through this most wonderful din, John Surtees' MV Augusta fires up, shortly followed by the rasping music of Barry Sheene's Texaco-Heron Suzuki RG500. Paul Hollywood and Freddie Spencer, the latter in his dinner jacket, are respectively flexing their wrists ready for a run.

About 20 minutes later, after these wonderful machines have been exercised on Captain's Drive, guests head inside for the main event – the *Motor Sport* Hall of Fame. As opening acts go, it wasn't bad…

This sixth *Motor Sport* Hall of Fame was a

2017

Kristensen gives Redman a hug. Left, presenters Trott and Gow bracket the class of 2017 and star guests. Above, Spencer goes riding in his tux and Mansell waxes lyrical

roaring success. Celebrating the greatest names in racing, the Hall of Fame's primary aim is to honour heroes from the past – such as Jim Clark and Tazio Nuvolari – plus living legends such as Sir Stirling Moss, Niki Lauda and Alain Prost. This year's inductees included Nigel Mansell, Brian Redman, Barry Sheene, Roger Penske – the winners selected by *Motor Sport* readers, 21,000 of whom voted. Two new categories were added this year, the winners selected by the *Motor Sport* editorial team; the 'Industry Champion' and the 'Inspiration Award'. David Richards and Murray Walker were called to join hosts Jennie Gow and editor Nick Trott on stage to pick up those awards, with David's keen analysis of the scale of motor racing – particularly in the UK – a timely reminder to all present. Murray, however, stole the show. A more gracious, passionate, knowledgeable and humble man you will not meet.

Nigel Mansell handed over the trophy to Murray, and gave the most heartfelt speech. Later, Nigel returned to accept his own trophy from Sir Patrick Head – who captured the audience with the most entertaining insight into Mansell the man. Nigel stood there on stage, his body language shifting from 'chastised schoolboy' to 'head-bowed in awe' – particularly when Sir Patrick Head said, "When Nigel turned up, testing, racing or whatever, when he put the visor down he was on it – and it sharpened the whole team up. Everybody had huge respect for Nigel because they knew he was committing 100 per cent."

A roomful of greats, a fantastic location, a collection of extraordinary cars – a fuzzy head and mild tinnitus the next morning were a small price to pay for a wonderful evening.

/ WINNER /

FORMULA 1

Nigel Mansell

Our Nige, Il Leone – Nigel Mansell has had his detractors over the years, but for many he's everything that was great about Formula 1. He did it the hard way, and could have won more titles with a little more luck. Sir Patrick Head, presenting the award, claimed no other driver gave as much as Mansell both on and off the track, adding: "Nigel probably doesn't think this, but I never thought that the car would go quicker if anybody else was in it. Quite the opposite."

Sponsored by Princess

/ WINNER /

MOTORCYCLING

Barry Sheene

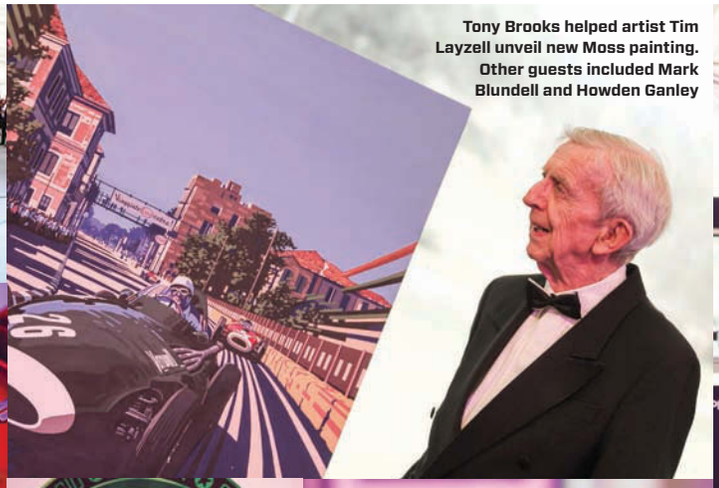
An icon of '70s sport, he defined the era along with James Hunt. He was a normal Londoner who conquered the world, twice. In 1976 he won five of the first seven Grands Prix, wrapped up the title and promptly went on holiday. As cool as they come. Freddie Spencer gave the award to Barry's sister, Margaret Smart, her husband Paul and Sheene's engineer Martyn Ogborne. He explained the influence Sheene had on his career, adding: "It's a privilege to stand here today and give this award to you."

/ WINNER /

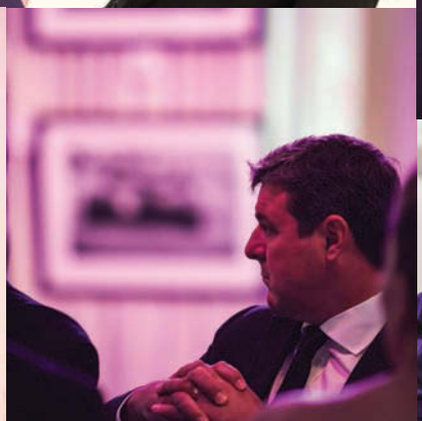
US RACING

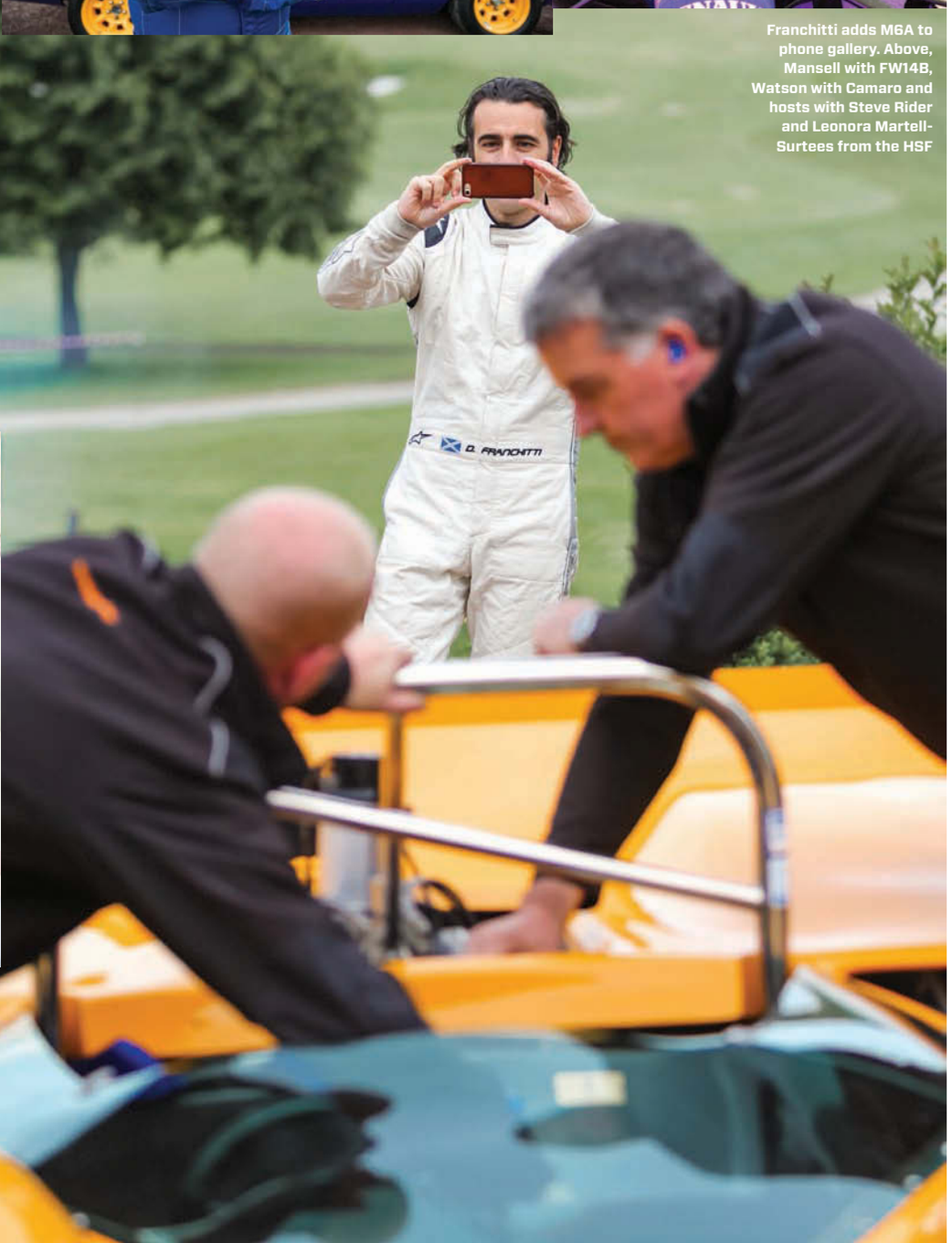
Roger Penske

The Captain's eponymous racing team is an American institution with victories in every major four-wheel category, including F1. He and Mark Donohue formed a formidable partnership in the '60s and '70s, and Penske is still winning titles 50 years on. Introduced by John Watson, who gave him his only F1 win, and Dario Franchitti, Penske paid tribute via video to the influence British drivers had on his team adding. "It is an honour to be inducted and to be recognised in such a talented class."



Tony Brooks helped artist Tim Layzell unveil new Moss painting. Other guests included Mark Blundell and Howden Ganley





Franchitti adds M6A to phone gallery. Above, Mansell with FW14B, Watson with Camaro and hosts with Steve Rider and Leonora Martell-Surtees from the HSF

In their own words

"Thank you very much for your kind invitation to the Hall of Fame, and wow – what a fantastic event in a wonderful place."
Jo and Ursula Ramirez

"Many thanks for the photos and, once again, my very sincere congratulations on having organised a superb event that I really enjoyed."
Murray Walker

"It was a lovely evening in the company of some wonderful people – and it was great to see everybody really enjoying themselves. I had a terrific time."
Nigel Mansell

"Everything worked perfectly. Excellent evening, I'm sure it was a total success, thank you."
John Watson

"It was a great honour to receive the inaugural Industry Award and something the entire team at Prodrive should share with me. We have some exciting times ahead with a number of new projects on the horizon."
David Richards, Prodrive

"The whole event had been beautifully planned and was executed with style and panache. Good food, motivational presentations – and not too drawn-out – and good company all made for a memorable evening. Congratulations and thank you!"
Gordon Spice, racing driver

"What an event! And great fun too. Thank you for having us there, and for the arrangements "
Christopher Tate, managing director Donington Park

"Just wanted to say thanks for a superb evening last week at the Hall of Fame – my first, and it certainly lived up to my expectations. Congratulations on an outstanding event that reflected the best of the spirit that's inherent in motor sport (and Motor Sport*) ."*
Mike Sayer, Bentley, product and motorsport communications manager

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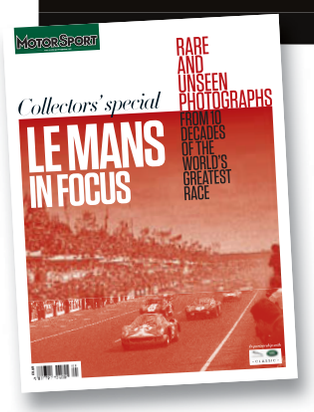

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/ WINNER /

SPORTS CARS

Brian Redman

One of the underrated greats for many, but not for *Motor Sport* readers who know all about the humble Lancastrian's formidable talent. He might not have won Le Mans, but he won every other sports car race that mattered. Tom Kristensen paid tribute to Redman as a great driver and a great inspiration: "I grew up watching Brian and those iconic cars."

Sponsored by Subaru UK

/ WINNER /

INSPIRATION AWARD

Murray Walker

Murray Walker is a national treasure. For a quarter of a century his unmistakable voice brought Formula 1 into millions of homes: it could be said that he replaced roast beef and Yorkshire pud as the staple diet of the British Sunday afternoon. Nigel Mansell who presented the award paid tribute to a dear friend, true professional and "the most brilliant human being."

/ WINNER /

INDUSTRY CHAMPION AWARD

David Richards

Motor Sport's editorial team selected Prodrive's David Richards CBE as first recipient of the Industry Champion Award. He has won titles in rallying and sports cars, and had stints in F1 with BAR and Benetton. David Brabham who, along with Subaru UK managing director Paul Tunnicliffe, presented Richards with his award said: "He's in the same category as Penske."

H & H Classics hosted an auction at Woodcote Park, during the Hall of Fame event. Right, Freddie Hunt with Sheene Suzuki

Sponsor Princess Yachts made its presence felt. Left, Wattie with the Mansells. Below, Franchitti lights up

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An English watch company founded in 2004, Christopher Ward has held motor sport close to its heart since its very beginning. Having been captivated by Aston Martins since their childhoods, co-founders Chris Ward and Mike France sought inspiration for their first watches at the British Motor Museum. The results were the vintage Aston Martin dashboard-influenced designs that became the company's first releases. Being timing sponsor for the Hall of Fame is an important milestone in our love affair with all things automotive.
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As any budding racing driver knows, performing on the track is only half the battle – securing sponsorship to help support a successful campaign is also crucial.
The Hall of Fame awards would not have been possible without the generous help of many people and companies. *Motor Sport* is grateful to all of them.
As well as the brands listed above, we are also grateful to the owners of all the cars and bikes that were on display during the event.
Thanks to: Prodrive for the MG Metro 6R4 and Porsche 911 SC; the Henry Surtees Foundation for the Henry Surtees kart, the Surtees TS10 and MV Augusta; Mike Flewitt, McLaren Automotive CEO, for his M4A; McLaren Automotive for the M6A; the estate of Barry Sheene for the Sheene bikes; Simon Parfitt of Scott Automotive for organising the Penske PC7 and the Camaro; Williams F1 for the FW14B; Kevin Wheatcroft of the Donington Collection for the Vanwall; and Ford of Britain for the GT40.

After a series of high-profile fatalities, IndyCar is going flat-out to improve safety at circuits and in cars

writer JOHN OREOVICZ

A RACE AGAINS

Las Vegas 2011: 15 cars were involved in seconds in the devastating crash which cost the life of Dan Wheldon

T TIME

ALL IMAGES LAT

Chip Ganassi Racing driver Scott Dixon walked away from a dramatic roll at this year's Indy 500 after hitting the Schmidt Peterson Motorsport car of Jay Howard, but airborne crashes remain a concern for the series

THE FACT THAT IndyCar Series drivers Sébastien Bourdais and Scott Dixon were recently able to survive (and in Dixon's case, walk away from) two of the most spectacular accidents the sport has ever seen cannot be attributed to a miracle or divine intervention.

Decades of desire, cooperation, research and development in the interest of driver safety all contributed to two popular champions being able to live to tell the story of wrecks that likely would have crippled or killed them not all that many years ago.

As with Formula 1, the path to making Indycar racing safer involved incremental changes over the years to cars, tracks and driver safety equipment. There was no single magic bullet, though the Indianapolis Motor Speedway's (IMS) funding and development of the SAFER Barrier system now in universal use is without question the most important safety development in the history of oval track competition.

Introduced in 2002 at IMS, the SAFER (Steel and Foam Energy Reduction) Barrier finally made practical the kind of 'soft wall' long needed to lessen the impact of high-speed oval accidents. NASCAR, which hasn't suffered a fatality since the legendary Dale Earnhardt died during the 2001 Daytona 500, is the greatest beneficiary of the SAFER Barrier.

The contribution of the HANS (Head and Neck Support) Device mandated by many sanctioning bodies in the early 21st century must also be heralded. Skull injuries like the one that killed Earnhardt have been nearly eliminated in all forms of racing since the HANS became as much a part of a driver's safety kit as a helmet, fireproof overalls and gloves.

Bourdais probably owes his life to a combination of the cushioning effect of the SAFER wall, HANS Device and safety advances that have been made to Indycars over the last 35 years. Through USAC, CART, IRL and IndyCar sanction, a relentless desire has existed to make the sport safer for everyone involved.

❖

THE CATALYST WAS A SERIES OF accidents in the early 1980s that produced a pair of fatalities and led to a more dedicated examination of what could be done to prevent or minimise injuries to drivers.

Bourdais' crash during a qualifying run at the Indianapolis Motor Speedway was eerily similar to a 1982 accident at IMS that instantly killed driver Gordon Smiley. The Frenchman had just turned a 231mph lap when he over-corrected a slide, causing his Dale Coyne Racing Dallara-Honda to snap violently to the right into an oblique right-front impact measured at 227mph and more than 100*g*.

Dr Steve Olvey, medical director for the CART-sanctioned IndyCar Series from 1979 to 2007, calls the Smiley accident "the most devastating crash ever witnessed at the Speedway", and the fact that Bourdais' crash drew comparison speaks volumes. At the time, Smiley was the first fatality at IMS since 1973 when drivers Art Pollard and Swede Savage and a safety worker were killed during the month of May, prompting substantial changes to slow the cars for 1974.

Speeds crept back up over the next 10 years until accidents involving drivers Danny Ongais, Derek Daly, Chip Ganassi and Rick Mears in the early '80s drew Indianapolis-based orthopaedic surgeon Dr Terry Trammell into the sport. Trammell's work on Ongais after a grisly wreck at IMS in 1981 gained him the reputation as a magician who put broken Indycar drivers back together. This was amplified when he saved Mears' feet from amputation three years later after the Indycar legend crashed at Sanair Speedway.

In 1984, Trammell and Olvey began recording their experiences and published an article in *Physician and Sports Medicine*. They reported that nearly 90 per cent of driver injuries in the CART series were orthopaedic-related, with head injuries making up most of the rest.

"The number of drivers who sustained crippling injuries was growing exponentially in this period and the sport was getting a bad reputation as a result," Olvey explained, adding that up to 1982, any safety improvements were generally the direct result of a fatal crash.

As an example, CART immediately mandated a steering wheel-mounted engine 'kill' switch in the wake of a fatal accident involving driver Jim Hickman at Milwaukee in 1982. Hickman's car had such a device, but it was mounted on the dash and he was unable to reach it in time when his throttle stuck wide open.

The same kind of wheel-mounted kill switch might have saved the lives of NASCAR drivers Kenny Irwin and Adam Petty who died in throttle-related accidents nearly 20 years later.

After Mears' accident, CART's focus turned to preventing or mitigating severe foot and ankle injuries. As the '80s progressed, the car's nose cone was strengthened, the driver was moved back in the car and additional bulkheads were mandated in front of the driver's feet.

GOODWOOD REVIVAL

"A magical step back in time"

8 • 9 • 10 SEPTEMBER

By the time Olvey and Trammell published their second paper, in 1989, lower extremity injuries were down to 60 per cent. Head injuries now represented almost 40 per cent of all injuries – a proportional rise since there were fewer orthopaedic injuries; their actual number remained roughly the same.

Still, by the late '80s, drivers were sustaining concussions in even minor oval crashes because the harder surface of the carbon tubs was not forgiving like aluminium. This resulted in the addition of cockpit padding around the drivers' helmet, but the development of specialised padded headrests and shoulder collars didn't start in earnest until the mid-90s, first with higher cockpit sides and ultimately a wider cockpit with padded shoulder collar.

Indycar racing lagged behind F1 in the use of a full composite chassis, though John Watson's crash in a McLaren MP4-1 in 1981 at Monza clearly demonstrated the superior strength and potential safety of a carbon tub. Designer Nigel Bennett incorporated the first use of carbon fibre into his little remembered 1983 Theodore Indycar chassis, but it was not until 1991 that CART finally allowed full composite tubs. The basic safety cell for an Indycar hasn't really changed since.

"The essential rules remain as true today as they did then," notes Olvey. "The key to injury prevention in an open-wheel car is to restrain the driver in a very strong safety cell or tub, which then needs to be surrounded by breakaway energy absorbing parts. Wheels, suspension parts, and importantly, the sidepods of the car all serve to dissipate kinetic energy during a crash. Sidepods not only absorb energy but help divert errant pieces of debris away from and over a driver's head.

"The crashes that concern us the most are the ones where few parts leave the car on impact," he adds. "In these crashes, the car suddenly decelerates over a very short time and distance, overwhelming the crushability of the various components. This rapid deceleration or sudden stop is the cause of most life-threatening injuries that result from a racing accident."

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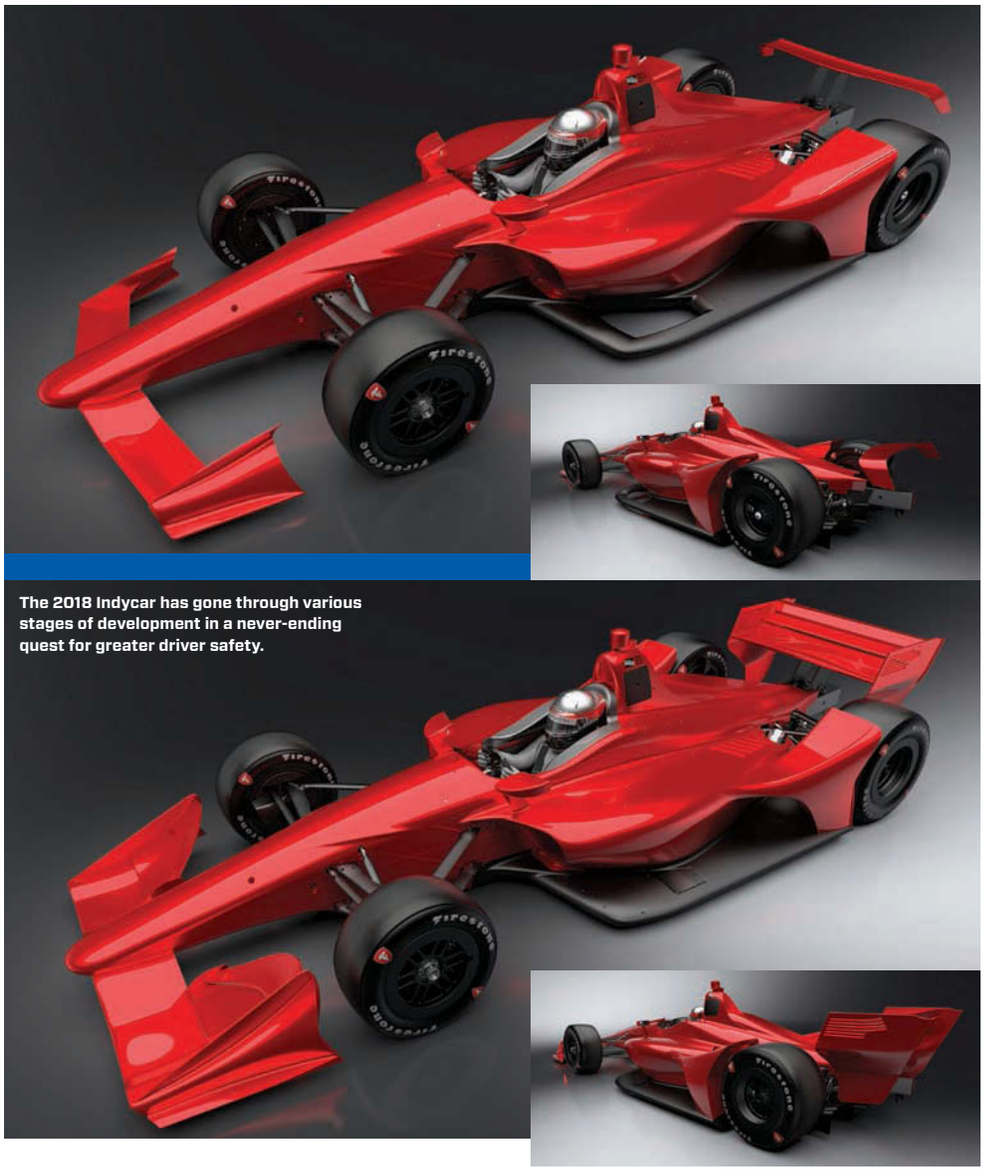
IN THE LATE 1990S, THE IRL-SANCTIONED IndyCar Series had a significant problem in that respect. An extremely heavy-spec gearbox created a pendulum effect that speared a spinning car rearward into a concrete wall, causing numerous spine and neck injuries in the final years leading up to the introduction of the SAFER Barrier. Current IndyCar Series team owner Sam Schmidt was paralysed in an IRL accident in 2000, prompting the series to quickly develop a gearbox-mounted foam attenuator with technology that is still used today.

The Bourdais accident was the most graphic example of a rapid deceleration frontal crash seen in recent memory, with a severity of impact that stunned even veteran observers of the sport.



The 2018 Indycar has gone through various stages of development in a never-ending quest for greater driver safety.

His survival was aided by recent safety developments to the spec Dallara chassis used by all IndyCar Series competitors created in the wake of accidents involving Tristan Vautier and Justin Wilson in 2013 and James Hinchcliffe in 2015 to emphasise side intrusion protection. Wilson, Hinchcliffe and Bourdais all incurred pelvic injuries due to side intrusion, with Hinchcliffe suffering near-fatal consequences when his femoral artery was impaled by a suspension arm.

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INDYCAR IS WORKING TO INCORPORATE additional side-impact protection with the new universal bodywork and floor that will be fitted to the carryover Dallara tub in 2018 and beyond.

"The sidepods are extended forward along the side of the monocoque, and the front of the sidepod and inlet ducts are all made in one piece and they are crash structure," says Tino Belli, IndyCar director of aerodynamic development. "If a driver slaps the wall, as in Sébastien's case, there should be more structure beside the tub. It should help nose penetration, and the radiators have moved from sort of beside the engine to be in a layover position beside the tub. They will add impact structure and will be quite heavily constrained because the inlet duct is a lot tougher. They won't just fold away; they'll have to crush in a side impact.

"In Sébastien's accident, the Xylon side intrusion panels and the foam we've mandated in the headrest held up well," Belli adds. "I'm hoping in that sort of accident next year the stronger sidepods will crush and maybe create some deceleration before the tub gets to the wall. In one photo sequence I saw, the centreline of Bourdais' car was in the normal position of the SAFER Barrier and you could see that there was no deceleration. It's always

going to be tough in that sort of accident and a side impact is going to be a bit of a learning curve for us."

Remarkably, Bourdais was able to leave Indianapolis Methodist Hospital under his own power (albeit on crutches) just four days after the accident. On Indy 500 Race Day, he talked about the crash with reporters at IMS.

"There's a lot of stuff that maybe you can discuss about side protection that hopefully will prevent collapsing on side impacts and reduce the kind of injuries I sustained in that crash," he said. "But I was still full throttle when I hit the wall and it's a pretty good testament to safety. The car did a really good job head-on. I don't have any injuries on my feet or anything like that.

"I WAS STILL FULL THROTTLE WHEN I HIT THE WALL AND IT'S A PRETTY GOOD TESTAMENT TO SAFETY"

"If we could avoid pelvis and hip fractures, that would be great," he continued. "But I don't think there's a lot of people who can say they have survived a head-on crash at 227mph."

Dixon's crash in the race brought to light an area where IndyCar continues to grasp for a solution: cars launched into the air when they hit another car from behind with a high closing speed. In Dixon's case, Jay Howard crashed in front of him and Dixon was unable to avoid Howard's car as it crossed the track. Dixon's car was launched into a roll, bouncing off the top of a SAFER Barrier lining the inside of the short chute between Turns 1 and 2 before landing intact on its wheels. The four-time IndyCar Series champion clambered out on his own power and was quickly cleared to drive by IndyCar medical staff – though it was later obvious that Dixon sustained a badly bruised or fractured left ankle. He's still not saying, but he drove to a second-place finish six days later on the punishing Detroit street course and followed that up with a fourth-place run in another full race just 24 hours later.

Dixon and the Indycar community joked about his dramatic flight, but the issue of airborne cars has been an area of sensitivity for IndyCar for the last 15 years, since the early 2000s when many IRL teams set up their cars with the nose-up rake of a speedboat in an effort to minimise the drag effect of the rear wing.

Dixon's Ganassi Racing team-mate-to-be Tony Renna was killed in a private testing accident at IMS in October 2002, and Kenny Brack suffered career-threatening injuries when his car was launched into the fence at Texas Motor Speedway in late 2003. IndyCar outlawed the 'powerboat' set-up, but cars continued to get up in the air during front-wheel to rear-wheel impacts, most notably in a pair of accidents suffered by Dario Franchitti in the summer of 2007. IndyCar was already trying to address the problem by mandating a beam wing supporting awkward-looking rear 'bumpers' for the new car it planned to introduce for 2012. Sadly, the change came too late for Dan Wheldon: in the last race for the chassis used from 2003-11, Wheldon was killed when his car was launched into the fence at Las Vegas Motor Speedway in the 2011 season finale in the very kind of accident the series was trying to avoid in the future.

The bumpers turned out to be a dead end in terms of safety. In fact, the attempt to correct one problem may have directly contributed to another, as a series of accidents at Indianapolis in 2015 involving cars with Chevrolet bodywork getting airborne demonstrated. The controversial appendages will disappear in 2018.

"Some people might question removing the wheel guards as a safety negative, but I think as you saw from Dixon's accident, the wheel guards, although well-intentioned when the DW12 came out, didn't fix the problem," says IndyCar's Belli. "In Dixon's accident, there is one frame of film where the wheel guard had gone from being there to being out of the picture. They just did nothing. We've learned that the wheel guards actually helped the back flips considerably."

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SAFETY CONTINUES TO BE A MOVING target and the comprehensive changes being introduced to the 2018 Indycar will undoubtedly reveal additional avenues of improvement for the future. The current focus is on overhead cockpit protection, spurred by Justin Wilson's fatal accident at Pocono Raceway in August 2015 when he was struck in the helmet by a flying piece of debris.

The 2018 car is unlikely to include additional cockpit protection at first, but Belli says that development of an acceptable system is ongoing.

"We are working on a windscreen," Belli confirms. "Jeff Horton [IndyCar director of engineering] and Terry Trammell have always been going down the windscreen route, not the halo route. We have run a windscreen in the simulator for visual studies and are making the prototype, which should run on the simulator in July.

"Quite often drivers will give you the thumbs up for things in the simulator and then give you the thumbs down on the track," he adds. "I believe our drivers are about 50-50 right now, which is similar to F1. We need to make sure we make it right and we are working diligently on that."

It's clear that developments in chassis safety and the advent of the SAFER Barrier and the HANS Device have significantly reduced the risks involved with oval racing. IndyCar is deep into the process of eliminating the kind of head injuries that Wilson sustained in his freak accident, and the most likely source of the next 'Eureka!' moment in terms of oval track safety appears to be a solution for the catch fence above the wall. Wheldon's death was caused when his helmet struck a post mounted on the track side of the mesh fencing at Las Vegas, a controversial system still in use at most oval tracks owned by Speedway Motorsports Inc.

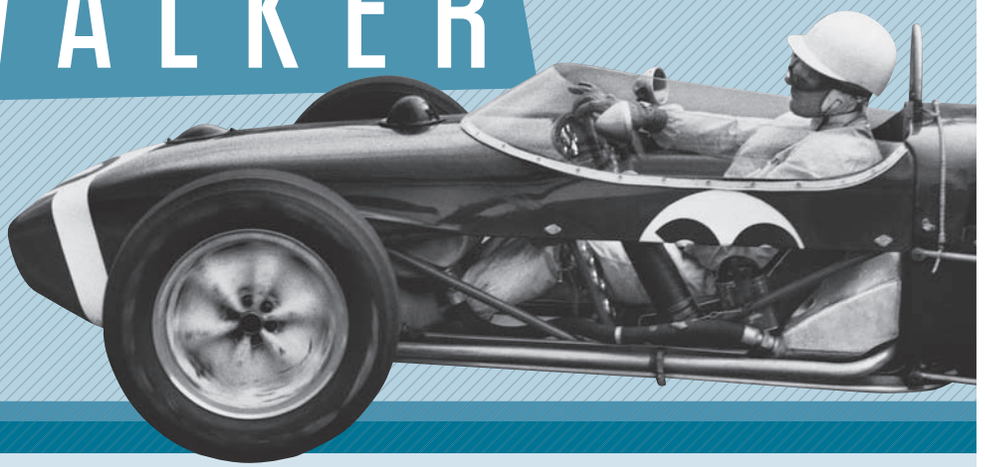
The next generation of cars will incorporate safety advancements, but drivers like Sébastien Bourdais and Scott Dixon are just thankful for the ones that have already come to fruition.

"I'm just glad that everybody is okay," says Dixon. "It serves as a huge testament to Dallara and everybody on the safety crew on how we've lifted the safety of these cars and what we're able to get through." ◘

ROB WALKER RACING

The keen racer turned team boss who took on F1's best and beat them

writer PETER HIGHAM



ARGUABLY FORMULA 1'S greatest privateer, Rob Walker was born 100 years ago. Descended from whisky tycoon Johnnie Walker, he was a Scot born south of the border who raced as an amateur before the Second World War. He finished eighth in the 1939 Le Mans 24 Hours sharing a Delahaye with Ian Connell, but his own racing ambitions were confined to hillclimbs and trials once peace was restored to Europe.

His famous navy blue and white colours graced Grand Prix racing from 1953 when Tony Rolt drove a Connaught at Silverstone. Based at Walker's Pippbrook Garage in Dorking, World Championship appearances were largely confined to his home race before Stirling Moss, with Vanwall absent, and Maurice Trintignant won the first two GPs of '58 in Argentina and Monaco – the first for a private car in championship history.

Vanwall withdrew following 1958 so Moss drove Walker's immaculate Alf Francis-prepared cars until injury ended his career in 1962. He won another six GPs for Walker – including twice in Monaco when driving a Lotus 18-Climax in 1960-61. Joakim Bonnier and Jo Siffert were the team's main drivers after Moss retired and the latter's Lotus 49 scored a hugely popular win in the 1968 British GP at Brands Hatch.

With F1 ever-more expensive, Walker was backed by stockbroker Jack Durlacher from 1966-69 and Brooke Bond Oxo for 1970. He disbanded his team at the end of that season and supported Surtees instead. A true gentleman, Rob Walker died in 2002.

9 GRAND PRIX WINS

7 STIRLING MOSS
1958 ARGENTINA, 1959 PORTUGAL, ITALY, 1960 MONACO, USA, 1961 MONACO, GERMANY

1 MAURICE TRINTIGNANT
1958 MONACO

1 JO SIFFERT
1968 BRITAIN

10 POLE POSITIONS

9 STIRLING MOSS
1 JO SIFFERT

121 GP STARTS

JO SIFFERT	53
JO BONNIER	29
MAURICE TRINTIGNANT	22
STIRLING MOSS	20
GRAHAM HILL	11
JACK BRABHAM	2
TONY ROLT	2
HAP SHARP	2
EDGAR BARTH	1
JACK FAIRMAN	1
FRANCOIS PICARD	1
JOCHEN RINDT	1
JOHN RISELEY-PRICHARD	1
WOLFGANG SEIDEL	1
PETER WALKER	1

GP starts counted as one even if the team entered two drivers

158 POINTS SCORED

STIRLING MOSS	66
JO SIFFERT	45
MAURICE TRINTIGNANT	31
JO BONNIER	9
GRAHAM HILL	7

photo essay

BIG WORLD OF LITTLE RACERS

Slot car racing is growing in popularity again, with the UK's annual festival that celebrates the hobby attracting fans from around the world

photographer LYNDON McNEIL

photo essay

JULIE SCALE HAD NO idea how big things would become. Seven years ago the 54-year-old from Poynton, in Cheshire, and owner of Scale Models, decided to join forces with two other slot car businesses and create an event for enthusiasts to meet, swap stories and buy and sell equipment. "We were all in the business and thought it would be a good idea," she says. "But we didn't realise just how popular it would be."

That first event – named the UK Slot Car Festival – took place at Donington but according to Scale so many people turned up that they had to erect marquees outside to accommodate everyone. The following year they relocated to the British Motor Museum, near Coventry.

This year's festival took place in May and attracted 5,000 people over two days. The event is sponsored by Scalextric, the most famous slot car maker, but also attracted other manufacturers including Carrera and Slot.it as well as global businesses such as Professor Motor, the US slot car retailer.

But it is the crowds of fans that make the event so special. According to Scale, people travel from around the world to make the festival: "We've had visitors from America, New Zealand and Canada," she says. "People plan their holidays around it. And of course there are plenty of fans in the UK too."

Slot cars have their roots in America, but in Britain they hit the big time in the late 1950s with the arrival of Scalextric, a Hampshire-based company that started building 1/32 scale models of popular cars of the day such as the Jaguar XJ120, MG TF, Austin Healey 100 and Aston Martin DB2. Early cars were rough and ready representations of the real thing. As the market grew, however, they became increasingly accurate with some models even being based on the CAD blueprints of the actual vehicle.

Their popularity peaked over the next two decades before computer games replaced them as the default hobby for young racing fans.

"I think there is a renewed interest in slot car racing, similar to the revival in vinyl sales," says Scale. "People these days tend to play racing games on computers or PlayStation, but the ability to hold a car and race it in real life is increasing in popularity. People love the fact that it's something you can play across the generations. For example, you can race slot cars against your grandad and there aren't many games that allow you to do that."

Despite younger people getting involved, slot cars is now overwhelmingly a passion for the older generation. According to Scale there is a distinct pattern to people getting involved in the hobby. "We tend to see people returning to slot cars when they reach 35-40 years of age," she says. "They want models of the cars that they loved when they were 10. So in the past we have had companies making new versions of older cars such as the GT40, which has been very popular. At the moment there is lots of demand for rally cars from the 1980s and '90s."

> "THERE'S A RENEWED INTEREST IN SLOT CARS SIMILAR TO THE REVIVAL IN VINYL SALES"

At the British Motor Museum there was plenty of evidence that the hobby had evolved into the 21st century, too. As well as painstakingly crafted models by specialist manufacturers, there were enthusiasts who specialised in creating inch-perfect scale models of famous race tracks – complete with grandstands – drag racers that reached 45mph and a 3D printing machine that would create perfect new slot car chassis at the touch of a button. One enterprising company had even modified PlayStation controllers to work with slot car racers. So there is hope yet for the younger generation...

Right: a scaled down quarter-mile dragstrip. The track ran the length of the room and the cars, which reached 45mph, were cushioned at the end by polystyrene packaging. Above: some of the hundreds of cars for sale; a Peugeot 307 WRC comes a cropper...

A slot bus demonstrates the art of drifting... Right: the hobby is attracting new young fans. Below right: Scalextric from the 1950s that is now worth £200. Previous page: It's not just about the cars: one festival exhibitor specialised in creating made-to-order dioramas of famous race tracks, in this case the grandstand at Silverstone

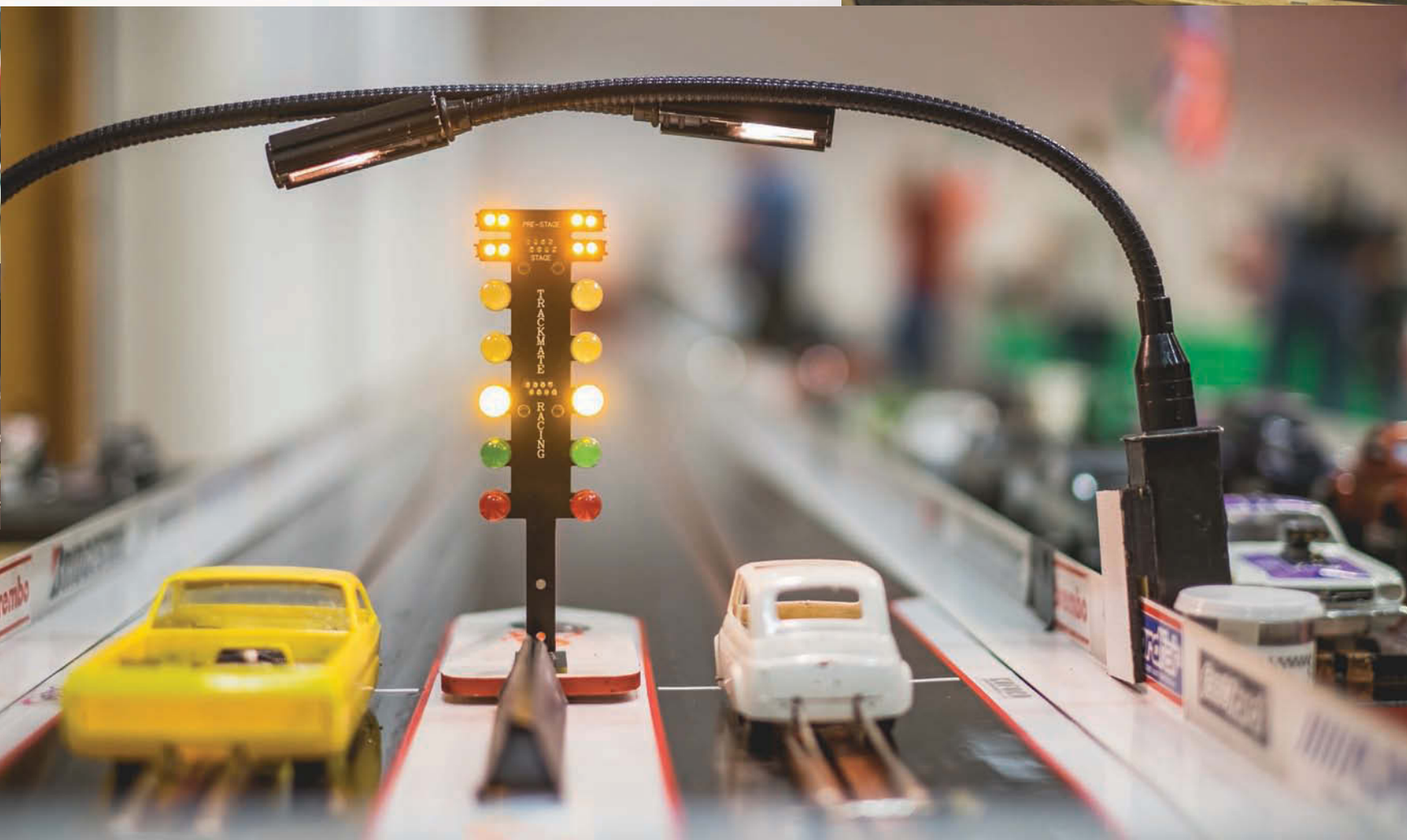
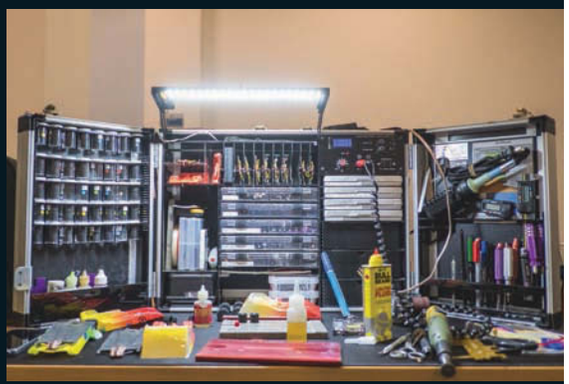


photo essay



Above: a scale version of a pit garage with spare wheels, replacement parts, scissors to trim bodywork and lighter fluid to clean the cars is used by enthusiasts to carry out running repairs. Right: Andy Smith, of the National Scalextric Collectors Club, hoping to attract new members. Far right: rally cars are increasingly popular with buyers

Left: a national racing track as used in competition. A lap takes around 20 seconds at speeds of more than 40mph, making it hard to follow for casual observers. Below, a scale model camper van takes a break from the street circuit, while visitors fettle their displays and rifle through the bargain bucket of used parts

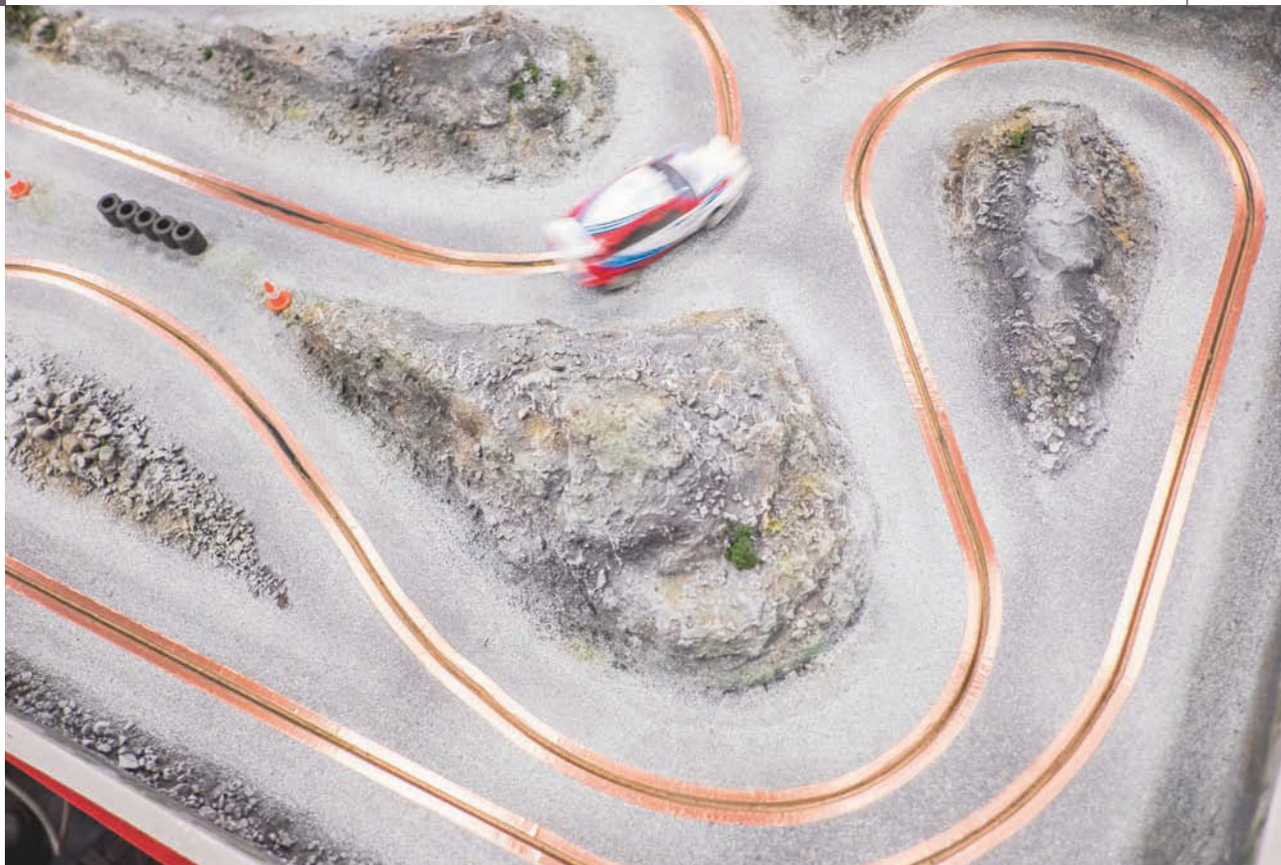


photo essay

Above: festival goers with their wares including a *Top Gear*-inspired double decker car, a handcrafted resin scale model and a miniature prat perch

Top: vintage sets for sale – prices ranged from £45 to several hundred pounds depending on their condition. Above: nostalgic scenery from Scalextric's heyday. Below: a collector's dream, including Vanwalls and Bentleys

INITIALS INITIALS INITIALS INITIALS INITIALS

* NEW *	ABF 3	BLS 5	DDD I4	9 EFW	II FEH	GF 6	I HCO
	6 ABW	BLS 7	DDL 98	5 EG	FEK I	8 GFC	I HDF
GF I	I AC	BME 6	I DFN	EHA I	FEM I	I GFF	HDR I
	700 AE	BMF I	66 DGA	I EHA	3 FGM	GFT I	9 HE
I AC	I AEA	2 BN	99 DKS	I EHD	I FHG	I GFW	I HE
	5 AEK	7 BN	DLB I	I EHG	I FHS	I GHT	3 HEG
I VK	AFF 50	6 BRJ	I4 DLJ	I EHJ	70 FJ	600 GJ	HEH I
	I AFL	BT 25	I5 DLJ	I EHR	5 FJA	GJK I	6 HEJ
MEC I	4 AFP	I BU	DLP 95	45 EJ	FKL I	98 GK	HEJ I
	AFP 6	I BV	I DMP	5 EJA	90 FL	I GLD	I HFE
GB 6	5 AH	6 CBG	I DMV	I EJO	I FLE	GLS 7	I HFF
	AHC II	I0 CBW	52 DPB	I EJW	FLH 43	I GMK	HFL I
DLB I	9 AHH	I CCF	3 DPN	I EJY	50 FLS	99 GMS	I HFO
	ALG 34	I CCK	6 DRD	EK I	9 FLW	GMW 3I	I HFT
TJS I	ARF I	II CDT	I2 DRG	I EK	I FMY	38 GN	59 HG
	I6 ARJ	94 CE	9 DSL	EMC I	I FNJ	6 GN	38 HGB
I XT	ARW I	CEB 2	6 DSN	I ENB	FR 4	GNH I	I HGR
	II ATL	4 CEJ	8 DTL	8 EPC	I23 FR	I GNH	HGS 6
ARF I	4 AVP	I CEK	9 DTL	ERJ 4	93 FRM	GNM I	HHS I
	6 AVR	I CKK	I8 DU	I ERK	I FRW	3 GPA	I HJA
MFT I	II AWC	8 CPR	I00 DY	3 ESD	FV 25	57 GPJ	I HJC
	BAW 2	CRJ II	E 67	I ESO	I2 FV	GRC 77	3 HJN
9 TS	BBF I	6 CRN	EA I07	I ETS	I FVR	8 GRG	HJP I
	I BBR	I CTE	I EAA	I2 EU	I FWF	5 GRJ	I HJW
KRW I	3 BCT	7 CTL	4 EAD	92 EW	G 53	I GRU	39 HMF
	9II BD	9 CTL	2 EAJ	I EWK	GA I	I GTP	I8 HMM
HMH I	9 BDB	68 CTP	4 EAJ	EWL I	9 GAD	I GUD	HMO I
	55 BDC	I CTS	EBK I	200 EX	57 GAN	25 GV	HN 4
EST I	I BEF	88 CTW	I EBR	I FAC	GAO I	3 GV	I HNB
	3 BEJ	60 CV	98 EC	I0 FAD	9 GBS	99 GV	I HNS
I SHW	BFF I	95 CV	I ECD	FB II	GBW 7	I GVG	4 HPM
	I BFF	I CVR	I ECL	I FBG	I GCD	GWT 7I	I HSO
I JDJ	I BFH	58 CWC	I ECN	I FBH	I GCK	I4 GWT	I HW
	I BFO	2 CY	EDR 3	I FBT	I2 GDC	I GY	I HWF
LKN I	II BGM	I7 DBF	EDR 9	3 FCB	2 GDJ	77 HAC	I HWS
	II BJL	II DBG	I EDR	FCL I	3 GDJ	96 HB	I JBG
I GLD	I BJV	II DBT	I EEC	I FCO	I GDK	HC 9	52 JBM
	I BKN	II DCA	I EED	5 FCS	6 GDR	5 HCD	89 JCA
7 WM	94 BL	I DCE	EEM I	I FCT	I GEC	I HCD	JCG 88
	BL 9	8 DCN	EF 8	64 FD	I GEX	I HCE	I JCN
	3 BLB	I DCN	I EFP	37 FE	I GEY	I HCJ	I JCU

I JDJ	59 JPJ	I KCY	KRW I	6 LDS
99 JDL	44 JPR	6 KDA	KSE I	8 LDW
I JDO	I JSW	KDJ I	I KU	9 LDW
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MI66 UEL	ACT 700R	B3 RTH	BUS 73R	6 ORK	DUA 27E	FOX 70N	GI2 APE	HON 66Y	LAV IIIN	M66I YNN	NEG IIS	PEA 4K	RHO II0A	STI2 ANG	VAR 6A
	46 NES	BES 55IE	BUX 770N	COR I37T	DUB 8E	F244 NKY	G247 TON	HOP 600D	LAW 4L	M6I EAN	NER 7S	PEA 2T	RI64 RDO	STR 44W	VAS IIE
ERN 355T	AIII EEN	BES 5T	BYA 77T	COR 2R	DUB IN	FRA 23R	G247 SON	HOI2 NER	LAZ 3333	MCN 4IIR	NEW 832Y	PED I3Y	2I VER	S77 UMP	VEG I5
	ALB 32T	3 ETS	BYF I3ID	COS 73R	DII0 LEY	FI2 EER	PGR 33D	HOS IIIE	I38 BY	MEI4 DOW	NEW 80N	PEN 4I7Y	ROD II3Y	SUE 4	VEN I6E
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	ALL 42D	BEY II0N	C4 DET	COU I70N	DWA 7IIE	FI2 OUD	G236 ORY	HOW I77T	I EER	MEE IIA	NEW II4N	PEN I5	I2 OLF	SU54 NNA	VER 2I7Y
MCL 4IR	AND 223J	BHA 7I4A	CAII DLE	COU 9E	DYE 2R	FRY IIP	G236 SON	HII6 KLE	LEII TON	MEH II3T	NEW 902T	P322 ETT	ROII LPH	TAN IIK	VII0 LET
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	ARM 50N	BI ANE	CAR 2IIE	CI2 AGG	EGO 5S	G4I2 DEN	HA66 GER	HUI2 REN	LOD 6E	MER 77L	NOL 8N	PII3 RRE	RUII BLE	T45 TER	W4I LEY
SUE 4	A25 LAN	BIII OOM	C420 LAN	CI2I CKY	ELII ZAZ	G42I AND	H4I RUP	I55 LER	LON 666Y	ME5I BOB	NOO II4N	PI66 OTT	RUII DLE	T47 TON	WAL 90IE
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	3 EAD	B2I0 GET	CI34 NER	DER 2I6K	FAR 23N	GII OME	PHE I4N	KE55 ELL	MAI2 COS	MUII ETT	P42 ESH	R47 NOR	SHE I70N	T9 WEY	WOR 23IL
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	BEA 777S	BRII KER	CLU 3R	DI5 CDS	FAU IIX	GI0 OLD	HEN 22Y	KII2 TON	M42I ENE	MUII DAY	PAR 5I3Y	R342 DON	SHO 273N	TRE 8IE	Y3 LLS
M053 LEY	BEE 6H	BI20 OME	COA 7S	DOII KEY	F34 STY	60I DEN	HEW 3R	KII7 SON	M42 LOW	MUR 70N	PAS 5K	I2 EES	SHO 273R	TI2 OLL	YEO II4N
	BEE 2R	BRO II6H	CO13 URN	DOI2 CAS	FEII CEZ	60 RGE	HEW I37T	KNE 3E	MAR 503N	MUS 742D	PAS 53Y	REG IIE	SI3 RRA	TRII PHY	YOU IIG
	B3I6 HER	B27 DON	RCO IE	DO55 ETT	FER 2I3R	GOR IIIG	HOA IIG	KI7I BBS	MAI2 RSH	MUS 73R	PAS 7IE	REH 4IIA	SLI6 HTY	TRII STS	YOII SEF

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Ian Hutchinson scored two victories during the week, but suffered a broken leg when he fell during the Senior TT

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KINGS OF THE MOUNTAIN

Isle of Man, May 31-June 4: The Irish Sea is no excuse. Science is powerless to explain why Arron had never previously visited the TT...

"IF ANYBODY HAS LOST a black scarf, could they please come to the security area to collect it. We have also found a shirt…"

Located to the Isle of Man's south-eastern tip, Ronaldsway might just be the world's finest airport – basically a bus stop on steroids, devoid of bustle and symbolic of the gentle pace of local life at most times of the year.

Most.

Given that I was raised in the North-West, and that the Isle of Man lies only about 60 miles from the mainland coast, it seems odd – borderline criminal, in fact – that it took more than half a century to witness my first TT, but the wait was worthwhile.

Before I travelled, British Touring Car Championship commentator, bike nut and TT aficionado Tim Harvey had offered sage counsel. "You build up an image of how quick it will be," he said, "but no matter how vivid that is, in reality the bikes will always looks faster…"

It took a couple of days for that truth to become apparent. On my first evening practice was flagged off after a lap as low cloud reduced visibility to approximately zero on the course's

James Hillier negotiates the mountain section of the course. He took his Kawasaki to fourth in the Superbike six-lapper

upper extremities. Rain and mist forced the complete cancellation of the following day, though there was scope to complete a full lap by car. Conditions meant 40mph was prudent through the course's mountain section, though many a bike was going at least twice as quickly. Casualty numbers have fallen since a one-way system was imposed on that part of the track during TT week, but members of the public continue to tumble – and regularly so.

It was easy to see why riders are caught out, though: in addition to the obvious road furniture, the 37.73-mile route features countless surface changes, kerbs of varying ferocity, manhole covers and the aftermath of recent roadworks. In some parts the asphalt is incredibly smooth, in others it is just about north of cobbled. Preparing a suitable tyre is not the work of a moment – and Dunlop (which has competed successfully in the TT since the event's inauguration in 1907) uses a small selection of circuits for the purpose, including Castle Combe. A converted WW2 airfield in Wiltshire might have little obvious commonality with a road course about 20 times its length, but as Dunlop's TT event manager Pat Walsh said, "Castle Combe is fast and quite bumpy, so closely represents some of the TT's challenges. If we wanted to get as close as possible we'd have to use the Nordschleife, but that's so busy that hiring it is pretty much out of the question…

"In road-racing terms I'd say that the TT and the North West 200 present the biggest challenges. The Ulster Grand Prix is very fast, but the roads are smooth. We use a hard centre and softer shoulder compounds, but here – despite the loads – the centre tread does get a chance to rest because there are lots of lefts and lots of rights so you're spreading the effort across pretty much all of the tyre. In the NW 200 the bike is upright most of the time, with hard braking from 205mph into chicanes, so the tyres get one hell of a hammering.

"At the TT, the top guys will change their rears during pitstops because they have quick-release systems, can get the job done before the fuel is in and it doesn't cost them any time, but it's not because they need to change. With practice laps, we're aware that some teams have done 10 laps on a set."

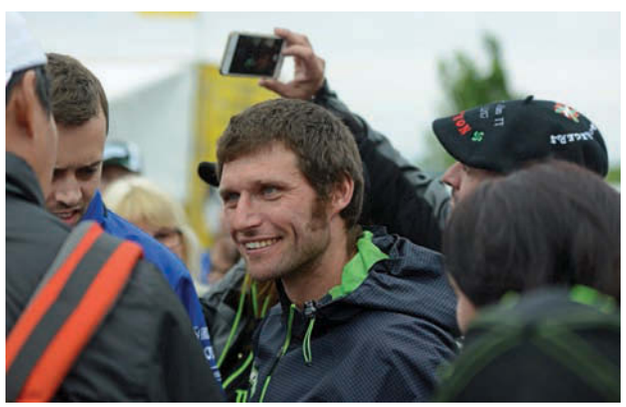
Around Mallory Park that wouldn't be much of a claim, but here that means nudging 380 miles – or pretty much two standard F1 Grand Prix distances.

From the top: someone might have tampered with the road signs; modest recognition for a TT hero; Guy Martin in demand, as ever

The biggest recent gain in Walsh's mind has been improved warm-up, assisted by what Dunlop calls HCT (heat control technology). This features two layers: an outer compound designed to cope with the aforementioned endurance and a heat-generating base that does not come into contact with the track. "Ten years ago it would take a couple of miles before the compound kicked in properly," Walsh says, "but now it's at the optimum temperature pretty much off the starting line. That has been a massive improvement."

❖

I FINALLY SAW ACTION ON FRIDAY evening, watching solos and sidecars high on the mountain. They looked brisk through the flowing sweeps, certainly, but the sense of speed was diluted by the adjacent expanse of open, sheep-speckled land. The TT's full effervescence finally hit home the following morning at Ballacrye, where a crest launches superbikes at about 150mph as they thread along a narrow lane between stone walls, houses, telegraph poles, road signs and suchlike. I guess a TGV coming through your hallway at full tilt might leave a similar impression, but I can think of no comparable motor sport experience.



Nor was it just the on-track stuff. Before each session, the paddock ambience was ripe with tension, anticipation and the calm acceptance of risk – some riders lost in their own thoughts and staring blankly into the distance, others playing to the camera and Guy Martin talking loudly about nothing in particular. Sidelined by an accident in the NW 200, Martin's team-mate John McGuinness was present to sign books, but even in his diminished state – on crutches, with his lower right leg in a cast – he might have done a better job than Martin (who couldn't be blamed for his opening-lap fall, after his Honda engaged neutral at the best part of 140mph). Despite his low-key performance he continued to be a draw, the public tracking his every step as he strolled around (accompanied by pet Labradors Nigel and Steve).

Every morning, the dawn chorus was not so much the blackbird's vocal trill as the sound of a phalanx of bikes heading who knew where (though I could hazard a guess). Other commitments obliged me to leave after the first superbike race (won by Ian Hutchinson for BMW). It's not the first time I've had to abandon an event before its conclusion, but never before have I done so with such regret.

CONGESTION CHARGE...

Lydden Hill, May 27: A snapshot from what might just be the most intense weekend in racing history

THERE HAD BEEN A TENTATIVE OFFER to attend the Indianapolis 500. The Monaco Grand Prix was but a train ride distant. MSVR was running a decent-looking meeting at Oulton Park, the world superbike series was in action at Donington Park and then there were must-see events at Brands Hatch (the Masters Historic Festival, where I managed one day), Snetterton and Santa Pod, but...

Lydden Hill was unquestionably the biggest draw – not so much because of the unparalleled dynamism of a modern world rallycross car, but because this year's WRX event was scheduled to be the last of its kind at the sport's true home. Regrettable, certainly, but the underlying reasons are plain enough: Lydden is still accessed by the same single gateway that was in use when first I visited in the mid-1970s, fine for absorbing 200 spectators at a clubbie but slightly less so when 20,000 plus are clamouring to see Petter Solberg. It's doubtful that Silverstone will ever be able to replicate the ambience that's unique to Lydden (which has fan-friendly vantage points and a wholesale absence of debris fencing – benefits of a kind unlikely to be offset by the larger car parks at WRX's new base).

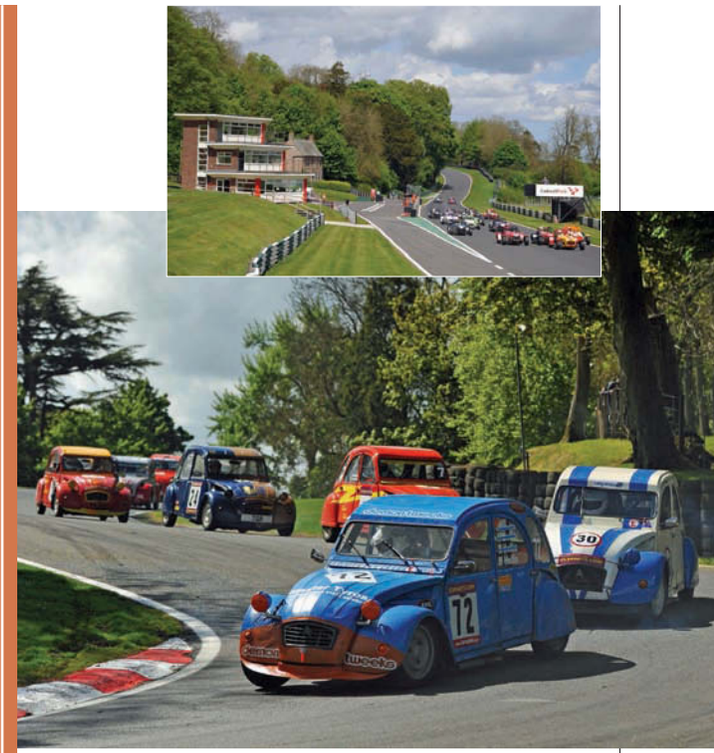
Lydden's homely fittings were barely visible beneath a sea of awnings, each potentially almost large enough to cover the whole venue – not so much a paddock, then, as a hilly city (a small-scale version of Sheffield, if you like). The atmosphere was brilliant, too, with families fully engaged in the whole event, wearing team apparel and queuing up at lunchtime in a bid to catch one of the T-shirts freely dispensed by sponsor Monster Energy. One contained a voucher for a free PlayStation 4: how to attract youngsters, lesson one in a series...

For the slightly older among us, the sight of historic cars coming out to practise was a reminder of how dramatic Group B seemed in period – an effect diluted a few minutes later when the WRX cars illustrated how the world has moved on: violent acceleration, speed and balance wrapped up in a VW Polo-sized shell. Formula 1 cars might be more efficient, but even around Monaco they don't provide a fraction of this spectacle.

Fact.

Half a century after rallycross began at Lydden, Petter Solberg won the venue's final scheduled WRX event

VOLKSWAGEN



TIN SOLDIERS

Cadwell Park, May 14: the essence of UK club racing, minus chips

AT SOME SPORTING VENUES THE failure of the canteen chip fryer might be considered a cataclysm, but at Cadwell there is plenty to savour without such culinary delicacies. The first liveried car I spotted was a Jaguar XJ-6 that looked far too wide for the circuit. Nearby lurked several Smart ForTwos that were more dimensionally appropriate yet still seemed somehow unsuitable for track use – the extremes of UK club racing a few metres apart in an appropriately grass paddock ahead of a 17-race schedule.

It occurred that almost exactly 35 years had passed since my first trip to this engagingly lumpy slice of Lincolnshire. Back then Roberto Moreno won the 10th round of the British F3 Championship, the penultimate such race before F3 moved away and left the venue to the enthusiast community – British Superbikes apart.

This modern menu included Legends, classic touring cars, Caterhams and Citroën 2CVs, which are not perhaps everybody's cup of tea yet seem irresistible when there's an eight-car lead battle lurching around at an average speed only slightly above 60mph.

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GORDON CRUICKSHANK

One wheel in the past: searching out what's new in the old car world

www.motorsportmagazine.com/author/gordon-cruickshank

Unbelievable – and that's just the doctored photo, let alone the idea of Austins and Alfas racing past Wellington Arch at Hyde Park Corner

METROPOLITAN MAYHEM

A new closed-roads bill allows a London Grand Prix to go ahead – as long as you drift back to the Twenties

AT LAST – A ROAD Racing Bill allowing competition on closed British roads. Topical, but not a comment on the recent act that should soon bring us the sort of Tarmac racing and rallying we love to see on Sicily and around Pau. No, this sentiment comes from almost 90 years ago in the pages of *The Autocar*. If you don't recall seeing this event in your racing histories, that's because it didn't happen. But in December 1929 the magazine spent a few happy pages imagining the first London Grand Prix – which nine decades on remains a fantasy unfulfilled. In 2004 a Formula 1 demonstration drew big crowds to central London, and as I write there are talks about a repeat before this year's British Grand Prix, but although it's on Chase Carey's wish-list an actual race remains in the air.

Imagination knows no limits, though, so in 1929 the author of the story, identified only as ECL, decided there had been what he called "the Second Emancipation Bill" (the first being the 1896 raising of speed limits, which triggered the London-Brighton run), leading to this city-centre fantasy.

Supercharged Mercedes power sweeps Caracciola past Alfa and SARA overlooked by the National Gallery

Was he inspired by the inaugural Monaco event only months before? Perhaps. To illustrate this non-event the magazine set to work with prints, scissors and paint, the ancient equivalent of Photoshop, producing the gloriously unconvincing pictures seen here. The scissors must have been as blunt as Sir Les Paterson's diplomacy as in places the cars float above the road or balance on their noses – easily candidates for the period equivalent of Great Photoshop Disasters, a favourite website of today's magazine designers.

Still, as a bit of Christmas entertainment it was harmless fun.

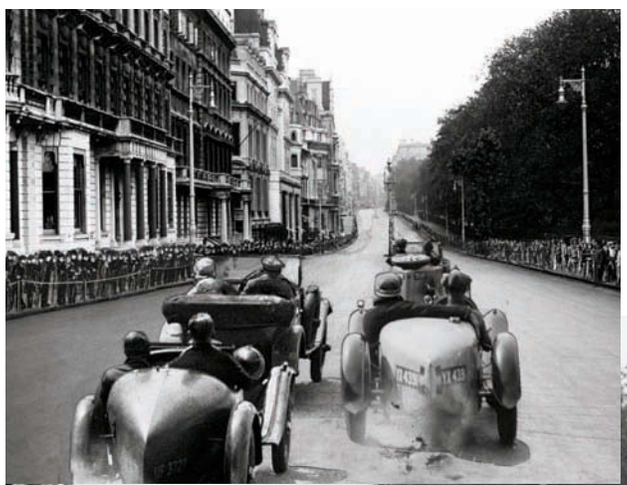
ECL's circuit couldn't have been more central: pits at Hyde Park Corner, a flat-out "seven furlong" blind down Piccadilly (long before the underpass), swing right at Eros and plunge down Haymarket to a sharp left into Trafalgar Square, streak past the National Gallery and howl through two right-handers round the square under the eye of Nelson on his unsurpassable vantage point. Then ECL let his competitors pick their own gap through Admiralty Arch, surge down the Mall to bend right up Constitution Hill, then around Hyde Park Corner once more – 2.9 miles of kerb-ridden, lamppost-lined streets, much of it cobbled. (My Slovakian minder tells me that back home cobbles are known as 'cats' heads'. I like that.)

At the time these were the accepted hazards of road racing faced without thinking twice at Ards, the Isle of Man and all over the Continent, so the whole idea can't have seemed implausible to our author or his readers. Sadly *The Autocar*'s artist couldn't find any hay bale photographs to soften accident impacts, but thoughtfully for the spectators who line the route he has drawn in some rope to protect them. "From all quarters they came," muses the text about the gathering crowds, before continuing rather bathetically "from Bayswater and Balham, from Maida Vale and Millwall…" International sports tourism was still a long way away.

Talking of Ards, ECL tells us archly that "the race was by a remarkable coincidence contested by the identical cars and drivers" who competed in the Ards TT that summer, which simplifies both pictures and story of the fictional race. It therefore involves Rudi Caracciola, Glen Kidston and Giuseppe Campari – and had this been a real event no doubt these would indeed be on the entry list. They mix in with a fleet of Bugattis, Amilcars and Austro-Daimlers. By another unlikely coincidence, the story of the London race is broadly the same as the actual TT, with Caracciola's 7-litre Mercedes S the fastest machine, challenged by Kidston's Bentley 6½ and Campari's Alfa Romeo, but all three chasing a brace of tiny Austins which have started on handicap with fewer laps to cover. It's a Le Mans start, too, drivers having to put hoods down on these road-equipped cars before driving off in a mêlée of clanging mudguards.

Although the starter is 'Ebby' Ebblewhite, famous Brooklands handicapper who flags the runners away from the top of Hyde Park Gates, ECL forgets to inform us that this is a handcap race, but let's assume it follows the TT principle since our author includes the heavy rain that fell at Ards and Bernard Rubin overturning his

If only Piccadilly ever looked this empty today. Bottom, the final corner, with Hyde Park Gates behind, where Ebby was to stand to start the race



Bentley – in this case against the Victoria memorial outside Buckingham Palace. ECL isn't at all worried about damage to the historic surroundings – he cheerfully tells us cars have "chipped large portions off the unoffending Admiralty Arch".

He really would be completely unable to comprehend today's world, where even jokes like that can upset people, let alone conceive the immense safety measures demanded today or entertain the idea that there could be moral and environmental arguments against a city-centre race burning fossil fuels.

But his cloud cuckoo land was set in an era that in some ways looks like motoring paradise to us – minimal parking rules, a fraction of today's traffic numbers and, a year after this article, the removal of upper speed limits. Almost impossible to imagine, isn't it? Yet in the same issue of the magazine a solicitor is quoted as saying "these days a motorist is the most harassed person on the road; because of one regulation or another he can hardly drive in peace". He shouldst be living at this hour…

Our ECL could have imagined a British triumph to end his tale, but after 300 bumpy metropolitan miles he sportingly allows Caracciola's huge German machine to repeat its TT victory, with Campari next and Archie Frazer Nash trailing red, white and blue fumes in his little Austin Seven.

Even though it didn't happen I wish I'd been there to see Caracciola flinging the long white Mercedes broadside through Piccadilly Circus.

FOBBED OFF WITH KEYLESS CARS

It's meant to be convenient but one technology strand could leave you stranded

RECENTLY I'D ARRANGED TO MEET another motoring journo and his wife for a pre-cinema supper. She arrived saying her other half was just parking his current test car and we chatted. For quite a long time. Then the respected journalist steamed into the restaurant looking hot and worried. "Quick! You've got the key and I can't lock it! That's a hundred grand sitting out there wide open!"

Luckily no one had interfered with the shiny supercar, unlike the time a friend and I returned to his replica 289 Cobra and found some kind passer-by had emptied a bottle of pickled onions into the footwell. That thing reeked of vinegar for months and running with the hood up could cause rapid blackout.

My colleague's supercar was safe, but it pinpoints a problem with keyless cars – many keep running without the key. And if you don't actively have to plug it into a socket on the dash it's easy for the tiny transmitter to lurk in the passenger's pocket or bag. If they jump out and walk away, once you switch off you're immobile. Which you won't know until too late. Now you can't leave the car as it's unlockable, and in my case you can't operate windows, radio or anything else electric.

Some vehicles warn when the key goes out of range; many don't. It's quite possible to jump in your car in Chester, drop your partner at work, drive to Leeds, park – and realise your other half has the key. Worse, if you stopped for fuel the filling station staff aren't going to be happy with a car stuck at their pumps.

Maybe it's my own household inefficiency but I've lost count of the number of times I've sat in the car yelling "it must be nearby – I can switch on!" while someone searched for the key in jackets, bags and garage shelves. And if the key is in range, a thief can open your car outside your house. Once they're inside, starting up can take a mere 20 seconds via the diagnostic port. Would the insurance pay up?

My car doesn't even have a parking place inside for the slippery little keypod – I Velcro it to the dash so I know where it is. Crude but practical. The designer would be horrified.

Truly I fail to see a real advantage in keyless entry. If your hands are full you can't open the door anyway, and I would never feel confident in the passive lock option (when the car locks itself as you walk away). Just give me plain remote central locking. That *is* useful.

Don't jump to brand me a Luddite – I'm a major fan of adaptive cruise control and I can't wait to experience night vision cams and a GPS-linked autobox. Technology has much to offer drivers. But please give me the option to switch off keyless starting.

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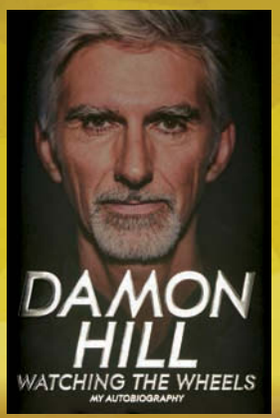

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FROM THE ARCHIVES WITH

DOUG NYE

Our eminent historian dips into the past to uncover the fascinating, quirky and curious

Parnelli Jones led the 1967 Indy 500 easily after qualifying sixth, but a failed transmission bearing forced a late retirement

IMS

TURBINE, OR NOT TURBINE?

That was the question at Indy 50 years ago, when a cunning technical initiative came within eight miles of winning America's most famous race

DID YOU WATCH THE Indy 500? I thought it was relentlessly rousing stuff. Fernando Alonso greatly enhanced his reputation by missing Monaco to tackle the Speedway classic, and I really felt for him when yet another Honda engine failure ended his run. Just the onboard noise was a gut-wrencher – from the 2.2-litre twin-turbocharged V8's consistent 'Waaahhhh!" to an abrupt "Tink! Blurrggghhh…" and kill-switch time.

Back in 1967 noise was quite an issue at Indy, for another reason. Railbird opinion – conditioned by decades of the Offenhauser roar overlaid by a recent descant from the latest Ford V8s – was being split by something new. That was the competitive speed – in near silence – being shown by Andy Granatelli's latest joker in the pack, his innovative new four-wheel-drive, gas turbine-powered STP-Paxton Turbocar, driven by Parnelli Jones.

Oh, the fuss. Some loved the new car. Some despised it. Here was 'Silent Sam', 'The Whooshmobile' and it threatened to hit the always conservative but now near-despairing Indy establishment with a revolution even more troubling than

IMS

Andy Granatelli (red blazer) had a reputation for promotional nous. Below, the STP-Paxton's whistling heart

that from front-to rear-engined cars, as cemented by Lotus-Ford two years earlier.

Back in 1962 Dan Gurney and Duane Carter had famously tried to qualify John Zink's Lotus 18-based 'Trackburner' special with a Boeing motor. The car was quick through the turns but just couldn't hold a light to the Offy cars' grunt onto each straight.

Lateral-thinking engineer Ken Wallis had been trying to find backing to build his concept of a turbine Indycar when promotional genius Andy Granatelli of STP expressed interest. Wallis began working with Andy's brother Joe at STP's Paxton division in Santa Monica in January 1966. The Granatellis were prone to claiming technical credit for everything they ever ran, which sat uncomfortably with Colin Chapman of Lotus, for one, whose 1966-68 Indy programme was also STP-backed.

A hurried attempt to run the prototype car at Indy '66 was foiled – according to Andy's account – when the aluminum chassis backbone was badly warped by botched heat treatment. This meant starting all over again. When he launched the startling '67 car with its side-slung turbine engine, Granatelli declared: "This is the first car in history ever designed around a suitably large turbine power source, and the power plant has a 95 per cent reliability factor in completing the 500-mile race against only 45 to 50 per cent for reciprocal engines. Furthermore the car offers superior power-to-weight ratio and fuel economy. According to our computers [a truly magical buzzword at the time] it should not only win the race, but can be expected to turn 170mph-plus laps when running properly…"

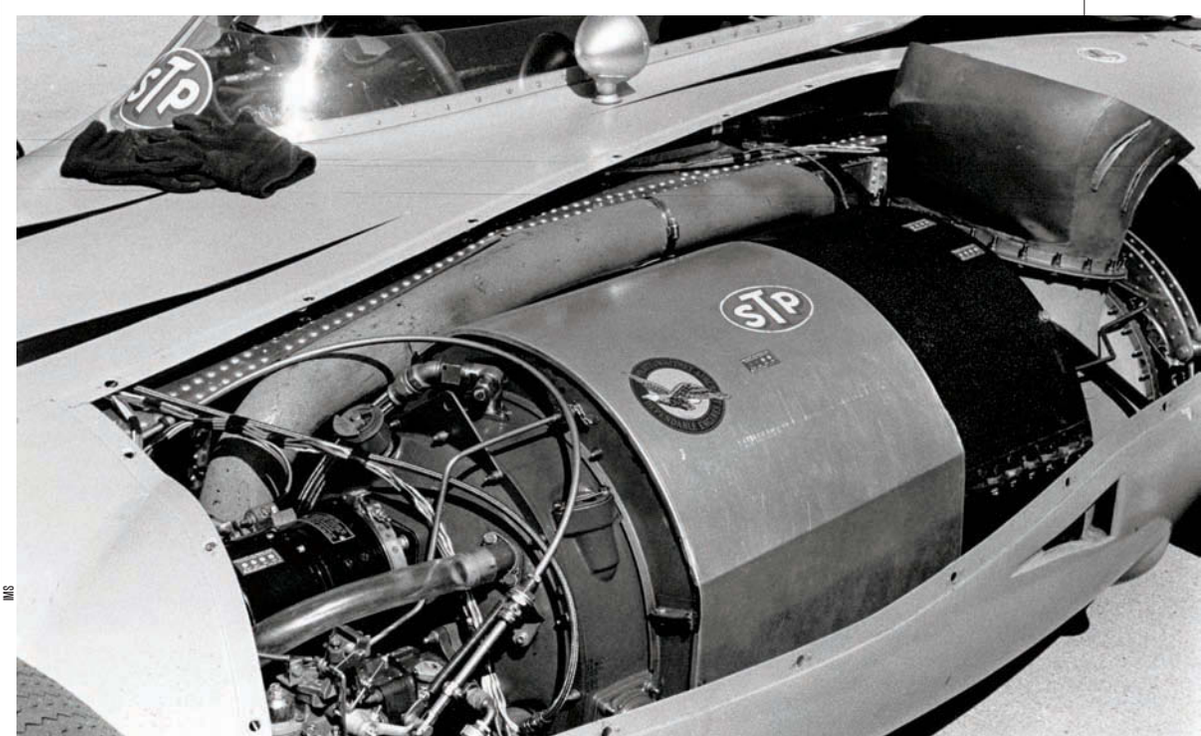
The new car ran in Firestone tyre testing at Phoenix, Arizona, and Parnelli Jones was impressed by both the car and Granatelli's offer of $100,000 plus half any prize money if he would drive it.

With its Pratt & Whitney Canada ST6B-62 helicopter-derived engine taking advantage of a yawning conversion mismatch within the rules between gas turbine and piston-engine equivalency, Jones qualified the car sixth-fastest at Indianapolis, at 166.075mph. But in the race the whooshing, whistling racer soon took command. The experienced Parnelli just guided it around, lap after lap, leaving all the conventional piston-engined opposition sweating in his heat-haze wake. When refuelling stops were made it was AJ Foyt's Coyote-Ford that kept Jones's first place warm for him.

Into the closing laps it really looked as if Granatelli's STP operation – so long a luckless Indy 500 hopeful – was poised to win. But with just three laps to go a transmission bearing broke up; Parnelli – like Alonso – heard the sound change, "felt the friction" and coasted into the pits to retire – just eight miles short of his goal. Foyt was left to score his third 500 victory, but even then only after picking his way through a multiple accident at Turn Four.

For this year's Indy victory Takuma Sato has won $2.45 million. Back in 1967 Foyt trousered a then-record $171,227. Parnelli in 'Silent Sam' was classified sixth, having completed 196 of the 200 laps, earning $55,892. The Turbocar was entered again by STP at Indy in 1968 but driver Joe Leonard hit the wall during qualifying and 'Sam' never raced again, passing instead to the Smithsonian Museum and being displayed long-term at the scene of its near-win, now 50 years ago.

Soon after that race USAC slashed permissible gas-turbine air intake area from 23.999 square inches to 15.999 – hobbling such deviousness. This still didn't prevent Colin Chapman and 'Groticelli' (as he called the STP boss) producing the four Lotus-P&W Type 56 turbine wedges for the 1968 race – when they very nearly won again… only for another footling failure to cause Joe Leonard's leading Lotus to flame out with nine laps to run. Somehow, it seemed written in the stars…



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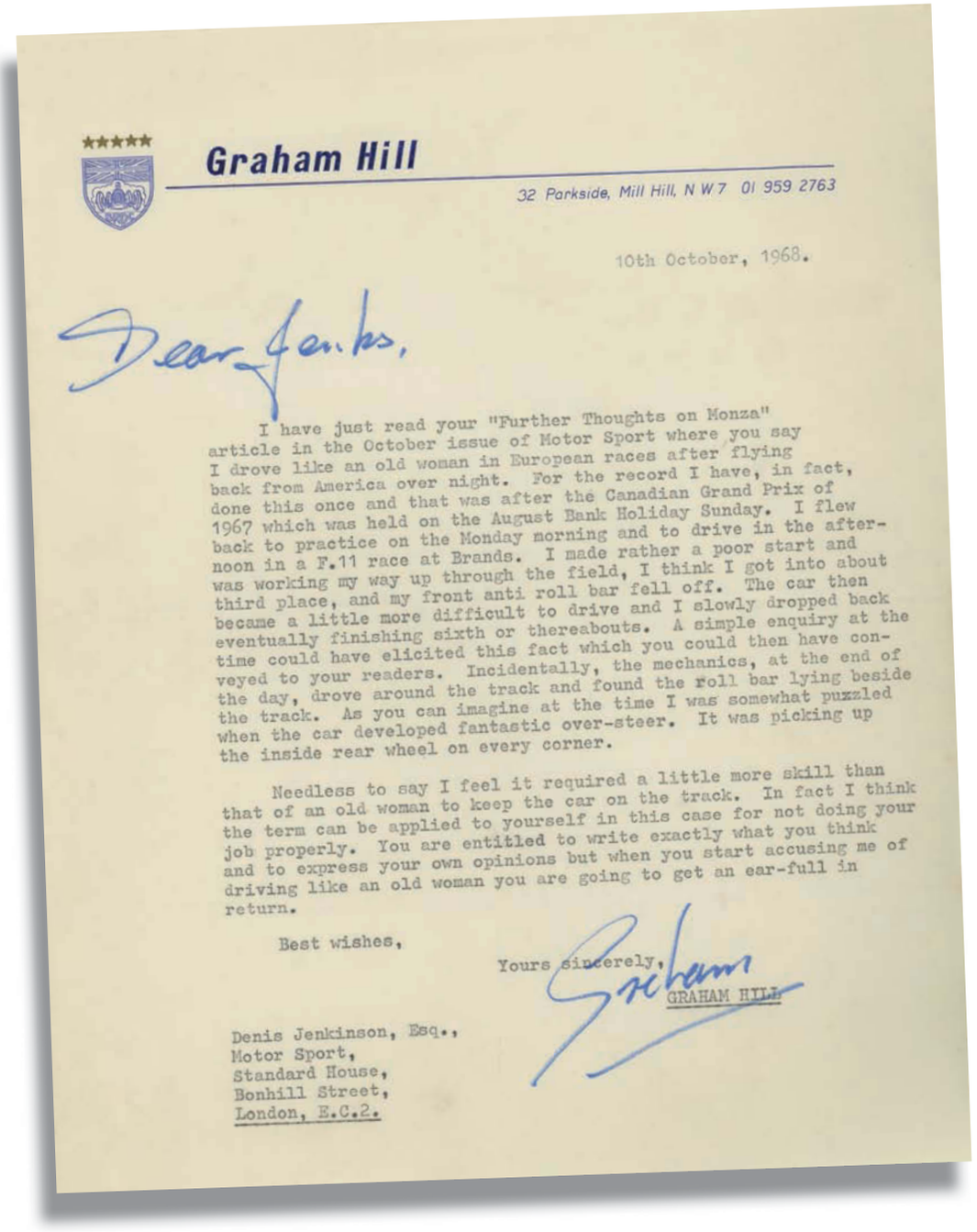

Graham Hill

32 Parkside, Mill Hill, N W 7 01 959 2763

10th October, 1968.

Dear Jenks,

I have just read your "Further Thoughts on Monza" article in the October issue of Motor Sport where you say I drove like an old woman in European races after flying back from America over night. For the record I have, in fact, done this once and that was after the Canadian Grand Prix of 1967 which was held on the August Bank Holiday Sunday. I flew back to practice on the Monday morning and to drive in the afternoon in a F.11 race at Brands. I made rather a poor start and was working my way up through the field, I think I got into about third place, and my front anti roll bar fell off. The car then became a little more difficult to drive and I slowly dropped back eventually finishing sixth or thereabouts. A simple enquiry at the time could have elicited this fact which you could then have conveyed to your readers. Incidentally, the mechanics, at the end of the day, drove around the track and found the roll bar lying beside the track. As you can imagine at the time I was somewhat puzzled when the car developed fantastic over-steer. It was picking up the inside rear wheel on every corner.

Needless to say I feel it required a little more skill than that of an old woman to keep the car on the track. In fact I think the term can be applied to yourself in this case for not doing your job properly. You are entitled to write exactly what you think and to express your own opinions but when you start accusing me of driving like an old woman you are going to get an ear-full in return.

Best wishes,

Yours sincerely,

GRAHAM HILL

Denis Jenkinson, Esq.,
Motor Sport,
Standard House,
Bonhill Street,
London, E.C.2.

WHEN JENKS UPSET HILL...

Motor Sport's eminent scribe DSJ was respected for his forthright views, but his subjects could be every bit as direct at times

EVEN THE MOST ESTABLISHED AND successful of racing drivers is inclined to get tetchy when realisation dawns that they are approaching their sell-by date. American speedway stars historically tended to survive at top level longer than those in Formula 1. Back in 1968 two USAC Indy stars – who were actually far from passing their respective sell-by dates at the time – tried to do a reverse-Alonso by flying over from America to Europe to compete in the Italian Grand Prix on September 8, while also contesting the National Championship Hoosier 100 race on the dirt at the Indiana State Fairgrounds the previous day. This involved practice in Italy, flights back to the US for the dirt-track race, then back again by helicopter and 'giant jetliner' for the Grand Prix. It was never a good idea, and created some collateral damage involving this magazine.

Mario Andretti and Bobby Unser had been invited to drive works Lotus 49 and BRM V12 respectively at Monza. Their practice appearance proved controversial, truncated to maintain their USAC schedule, and ultimately abortive. After attempting to qualify in Friday practice both hurtled back to Indiana by Boeing 707. On the dirt AJ Foyt won in his Meskowski-Offy, with Mario's Kuzma second and Unser's Watson out with a broken water line after only eight of the 100 laps.

At Monza only 20 grid places were available for the fastest of the 26 entries. What's more the organisers emphasised that if the American drivers competed in the Hoosier 100, they would be barred from starting the GP because a ruling by the FIA forbade drivers from competing in two international events at different venues within a 24-hour time span. And so they were.

In reflecting upon this fiasco in these pages, continental correspondent Denis Jenkinson wrote that while he regretted not seeing Andretti taking part he thought the organisers had done the right thing, to cause people to apply more thought "before running after the almighty dollar". He continued, "As regards Unser, he was no loss. In the past I have watched Graham Hill, Hulme and Brabham drive like old women in European races after flying back from America overnight, and for all their spectator value they might just as well not have bothered to come back...".

On October 10, Graham Hill dictated a letter to "Dear Jenks", complaining that: "You say I drove like an old woman in European races after flying back from America overnight. For the record I have, in fact, done this once [by which he clearly meant 'only once'] and that was after the Canadian Grand Prix of 1967 which was held on the August Bank Holiday Sunday. I flew back on the Monday morning to drive in the afternoon in a F.11 [sic] race at Brands. I made rather a poor start and was working my way up through the field, I think I got into about third place, and my front anti-roll bar fell off. The car then became a little more difficult to drive and I slowly dropped back eventually finishing sixth or thereabouts. A simple enquiry at the time could have elicited this fact, which you could then have conveyed to your readers. Incidentally, the mechanics, at the end of the day, drove around the track and found the roll bar lying beside the track. As you can imagine at the time I was somewhat puzzled when the car developed fantastic oversteer. It was picking up the inside rear wheel on every corner.

"Needless to say I feel it required a little more skill than that of an old woman to keep the car on the track. In fact I think the term can be applied to yourself in this case for not doing your job properly. You are entitled to write exactly what you think and to express your own opinions but when you start accusing me of driving like an old woman you are going to get an ear-full in return."

Tell it like it felt. These blokes both did...

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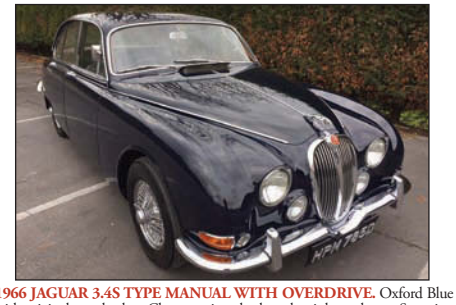

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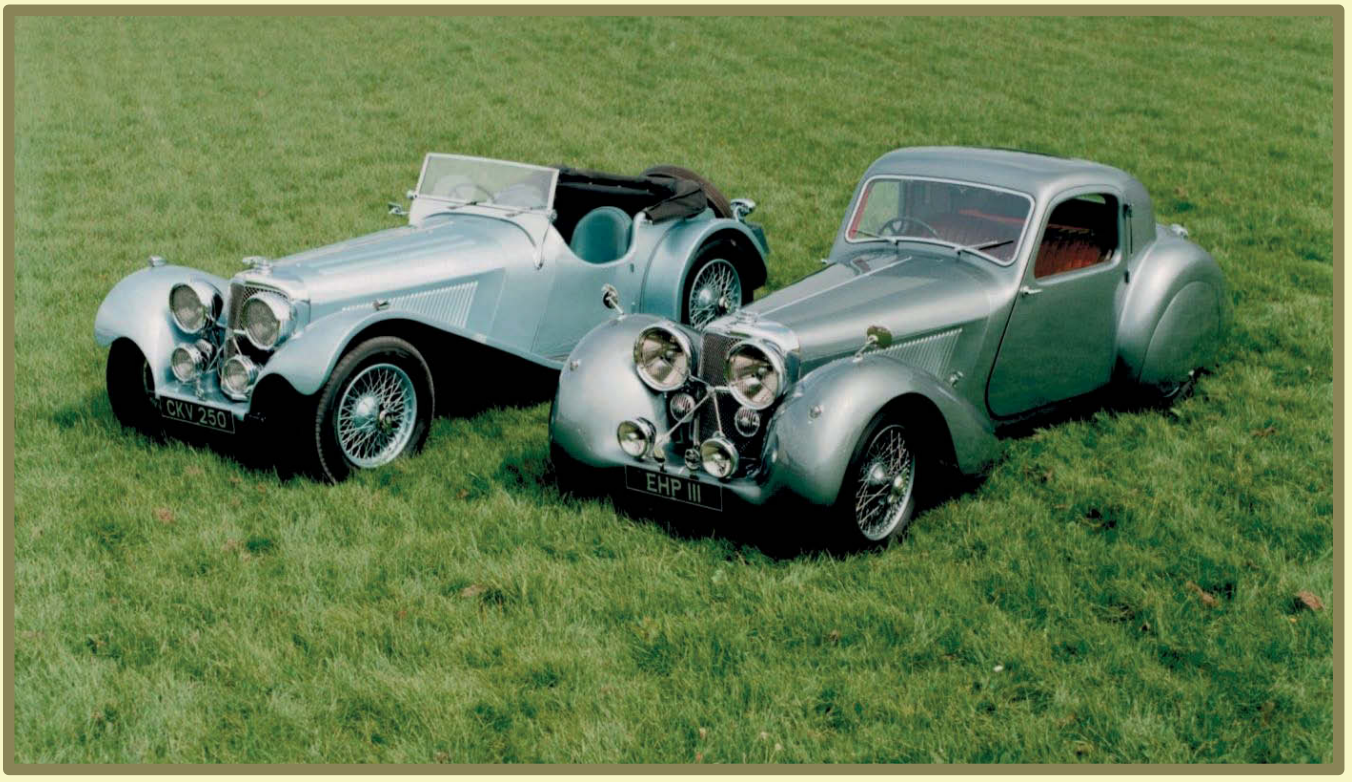

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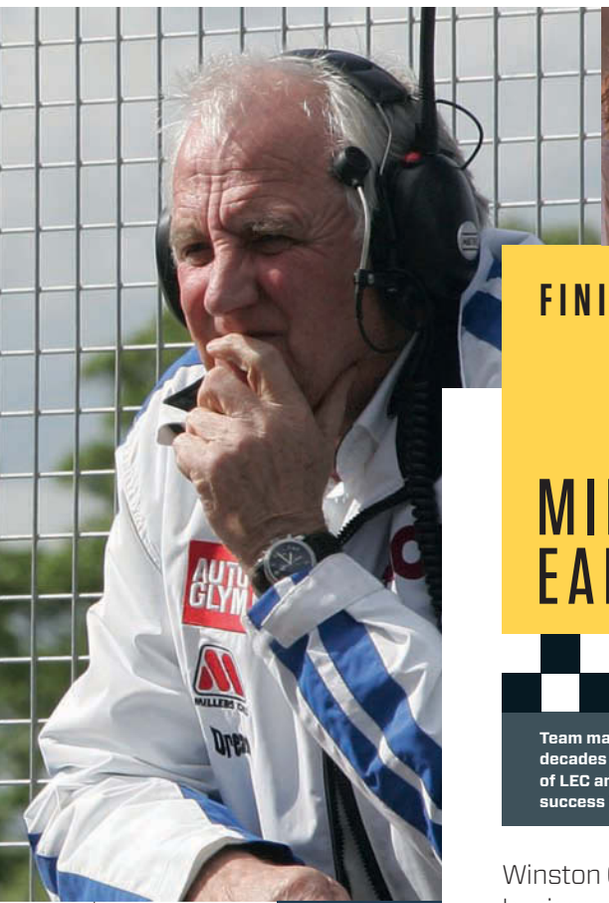

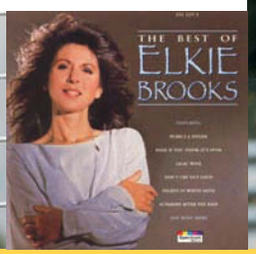

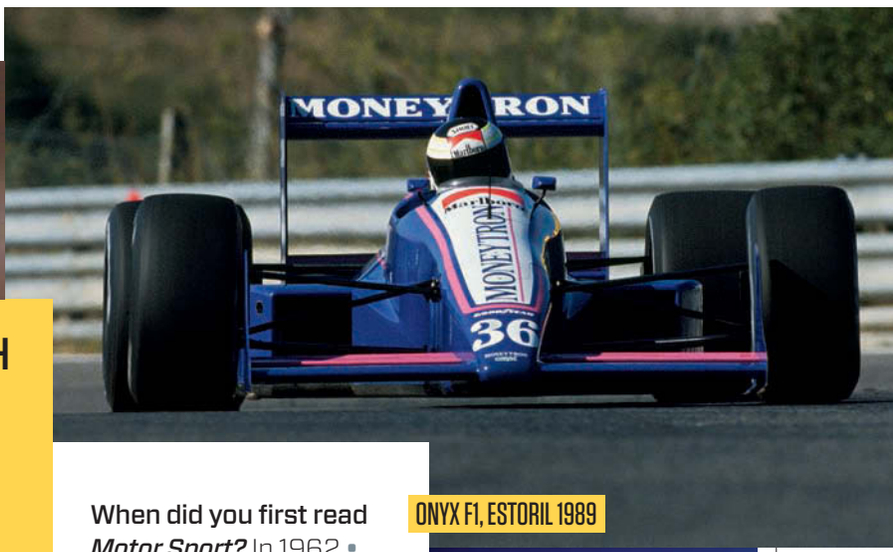

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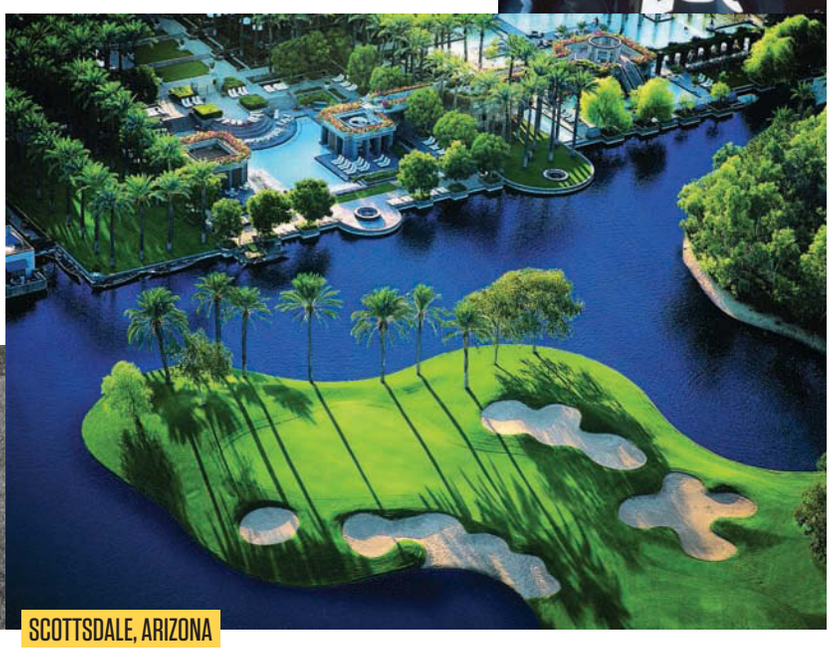

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