F1 SEASON PREVIEW CAN VETTEL BEAT MERCEDES?



EXTRA MAG
Flip your issue and start from the back!

www.motorsportmagazine.com

MOTOR SPORT

WORLD EXCLUSIVE

Luca di Montezemolo

Ferrari forever

Former boss invites us to his home – and says why his heart still beats for Maranello

When Lotus went too far
Chapman's 'wing car' that never flew

We test Bentley's beast
New Bentayga: it's no beauty...

Cult heroes special
Starring Mike Hailwood, Brian Redman & Mike Parkes

APRIL 2016 £4.99
9 770027 201186 04

"I like driving and I'm always happy to make a small detour to take my favourite route.

The winding road is so fun to drive.
Negotiating the twists and turns is exciting.
The freedom and control and the sense of safety I feel turn every mile into pure pleasure.

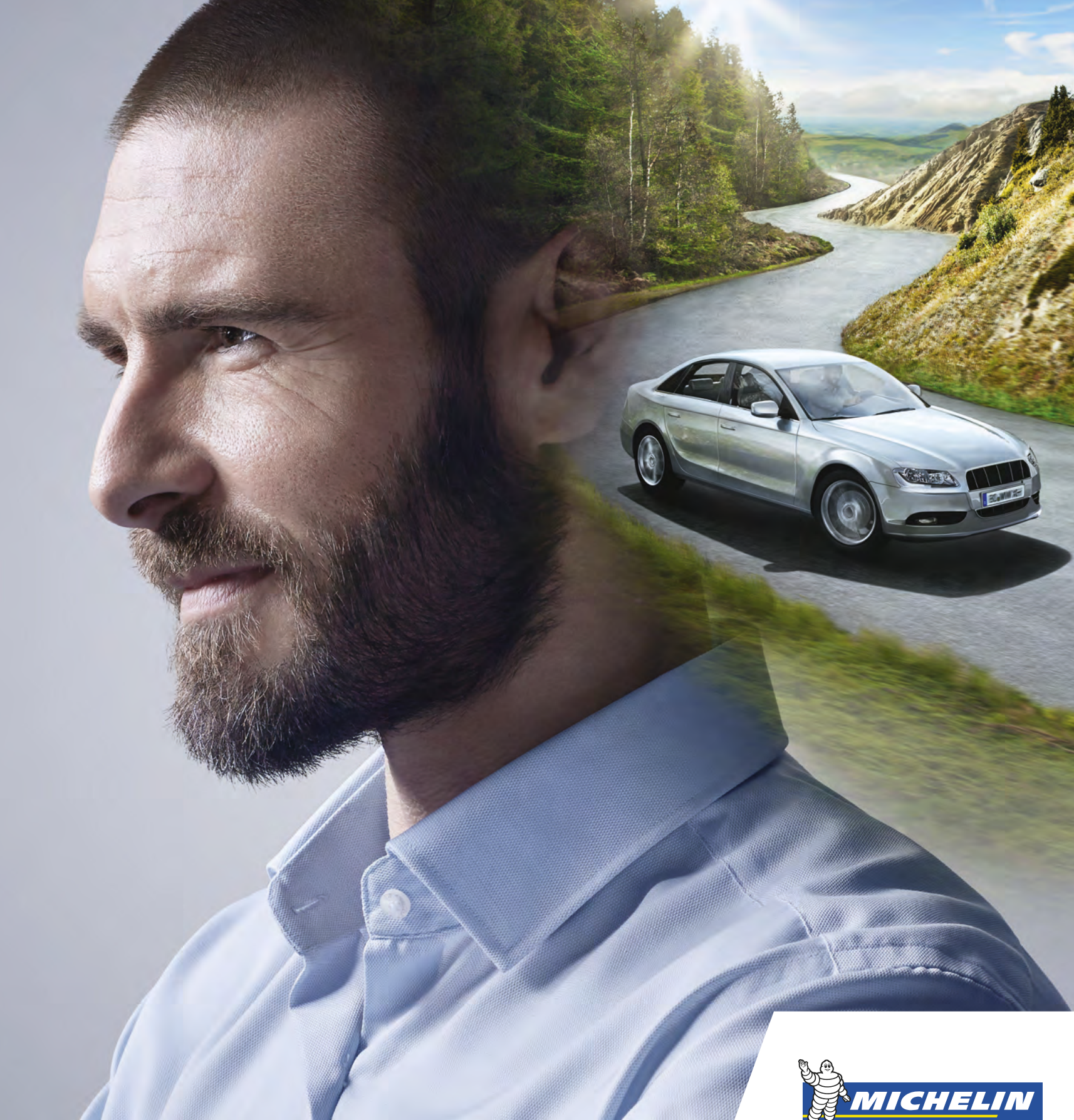
Ever since I fitted new MICHELIN Pilot Sport 4 tyres on my car, the driving enjoyment is even greater. It's like rediscovering my car.

It's like my tyres know where I want to go before I do.

I'm not a motor sport fanatic or anything, just a regular driver who loves their new tyres."

Michael
MICHELIN Pilot Sport 4 owner.





MICHELIN
A better way forward

NEW MICHELIN PILOT SPORT 4
FROM MIND TO ROAD. INSTANTLY.

Discover just how responsive a tyre can be at: michelin.co.uk/tyres/michelin-pilot-sport-4
Take a look at our Instagram account: instagram.com/michelin



THIS WATCH HAS SEEN DAYS SPENT PERFECTING.
WEEKS SPENT PRACTISING. AND MONTHS SPENT DESIGNING.
IN THE QUEST FOR MOTORSPORT'S ULTIMATE ACHIEVEMENT.



OYSTER PERPETUAL SKY-DWELLER
IN 18 CT WHITE GOLD

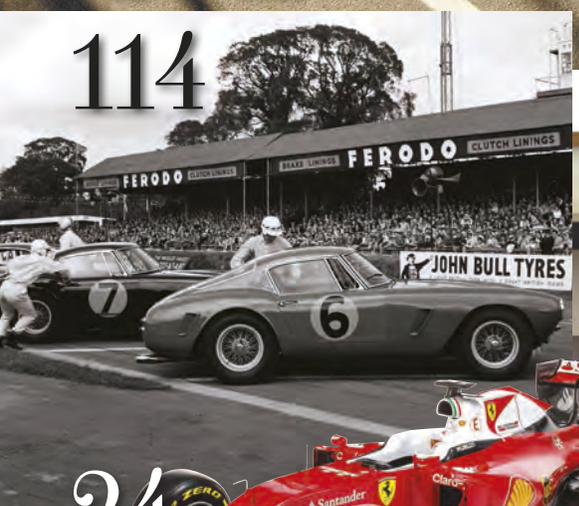
F1 Formula 1 OFFICIAL TIMEPIECE

ROLEX

THE F1 FORMULA 1 LOGO IS A TRADEMARK OF FORMULA ONE LICENSING BV, A FORMULA ONE GROUP COMPANY.



84



114



16



24

52



FREE BACK-TO-FRONT MAG!

Flip your issue for the Historic Racing Guide 2016



68

CONTENTS

VOLUME 92 / NUMBER 4

FEATURES

13 F1 FRONTLINE WITH MARK HUGHES

16 INTERVIEW – LUCA DI MONTEZEMOLO
A *Motor Sport* world exclusive. Mark Hughes in conversation with the former Ferrari chief

24 PREVIEW: 2016 FORMULA 1 SEASON
Our Grand Prix editor analyses factors that will most significantly influence the campaign ahead

68 MIKE HAILWOOD
King of the road on two wheels – and a serious competitor on four: the twin careers of a cult hero

84 INSIGHT: LOTUS 80
One of Colin Chapman's rare conceptual failures

92 LUNCH WITH... DARRELL WALTRIP
Simon Taylor meets a legend of NASCAR

102 BRIAN REDMAN AUTOBIOGRAPHY
Extract from a long-awaited new book

108 IN THE SPOTLIGHT: WILL PALMER

110 SUBARU JOINS THE BTCC
Jason Plato on his new challenge for 2016

114 MIKE PARKES
Reflections on the life of an overlooked racer who made a stunning Formula 1 debut 50 years ago

120 DATA TRACE: RENAULT F1

NEW FEATURE **170** FINISH LINE: GORDON MURRAY

REGULARS

6 MATTERS OF MOMENT
10 MONTH IN PICTURES
38 INTERNATIONAL NEWS
39 GORDON KIRBY
40 MAT OXLEY
42 HALL OF FAME
44 BOOK REVIEWS
46 HISTORIC NEWS
47 PRODUCTS
48 AUCTIONS
49 DREAM GARAGE
50 ROAD CAR NEWS
52 ROAD TESTS
60 LETTERS
63 YOU WERE THERE
66 SUBSCRIPTIONS
123 SIMON ARRON
127 GORDON CRUICKSHANK
131 DOUG NYE
134 PARTING SHOT

THERE'S SOMETHING missing from this issue of *Motor Sport*, something to which I know many of you usually turn before anything else. But never fear: Nigel Roebuck's *Reflections* will return.

A sudden illness prevented our editor-in-chief from making his immensely popular contribution this month, but I'm delighted to report that Nigel is getting back on track following this unscheduled pitstop.

The stream of affection for Nigel, via our website, was entirely unsurprising to us, but much appreciated by the man himself. He has asked me to offer his sincere gratitude to all who've expressed their best wishes and I know he can't wait to be back doing what he does best. We look forward to his return to race pace very soon.

❖

ADRIAN NEWEY'S PERSONALLY curated stand at the first London Classic Car Show in 2015 was going to be tough to beat. But if anyone could do it, Gordon Murray was the man. As usual, the design genius delivered, the celebration of his beloved McLaren F1 at the sophomore show in February proving a triumph we won't forget. The collection of road and race F1s was always going to be fab (they just get better with age, don't they?), but the detail of Murray's reproduced neatly handwritten notes and jottings, including strikingly familiar sketches dating back as far as 1969, made this a landmark event for any car show.

Elsewhere, Peugeot's stand featured the 405 double Dakar winner from the 1980s and a gun-metal grey 205 T16 that seemed magnetically to drop the jaws of most passers-by. Between them stood Peugeot Sport boss Bruno Famin and a rare opportunity to quiz an engineer who has masterminded everything from Le Mans success to glory at Pikes Peak and most recently victory on the modern Dakar. The next 30 minutes proved fascinating.

The glow of victory from the South American rally-raid had yet to fade, and understandably so. The two-week cross-country classic lost Chile and Peru to politics this year and was further truncated by El Nino's storms, but its route through Argentina and Bolivia still offered one of the few remaining genuine motor sport adventures. And Famin claims it is harder to win now than it ever was in Africa's Sahara.



DAMIEN SMITH
EDITOR

Famin tells editor Smith about Dakar, Peugeot Sport, Sébastien Loeb... and the possibility of a return one day to the Le Mans 24 Hours

"Why? Because you have three factory teams: Toyota, Mini and Peugeot," he says. "And the conditions of the road are very different, too. You have heavy rain or snow, and four complete stages run at an altitude of more than 10,000 feet. When the rally was in Africa you knew what you were going to get. There was no surprise."

Peugeot has made a speciality out of motor sport 'adventure' projects since its shock withdrawal from sports car racing almost on the eve of the revived World Endurance Championship in 2012. The following year, Peugeot Sport restored some pride with a celebrated attack on the all-asphalt Pikes Peak hillclimb in Colorado. Its first collaboration with nine-time world rally champion Sébastien Loeb resulted in a fabled smash 'n' grab record run in a wonderfully excessive 208 T16 special. "The place is unique, the car was incredible – the driver, too," smiles Famin. "We went there, we smashed the record and we don't need to go back."

If anything, Loeb's Dakar debut this year was even more impressive. He dominated the first week only to crash out of the lead in a dry river. While team-mate Stéphane Peterhansel ensured Peugeot's victory, Loeb won more stages and his final classification of ninth was almost beside the point (for us, at least, if not for a ferocious competitor who only wants to win).

With Carlos Sainz also on the driving strength, Famin has a dream team. "Sébastien is a very hard worker," he says. "He's easy to work with because he says what he thinks and he knows what he wants. The first time he drove the 2008 DKR was in Morocco. He didn't know the car or the track, but after 10km he was telling us all of its weak points. He's demanding, but in a positive way.

"There are a lot of similarities to Carlos. They worked together at Citroën when Sébastien started his WRC career and I believe he learnt a lot from Carlos. The big difference is Carlos has no doubts, and Seb always doubts. And as he doubts, he wants to make sure everything is under control."

Famin bristles at any notion these campaigns are "second division" compared with Le Mans, but admits that withdrawal in 2012 still hurts. "I had no choice but to accept it, but for the whole team, from the mechanics to the drivers, it has been a real trauma," he says. "The guys in the team are still wounded internally. Things were very bad for the group at the time, but the way it was done was very sharp. It's still…" He grimaces and doesn't bother finishing the sentence.

The decision, taken from the top of the PSA Group in which Peugeot and Citroën exist, came in the midst of a financial crisis and workforce redundancies. But it's no secret that a





The Mercedes-Benz Auction

Saturday 19 March 2016
Mercedes-Benz Museum
Stuttgart, Germany

Final call for entries

Bonhams is delighted to announce the return of the Mercedes-Benz Auction in association with Mercedes-Benz Classic. Following last year's success the auction will be held within the stunning surroundings of the award-winning museum.

The sale will also be taking place during the Retro Classics Motor Show, Stuttgart.

1926 MERCEDES-BENZ MODEL 630K SUPERCHARGED TORPEDO TRANSFORMABLE
Coachwork by Saoutchik of Paris
Engine no. 60616
€800,000 - 1,200,000

ENQUIRIES
Europe
+32 (0) 476 879 471
eurocars@bonhams.com

UK
+44 (0) 20 7468 5801
ukcars@bonhams.com

USA
+1 415 391 4000
usacars@bonhams.com



Bonhams

bonhams.com/motorcars

return to Le Mans is on the agenda – at some point.

"I hope there will be less time from the next project to the 908 than there was between the 908 and the 905 [Group C car that won Le Mans in 1992 and '93]," says Famin. "Our big boss of the PSA Group [Carlos Tavares] has said openly he would like to come back to Le Mans, but for the time being the conditions are not there. The budget for the WEC is far too high and we must have a return on investment. I don't know how Porsche or Audi can have a reasonable ROI.

"Within our group we have to improve our own situation and the cost of Le Mans has to go down – I don't know how many years it will take for those two paths to cross."

SEE PAGE 66
SUBSCRIBE!
FOR MORE DETAILS

The parallels between Formula 1 and Le Mans' top prototype class are becoming striking. "The ACO is already looking at a budget cap," says Famin. "The problem, like in F1, is to control it. And if you limit testing on the track you develop simulators, which cost a lot more. As long as a manufacturer is willing to spend 200 million euros, pounds or whichever currency on a championship, it is very difficult to avoid by rule."

There are other echoes. "When you change rules every three years it's a very high cost," he says. "You need to have the team thinking about new concepts, not only improving what they've got. Every time I meet my friends from the FIA I push them on this. Rules stability is the best and most efficient method of cost control.

"As an engineer, WEC is fantastic. As a team boss, it's a disaster because it's too expensive. I was in the working group that started to think about the rules for 2014 and the principle that we do not limit the cylinder capacity and give a quantity of energy per lap that you manage. It is still a very good idea, but we have to go further when it comes to efficiency. It's not about more energy recovery systems; as everyone here in England knows – the land of Colin Chapman – it's about weight!

"The biggest problem today with the WEC rules is that the weight is too high. Everybody knows you can make an LMP car at 750kg, because Penske did it with the Porsche spyder. But the minimum weight now is something like 875 when it should be 750kg."

He argues the lower weight would allow privateer constructors to run more competitively without expensive hybrid systems. "If manufacturers want to communicate their efficiency with energy recovery systems, fine, but they run with the extra weight. It would close the gap. As it is, it's more or less compulsory to have a 125kg system in the car [to compete with them]."

So far, the WEC has managed its hybrid era much more positively and openly than F1. Now it faces the same challenges to control its costs. If it does so, Peugeot could be added to the mix of Porsche vs Audi vs Toyota. Juicy.

❖

PATTY McLAREN, WIFE OF BRUCE, died in early February. And so passes another link to motor racing's golden age. It was an honour to sit beside her at the BRDC awards in December, as the likes of John Surtees, Nigel Mansell and others showered her with genuine affection. She was frail in body but not in mind as we talked about the drivers and fellow racing wives she knew as close friends. That conversation is a memory I shall cherish. Ⓜ



IN NEXT MONTH'S ISSUE

Memories of Jordan's first F1 campaign, 25 years on

ON SALE APRIL 1



COVER PHOTO BY
Sutton Images

MOTOR SPORT MAGAZINE
Incorporating Speed and The Brooklands Gazette
Founder Editor Bill Boddy MBE
Proprietor Edward Atkin CBE

18-20 Rosemont Road,
London NW3 6NE, UK
www.motorsportmagazine.com

EDITORIAL
Telephone 020 7349 8484 **Fax** 020 7349 8494
E-mail editorial@motorsportmagazine.co.uk
Editor-in-Chief Nigel Roebuck
Editor Damien Smith
Deputy Editor Gordon Cruickshank
Features Editor Simon Arron
Grand Prix Editor Mark Hughes
Art Editor Damon Cogman
Online Editor Ed Foster
Digital Designer Zamir Walimohamed
Picture Editor Jeff Bloxham
Senior Contributing Writers
Andrew Frankel, Rob Widdows
US Editor Gordon Kirby
Editor-at-Large Simon Taylor
Special Contributors Adam Cooper, Paul Fearnley, Richard Heseltine, Paul Lawrence, Doug Nye, Mat Oxley, Gary Watkins, Richard Williams
Picture Library LAT Photographic: 020 8267 3000

ADVERTISING
Telephone 020 7349 8484 **Fax** 020 7349 8494
E-mail sales@motorsportmagazine.co.uk
Commercial Director Sean Costa
Commercial Manager Mike O'Hare
Senior Account Manager Peter De Vries
Sales Executive Kit Brough
Classified Sales Executive Marc Butler

PUBLISHING
Managing Director Giovanna Latimer
Publisher Sophia Dempsey
Financial Controller Niall Colbert
Marketing Director Gerard O'Brien
Subscriptions Marketing Manager Robert Brooke
Digital Subscriptions Marketing Executive Jack Phillips
Customer Service Manager Sophie Williams

SUBSCRIPTIONS
UK & Overseas subscriptions +44 (0) 20 7349 8484
US subscriptions (Toll Free) +1 866 808 5828

Motor Sport Magazine Limited, 18-20 Rosemont Road, London, NW3 6NE, UK. Motor Sport subscriptions: 18-20 Rosemont Road, London, NW3 6NE, UK. Subscription rates (12 issues): UK £49.99; USA $85; rest of world £64. Postage is included. Motor Sport (ISSN No: 0027-2019, USPS No: 021-661) is published monthly by Motor Sport Magazine GBR and distributed in the USA by Asendia USA, 178 S Middlesex Ave, Monroe NJ 08831. Periodicals postage paid New Brunswick, NJ and additional mailing offices. POSTMASTER: send address changes to Motor Sport, 701C Ashland Ave, Folcroft PA 19032. UK and rest of world address changes should be sent to 18-20 Rosemont Road, London, NW3 6NE, UK, or by e-mail to subscriptions@motorsportmagazine.co.uk. Subscription enquiries: subscriptions@motorsportmagazine.co.uk. Subscription orders: www.motorsportmagazine.com. Distribution: Marketforce, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Colour origination: All Points Media. Printing: Precision Colour Printing, Telford, Shropshire, UK.

No part of this publication may be reproduced in any form without the written permission of the Publisher. Copyright © 2016 Motor Sport Magazine Limited, all rights reserved. We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts and photos submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. Motor Sport magazine is printed in England.

recycle
When you have finished with this magazine please recycle it.
abc
PPA



IN THE SPIRIT OF BOD AND JENKS

RECRUITMENT JOIN THE *MOTOR SPORT* TEAM



DEPUTY EDITOR & ONLINE CONTENT ASSISTANT
Motor Sport is expanding its team. To find out more about these two exciting full-time opportunities, go to
www.motorsportmagazine.com/magazine

THE MONACO SALE

An invitation to consign

Already consigned

By order of the executors
One owner, Ferrari Classiche Certified
1985 FERRARI 288 GTO BERLINETTA
€1,300,000 - 1,700,000

LES GRANDES MARQUES À MONACO
Friday 13 May 2016
Fairmont Monte Carlo

In 2016, the most memorable of motoring auction Sales will be revived at the Fairmont Monte Carlo. This exclusive auction will be limited to just 40 handpicked motor cars and coincide with the Monaco Grand Prix Historique. Exceptional entries are now invited.

ENQUIRIES
James Knight
+44 (0) 20 7447 7440
james.knight@bonhams.com

The owner taking delivery of his brand new Ferrari 288 GTO at the factory in Maranello, April 1985

Bonhams

bonhams.com/cars



PORSCHE

PORSCHE WEC TYRE TEST, YAS MARINA, UAE, FEBRUARY 16
World champion Porsche completed 2500 miles with the latest version of its successful 919 Hybrid during a five-day Michelin test. World Endurance Championship-winning trio Mark Webber, Brendon Hartley and Timo Bernhard shared driving duties. The 2016 WEC season begins at Silverstone on April 17.

ROLEX 24 HOURS, DAYTONA, FLORIDA, USA, JANUARY 31
The ESM Ligier-Honda of Scott Sharp, Ed Brown, Joannes van Overbeek and Pipo Derani crosses the finishing line and becomes the first LMP2 car to win the Daytona 24 Hours. It finished 26sec clear of a DP Corvette shared by Jordan and Ricky Taylor, Max Angelelli and former F1 star Rubens Barrichello.





JONATHAN JACOB

CLASSIC CAR SHOW, LONDON EXCEL, FEBRUARY 18/21
The second London Classic Car Show built upon the success of the first. Highlights included a tribute to McLaren F1 mastermind Gordon Murray, pictured above next to a collection of F1s, a sumptuous array of notable cars (including assorted Aston Martins, left) and a display of machinery from rallying's Group B era.





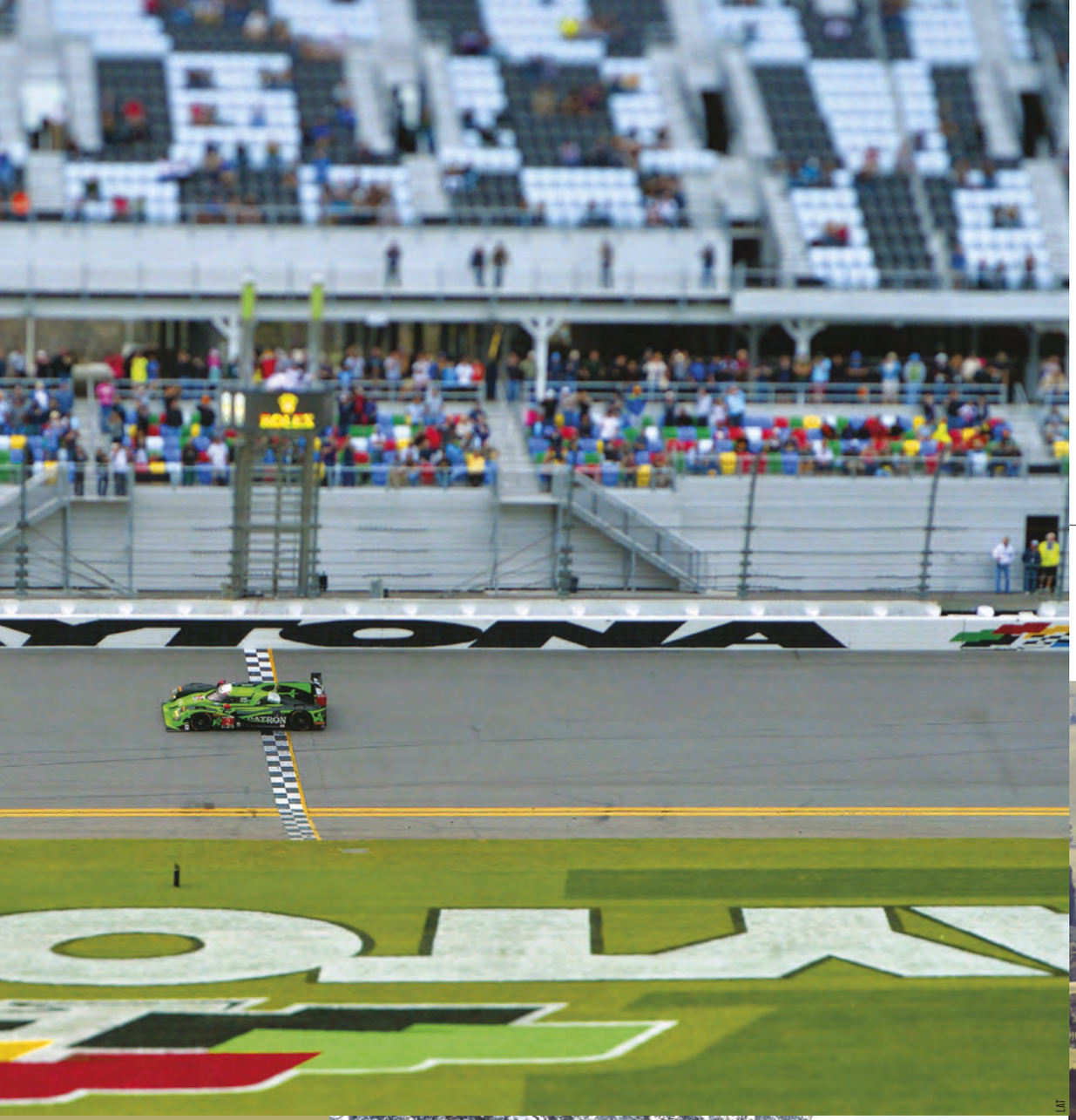
DAMIEN SMITH



LAT

THE MOTOR SPORT MONTH

IN PICTURES



LAT

GAYDON, UK, FEBRUARY 12
Formerly known as the Heritage Motor Centre, a popular West Midlands automotive attraction has been rebranded as the British Motor Museum. As can be seen in our photo, exhibits include a broad range of machines from road, stage and track.

DAYTONA 500, FEBRUARY 21
It looks more like the start of a race than the finish, but this is Denny Hamlin edging ahead of Martin Truex to win. Kyle Busch completed a Toyota 1-2-3 as the Japanese manufacturer celebrated its maiden victory in NASCAR's showpiece event.



VOLKSWAGEN



MCLAREN

BATHURST 12 HOURS, AUSTRALIA, FEBRUARY 7
GT racers in action at the most famous circuit on the domestic V8 Supercar calendar... New Zealander Shane van Gisbergen spearheaded the winning McLaren crew, aided by Alvaro Parente and Jonathan Webb.

SWEDISH RALLY, KARLSTAD, FEBRUARY 11-14
A shortage of snow cast doubt on the Swedish Rally, but the event eventually went ahead on a shortened route. Here, championship leader Sébastien Ogier flies towards his second victory in as many events at the start of the 2016 WRC.

THE ASTON MARTIN SALE

Saturday 21 May 2016
Aston Martin Works,
Newport Pagnell

Entries now invited

The Bonhams Aston Martin Sale has become the perfect venue to both buy and sell and entries are now being accepted.

ENQUIRIES
+44 (0) 20 7468 5801
ukcars@bonhams.com

In current ownership since 1973
1964 ASTON MARTIN DB5 CONVERTIBLE
£750,000 - 850,000



Bonhams

bonhams.com/motorcars

F1 FRONTLINE *with*



Mark Hughes

>> LUCA DI MONTEZEMOLO INTERVIEW >> F1 SEASON PROSPECTS

ON THE ROAD AGAIN

Sebastian Vettel pictured in the Ferrari SF16-H – complete with quirky data aerial, a regular feature at this time of year – during the first morning of pre-season testing in Barcelona. Our F1 preview begins on page 24.

LAT

YOU CAN READ IN THE following pages our exclusive interview with Luca di Montezemolo, about his reflections on his two stints at Ferrari where he oversaw seven world championships for drivers and nine for constructors (compared to eight and seven respectively for Enzo Ferrari). But during that interview he was also very interesting on the sport's future and the things he believes it should be putting in place for its long-term health. At the time of writing the question of the 2017 regulations had yet to be resolved and there was a possibility any changes would be deferred until '18. With Pirelli having agreed in principle to provide from 2017 tyres that are no longer designed to heat-degrade and can therefore be driven flat out for a full stint, arguably F1's biggest single problem of the last few years is already being addressed. There is a real window of opportunity to make further progress. Di Montezemolo is no longer an active participant, but his thoughts from that perspective are probably even more relevant as the inevitable blinkers of self-interest are not guiding them. Here he outlines what he would propose.

"First of all, I do not say this with any disrespect to Bernie," he begins. "I think he has done a fantastic job for the sport since he came in. But it's not reasonable to ask a man of his age completely to change his mentality. And there needs to be a change in mentality in many areas. We are in a very delicate situation with F1 at the moment but, despite that, it still has big, big potential if it is managed correctly. I have to say very, very strongly I'm very sorry not to be in a position to do something for F1. When I left Ferrari I thought this kind of job is in my blood – because it's organisation, marketing, communication.

"I'd propose a five-year plan, like a business plan. With very clear goals. At the moment F1 just works on the contingent problems. I give you an example: the strategy to be present in the USA in a competitive way. You can only do this with proper planning – with good people there preparing, talking with sponsors, the TV people, the organiser, the mayor of the town, just preparing the ground. You would have someone strong from American football who understood the marketing. Maybe even five years would not be enough; I'm working now on Rome's Olympic Games bid – for 2024.

"We need to recognise the history and heritage of the sport. I cannot believe that we are going to race in Baku but there have been doubts about Germany, questions about Spa and Monza. This would be like Apple or Nike changing its logo. These places are part of F1's brand value.

"The so-called new media is not even new any more, but F1 still has not adapted to it. I want to watch a race on a flight or in my office. Young people demand this sort of thing, they want links to social media. We have to be very careful about the future and where the fans will come from because in road cars young people are not buying them in the way they used to, for example. They are not really interested in cars – they look at them the way people of my generation would choose a TV screen; the design and the price. The rest is irrelevant.

"Costs need to be addressed so that medium-sized teams can prosper. But to be honest if the teams are too small then they shouldn't be looking at F1. If you have Champions League ambitions in soccer you have to be able to afford Champions League players. The medium team prize money is very important but I think a third Ferrari and third Mercedes would be more interesting to the fans than two Marussias. We have never properly looked at standardising parts that make no difference, which you cannot see but add enormously to the cost. Why not? I wouldn't want it to be like Indycar where all is the same, but somewhere in between.

"We have made the sport too difficult to understand. Even the TV commentators cannot always properly follow it when the strategies diverge too much. Also the rules change too often, making it even more difficult. We need also to improve the contact between the drivers and the fans. When I went to Le Mans it was like a revelation to see this.

"It needs a professional, strong person each to be in charge of the racing, the marketing, the finances and so on with a strong CEO to manage the whole group."

There's much in there that seems self-evidently good. But the chances of di Montezemolo having any role in making those ideas reality seem already extinguished. He had been on the F1 board of CVC, the private equity company with the controlling interest in F1. But he was there in the position of Ferrari CEO. "I was not there as Luca, so as soon as I left Ferrari I was automatically replaced on the F1 board of CVC by Marchionne. I had been fighting to have three team representatives on the board as I think it would have been useful to engage CVC more – because they don't really know anything of F1. Their approach is just that of speculation, to make money. So I was pushing to stay involved in this way – but Mr Marchionne did not agree."



F1's return to Mexico drew a huge crowd, but that has not been a universal trend in recent seasons

LAT

STRAIGHT *talk*

Ex-Ferrari boss di Montezemolo contemplates F1's future



Read more from Mark about Formula 1
@ THE MOTOR SPORT WEBSITE

PROUD SPONSORS OF

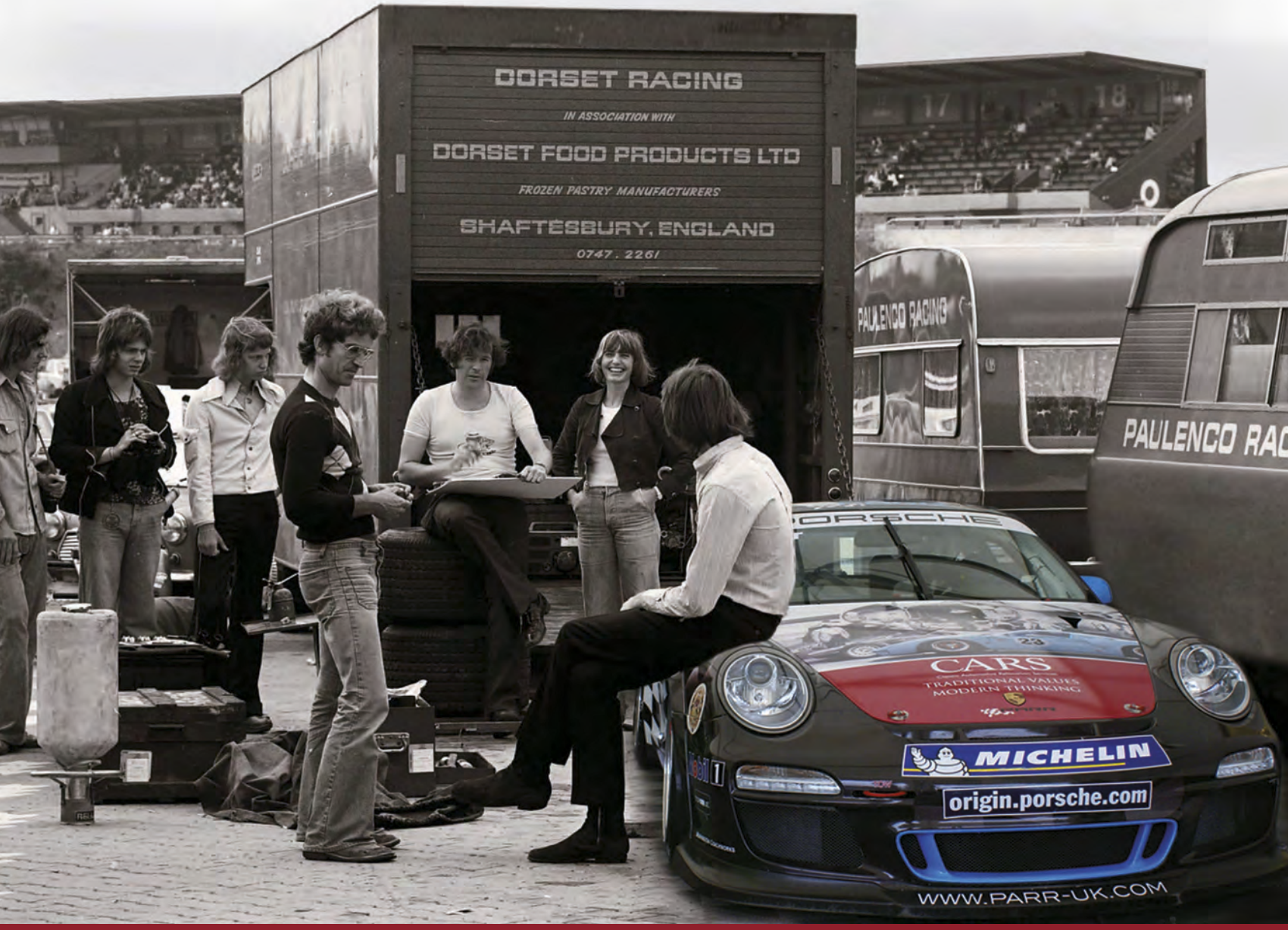
AMELIA ISLAND 2016
CONCOURS D'ELEGANCE

CARS

Classic Automotive Relocation Services

TRADITIONAL VALUES
MODERN THINKING

- SEA & AIR FREIGHT
- UK & EUROPEAN TRUCKING
- RACE AND RALLY TRANSPORTATION
- STORAGE & VEHICLE REGISTRATION



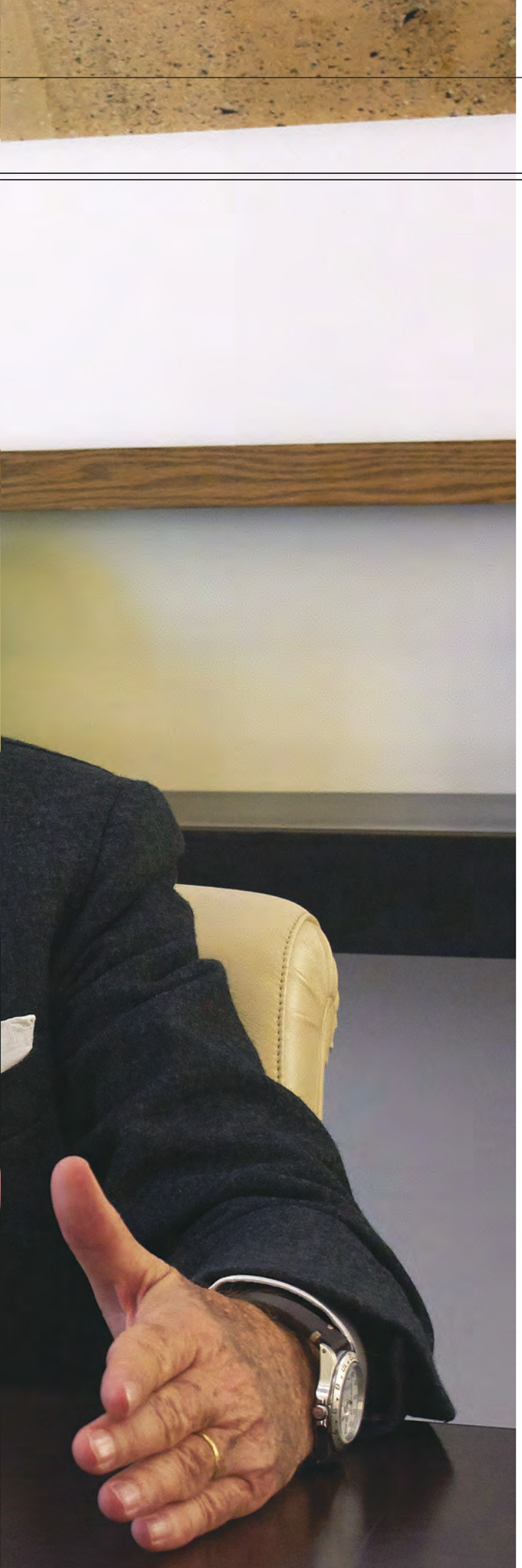
JAPAN
Tel: +81 (0) 297 448 671
Email: info@carsjp.net
Web: www.carsjp.net

LOS ANGELES
Tel: +1 310 451 0020
Email: info@carsusa.com
Web: www.carsusa.com

NEW YORK
Tel: +1 516 210 6868
Email: info@carsusa.com
Web: www.carsusa.com

EUROPE
Tel: +44 (0) 1284 850 950
Email: info@carseurope.net
Web: www.carseurope.net





“Apart from my family, Ferrari is – and will always be – the most important element of my life”

In a rare – and exclusive – interview, former Ferrari chairman Luca di Montezemolo outlines recollections about his time in the spotlight

photographer JAMES MITCHELL

F1 FRONTLINE

with

Mark Hughes



HE STICKS HIS HEAD THROUGH the door of the meeting room. "What are you doing here?" Great mock confused/puzzled expression – and then the Hollywood smile. Luca Cordero di Montezemolo has made his entrance. Even if the only audience is me and photographer James Mitchell, the impression is still worth making.

We're here to talk to the former Ferrari chairman of 23 years about his two stints there, the first as the Scuderia's team manager in its Niki Lauda glory years, the second as chairman and CEO of the company until being squeezed out less than gently by Fiat's Sergio Marchionne in September 2014 – "Please, how it ended I cannot really talk about." After talking for an hour-and-a-half, he was out of the door like a whirlwind, with a meeting to attend. "It was nice to remember," he says by way of parting, "but also it's about the future. We need not to get left behind by the speed of the world."

He doesn't stay still long enough to see him properly, so much to do, so many places to be – chairman of the Rome 2024 Olympics bid, chairman and acting CEO of Alitalia, chairman of the NTV high speed train project, consulting with son Matteo in the family investment company. Forever just a speed-blurred impression of a man, it's good to finally be able to sit stationary with him for a while in his apartment in the elegant Parioli district of Rome (through the streets of which Tazio Nuvolari won his first major car race in 1927). It's good to be able to get his hindsight thoughts on the revitalising of Ferrari – both the company and the Scuderia – over which he presided, the anecdotes along the way about F1, a sport in which he has been intimately involved since turning up at Silverstone for the 1973 British Grand Prix as a 25-year-old in his fourth day of employment.

But even sitting with him it's as if he's still moving. This is not a man to be pinned down, to make himself vulnerable to too much questioning. Rather, he makes a presentation of his career, an impressionistic rush. Which is understandable; there's a lot of ground to cover and time's forever crowding in on him. He's out-run the 68 years of his life so far – trim figure, long boyish hair, fizzing with dynamic energy – but always time is in relentless pursuit. In the temporary lead he has pulled out over it, he has made a second-time-around family, two teenage daughters and a five-year-old son from marriage number two. But also, it's the style of someone whose habitual role is one of quickly understanding, assessing – and acting, all in broad outline, leaving the specifics to someone else. So the detail is not always there, at least not in time-limited exchanges. This is what high-powered looks like up close. But high-powered with charm, smiles, conspiratorial winks, a quick guided tour around the many artefacts and mementos of his apartment, bursting with enthusiasm. He knows *Motor Sport* magazine very well, always looks for it on the newsstands when he's visiting Britain and is forever surprised that he's occasionally recognised on the streets here. He's turned down "many, many" interview requests in recent months, but has granted this one.

"So, what can I tell you?" he says after the pleasantries, but almost before I reply, he's off. Back to a radio studio in Bologna in 1972. "While I had been studying [commercial law in Rome] I had been doing some rally driving with Lancia. I was quite good, not bad. But I had decided to stop because I wanted to study for my masters at Columbia University, New York. I said, 'Now it's time to do serious things.' But as a young rally driver I was invited to a very popular radio show called 'Chiamate 3131' where it was possible to say anything – live – so people would say, 'You are an idiot, you are a bastard,' whatever, and it was very popular. We received a phone call from a guy, a very tough call, saying, 'Racing is ridiculous, a sport just for rich people, it's dangerous, it damages the environment.' I was very tough back – saying, 'Listen, first of all you have many great drivers who came from humble places,' and then I put a lot of arguments to support my points. Enzo Ferrari had been listening. He used to arrive at his office 10.30-11 in the morning, and he had a big radio on his desk. Live he called, saying, 'I want to know this boy. He has balls and I agree with him'."

The prospect of talking with Mr Ferrari, while formidable, was maybe a little less so for him than it would have been for most: from an aristocratic background, he was a close family friend of the Fiat-owning Agnellis, having been a school buddy of Gianni Agnelli's nephew. "Mr Agnelli came to be like a mixture of a father and a brother to me," he says. "He was not a team guy, not a manager of people so much. But a visionary. He spent a lot of attention on what will happen in the world, the future of the world, the new countries. And he had this sense of state, where he felt he should set an example to the people in the company. He was very well educated but most of all he had a generous spirit." Montezemolo's career would come to be inextricably linked with Agnelli. "He and Mr Ferrari liked each other and had a lot of things in common, but were quite different. Ferrari's way was to shake everything up among his employees, saying, 'Luca says you're an idiot because…' and sometimes he went too far. But like Mr Agnelli he loved





Luca in Rome. Right, looking back on '75 title success. Desert scene is a gift from film-making pal Wim Wenders. Below, with Niki Lauda in period



SUTTON

the Italian way of life, food, wine, social contacts, and they both always looked ahead. But like Ralph Lauren Mr Ferrari was a genius of marketing: the name, the brand, the myth, the dark glasses that he threw to one side as soon as the interview was over. Fantastic. What I learned from him was to be even more tough when you win because if not, sooner or later you lose. Second, if you are in the shit never surrender, always react."

So in June of '73 after completing his studies, young Luca drove to Maranello, as promised. "We had a nice meeting and he said, 'Listen, I need a boy like you because I'm in the hands of the technicians.' I started to work as his assistant in July." So much for the career as an international lawyer. But for a man of such calibre and connections, the starting point probably wasn't critical. "So I arrive at Silverstone and, after practice, Jacky Ickx was 19th. I phone the Old Man. 'How are we doing?' I say, 'In my opinion, very bad.' And he tells me that I must tell team boss Colombo to load the cars onto the truck and come home, saying we couldn't be seen by the British racing fans to be so uncompetitive. This was my fourth day in the job! I managed to reason that it wasn't really practical to do this – and he accepted it."

Who knows, perhaps that had been Enzo's test for the 25-year-old? To see if he wasn't just another yes man – because he'd had his fill of those, marooned in his kingdom, cut-off from the racing immediacy. If this super-bright, well-connected young kid could also be tough, then the Old Man would have a live-wire connection to what was happening in the field. He was already formulating a recovery plan for '74, involving the rehabilitation of the genius Mauro Forghieri – and now Montezemolo was part of those plans too. For '74 Enzo made him team manager. Forghieri designed the cars, Lauda (and Clay Regazzoni) drove them, Montezemolo managed it all. It was a formidable combination and came to form F1's gold standard, finally rubber-stamped at Monza '75 when Lauda clinched the Scuderia's first title in 11 years and Regazzoni won the race. In his office Luca shows us a picture of the Ferrari pit wall from that day with three laps to go. Below the board saying that Regazzoni is leading Fittipaldi and that Lauda is in the required third place to seal the title, there is a huge smile on a handsome young face framed by an immaculate mop of hair.

With that job done, he was out of there – fast-tracked onto bigger and better things within the Fiat empire. The team definitely lost some impetus afterwards, Lauda noting that an air of complacency began to surface in the preparations for '76. "I spoke with him this morning actually," says Luca of his close and enduring friendship with Lauda. "I first met him in Milano in '73 as we tried to find a deal for '74. He told me how much he wanted – a number in Austrian schillings. We

MONACO

LE SPORTING, MONACO, 14 MAY 2016



REGISTER TO BID

1961 AUSTIN-HEALEY 3000 MK I WORKS RALLY CHASSIS NO. H-BN7/13708

1951 FERRARI 340 AMERICA TOURING BARCHETTA CHASSIS NO. 0116 /A

1984 PEUGEOT 205 TURBO 16 EVOLUTION 1 GROUP B SERIAL NO. C11

RM AUCTIONS | Sotheby's

www.rmsothebys.com/monaco

EUROPE +44 (0) 20 7851 7070 GERMANY +49 (0) 40 441 95 737 CANADA +1 519 352 4575

didn't know how much this was in lire so we bought a *Financial Times* to look at the exchange rates. The first time he came to Maranello he came in a Ford Capri! I said, 'Listen, be careful.' Many years later Jean Todt made the same mistake when he first came to meet me – he arrived in a Mercedes. My son said, 'He must be an idiot.'

"When I joined, Ferrari had not won a title since 1964 and I thought there has to be a reason for that so I very carefully tried to benchmark everything – working methods, engineers, relationships, everything. And the benchmark driver was Jackie Stewart and I believed that Niki potentially compared well. We succeeded together and formed a very close human relationship, talking every day."

From corporate Fiat to positions elsewhere within the Agnelli empire, Montezemolo was just a brief but brilliant comet as far as F1 was concerned. Ferrari was in a sorry state by the time Agnelli recalled him to Maranello in October 1991. Enzo was three years dead and both the company and the racing team had floundered badly under Fiat corporate management. Alain Prost had just been sacked after a disastrous F1 campaign that yielded not a single victory. The road car range – the new 348 and the venerable Testarossa – had lost much of the magic of previous years, the factory full of unsold cars, workers being paid half-wages to stay at home. "Mr Agnelli and Cesare Romiti said, 'We are very concerned about Ferrari. You have to go back,' and the way they were talking I was thinking after all these years they want me to go back to what I was doing before as team manager? So I said, 'OK, if you insist. But I can only do this for a couple of years, re-organise and then go on my way.' And Mr Agnelli said, 'Luca! Are you not pleased? You don't want to be the chairman and CEO of Ferrari?' and only then did I realise: 'Ah. So it's a different position! OK.'



The former Ferrari chief is happy to chat about most things... but not the manner of his departure in 2014

"I started in December '91. I recall well I was driving my car on the small roads of Maranello and remembering when I'd driven the same roads 18 years earlier as a young man. I had a big emotion." But that toughness that had served him so well last time around was still there, now enhanced by experience. "After Italia '90 [Italy's hosting of the World Cup, another of Montezemolo's projects] went so well, I had given myself a present and bought a 348. It was terrible. So I'm at the first meeting as CEO and I asked to be presented with our range. 'OK, we have the Testarossa, we have the 348, very good car, innovative, eight cylinders,' and I said, 'Please stop. This is a shit car. So don't say this to me; I am a client, I know what this car is like.'

"On the F1 team they were preparing for the '92 season. I asked chief engineer Lombardi for a presentation of what they planned. 'Who is responsible?' I asked. One was a person from Fiat, a good engineer but not from F1, an American designer [Steve Nichols, who had left] plus Lombardi for the engines. 'Yes, but who is the chief designer?' No one. I said, 'This is a tragedy. I hope the car will be competitive.' At the first test I understood it wasn't. I called Harvey Postlethwaite and got him to come. We had a meeting in Monaco in May of '92 and he told me we weren't in a position to do the '93 car because we had not the right facilities or people. At that time it had become all about electronics. In the '80s it had been about structures and materials. Ferrari's expertise was mainly mechanical but F1's priorities had changed. From talking with Harvey I understood what was necessary. We were going to have to buy in expertise."

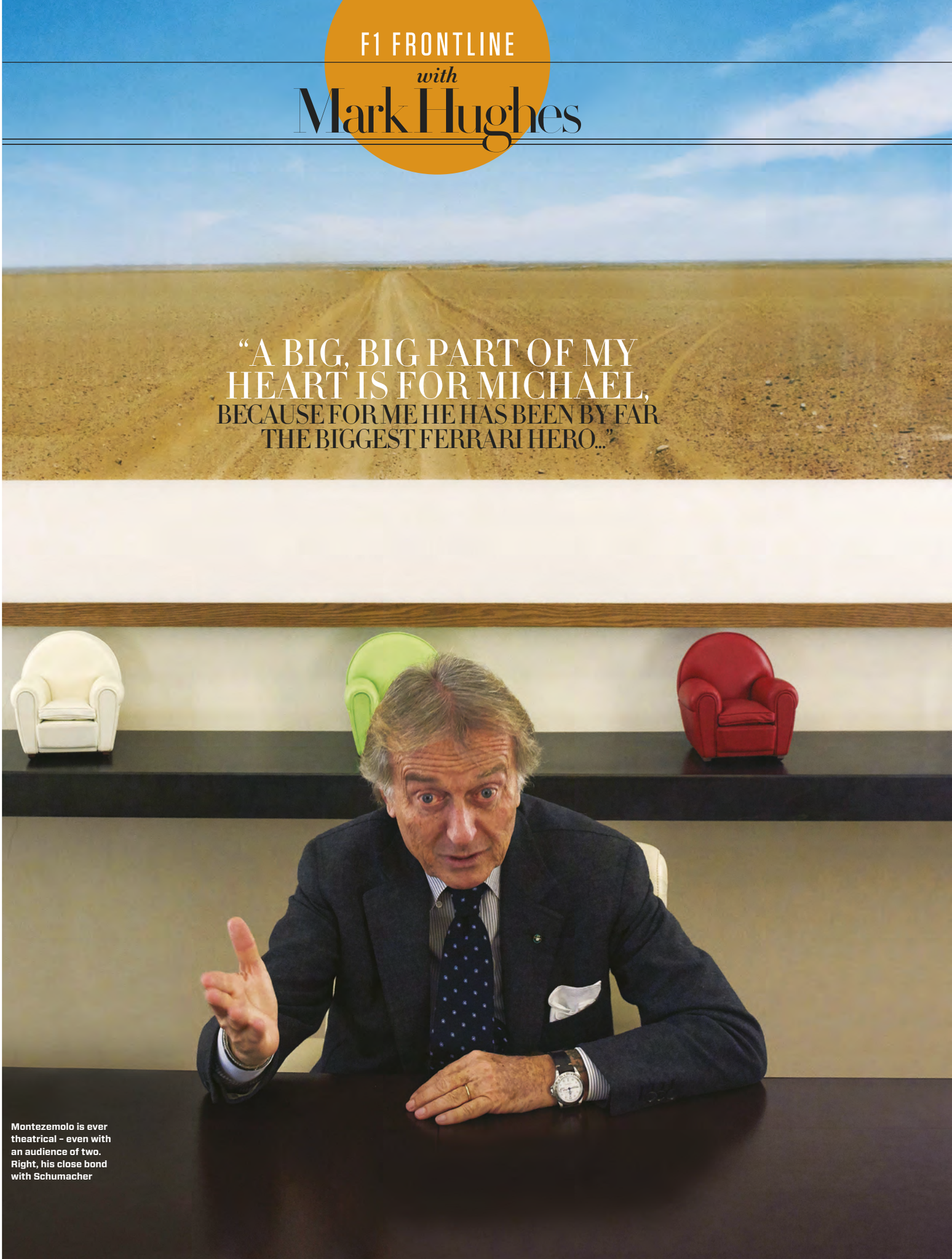
> "LUCA! ARE YOU NOT PLEASED? YOU DON'T WANT TO BE CHAIRMAN AND CEO OF FERRARI?"

This was the level Ferrari had sunk to, the mess Montezemolo inherited. Yet during his tenure Ferrari became the most successful Formula 1 team there has ever been and the road car division was revitalised so that it was once more producing a diverse range of the most desirable cars in the world. It all earned him God-like status in Italy.

Short-term, the F1 expertise solution was a repeat of the John Barnard Ferrari satellite operation in the UK, with Postlethwaite running the racing department using cars created by Barnard. A longer-term answer was needed and not only technically. "I needed to find a person who could do the role I had done there for Mr Ferrari," recounts Luca. "He needed to be a good organiser and good at putting the right people in the right positions. I called Bernie and asked him what he thought about Jean Todt, who I liked because he had been at Peugeot a long time, wasn't one of these mercenaries going from team to team, he was outside of F1 politics and he was not Italian and so not related with the press here. Bernie said he was very good and that we should hire him. Todt turned out to be the key to our revitalisation. I first began to believe we might be on an upward direction when Jean Alesi finished second at Monza in '93 – and then Gerhard Berger won for us at Hockenheim in '94.

"Gerhard was a friend of Ferrari, expert enough for the time – which we needed. For sure, he wasn't a driver for the future, but he helped us stabilise." But there was briefly the possibility of someone else. "Ayrton Senna was the fastest driver I have ever seen – especially in qualifying. He was one of the very few who could combine extreme speed with intelligence. I talked twice with Ayrton about him joining Ferrari. The first was in Villa d'Este, Como. This was towards the end of his McLaren time, before Williams. He said he had a dream he would like to end his career at Ferrari, to win with Ferrari. He said that whenever he arrived somewhere, even though he was champion, if the Ferrari

"A BIG, BIG PART OF MY HEART IS FOR MICHAEL, BECAUSE FOR ME HE HAS BEEN BY FAR THE BIGGEST FERRARI HERO..."



Montezemolo is ever theatrical – even with an audience of two. Right, his close bond with Schumacher

drivers were behind him they got all the attention! We agreed to keep talking, but at that time we had already a contract [with Berger and Alesi] that we had to respect. Then on the Wednesday before Imola '94 he came to see me at my home, which is about half an hour away from Imola. We talked again about this idea and I told him, 'You cannot imagine how much I want this to happen too. Try to put yourself in a position, or create a situation where you are free.' We had dinner early so he could go to Imola."

Events that weekend took their tragic turn and fate decreed a different solution to Ferrari's problems. In the meantime the road car revolution was underway. In the same month as Imola the F355 was introduced – a beautiful, dynamic replacement for the insipid 348. "That car started the new generation. An emotional driving experience, beautiful but practical. From that came the 360, the 458. And we started a new line of front-engined V12s, traditional Ferraris for the modern times. An influential British car magazine said the 348 had a gearbox like a truck and I recalled that Ferrari had been the first to introduce paddle shift in F1 and I said I wanted to transfer this technology to a road car. People said Enzo would have died twice but they didn't understand: Enzo was always looking to the future. We were the first to do this and now every Ferrari has this gearbox."



LAT

The Barnard Ferraris turned Ferrari's decline around, bought Montezemolo some time. But having the key expertise located in the UK was not a stable long-term solution. "I discussed with Todt who we should seek not only to bring the expertise in-house but to allow our own people to grow. I recalled talking to the soccer player Zola, who said that in six months playing with Maradona he learned more than in the previous six years." They looked in the most obvious place: Ross Brawn and Rory Byrne had together created and run the double title-winning Benettons. How could they top that? Only Ferrari offered that possibility. They jumped at the chance of their next big career move but weren't available until '97. But their driver Michael Schumacher was able to exit his contract one year early. "We had to pay Michael a lot of money and Mr Agnelli always referred to him as 'Caro' Schumacher." (Like the English word 'dear', 'caro' could be either an expression of fondness or expense.) "In '96 we had three terrible races in a row and suddenly there was a big pressure for me to fire Todt. Because I was always pushing the Fiat shareholders to have Ferrari highly independent from Fiat, there were people there jealous of my work at Ferrari. After Canada the Fiat CEO said 'Todt has hired Schumacher, cost us all this money, you have to fire him.' I said, 'First of all I would not do it and repeat your mistakes, bringing in someone from Fiat who knows nothing about F1 after Mr Ferrari died. Second, if you want, you can have my resignation tomorrow.' Mr Agnelli stood behind me on this, like he always did in difficult moments. Then we won at Spa and Monza and we were OK."

Dodging that bullet was crucial and, when Ross and Rory arrived, the pieces were in place for the greatest team F1 has ever seen to take shape, transforming Maranello from a technical desert to a facility lacking nothing. Schumacher lost out on the titles only in the final rounds of '97 and '98, Eddie Irvine did the same in '99 but in that season Ferrari became champion constructor for the first time in 16 years. The following year Michael became the first Ferrari world champion in 21 years – and then just kept repeating the feat. "A big, big part of my heart is for Michael," Luca says, "because for me he has been by far the biggest Ferrari hero. My relationship with him was different from that with Niki – we were not in daily touch. Todt was in daily touch with him – but he has done the most of anyone for Ferrari."

Entropy eventually played out to dissolve that record-breaking partnership and Montezemolo tried to use the momentum to create a more home-grown team, promoting from within. Inevitably it wasn't as successful as the blockbusting team of the early 2000s, but Kimi Räikkönen won in 2007, Felipe Massa took it to the last lap of 2008, Fernando Alonso lost out only in the final rounds in both 2010 and '12. "From '97 until 2012 – 16 years – apart from a couple of seasons, Ferrari was either champion or lost it at the final race. And against many rivals. At first it was Williams, then McLaren, then Renault and finally Red Bull. But all the time Ferrari was there, a constant. Apart from my family, Ferrari is – and will always be – the most important element of my life."

The new hybrid formula, however, was not Ferrari's friend. "It was like in '92," Luca recalls, "in that the type of expertise necessary for these hybrids was not in-house and I think I made a mistake in approving these regulations at a time when we were far from ready." The Scuderia's sorry form in 2014 made Luca's position very vulnerable to the control Fiat's Sergio Marchionne sought as Fiat and Ferrari were each being prepared for stock exchange flotation. Without the protective shield of Gianni Agnelli – who passed away in 2003 – Montezemolo lost out in the power struggle. But during his reign Ferrari – the brand as well as the company's financial performance – had been transformed. He was recently quoted as saying he might have at least received some public thanks from Marchionne for all he'd achieved. I ask if he thinks this might be forthcoming and all I get is a knowing, resigned smile and, "Do you have a different question?"

Many actually. But time is crowding in – and everything takes time. He's working towards Rome hosting those Olympics in 2024 and with a flourish of smiles and shakes, he's outta there, racing and raging against time, refusing to be left behind by the speed of the world. M

F1 FRONTLINE
with
Mark Hughes

Let's dance...

The 67th world championship season is approaching. Time for a look, then, at the Formula 1 status quo and key factors that are most likely to shape the campaign ahead. Will Lewis Hamilton breeze to a third straight world title, or is that far too simplistic an assumption?



2016 SEASON

THE VINTAGE SPORTS-CAR CLUB PRESENTS

SPRING START

GP ITALA TROPHY RACE MEETING

THE TRADITIONAL SEASON OPENER FOR VINTAGE AND HISTORIC RACING



MORNING PRACTICE RACING FROM 1PM

SILVERSTONE NATIONAL CIRCUIT

SATURDAY 23 APRIL

ADMISSION £10 ON THE DAY

OR BOOK IN ADVANCE AND SAVE*

CHILDREN U16 GO FREE!

Photo: Alan Cox Graphics: Silver Fox Creative

AN ACTION PACKED DAY OF RACING FOR PRE-WAR AND HISTORIC RACING AND SPORTS-CARS

FREE PADDOCK AND INFIELD ACCESS | FREE PARKING | TRADE STANDS | VINTAGE CAR PARK

FOR MORE INFORMATION AND HOW TO JOIN VISIT www.VSCC.co.uk OR FOLLOW US

*ADVANCE BOOKINGS: Non-members in advance £8 Book at silverstone.co.uk or call 0844 3750740
VSCC Members in advance £7.50 Book at vscc.co.uk or call 01608 644999
(VSCC Members receive a free programme voucher with every booking!)

WHERE'S SILVERSTONE? SAT NAV NN12 8TN

THE VINTAGE SPORTS-CAR CLUB

The Old Post Office
West Street Chipping Norton
Oxfordshire OX7 5EL

t +44 (0)1608 644777
e info@vscc.co.uk
www.vscc.co.uk

OUR PRINCIPAL ASSOCIATES:

Bonhams

HAGERTY CLASSIC CAR INSURANCE

ST. JAMES'S PLACE WEALTH MANAGEMENT

SILVERSTONE
Experience is everything

CHANGES/SOUND & VISION

With the big regulation revisions coming in 2017, isn't this just a holding season?

For the teams, yes. For the rest of us, no. Coming next year (probably) are faster, wider, more aerodynamically potent cars with bigger, fatter tyres that – just maybe – can be driven flat out the whole time. In order to avoid such cars being fuel-limited everywhere, there would need to be an associated increase in the maximum permitted fuel capacity. Such a wide swathe of changes at such short notice – at the time of writing nothing had actually been defined – might well mean that once a 2016 hierarchy of performance has been established, development outside the title-contending teams might be turned down in favour of properly researching the best answers to the 2017 regs.

But there's no reason why that should negatively impact upon this season. We have in prospect the prancing horse getting itself back into a full gallop for the first time in years as the James Allison-led technical core comes to full maturation. Will that be enough to take it to the still super-motivated ranks at Mercedes? Within the silver arrows ranks, the season ended with real ambiguity about the in-team status of Lewis Hamilton and the in-form Nico Rosberg. We have the possibility of a step-change in the performance of the Renault engine in the Red Bull, now that they have finally let Mario Illien loose on it. We have the near-certainty of a huge upgrade in Honda engine performance – enough to make that fascinating Alonso vs Button contest mean something other than just in-team pecking order? In Max Verstappen and Carlos Sainz we've got two hugely exciting and apparently fearless young drivers in a Toro Rosso that's now Ferrari-powered. Just what upsets might they be poised to deliver with such a weapon? We have the intrigue of a very well-funded new team with a car that took form in the womb of Ferrari, driven by one of the very fastest men out there – and with a big point to prove, given that there might be a spare seat at the Scuderia in 2017. We've got the concurrent return of Renault and Kevin Magnussen and the question of where a promising British rookie will fit into that picture.



LAT



PIRELLI

Purple band signifies Pirelli ultrasoft. Below, Hamilton back in the media spotlight

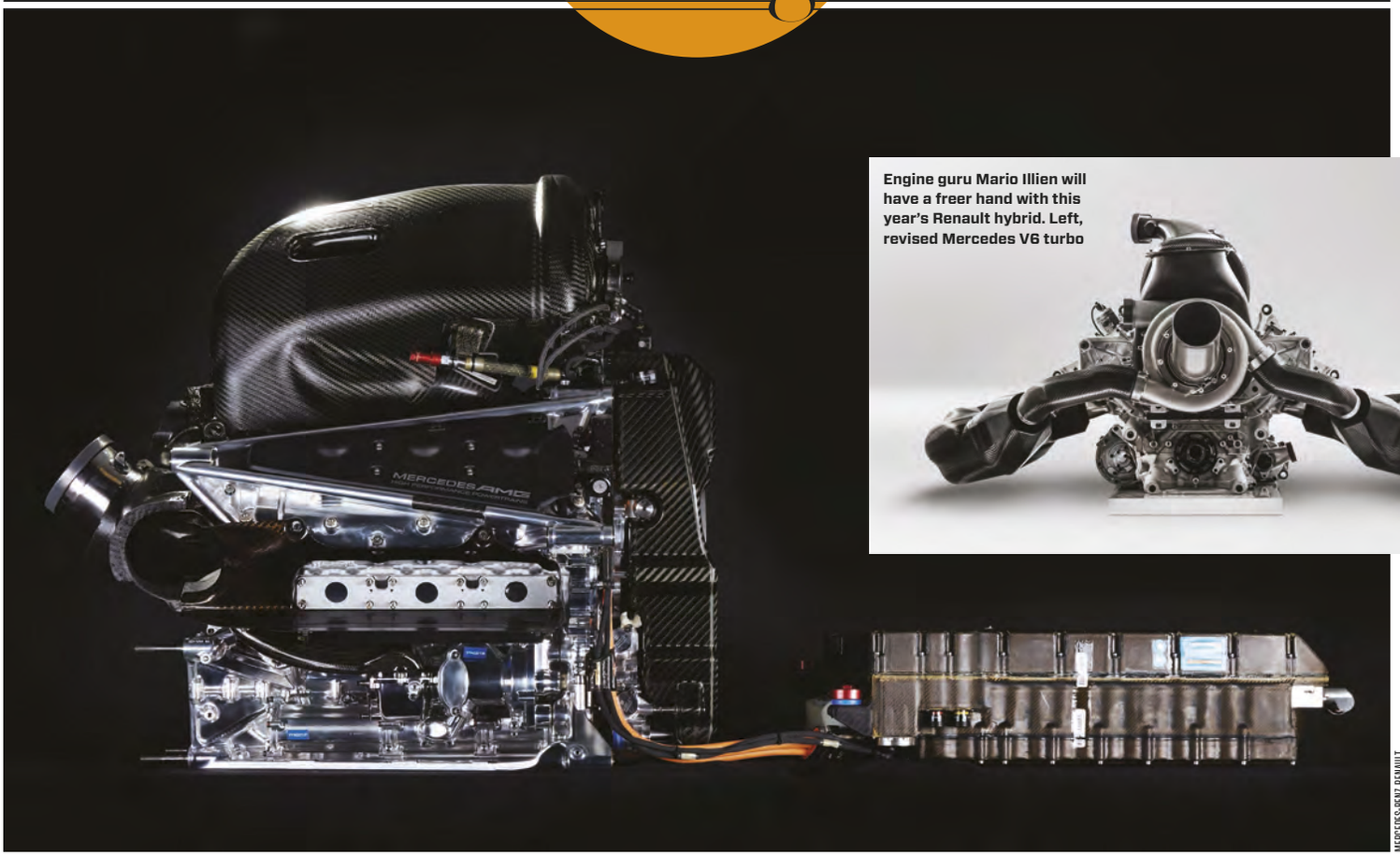
What's Pirelli up to and what will be the impact upon the racing?

Pirelli often gets tasked with providing an answer to F1's unresolved issues – and then finds itself castigated when it cannot adequately do so. But with the drivers finally going (semi) public with their frustration at tyres that usually have to be driven well shy of personal limits, the message finally – after five years! – seems to be percolating. Even Pirelli-centric Bernie Ecclestone has agreed: F1 should not be about deliberately driving off the pace in order to get the stint lengths necessary for the optimum strategy. Halle-bloody-lujah.

The most important part in solving a problem is recognising that a problem exists – and what's where we are currently. It's perfectly possible to have tyres that last only a relatively short time but which during that time can be driven flat-out, which don't fry the heat-degrading plastics in their compounds after a couple of laps of pushing hard, which aren't then junk even if they still have lots of tread left. So for 2017 Pirelli is being directed towards a different philosophy.

The recognition of the problem came too late to be incorporated into the 2016 tyres – but there's an attempt at a compromise. For this year the tread will be thinner and beneath it will be a low grip 'under-tread'. When this is reached the performance will fall off a cliff (much like the original Pirellis) and in that way the multiple-stop races that are deemed desirable should still be created. If this proves to be the case, Pirelli might be able to wean itself off its beloved heat-degrading composites. Let's see.

There's a new compound – the purple-walled ultra-soft – and a choice of three compounds per weekend rather than the previous two. Two sets per car nominated by Pirelli must be used in the race, a third set is set aside for Q3 and the composition of the remaining 10 sets used during the weekend is up to the individual. There's probably less to that than meets the eye…



Engine guru Mario Illien will have a freer hand with this year's Renault hybrid. Left, revised Mercedes V6 turbo

MERCEDES-BENZ, RENAULT

Will we hear the difference in the engines now the wastegate has its own exhaust?

We just might. The significant thing isn't that there's going to be a lot of extra noise coming from the new wastegate pipe – there won't be. The wastegates are more normally shut than open, as the engines try to capture as much energy as possible. Typically, the wastegates operate only momentarily during downchanges or for a little longer during a qualifying lap.

No, the significant thing is the removal of the wastegate's chamber from the main exhaust – because that chamber acted as a silencer. So why was it put in the 2014-15 regs in the first place? To circumvent teams trying to use wastegate exhaust to blow upon the rear wing or the downforce-inducing rear brake ducts. So now there are a lot of words in the regs stipulating where the wastegate exhaust can and can't be pointed, just as with the main exhaust.

The volume is never going to be at naturally aspirated levels, but they should definitely be the loudest hybrids to date.

What's with the engine development changes?

This is probably the last year of the engine development token system – it's set to be abolished from 2017. But the number of tokens will not, as was originally planned, reduce from last year's 32. That was considered by all the engine manufacturers a generous number – two of them didn't even use all the available tokens – and it remains for 2016. Furthermore, the 'black areas' where previously no development could be made have been abolished.

The idea is to allow those lagging behind more scope to catch up and comes in the wake of the engine manufacturers agreeing to a price limit to customer teams of €12 million per season. They are now free to spend what they feel they need to be competitive – but without that cost being passed on to the independent teams.

There are 21 races on the schedule, but how many look vulnerable?

Azerbaijan and the USA. Apparently the numbers of the race in the little eastern European oil nation don't work with crude oil at $30 per barrel rather than $100 – but they have a contract. Meanwhile, the Circuit of the Americas in Austin is short of about $6 million needed to make the numbers add up.

How will it pan out? We'd guess both will probably happen, but that the race in Baku might go down in history as a one-off. There is surely enough will and sense in F1 not to lose a foothold in America – the biggest market of all for the manufacturers – at a terrific venue in a city that embraces it, all for the sake of a number that is trifling by F1 standards.

Bernie Ecclestone is 85 and would not retain such influence in any other domain. Discuss...

He's not your normal 85-year-old though, is he? He has the power to make the whole thing worthless to its vulture owners, so it's much safer for them to retain him. If only he hadn't sold it to them in the first place. If only he hadn't been allowed to. But it is what it is.



Dreams become legends.
Legends become classics.

The new SL. www.mercedes-benz.com

Mercedes-Benz
The best or nothing.



DONINGTON HISTORIC FESTIVAL

Principal Partner EFG

SAT 30TH APRIL SUN 1ST MON 2ND MAY 2016

Featuring world-class grids from the 1990s back to the 1920s in a packed programme of 17 spectacular races over 3 exhilarating days

Le Mans Prototypes, Single-Seater racing cars, GT cars, Sportscars and Touring Cars

1,000s of classic cars on display · Track parades and historic F1 demonstrations · Group B rally cars & Historic Rally Car Register live action · Historic karting · Extensive trade village · Kids' Zone · Cafés, bars and food outlets · Free paddock and grandstand access · Free parking

Advance discounted tickets available now
£48 for 3-day weekend admission
£34 for 2-day admission
£21 for single day admission
Children under 16 go FREE (When accompanied by a paying adult)

www.doningtonhistoric.com
24hr ticket hotline: 0844 873 7355*
For general enquiries call: +44 (0)1728 684 410
or email: enquiries@doningtonhistoric.com

- 'Mad Jack' for pre-War sports cars
- HGPCA Nuvolari Trophy for pre-50 Grand Prix cars
- Royal Automobile Club Woodcote Trophy for pre-56 sportscars
- HRDC 'Touring Greats' for pre-60 Touring Cars
- Stirling Moss Trophy for pre-61 sportscars
- HRDC 'BTCC Celebration 1958-1966'
- GT & Sports Car Cup for pre-66 GT and pre-63 sportscars
- Jaguar Classic Challenge for pre-66 Jaguar cars
- U2TC for pre-66 under two-litre Touring Cars
- '1000km' for 1964-71 World Sportscar Championship Sports, Touring and GT Cars
- HSCC Historic Formula 2 International Series
- Pre-80 Endurance for sports racing, GT and Touring Cars
- Historic Touring Car Challenge for pre-91 Touring Cars
- HSCC Super Touring Car Trophy for Touring Cars from the Group A and Super Touring era

Our Partners

EFG · DUNLOP · The Telegraph · Octane · MotorSport · Motor Racing Legends · Historic Promotions · Donington

Details correct at time of going to print. The organisers reserve the right to change plans and timing. Please check the website for the latest updates. *Calls are charged at 7p per minute plus your network access charge.

F1 FRONTLINE
with
Mark Hughes



A sign of things to come? Hamilton starts as favourite, but Vettel might well challenge

MERCEDES-BENZ

HEROES

MERCEDES VS FERRARI

Will Mercedes now be into diminishing returns?

That's been the assumption until recently. But then the team shows the press its new engine – literally lays it out on a table in front of us – and talks about how it is still making good gains. The hybrids brought a big jump in thermal efficiency – the percentage of the chemical energy contained in the fuel to reach the end of the crankshaft – from about 30 per cent in the V8 era up to 40 per cent. Just two years later Mercedes is already running at 47 per cent, the gains still coming thick and fast. Some of this is about the continuing improvements in the energy recovery rate – measured now at 95 per cent by Mercedes – the rest from combustion improvements often based around new designer fuels.

Mercedes got its original power unit architecture spot-on, enabling the 2014 W05 to be optimally packaged around what has turned out to be the optimal engine. That has given the chassis team a head start in that the two subsequent cars have just been developments of this while others have been making more fundamental changes.

Can Nico Rosberg start the new season where he left off, by beating Lewis Hamilton?

That's really down to Hamilton, who is ahead on the one thing that neither of them can control – inherent natural speed. Nico was not born as fast but he's close enough that if Lewis does not adequately combine all the other factors that *are* in his control, then Nico can beat him. That's the pattern we were seeing in the last few races of 2015.

Quite by chance Hamilton's securing of the '15 title coincided closely with the radically different set-up the Mercedes required after Pirelli changed pressure and camber limitations. Rosberg worked far harder than Hamilton in understanding the implications of these changes upon the car – and proceeded to set six consecutive poles.

Towards the end of the season team members wouldn't hear from Hamilton between races whereas Rosberg remained fully focused. Only partly was that about Hamilton's world champion commitments, it was also about him living his life – the way he chose to. It's not a criticism, just a fact. Before Rosberg got on a roll Hamilton had been talking about how he believed his 'James Hunt' lifestyle had helped his racing, in that it relieved the pressure, stopped him tightening up. He stopped talking about that once Nico began to beat him.

There's a belief in the team that the new car will bring a reset and the pattern seen at the end of last season won't apply because they were about a specific set-up of that car. But maybe it goes deeper than that. This might be tied up in who Lewis wants to be, something that sometimes seems unresolved. He has the ability to dominate F1 for years yet, but how much desire does he have for that and how much for pursuing his other ambitions outside F1?

Maybe even he can't answer those questions.

Why should Ferrari be any closer to the silver cars this year than it was last season?

Because they cheekily worked a loophole in the regulation limit on wind tunnel and CFD time as this car was being created. Mercedes queried that interpretation at the end of the season and the FIA blocked it off for the future. But in the meantime, the 2016 Ferrari is the product of many more hours of aero simulation than any other car – and furthermore, there's a significant step-change in the underfloor area available for aerodynamic exploitation compared to the 2015 car on account of a new narrow engine block.

The power unit pushed Mercedes close for horsepower last year and will surely have been further developed, in conjunction with Shell.

Ferrari's purse strings have been set very loose for the last year, and 2016 should be when we see the real fruits of that. Whether that's enough to see it take on Mercedes on equal terms is going to be the absolute key to this season.

F1 FRONTLINE
with
Mark Hughes



McLaren-Honda took heart from a reliable start to its pre-season test programme

LAT

McLAREN-HONDA

UNDER PRESSURE

Could McLaren survive another 2015? What will determine whether that happens or not?

More and more, McLaren's F1 future is becoming reliant upon Honda. It is less in control of its own destiny than ever before. The competitive doldrums started even before the woeful 2015 Honda power unit, but that disaster has knocked further value off the team. It's no longer a given that it could attract a major title sponsor if Honda should ever pull out. To get back to that position requires race wins – and plenty of them. That's far from impossible, but far from a given either. It's down to Honda.

It took most of 2015 for Honda to understand fully the root of its engine's shortfall. Its energy recovery was awful, the turbine too small and not efficient enough to give the ERS-h adequate energy to convert. The intended solution was to run the turbo faster than the conventional bigger units used by the others, but it couldn't run fast enough to do this before the turbo began to take more from the engine than it was giving. Its design was simply inefficient at the speeds it would need to run to compensate for its small dimensions. The mechanical turbine/compressor/engine loop was thus stuck at a low point that didn't allow adequate energy recovery. If the full throttle demand of a circuit was big enough, the McLaren could run out of electrical deployment totally – leaving it momentarily as much as 240bhp down on the cars around it.

The small turbo concept was to allow it to fit into the vee of the engine rather than hanging out the back (and the front, in the case of Mercedes). For 2016 Honda has upped the size considerably, but still managed to fit it into the vee. It also believes it has come up with much more efficient designs for the turbine and compressor. It seems a sure thing the power unit will be considerably more potent than last year's. The question is just the size of the improvement. But that problem is essentially mechanical. In terms of the electrical demands, the conversion efficiency (from mechanical energy to electrical and back) needs to be in the region of 95 per cent to compete with Mercedes and there are stories of failures on the dyno as Honda struggles to achieve this.

Although last year's McLaren was aerodynamically pretty good, there was nothing to suggest it had fully exploited the advantage the zero size concept should have given. But then again, it was running in compromised trim because of the power shortfall. Jenson Button reckoned it the best-handling McLaren he'd ever driven, but let's see if that trick can be repeated in a car with competitive grunt.

Will Fernando Alonso walk if the new Honda power unit is no better than before?

If he climbs into the MP4-31 at Jerez and finds himself 100 horsepower down, it's going to occur to him to sit the season out. But there are 50 million reasons why he would probably contain that impulse and settle for a bit of a rant instead.

How good a replacement would GP2 champion Stoffel Vandoorne be?

Sensationally good. He is the next big thing, a superb combination of speed, composure and intelligence. The reigning GP2 champion, he's retained by McLaren but racing this year in Japan. A single phone call could have him on the F1 grid if required. He will soon be making his mark in F1, but it might not be in 2016.

peugeot.co.uk/308GTi

NEW PEUGEOT 308 GTi

BY PEUGEOT SPORT

AWARD WINNING MEETS LEGENDARY



1.6L TURBOCHARGED 270 HP / 0-62 MPH IN 6 SECONDS / TORSEN® LIMITED-SLIP DIFFERENTIAL

PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO_2 emissions (g/km) for the 308 GTi are: Urban 34.9 (8.1), Extra Urban 57.6 (4.9), Combined 47.1 (6.0) and CO_2 139 (g/km).
MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Information correct at time of going to press. Visit Peugeot.co.uk for further information.

NEW PEUGEOT 308 GTi

MOTION & EMOTION

PEUGEOT

F1 FRONTLINE
with
Mark Hughes



The 2015 season was Red Bull's first without a win since 2008. Will the new RB12 fix that?

RED BULL

RED BULL

THE MAN WHO FELL TO EARTH

Is Red Bull as unpopular within the paddock as it is with fans – and what are its prospects?

Red Bull's vocal railing against its engine predicament has allowed a lot of pent-up frustration from its rivals to be released. During the engine freeze era, with negligible sums needed for development and approximate performance parity, Red Bull's aerodynamic expertise made the team well-nigh unbeatable.

But when engines became differentiators once more it found itself with the wrong one – and got upset. It started publicly demanding the best engines from rivals. They pointed out in turn that when aero was the only differentiator they weren't demanding that Red Bull supply them with their expertise. So yes, there's a bit of *schadenfreude* coming from the directions of Brackley and Maranello. Just competitive boys and their games.

Essentially Red Bull preferred it when engines were just supplier components, little different to electrical parts, but the sport has moved away from that – for a variety of reasons. Red Bull still doesn't appear to have a long-term solution to these new circumstances and so is dependent upon Renault Sport for 2016 at least.

Ilmor's Mario Illien, a legendary engine designer, was hired by Red Bull to help Renault. But there were issues of secrecy for the Renault Sport management – and of pride. Mario is adamant that the root of the Renault engine's shortfall lies in its combustion chamber but his proposed solution was overlooked in favour of Renault's own upgrade last year. That turned out to be no improvement – and so now Illien has been brought on board (and paid) by Renault Sport rather than Red Bull and the plan is for his redesigned cylinder head to be the basis of the 2016 motor. It would be asking a lot to leapfrog in one fell swoop two seasons of shortfall plus whatever gains Mercedes and Ferrari have made. But if Illien can help Renault deliver an engine within, say, 20bhp of the best, then Red Bull could conceivably make that up from its continued aerodynamic mastery. Initially it's unlikely to be anywhere close to that, but once on the right path the power gains with hybrids can be incredibly swift as the combustion gains are compounded by greater energy recovery.

Has Daniel Ricciardo arrived at Red Bull three years too late ever to become champion?

Maybe – and he's admitted he's tormented himself with how things might have been had he arrived at Red Bull earlier. But things change fast in this sport. It's way too early to assume Red Bull's days as a title-winning team are over. Contractually he's tied up for a long time and any opportunities at Ferrari, for example, have likely passed. He's thrown in his lot here – and while there is almost certainly a world title within him, it's probably not going to be in 2016. But a return to race-winning form would be no surprise. In the meantime he provides an excruciatingly tough barometer for team-mate Daniil Kvyat, who is fighting for his future with Verstappen and Sainz hovering.

RENAULT

LAZARUS

Will Renault be blown off by its own customer in 2016 and what are its long-term prospects?

Yes, of course it will. It would be unreasonable to expect otherwise. It will be identically powered to Red Bull with a car that's destined to be aerodynamically inferior. But that's not really the point. This is year one of a theoretical nine-year commitment and the team needs extensive rebuilding after the financial trauma of the last few seasons.

Bob Bell – a key architect of the current Mercedes dominance, in particular the big part he played integrating the chassis and engine sides – has rejoined as technical director and has the perfect template for how things should work in the hybrid era. Expect a heavy recruitment drive to follow, though it can take a long time for the right people to become available. But the foundations at Enstone are very sound and there's no reason why the title-winning entity of 2005 and '06 cannot come back to life. For 2016 anything more than mid-grid and occasional points would be a surprise.

The defaulting of Pastor Maldonado's backers has given Kevin Magnussen's F1 career a reprieve – and that's absolutely as it should be. A super-motivated Magnussen will set a tough benchmark for rookie Jolyon Palmer, but it's not supposed to be easy.



Rookie Jolyon Palmer steps up to a full-time race seat this year, alongside Kevin Magnussen at Renault

LAT



Williams made an early start with the FW38, which is said to differ radically from its forebears

WILLIAMS

IT AIN'T EASY

Third-best constructor for the past two seasons, but has it hit its performance ceiling?

Williams is operating with almost £200 million less than Ferrari and as a customer team. Taking on Mercedes and Ferrari on level terms is probably not feasible. But it switched off its 2015 development programme early to get a good run with the creation of the new car, which is said to be quite a significant departure from the FW36/37.

Getting the right engine deal into the hybrid formula transformed the prospects of Williams and it has been shrewd in how it has parlayed that. Two consecutive third places in the constructors championship have stabilised the team, bringing it out of what could easily have been a disastrous tailspin.

There's an element within the team that now wants to get more aggressive, to have more engineering programmes running, to try to take the battle to the big teams. It's a difficult call.

Does Valtteri Bottas have what it takes to lead a front-running Grand Prix team?

Potentially, yes. But he needs to deliver more of that potential than he was able to do last year, a season during which he was compromised more than he admitted by his back injury.



LAT

F1 FRONTLINE *with* Mark Hughes

HAAS

YOUNG AMERICANS

Will Haas be any good?

The car should be good. Its aerodynamics were honed by a team of former (and future!) Ferrari personnel, without the tunnel and CFD restrictions placed upon teams already registered in the championship. It has a current Ferrari motor and Romain Grosjean on the driving strength, ensuring the car will be driven to its limits.

Operationally, expect a few clunkers as the personnel have little F1 experience. But forget any idea that this will be like the low-budget back-of-the-grid efforts from HRT, Marussia, Caterham etc. Mid-grid respectability must be a realistic target.

Could Romain Grosjean springboard his Haas deal into a 2017 Ferrari drive?

The latter half of the 2013 season cemented in Grosjean's mind that he could take on anyone. The only driver regularly to take it to Vettel's Red Bull during that time and tantalisingly close to victory on three occasions, his F1 career was on the point of take-off. Then it stalled, courtesy of Lotus's difficulties. This was the second such delay to his career – the first being self-inflicted – and time was marching on. At 29 he was looking at how long it might take Renault to transform Enstone back into a winning team – and concluded he didn't have that long. So he made a bold move, one that might yet prove inspired.

Should Kimi Räikkönen's 2016 performances be no more convincing than those of last year, where might the Scuderia look? Let's assume Max Verstappen is under tight Red Bull lock and key. Grosjean would be a plug-in GP winner who could team up perfectly with Vettel…



LAT



REDBULL

TORO ROSSO

ALL THE YOUNG DUDES

Just what might the two young Toro Rosso chargers achieve with a better power unit?

This team is set to shock – in the early part of the season especially. There were several occasions last year where the STR10 was the second-fastest car through the quick corners. But it was stymied by a Renault engine. The STR11 gets a 2015-spec Ferrari in the back – an instant boost of about 40bhp. We might get to see a repeat of 2008 when STR frequently bettered the senior team.

Verstappen and Sainz bring a fizzing fearlessness and their F1 data banks should be filling up nicely into their sophomore seasons. A place on the Melbourne podium could beckon. Seriously. As the engine manufacturers get into their development programme later in the year while STR's spec remains frozen, they will likely fall back a little.

FORCE INDIA/SAUBER/MANOR

IT'S NO GAME

So where do the rest stand?

Each of these teams is subject to inordinate financial stress. Force India invariably delivers the best performance-to-spend ratio on the grid, Sauber is in danger of reversing into bother unless it gets more technically adventurous while Manor gives the impression of being run by a caretaker owner who senses there may be some money to be made. M



JAGUAR HERITAGE

KEEP IT IN THE FAMILY.

BRING YOUR CLASSIC JAGUAR TO OUR HERITAGE WORKSHOP.

When it comes to preserving the spirit and condition of your classic Jaguar, it makes sense to bring it back home to the Jaguar Heritage Workshop at Browns Lane, Coventry – the birthplace of the Jaguar E-type.

After all, who else can service, rejuvenate or restore your car better than the masters who created it? And because we're family we'll collect and deliver your vehicle to anywhere in the UK.

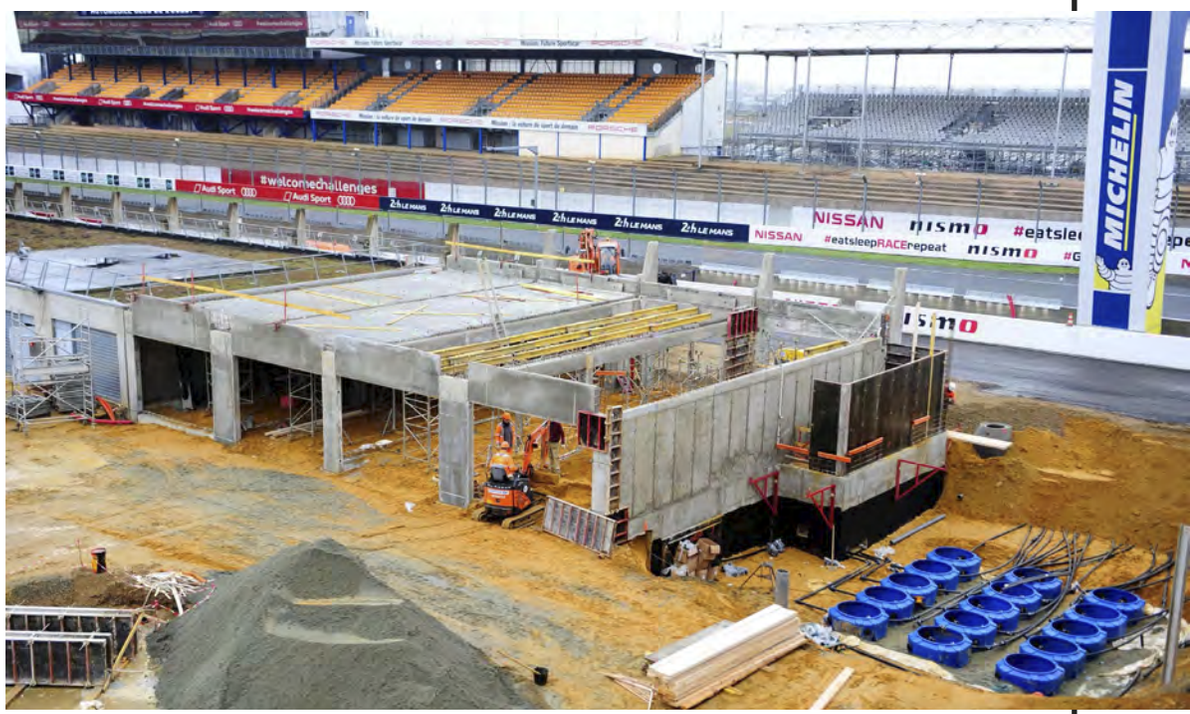
To find out more call 0203 601 1255 or email heritage@jaguar.com

JAGUAR.CO.UK/HERITAGEWORKSHOP

JAGUAR

THE ART OF PERFORMANCE

Terms and Conditions apply.



Bumper grid for Le Mans

Expanded pits will allow the 24 Hours field to hit 60 cars this year, for the first time since 1955 | BY GARY WATKINS

THE GRID FOR THE LE MANS 24 Hours will hit 60 cars this year, for the first time since 1955.

Race organiser the Automobile Club de l'Ouest had planned to expand the entry capacity from 56 to 60 cars in two stages over the 2016 and 2017 seasons, but the date was brought forward due to the high number of quality entries for this year's 84th running of the race. Le Mans takes place on June 18/19.

"When we saw the size and quality of the entry, we knew we had to find a solution," said ACO president Pierre Fillon when the entry list was announced early in February. He revealed that 73 applications had been received for the big race.

Four additional garages are under construction at the end of the pitlane, but the plan had been for only two of them to house additional cars in 2016. The other pair would have been used for technical checks ahead of further remodelling of the pit complex for 2017, which will result in both scrutineering and parc fermé moving to a new site under race control.

The scrutineers have now been given what is being described as a temporary home prior to the next phase of redevelopment, which will include relocation of the medical centre.

The grid for the 24 Hours reached the 60-car mark on four occasions in the 1950s: 1950, 1951, 1953 and 1955. The entry was then cut to 55 after completion of a new pits structure and a realignment of the start/finish straight for the 1956 race, in the wake of the '55 disaster in which more than 80 spectators and driver Pierre Levegh died.

Prior to the 1991 event, replacement of the ageing pits cut the entry to 48 cars. This crept up with the addition of new garages through the 2000s, reaching 56 cars in 2010. The ACO has stressed that there are no plans to increase the size of the grid beyond 60.

THE ENTRY IN DETAIL

The 60-car field is headed by the six manufacturer LMP1 entries from Porsche, Audi and Toyota, which will contest the full WEC. This is a reduction on the 11 factory cars that took the start last year. That follows Nissan's withdrawal and the joint decision by Porsche and Audi against fielding additional cars at Le Mans – a cost-cutting measure in the wake of the 'dieselgate' emissions scandal that engulfed parent company Volkswagen.

The GTE Pro field is boosted from nine to 14 cars with the addition of four Ford GTs. The British-based WEC squad will run under the Ford Chip Ganassi Team UK banner and the IMSA SportsCar Championship operation will race as Ford Chip Ganassi Team USA.



The shape of things to come: Le Mans construction work is in full flow

JEAN-RENE ROBER (ACO)

Ford Performance director Dave Pericak said: "This is a big deal for us. We are proud to be represented with four cars. There always had to be a doubt about getting four when you look at the quality of previous entry lists."

Three Porsche 911 RSRs are on the GTE Pro list. The German manufacturer has gained two entries for its Manthey squad, despite opting against mounting a full-factory defence of its 2015 WEC titles. Porsche is also represented by a factory-supported car to be run under the flag of Dempsey-Proton Racing, in which Richard Lietz will attempt to retain his crown in the full WEC.

The US Risi Competizione Ferrari team, which claimed class honours in the 24 Hours in 2008-09, has also boosted the GTE Pro field with its first Le Mans entry since 2010. It will run the Ferrari 488 GTE that made its debut at the Daytona 24 Hours in January.

Corvette Racing is back with two cars, as is Aston Martin. The British team, which is swapping from Michelin to Dunlop tyres, has downscaled from three to two Pro entries for 2016.

The LMP2 prototype field has increased from the 19 cars that started last year's race to 22. These include a Ligier-Honda JSP2 fielded by the IMSA regular Michael Shank Racing, winner of the 2012 Daytona 24 Hours, and an ORECA-Nissan 05 fielded by British single-seater team Manor Motorsport, which is entering the sports car arena for the first time.

The field is completed by 14 GTE Am cars and the entry for an 'innovative car' in the slot that previously went by the 'Garage 56' name. The ACO has also announced a list of 10 reserves.

A total of 32 entries has been received for the WEC. That's down from the 35 registered ahead of the start of 2015, but represents an increase given a series of withdrawals ahead of that season.

TRACK TO REMAIN SHUT

The public road sections of the Circuit de la Sarthe will remain closed between Wednesday and Thursday qualifying in what is believed to be a first. The Mulsanne Straight and the run from Mulsanne Corner to the Porsche Curves will not reopen to traffic on Thursday to allow more track time for the support races, in particular the Michelin-sponsored Le Mans GT3 Cup event.

ACO sporting manager Vincent Beaumesnil said: "This will allow us to have more free practice for the GT3 Le Mans Cup and also to give a little bit more track time to the Ferrari Challenge [the second support race scheduled for Saturday morning]. We also have plans for some other interesting on-track activities."

The public roads will reopen as usual following the completion of qualifying at midnight on Thursday.

The safety upgrade of the Porsche Curves is ongoing. US-style SAFER (steel and foam energy reduction) barriers will be placed in front of the concrete wall at the exit of the first half of the double-left that follows the right-hander leading into the section.

Changes to the public roads in the vicinity of Indianapolis and Arnage corners will not affect the circuit, with the exception of effectively turning a short section from the left-hander at Indianapolis to the sharp right at Arnage into part of the permanent circuit. A new link road and a roundabout to the south of Arnage are being built to eradicate a local accident black spot.

— OBITUARIES —

Michael MacDowel

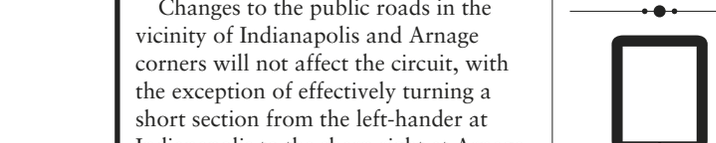
Popular competitor Michael MacDowel has died aged 83. He had a long career in the sport and was a double British hillclimb champion in the 1970s. MacDowel started racing sports cars in the 1950s and joined the Cooper team in 1956. He also raced single-seaters and made one GP start, in an F2 Cooper T43 at Rouen in 1957.

Michael McKee

BRDC member Michael McKee, who has died aged 82, was once team-mate to Peter Arundell in the Lotus Formula Junior team. McKee was introduced to racing by Jack Sears and rose to become chief instructor at his local Jim Russell Racing Drivers' School at Snetterton. He retired at the end of 1961, after racing in F2.

Arthur Senior

A rally driver for more than half a century, Arthur Senior has died aged 84. He drove for Jaguar and Reliant on events such as the Monte Carlo Rally and Liège-Sofia-Liège in the 1950s and 1960s after cutting his teeth on events run by his local Morecambe Car Club. He was inspired to return in 1982 and remained active until 2013.



Read extra news and comment on your iPad or tablet

@ THE MOTOR SPORT DIGITAL EDITION



LAT

GORDON KIRBY

FORD SHOWS GT'S POTENTIAL

FORD'S NEW MID-ENGINED GT CAR MADE its debut in this year's Rolex 24 Hours at Daytona and four of them will race at Le Mans in June. Chip Ganassi Racing is running two cars in both the WEC and America's IMSA series, in partnership with Ford Performance and car-builder Multimatic.

Both cars ran into trouble at Daytona, but Ganassi's drivers kept plugging away so that the cars made the finish, one of them a distant 31st, 46 laps behind, and the other 40th, 176 laps down. One car broke its transmission as a result of fuel-mapping problems and the other encountered electrical problems.

It was dispiriting to hit so much trouble after an exhaustive and largely trouble-free test programme over the last half of 2015, but the Fords were competitive in a hotly contested category featuring factory or factory-backed teams from Corvette, Porsche, BMW and Ferrari, and the Fords clearly have winning potential. The primary goal is to win the GTLM class at Le Mans in the next two years.

Bernie Marcus is Ford Racing's chief aerodynamicist. "Multimatic had been selected to do the new Ford GT road car and had the capability to build a racer," he said. "So it was very logical to sub-contract the car-building project to them. We worked very closely with Multimatic on all the aero development. The car was done under the big umbrella of Multimatic and I managed the aero operation at the ARC wind tunnel facility in Indianapolis."

Multimatic's vice-president Larry Holt gives full credit to Ford's global vice-president of engineering Raj Nair for bringing the concept to life. "There's no question that he's the visionary who made it happen," Holt said. "He's a highly technical guy and he knows all the ins and outs of this programme. To get Ford to do something like this is amazing.

"There's no way that car would look like it does and perform the way it does without tremendous co-ordination between Multimatic and Ford. It's a huge effort that's been going on for more than two years. There was a year of development and planning, working with Ford on both the road car and putting the race car together. There is a distinction between the road and racing side, but there's a lot of cross-over because they were done in parallel."

Daytona proved a rough start for the Ford GTs, but nine days later Ganassi's team tested initial fixes at Sebring. "Coming away from Daytona we know how much work we have to do," said Ganassi's general manager Mike Hull. "But we have a terrific race car. It definitely has speed. We demonstrated that during winter testing and we're just going to work really, really hard to be better the next time we race and better again the time after that."

Sébastien Bourdais was one of Ganassi's Ford drivers at Daytona and Sebring. "The design of the car is very aggressive for a GT," Bourdais said. "It's very close to a prototype in the design and construction. But with that choice of having a very sweet-looking and aggressive design, you have to work hard to make it the equal of the classic GT cars like the Corvettes and Porsches.

"The car feels very good and is pretty cool to work with. I think there's a lot of potential for the future because a tremendous amount of resource and experience went into making it work. There's a lot of power and strength in the support we're getting from Ford and Multimatic, which is why it's really cool to be part of this programme. If there are problems, they are very quick to come up with solutions."

All that, and more, will be required for Ford to beat Corvette, Porsche and Ferrari in a thriving GTLM category at Le Mans.



Jorge Lorenzo adapts to control Michelins on Yamaha's MZR-Y1

YAMAHA

MAT OXLEY

NEW RULES… AND A FAMILIAR FACE

MAJOR REGULATION REWRITES USUALLY upset the status quo in motor sports. Invariably one team correctly calculates the new way of the world and dominates as a result. It happens all the time in F1 and it happened the last time MotoGP underwent a major shake-up in 2007, when engine capacity and fuel allowances were reduced. Ducati got it right and made rivals look a little stupid – at the opening round its GP9 was a whole 9mph faster than Valentino Rossi's Yamaha.

This year's rule changes are MotoGP's biggest since the sport switched to four-strokes in 2002. Most significantly Michelin has replaced Bridgestone as the official tyre supplier and the factories have been forced to shelve their painstakingly developed tailor-made electronics and use same-for-all software provided by Magneti Marelli.

So far the changes have made little difference at the top. Last year's Yamaha YZR-M1 was the best bike on the grid – which is why Jorge Lorenzo and Valentino Rossi fought so bitterly for the title. This year it seems the M1 will still be the bike to beat.

The M1 has long been the easiest-going, most neutral bike, allowing its riders to access the limit in all conditions and at all tracks.

Honda's RC213V is a very different kind of machine. Over the past three seasons the RCV has been developed for star rider Marc Márquez, whose winning secret was to charge into corners, frighteningly late on the brakes, then scrub off speed with the front tyre and use its squirming profile to help turn him round the apex. As Márquez's compatriot and Suzuki rider Aleix Espargaro put it, "With the Bridgestones you could enter the corner with your knee on the ground and the front tyre completely locked." The Michelin front doesn't forgive such extreme antics, so riders must entirely relearn their technique, shifting their emphasis away from corner entry.

Lorenzo is already happy. The three-time champ has a buttery-smooth riding style (hence his self-styled nickname *mantequilla*) with a devastating mid-corner speed, which he can only use when he has the racetrack all to himself. That's why all his 2015 victories were start-to-finish affairs.

"Now it is more difficult to ride the bike," he says. "So this will be good for the more technical riders because you have to play with the throttle and be more sensitive. I think the more technical riders will have fewer problems than the aggressive, less sensitive riders."

Team-mate Rossi might not be as glassy smooth as his team-mate, but he's pretty much as fast. "This year the cornering lines will be more natural, more like a normal bike; the Bridgestone lines were very particular," he says. "Now we need to learn a different way for braking and entry and we will use less angle, with less elbow on the ground. What we really need is to understand what the Michelins need from the bike to allow us to load the front correctly. With the Bridgestone setting it's impossible."



"I think the more technical riders will have fewer problems than the aggressive, less sensitive riders."

Honda finds itself struggling to make the best of the Michelins. The RCV is a short, tall motorcycle, designed to transfer load rapidly from one tyre to the other, to make the most of the stiffer Bridgestones. Márquez – unlike Rossi and Lorenzo – commenced his MotoGP career on Bridgestones and used them like no one else, so now has to start all over again.

"With the Bridgestones I could brake really late and find the lap time," says the 2013/2014 champion. "So now I try to change my style to brake late with the Michelins, but I cannot brake late like I did with the Bridgestones."

At least the 23-year-old isn't entirely adrift in a new world. "When I was in Moto2 the front tyre was critical but the rear had good grip, so the Michelins are closer to the Dunlops than the Bridgestones. I must try to use some of the technique I learned in Moto2."

It should also be remembered that Márquez learns fast: in his very first rain-affected MotoGP race it took him just eight laps to be the quickest man on track.

Perhaps his biggest worry will be Rossi's refusal to let bygones be bygones. The 37-year-old has refused to forgive his young rival for allegedly costing him the 2015 title. He seems determined to seek revenge and hasn't even bothered to chastise those 'fans' who call for Márquez's head.

Honda has another problem. There's little doubt its electronics were the best, so the unified electronics are giving them a headache.

"The Dorna software is like what we were using 10 years ago," spits HRC vice-president Shuhei Nakamoto. HRC's biggest job before the season-opening Qatar GP on March 20 is to get the Magneti kit working.

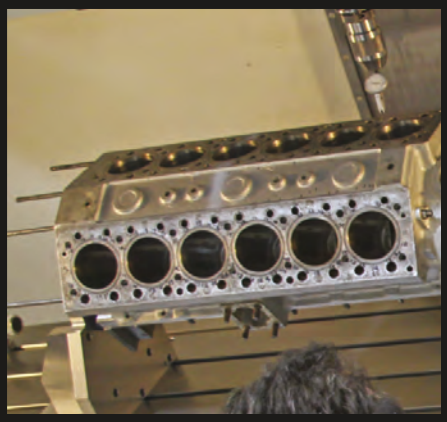
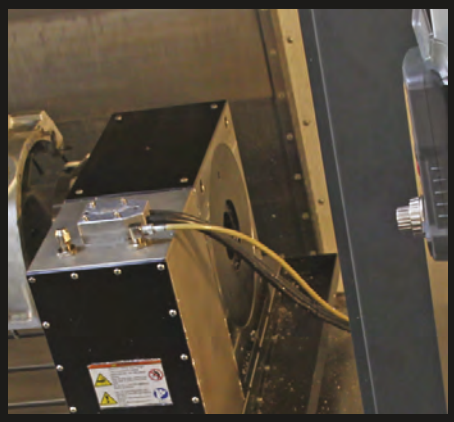
Until then, the other factories may also get closer to the front, which of course was one of the prime factors behind the introduction of the unified software. Ducati was very competitive during pre-season tests, with their best rider up there with Lorenzo, Rossi and Márquez. Only one problem: that rider was Casey Stoner, the factory's enigmatic 2007 champion who retired at the end of 2012 and now occasionally resurfaces as a test rider.

It seems the Australian gets a buzz from turning up and reminding old rivals that he's still got it. However, the 30-year-old continues to deny the possibility of a comeback. "I have no intention of racing," he says.

Which is a shame, because many fans yearn to see Márquez and Stoner do battle. Who knows? Despite the endless denials, it might yet happen.

SERVING THE HISTORIC & CLASSIC CAR INDUS

Visit us @ ESSEN - HALL 6 - STAND No. 402

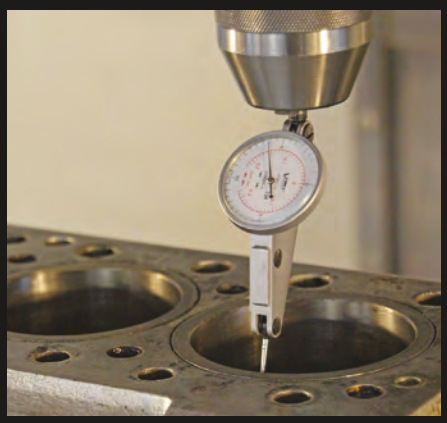








TRIPLE M

motorsport manufacturing & machining



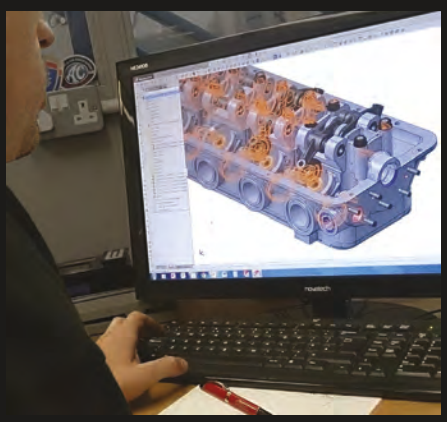
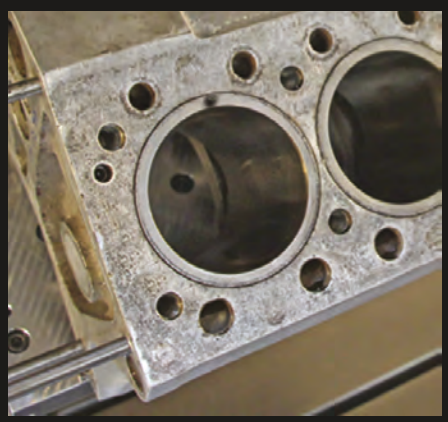

WORK FROM DRAWINGS OR ORIGINAL COMPONENTS

FULL CNC 4-AXIS MACHINING CAPABILITIES

FULL PATTERN SHOP ASSOCIATION

FULL FOUNDRY ASSOCIATION

DIGITISING FACILITY

Follow us on Facebook

Phone: +44 (0)2392 254488
Fax: +44 (0)2392 254489
eMail: info@jswl.co.uk
Website: www.jswl.co.uk/triple-m
Address: Pipers Wood Industrial Park, Waterlooville, Hampshire, PO7 7XU, United Kingdom

JSWL, Triple M and Southshore Coachworks are members of *JSW Group*

THE US RACING NOMINEES

MARK DONOHUE
As versatile a racer as the sport has known. Pivotal to Penske's growth.
Simon Arron: *"He won US Road Racing Championships, Trans-Am titles, scored Penske's first Indy 500 win, Penske's first NASCAR win, competed in F1 and was no mean engineer."*

DALE EARNHARDT SR
Won seven NASCAR titles, equalling the record of fellow legend Richard Petty.
Nigel Roebuck: *"We've talked about various NASCAR drivers, but we can't put together a list without Dale Earnhardt's name on it."*

AJ FOYT
Raced roadsters in the '50s, still active in the '90s... and shared victory at Le Mans in '67 between times.
Dario Franchitti: *"He's won everything and was the first four-time Indy 500 winner. Very few people are bigger than the sport, but..."*

BILL FRANCE SR AND JR
France Mk1 took part in the first Daytona beach race, in 1936, but is better known for developing NASCAR – a role his son continued from 1972.
Dario Franchitti: *"Promoters get a hard, hard time – particularly in the States. We saw how single-seater racing over there got messed up, but the France family took a small regional sport and made it what it is today."*

JEFF GORDON
Four-time NASCAR champion. Could also perhaps have made it in F1...
Damien Smith: *"He was a blue-eyed Californian coming through, the antithesis of everything Dale Earnhardt stood for, and he was brilliant. He symbolised NASCAR's move into the modern age."*

DAN GURNEY
A winner of many things as a driver – and also as a team owner.
Nigel Roebuck: *"At his son's funeral, Jim Clark's father told Dan that he'd been the rival Jimmy most feared..."*
Dario Franchitti: *"He's got to be on the list simply because he's Dan Gurney."*



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

For the first time, we are asking readers to determine who should join the 29 current members of the Hall of Fame, which was founded in 2010. On May 31, during a ceremony at the Royal Automobile Club, Woodcote Park, nr Epsom, Surrey, there will be five awards representing F1, sports car racing, motorcycling, rallying and US motor sport. Voting began with Formula 1 and *Motor Sport*'s podcast team followed up with sports car and rally stars before moving on to motorcycle riders and, now, the last but by no means least of our five categories: the US scene. Log on to our website to decide which of the adjacent names will enter the Hall of Fame from the world of US motor sport, joining past inductees Mario Andretti and Dario Franchitti.

TO CAST YOUR VOTE GO TO
www.motorsportmagazine.com/halloffame

TO LISTEN TO THE HALL OF FAME PODCAST GO TO
www.motorsportmagazine.com/multimedia/audio-podcasts

TO SEE WHO IS ALREADY A MEMBER OF OUR EXCLUSIVE CLUB GO TO
www.motorsportmagazine.com/halloffame/inductees/

PARNELLI JONES
The first driver to average 150mph around Indy. Won the 500 in 1963.
Nigel Roebuck: *"I spoke to Jackie Stewart about racing at Indianapolis and asked him who was the best. He said, 'Parnelli, without any shadow of a doubt. His driving was like silk.' There was no one else like him."*

RICK MEARS
Four Indy 500 wins and three titles, but that's only a small part of his story.
Nigel Roebuck: *"I spoke to people who ran his F1 test with Brabham. Herbie Blash still refers to him as the great lost world champion. He jumped into a car and went quicker than Nelson Piquet..."*
Dario Franchitti: *"I spent a day driving around LA with him and learned so much. Unfortunately that was towards the end of my career. I thought, 'Where have you been?'"*

ROGER PENSKE
Gifted racer, all-conquering team owner.
Damien Smith: *"He's the biggest and most important figure of the past 50 years in American motor sport."*
Dario Franchitti: *"He is also my local car dealer – in Edinburgh!"*

RICHARD PETTY
Known as 'The King', and with good reason. Active from 1958-1992.
Nigel Roebuck: *"You can't have an A-list of American drivers that doesn't feature Richard Petty. People might say racing wasn't as competitive back then, and perhaps it wasn't, but 200 wins..."*

AL UNSER SR
Took part in more than 300 top-level single-seater races over 30 years and won the Indy 500 on four occasions.
Simon Arron: *"Given everything the family has achieved over the years, we have to include at least one Unser. I'll go for Al Sr."*
Damien Smith: *"You could also make strong cases for Bobby and Al Jr."*

CALE YARBOROUGH
Old-school NASCAR favourite who notched up 69 poles and 83 wins.
Simon Arron: *"There's a school of thought that his trackside punch-up with Bobby Allison increased NASCAR's popularity tenfold, but he did also win three titles and four Daytona 500s, among other things."*



UEFA EUROPA LEAGUE OFFICIAL PARTNER

BE ONE WITH IT

Be one with your tyres, and the road will be one with you.



ventus F200

Top-notch performance slick tyre with consistency and high mileage in dry conditions

Hankook driving emotion

hankooktire.com/uk

For all your motorsport tyre requirements contact Hankook's official motorsport distributors:
UK: MR TYRE MOTORSPORT on +44 (0)121 551 4589
IRELAND: DOC SPORT on +353 (0)87 2638951

Hankook Tyre U.K. Ltd. Fawsley Drive, Heartlands Business Park, Daventry, Northamptonshire NN11 8UG, U.K.

IN ASSOCIATION WITH
HORTONS BOOKS

The Rise and Fall of the French Alpine Rally

Martin Pfundner

To some of us there's nothing more evocative than a photo of a car – even a sluggardly side-valve saloon – cresting a hard-won mountain pass with towering snowy peaks behind. That's the landscape of this book, as it outlines the history of the famous Alpine Rally and Coupe des Alpes from 1932 to its decline in the 1970s via its golden era, the 1950s – when its profile was so high that even Grand Prix drivers entered. Each running is listed with a report and maps, in case you want to recreate the run, and many photos, though their postcard size doesn't do justice to the scenery. Comprehensive results will be a brilliant aid to period photo ID. ***GC***

Published by Brüder Hollinek
ISBN: 978-3-85119-381-9, €49



Brabham BT52

Owners' Workshop Manual

Andrew van de Burgt

This series is too well established now to be described as novel, but the twist on Haynes' famous Owners' Workshop Manual still remains fun. By strict definition, this volume can only be of interest to BMW's Bavarian museum curator and Bernie Ecclestone as the only custodians of this fabulous Formula 1 car – but that, of course, is missing the point.

The Brabham BT52 of 1983 (all models!) was Gordon Murray's instinctive reaction to a late regulation change outlawing ground-effect Grand Prix cars. Powered by BMW's bombastic four-pot turbo, the delta-shaped beauty carried Nelson Piquet to his second F1 title – against all the odds.

It's a familiar tale, but one with enough facets to be worth another look, especially in this easily digestible format. Chapters on Brabham's overall story and the BT52's season record are suitably perfunctory, leaving space for the more interesting detail on the car's development, its detailed anatomy and those who drove it – including one Stirling Moss...

If any F1 car of the era deserves such attention, it's surely this one. Bernie's boys were making it up as they went along in the early 1980s, from reintroducing fuel stops to Murray building his own windtunnel after reading a book that told him how! It's glib to suggest F1 was simple back then, because the sport was already in the grip of clever science. But as this book celebrates, there was still scope for human intuition and on-the-hoof problem solving.

We're told four of the six BT52s remain; three in Ecclestone's ownership and one in BMW's. In 2012, engine guru Paul Rosche pulled together an old band of brothers to restore BT52-1 to its former glory. Its appearance at the 2013 Festival of Speed, reunited with its devilish champion driver, was another of those great Goodwood moments to remember. How Rosche and his team lovingly brought the car back to life is a suitable coda, while the appendix chapter summarising the rest of the 1983 grid offers welcome context sometimes overlooked by other single-model books. All great value at this price, too. ***DS***

Published by Haynes
ISBN: 978-0-85733-820-4, £25



The Story of a Champion

Timo Bernhard

Peter Schäffner

This is as lavish a production as we have seen for a while... and also perhaps the one with the tiniest target audience. Even in Germany, it's hard to see that demand for a colossal Timo Bernhard book will stretch much beyond his family. The fact remains, though, that he is a world champion – and currently so.

Part of the three-strong team that conquered the WEC for Porsche in 2015, with Mark Webber and Brendon Hartley, Bernhard is also a multiple winner of the Nürburgring 24 Hours, has scored class and outright victories at Le Mans and stood atop the podium at both Daytona and Sebring. Quite some record.

The text is equal parts German and English, the tone is affectionate, production values are second to none and there's a guided tour to a lap of the Nordschleife... but still we wonder who will buy it.

A glorious curiosity – and the kind of thing, perhaps, that might prove quite collectible in years to come. ***SA***

Published by Gruppe C
ISBN: 978-3-928540-827, €50



Anatomy of the Works Minis

Rally, racing & rallycross cars

Brian Moylan

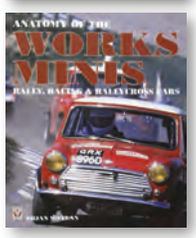
Type 'Mini Cooper' into the bibliographic search engine at amazon.co.uk and you'll find more than 1100 results. The topic has already consumed a fair volume of ink.

This is slightly different, in that author Moylan spent more than 20 years with the BMC Competition department and this is his hands-on guide to period preparation methods. His initial idea was to pen a potential magazine feature, using an old job sheet as a starting point, but it was soon pointed out that he had sufficient material for a book.

There is some good nuts-and-bolts stuff within, but this is a slim volume for £20, the layout would have looked outmoded when Sir Alec Issigonis was a lad and it's odd that, with so many lovely period photographs in the world, the cover shot is from the 1990s.

A triumph for content over design, then. ***SA***

Published by Veloce
ISBN: 978-1-845848-70-5, £19.99



The Formula One Miscellany

John White

The fourth edition of The Formula One Miscellany contains facts, figures and trivia from the world of F1, updated in mid-2015. This is not a book to be read from cover to cover, but instead one that invites readers to dip in and out, particularly as the contents are presented in a less than coherent manner. Serious enthusiasts will know much of the information already – there are numerous sources for F1 facts and figures – though there may be the odd piece of trivia even the most committed aficionado will not know. Some facts are arguable, however, and creating fantasy grids based on nationalities or geographic locations simply isn't necessary. ***JH***

Published by Carlton
ISBN: 978-1-78097-743-0, £9.99



Endurance Rally Association 2015 Yearbook

Gerard Brown & Syd Stelvio

Few spheres of motor sport are as photogenic as the classic endurance rallies pioneered by Philip Young, who died last year as a consequence of injuries sustained in a motorcycle accident in Burma. He might have gone, but his spirit lives on and the Endurance Rally Association's first annual yearbook reflects as much.

The format is simple. A collection of reports summarises the ERA's globe-trotting activities in 2015, the text accompanied by comprehensive results tables and route maps that underline Young's well-known refusal to accept any terrain as being too complex to tackle. It's co-author Lewis's sumptuous photographs, though, that best define the sense of adventure of a man to whom many owe a great deal. ***SA***

Published by ERA
ISBN: N/A, £35 plus p&p from endurorally.com



FOR THE LATEST MOTORING BOOKS GO TO:
www.hortonsbooks.co.uk

BRANDS HATCH OULTON PARK SNETTERTON CADWELL PARK

2016 MSV SEASON HIGHLIGHTS

MotorSport Vision (MSV) is gearing up for a superb season in 2016, with a thrilling programme of major national and international race meetings at its four famous race circuits. A complete calendar, discounted advance tickets and the best grandstand seats are available online from our website.

26-28 MARCH	EASTER BRITISH TRUCK RACING	BRANDS HATCH
28 MARCH	EASTER FAMILY FUNDAY	OULTON PARK
2/3 APRIL	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	BRANDS HATCH
16/17 APRIL	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	BRANDS HATCH GP
30 APRIL - 2 MAY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	OULTON PARK
7/8 MAY	BLANCPAIN GT SPRINT SERIES	BRANDS HATCH GP
20-22 MAY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH
28/29 MAY	MASTERS HISTORIC FESTIVAL	BRANDS HATCH GP
28 & 30 MAY	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	OULTON PARK
4/5 JUNE	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	OULTON PARK
11/12 JUNE	AMERICAN SPEEDFEST IV	BRANDS HATCH
8-10 JULY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	SNETTERTON
30/31 JULY	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	SNETTERTON
5-7 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
6/7 AUGUST	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	SNETTERTON
14 AUGUST	FESTIVAL ITALIA	BRANDS HATCH
27-29 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	CADWELL PARK
9-11 SEPTEMBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	OULTON PARK
10/11 SEPTEMBER	BRITISH TRUCK RACING CHAMPIONSHIP	SNETTERTON
1/2 OCTOBER	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	BRANDS HATCH GP
14-16 OCTOBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
5/6 NOVEMBER	BRITISH TRUCK RACING CHAMPIONSHIP & FIREWORKS	BRANDS HATCH

KIDS UNDER 13 GO FREE TO EVERY EVENT



WWW.MSV.COM / 0843 453 9000

Calls will cost 7p per minute plus your telephone company's access charge.
Please note all dates are provisional and subject to change.

MSV



Fifty years after Ford's first Le Mans win, a full field of GT40s will contest the Alan Mann Trophy

Goodwood's star galaxy

Mika Häkkinen and Ford GT40 among headline acts | BY PAUL LAWRENCE

A GUEST APPEARANCE BY MIKA Häkkinen and an all-Ford GT40 race into the dusk are among the highlights of the 74th Goodwood Members' Meeting on March 19/20. Double world champion Häkkinen will join Jochen Mass in a pair of 1950s Silver Arrows in a demo run on Saturday. The two Grand Prix racers will drive a Mercedes-Benz W196 and its 'streamliner' counterpart.

More than 25 GT40s will race in memory of Alan Mann as the sun sets on Saturday evening, while Mark Walker's amazing 1905 Darracq will top the first Edwardian race at Goodwood.

Among a raft of rare cars will be a significant TVR having its first race for 50 years. The works prototype Griffith, registered BFR 400B had its last race in October 1965 but has now been carefully restored to period specification by current owner Mike Whitaker and will contest the Graham Hill Trophy race.

Young BTCC racers Andrew Jordan and Adam Morgan will be on the grid in the two-part Gerry Marshall Trophy for Group 1 Touring Cars.

Jordan will be back to share Nick Swift's Mini 1275GT while Morgan will partner Ric Wood in a Ford Capri.

Jordan, BTCC champion in 2013, will also race a GT40 for the first time when he teams up with father Mike to race Philip Walker's car. "I'm very lucky to get the chance to drive a car like that," said Andrew. "I've wanted to race the GT40 for some time and for us to share the car at Goodwood is really cool."

Jaguars get Le Mans date

A DEDICATED EVENT AT THE Le Mans Classic will be a key feature of the rebranded Jaguar Classic Challenge this season. The series for pre-1966 Jaguars will have its own race on the Saturday (July 9) ahead of the retrospective 24-hour enduro.

The HSCC-run series will start at the Donington Historic Festival (April 30/May 2) and also visit Silverstone (May 21/22), Brands Hatch (July 1-3), the Nürburgring (August 12-14) and Oulton Park (August 27-29).

Tim Hannig of Jaguar Land Rover Classic said: "Jaguar's wonderful history of racing at Le Mans will add to the spectacle of the Classic Challenge."

Donington's GP celebration

A RACE FOR PRE-WAR GRAND Prix cars during the 17-race Donington Historic Festival (April 30-May 2) will celebrate the 80th anniversary of the 1936 Donington Grand Prix.

In 1936 Richard Seaman and Hans Ruesch won the four-and-a-half hour Donington race in their Alfa Romeo 8C.

An HGPCA grid will contest the Nuvolari Trophy race with entries set to include Alfa Romeos P3s, Bugatti T35s and T37s, ERAs, Talbot-Lagos and Maserati 8CMs.

More early machinery will contest the 'Mad Jack' Trophy for pre-war sports cars, run in memory of Richard 'Mad Jack' Shuttleworth, winner of the first Donington Grand Prix in 1935.

Rapid rebuild rewarded

THE BRIAN LISTER TROPHY FOR 2015 has been presented to Tony Wood and Will Nuthall.

The award honours the memory of sports-racing car manufacturer Lister's creator and recognised the efforts of Wood, Nuthall and IN Racing to rebuild Wood's Lister Jaguar last spring.



■ **Competitors in Group 1 Historic Touring Cars will compete for a new award this season, in honour of racer and journalist Tony Dron. The Tony Dron Trophy will run within the Historic Touring Car Challenge from Motor Racing Legends and will be for cars from 1970 to 1982.**

The car (above) was heavily damaged when hit from behind by the Mercedes of Jochen Mass at the pit entrance during the 73rd Goodwood Members' Meeting in March.

However, a huge effort by the team had the Lister completely rebuilt in less than six weeks – in time for the Donington Historic Festival.

Hirvonen back at the helm

MIKKO HIRVONEN WILL DRIVE A Ford Escort Mk2 on New Zealand's Otago Rally in April.

The former WRC star, who retired from full-time driving at the end of

2014, will drive a historic Ford Escort RS1800 for a local team. After 13 years at the top, he still rallies for fun and has his own Escort Mk2 at home in Finland.

"I have competed in New Zealand many times, but never on the South Island roads," said Hirvonen. "The attraction of competing on these roads in a BDG Escort is irresistible. I will be aiming to win, but I am also looking forward to visiting this beautiful area."



Cholmondeley rebrands

A NEW NAME AND FRESH features highlight this year's event at Cholmondeley Castle. Out goes the Pageant element of the title; now it will be known as Cholmondeley Power and Speed. "It's a track that rewards power and speed," said event director James Hall during the launch at London's Hurlingham Club, "and we wanted these factors to be better represented in the title. It's unique in being an outright competitive event, where all entries are timed over a very demanding track."

A new format also figures at the ninth meeting in Lord Cholmondeley's landscaped park. As well as its theme of Supercars – Past, Present, Future, in which McLarens, Lamborghinis and Aston Martins join popular aero-engined vintage beasts, Friday brings the inaugural Motorshow Live when manufacturers will be able to demonstrate their finest on the track, with passengers aboard. "We want to increase our engagement with manufacturers," said Hall, "and also to offer a live experience for visitors."

On top of the concours, water-based competitions on the park's lake, car clubs and trade stands, Cholmondeley, which runs from June 10-12, now adds a beer festival that showcases products from specialist breweries.

— OBITUARIES —

David Stokes

Leading British historic rally driver David Stokes has lost his battle with cancer at the age of 68. In his younger days, the baker from Gloucestershire was a leading national driver and won the Castrol/*Autosport* title in 1976 in a Ford Escort Mk2. He was a contemporary of Malcolm Wilson and Jimmy McRae but withdrew from the sport in the early 1980s after a major accident. He was tempted back to historic rallying in 2002.

Stanley Mann

The racing fraternity was shocked to learn that leading Bentley restorer Stanley Mann had died aged 70 after a fall. Mann took part in a range of record-breaking adventures in Bentleys and raced the marque extensively after buying his first model in 1970. He later formed the Stanley Mann Racing Team to enter Bentleys in various events. He was a founder member of the Benjafield's Racing Club and one of the best-known characters in the vintage Bentley fraternity.



For more historic racing news go to our online hub

@WWW.MOTORSPORTMAGAZINE.COM/HISTORIC



SURTEES TS9B TIM SCHENKEN KYALAMI 1972 MODEL £72
www.grandprixmodels.co.uk



GAUGEPILOT digital on-board information and protection system £1200 www.gaugepilot.uk



PRODUCTS



F1 2015 OFFICIAL REVIEW DVD £19.99
www.dukevideo.com



GINETTA rucksack £185
www.ginettashop.com



SCALEXTRIC VW BEETLE Bathurst 1963 £39.99
www.scalextric.com



STAR LOT @ ARTCURIAL

1957 FERRARI 335 SPORT SCAGLIETTI
{Retromobile, February 5-6}

This 4-litre V12 sports-racer has an outstanding competition record including second place in the 1957 Mille Miglia, courtesy of Wolfgang von Trips, and victory in the 1958 Cuban GP with Stirling Moss. A Sebring and Le Mans racer, it was also driven by Collins, Trintignant, Hawthorn and Musso. From the Pierre Bardinon Collection. Set a new world record for a car sold at auction at €32.1m (£24.7m).

UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

Bonhams

@ RETROMOBILE FEBRUARY 4

1975 Fiat-Abarth 124 Sport Rallye Group 4 Spider
First owned by Fiat Auto SpA Rally Team. Given to Vanni Tacchini by Luca di Montezemolo and owned by him since 1977. Competed in 1977 Rallye di Sanremo and Rally della Lana. Stored until 2009, when it began competing in historic rallies.
Sold for €156,000





1937 Fiat 1500 6C Barchetta
Sold for €92,000



1974 BMW 2002 Turbo
Sold for €51,750

Artcurial

@ RÉTROMOBILE FEBRUARY 5-6

1949 Talbot-Lago T26 Grand Sport
Lavishly bodied coupé by Saoutchik on race-bred running gear. 1950 Geneva Show car. Abandoned for many years and now in ruinous condition.
Sold for €1.7m

1963 Aston Martin DB4 Convertible
One of 19 left-hand-drive examples of the Series V.
Sold for €1.47m

AUTOMOBILIA

RM SOTHEBYS AMELIA ISLAND



'The Racers' bronze sculpture by Wanlass
Est $12-14,000



'Bimbo' child's electric car
Est $20-25,000



1995 Bugatti EB110 SS Sport Competizione Le Mans
Raced in IMSA in 1995. Damaged by Patrick Tambay in practice for Le Mans and was not fixed in time to race.
Sold for €941,700

Christies

@ LONDON FEBRUARY 18

Aston Martin DB10
Designed for latest James Bond film *Spectre*; only example to be sold to public, with proceeds going to Médecin sans Frontières.
Sold for £2.43m

Bonhams

@ AMELIA ISLAND MARCH 10

1937 Bugatti Type 57SC Vanden Plas
London Motor Show car; British body unique on this coveted sporting chassis. First convertible to appear for sale in 17 years.
Estimate: $11-13m



1964 Sabra GT Coupé
Rare Israeli-produced vehicle based on Reliant running gear, from a total production run of just 379.
Estimate: $80,000-100,000

1932/33 Maserati 8C 3000 Biposto
Legendary pre-war eight-cylinder supercharged Grand Prix Maserati, with rare two-seater bodywork.
Estimate: POA



1967 Ferrari 275 GTB/4
Design by Pininfarina, coachwork by Scaglietti. One of 331 models produced.
Estimate: $2,700,000-3,200,000



1981 Frissbee GB-2 Can-Am

Chassis no 2. Raced by Danny Sullivan to victory in 1981 Las Vegas Can-Am. Chassis is signed by Sullivan and one of his race suits is included in the sale.
Estimate: $145,000-175,000

1935 Riley MPH two-seater

One of only 16 examples built. Raced to second place (behind de Graffenried) in Bremgarten in 1936. Offered for public sale for the first time in its existence.
Estimate: $600,000-800,000



1896 Armstrong Phaeton Gasoline Electric Hybrid

The only example built, likely the first vehicle in history to display many of its features.
Estimate: $175,000-275,000

@ GOODWOOD MARCH 20

1977 Vauxhall Firenza 2300 coupé

Gerry Marshall/Peter Brock, second in 1977 Spa 24 Hrs.
Estimate: £80-120,000

RM Sothebys

@ AMELIA ISLAND MARCH 12



1968 Chevrolet Sunoco Camaro TransAm

Raced in 1968 for Penske by Mark Donohue and Sam Posey.
Estimate: $900,000-1.2m

2014 Pagani Huayra

Serial number 61 of 100 examples. Mercedes-AMG V12 engine. Comes with $20,000 seven-piece luggage set.
Estimate: $1.9-2.2m

1957 Mercedes-Benz 300SL Roadster

Complete with full set of matching luggage. Amelia Island and Hilton Head winner.
Estimate: $1-1.3m



1968 Ferrari 330 GTS by Pininfarina

One of 99 built. Original US delivery example with factory air-conditioning.
Estimate: $2.3-2.6m

AUCTION CALENDAR

MARCH

3 DVCA
Dorchester, UK

6 SILVERSTONE AUCTIONS
NEC, UK

8 COYS
London, UK

10 BONHAMS
Amelia Island, USA

11 GOODING & COMPANY
Amelia Island, USA

12 MOSTALGIA
Amelia Island, USA

12 RM SOTHEBY'S
Amelia Island, USA

12 HISTORICS AT BROOKLANDS
Weybridge, UK

14 SHANNONS
Sydney, Australia

18 RETRO CLASSIC
Stuttgart, Germany

19 BONHAMS
Goodwood, UK

19 CCA
Leamington Spa, UK

APRIL

8 BARRETT JACKSON
Palm Beach, USA

9 COYS
Techno Classica, Essen

19 BARONS
Sandown Park

20 H&H
Duxford, UK

MAY

13 COYS
Monaco

14 RM SOTHEBYS
Monaco

16 BONHAMS
Monaco

18 H&H
Donington

20 SILVERSTONE AUCTIONS
Silverstone

21 BONHAMS
Aston Martin Works
Newport Pagnell, UK



FOR SALE @ NICHOLAS MEE & CO Goldhawk Rd, London W12 www.nicholasmee.co.uk

DREAM GARAGE

ASTON MARTIN DB4

We're a bit overwhelmed with James Bond right now, what with a new film and the Aston Martin DB10 created especially for it. Yet what many don't realise is that an Aston only appeared in the seventh Bond novel; before that our suave super spy liked Bentleys, a Derby drophead early on and then a battleship grey Continental. But in the Sixties, a time when Bentleys oozed languorous luxury instead of the hairpin-hugging grip needed to outrun international assassins on a mountain road, an Aston offered the right sporting mien. Ian Fleming even has Q tell Bond in *Goldfinger* that his Bentley "has had its day, I'm afraid".

And it means that a DB5, like the one the extra-special agent drives in the *Goldfinger* and *Thunderball* films, unfairly overshadows its earlier brother.

"I think the DB4 is the best of the breed," says Neal Garrard of vendor Nicholas Mee. "It's shorter, lighter and some think prettier. Yet the Bond factor probably accounts for a 10 or 20 per cent premium for the 5 over the 4."

Anything that is arguably better and (slightly) cheaper must have appeal, and this 1960 Series II DB4 adds an aristocratic note. Ordered new by Lord Howard, Earl of Suffolk, it arrived in time to carry him and his new bride on a 4000-mile honeymoon around Europe. It later arrived in the USA, where it recently had a comprehensive restoration at an Aston Martin specialist in New Hampshire.

Like many Astons powered by Tadek Marek's straight-six this one has been enlarged from 3.7 litres to 4.2, adding urge.

"It's fantastic to drive, with lots of torque," says Neal.

Revealed in 1958 the DB4 with its beautiful Touring lines shifted the marque from a quirky car choice for the dedicated to a lifestyle device any playboy – or spy – would be happy to drive. Yes, an E-type was much cheaper, but it didn't have the hand-built presence of its double-barrelled rival which, said *Autocar*, was "a constant pleasure to drive".

It can be hard to distinguish a late DB4 from a 5 once the higher-performance Vantage version gained the cowled headlamps of the race-bred GT, which then carried over onto the successor model. But the tail of this one tells all, featuring the slim upright 'cathedral' lamps that from Series III on would be replaced by a trio of the ubiquitous conical Lucas lenses that even featured on the lid of early Daleks. And while in the 1960s you could see a Dalek once a week, an exclusive Aston Martin was much harder to spot.

FACTFILE

YEAR 1960
ENGINE straight six, 4.2 litres, 290bhp
TRANSMISSION four-speed manual
SUSPENSION front: wishbones and coils; rear: live axle, coils, Watts linkage
TOP SPEED 139mph
PRICE £645,000



New Aston DB11 is a two-generation leap technically – with 700bhp to come

Aston unveils DB11

Crucial newcomer gets 600bhp turbo V12 | BY ANDREW FRANKEL

ASTON MARTIN HAS UNVEILED the new DB11, by some margin its most important new car in more than a dozen years. Indeed you might argue it is the company's first genuinely all-new car since the launch of the DB9 in 2003.

Featuring a new structure – albeit still using sections of bonded extruded aluminium – dramatic looks, a recently developed engine and, at last, state-of-the-art telematics, the DB11 breaks fresh ground for Aston Martin in almost every area.

Most notably it is the first turbocharged Aston Martin in the company's history, though supercharging was used for both the DB7 and Virage-based Vantage. The V12 motor is believed to owe its origins to the 5.9-litre engine used in the DB7 and DB9 and all other 12-cylinder Astons, but it has been completely redesigned and its capacity reduced to 5.2 litres.

Even with modest turbo boost, its output is a genuine 600bhp, a figure matched in Aston history only by the Vantage 600 of 1998 and beaten by the One-77 hypercar alone. It provides a chunky 90bhp leap in power over the outgoing DB9, not to mention far more torque at a fraction of the revs. This is enough to reduce the 0-62mph time from 4.6sec to 3.9sec, one scant tenth of a second slower than the current flagship Vanquish. Top speed leaps from a gearbox-limited 183mph to a proper 200mph. These power, acceleration and top speed figures all trump those offered by its most obvious immediate rival, the W12-powered Bentley Continental GT.



"Its output is a genuine 600bhp, a figure matched in Aston history only by the Vantage 600 of 1998 and beaten by the One-77 hypercar alone"

To go with such potential, Aston Martin claims to have completely redesigned the suspension and steering, employing the latest adaptive damping and torque vectoring limited-slip differential to ensure the DB11 has far broader ride and handling capabilities than its forebears. The dynamic sign-off was done by Matt Becker, recently recruited from Lotus where he earned a stellar reputation for chassis tuning. The DB11 is also the first Aston to use electric power steering, none of which from any manufacturer has yet proven able to improve upon the feel of hydraulics.

Inside, the DB11 continues the theme of the exterior by offering distinctly avant-garde styling but within a reassuringly traditional setting. So the car remains a two-plus-two, but with far superior claimed rear head and legroom, slathered in high-quality leather but with information presented on funky TFT screens with telematics provided as the first fruits of Aston's technical association with Mercedes-Benz. Although some styling cues remain from older Astons, such as the line of primary push buttons across the dash, the impression is that of a car leaping not just one but at least two generations in both technology and the way it is displayed. Refinements include a touchpad allowing character recognition, automatic parking and a 360-degree view. In these regards and many more, the DB11 makes all previous Astons appear distinctly stone-aged.

At the time of writing details are still to emerge: we don't know its kerb weight but its dry 1770kg suggests it may be up to 100kg heavier than a DB9, and there is no news as yet of the Volante version to come. But it is clear that the new 5.2-litre engine is in a very gentle state of tune and that outputs above the 700bhp now needed for access to the supercar premiership are well within its grasp.

The new Aston Martin DB11 goes on sale in the autumn, at a basic price of £154,900, a leap of some £20,000 over the outgoing DB9. A huge rise, yes, but if the car proves to be as good as its massively enhanced specification suggests, one that is entirely justified.



Mid-engined Vision spearheads rebirth of Alpine marque, with clear styling links to classic A110

Bentley revises Mulsanne

ASTON MARTIN IS NOT THE ONLY premium manufacturer to have been hard at work. Up in Crewe, Bentley has given its Mulsanne flagship the most comprehensive update of its life to date.

Easily spotted by its all-new frontal styling, the Mulsanne is now a range of cars featuring the standard offering, the 530bhp Mulsanne Speed and an Extended Wheelbase version with a 250mm stretch to provide additional rear legroom. A new back seat has extendable rests for what is claimed to be first-class airline-style comfort.

Bentley claims the Extended Wheelbase Mulsanne to be "the most generously proportioned pinnacle luxury limousine in the world", suggesting somewhat bullishly that it is also, "by far the most comfortable way to travel on four wheels". That claim is likely to be contested by Rolls-Royce, among others.

Other modifications common to all Mulsannes include new seats, door-trims and armrests, a new touchscreen information and entertainment centre and glass switchgear. First deliveries of the new Mulsanne range begin in the summer at prices yet to be announced.

At the same time Bentley will also put on sale an S version of the extant Flying Spur V8, complete with a 20bhp upgrade to the hitherto 500bhp V8 Spur, reducing the 0-62mph time from 5.2 to 4.6sec and raising the top speed from 183mph to 190mph. Firmer suspension settings and enhanced styling, such as a black radiator grille and rear diffuser, complete the picture.

Alpine brand relaunched

MORE THAN 20 YEARS SINCE THE name was last used, Renault has relaunched the Alpine brand with an all-new concept car called Alpine Vision. This is claimed by its creators to be "very close" to the production car that will be revealed at this autumn's Paris Motor Show, in time to go on sale next year.

The Alpine Vision is a mid-engined, rear-wheel drive coupé, strikingly similar in appearance to the gorgeous A110 that established the reputation of the Alpine brand in the 1960s. Details of the new car's mechanical specification are unavailable, but it is believed to be powered by a transverse 2-litre four-cylinder engine, turbocharged to provide between 250-300bhp. More significantly, Alpine has hinted it will weigh about 1100kg, so it seems clear that the car will have the raw performance to justify its illustrious name.

The car is likely to come with a paddle-shift semi-automatic gearbox and a price tag of about £40,000, allowing it to undercut its most obvious rival, Alfa Romeo's beautiful but seriously flawed 4C.

But for Alpine this is just the start. Renault regards the launch as that of a new marque and has hinted that other cars will bear the Alpine name in future. Most likely and obvious is a roadster version, but talk of even an Alpine SUV has not been denied.

Alpine's history started in the mid-1950s, but it was the A110 – and its triumph in the inaugural World Rally Championship in 1973 – that really brought the name to prominence. However, the latest chapter of the Alpine story snapped shut in 1995, when it stopped producing the excellent A610. That car's failure owed everything to the public's unwillingness to pay junior supercar money for a plastic Renault and nothing about the car's immense talent and genuine charm.

New Ferrari, old labels

FERRARI HAS EXHUMED NOT ONE but two of the names in its archive to describe the comprehensively facelifted FF 2+2 coupé. Now known as the 365GTC4 Lusso, it evokes the memory of both the gorgeous but underrated 365 GTC/4 and also, of course, the original Lusso, the last of the 250GT line before it was replaced by the 275GTB in 1964.

The new Lusso uses slightly softened lines compared to the FF it replaces, but has been upgraded in all important areas. The power of the 6.3-litre V12 goes from 651bhp to 680bhp, its 0-62mph time of 3.4sec now 0.3sec faster than before, though its 208mph top speed remains both unchanged and sufficient.

Perhaps more significantly, the Lusso also now features four-wheel steering, like that already found in cars such as the Porsche 911 Turbo. In theory at least the system improves agility at low speeds, by turning the rear wheels in the opposite direction to the fronts and effectively shortening the wheelbase, and high-speed stability by turning in the same direction.





Softer lines, yet more power and four-wheel steering spring new 365GTC4 Lusso ahead of its FF forebear

Visually there are new, more contemporary headlights at the front and a pair of smaller lamps either side at the rear, in place of the FF's single units.

There is as yet no news on pricing, but is inevitably going to be at least a little more expensive than the £226,000 asked for the FF. Given that £25,000 is actually quite a modest option spend by typical V12 Ferrari customer standards, most transactions will take place north of £250,000. M



BENTLEY BENTAYGA

The looks might be inelegant – and its name more so still – but the company's first SUV is an engineering triumph | BY ANDREW FRANKEL

WHY DO THEY MAKE it so difficult? Before you can settle into those large deep chairs, and appreciate the most panoramic view ever afforded by a closed Bentley, you have first to be happy to tell people you drive a Bentayga, and second to put up with a shape that is stunningly lacking in presence for a car of its size. It's also woefully short of the beauty that for too long has failed to be a hallmark of Bentley design.

It gets in the way. I know it shouldn't, because my job is to tell you how this car drives and what it might be like to live with, not waste precious words bemoaning its looks and curious name (which you are at least as well qualified to judge as I), but to me it all forms part of the picture.

However, I find the potentially larger – albeit philosophical – stumbling block, concerning what on earth Bentley thinks it's doing building an SUV, somewhat easier to negotiate. It doesn't bother me at all, and for two reasons.

Firstly, it is not as if Bentley has spent its entire existence building lightweight two-door sports cars, as had Porsche at the time of the Cayenne's introduction. Second the Cayenne business model shows that, far from damaging great brands, these SUVs have such high margins and sell in such vast numbers that their enormous profits means more money can be spent on perhaps more 'proper' models than would otherwise have been conceivably possible. Why do you think Porsche makes a greater range of GT models – Cayman GT4, 911 GT3, GT3 RS and soon GT3 R – and sells more of them than ever before? Because it can afford to. Thanks to its SUVs, Porsche is the most profitable car company in the world: even before the introduction of the Macan, the Cayenne outsold all other Porsche models combined.

FACTFILE

£160,000

ENGINE
6.0 litres, 12 cylinders, twin turbocharged

POWER
599bhp@5000 rpm

TORQUE
663lb ft@1350 rpm

TRANSMISSION
eight-speed automatic, four-wheel drive

WEIGHT
2400kg

POWER TO WEIGHT
250bhp per tonne

0-62MPH 4.0sec
TOP SPEED 187mph
ECONOMY 21.6mpg
CO_2 296g/km

So I have high hopes the Bentayga's success (demand is so great that Bentley has already upped production from 3600 units per year to 5500) will result at the very least in the firm building the Speed Six two-seater, which promises to be the most entertaining Bentley production car since Rolls-Royce stepped in, saving the company but spoiling the fun back in 1931.

But for now we should look more closely at the vast edifice before us. Elsewhere journalists will obsess about the fact it shares a wheelbase and a few substructures with the Audi Q7 – as will the next Porsche Cayenne. The Continental GT was pointlessly lambasted for its even looser links to the VW Phaeton, so it's reasonable to assume the same will happen here. Ignore them: what matters is that the moment the massive door heaves shut behind you, this thing feels like a Bentley.

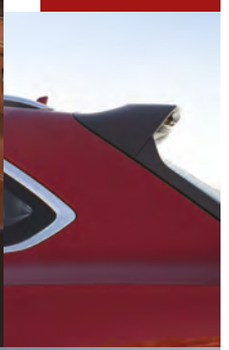
Scrutinise the wood, the leather, the chrome, the fit, the finish and the

options list ('my' Bentayga came with a gasp-inducing £75,000-worth of new goodies, enough if sacrificed to put a brand-new 911 in the garage next to it), and in these regards it is as worthy of the wings as any Continental GT or Flying Spur ever was.

It sounds like a Bentley, too. As per the modern vogue, the car is being launched in 'top down' fashion, so while a 400bhp V8 diesel and similarly powered V6 hybrid are on the way, the only Bentayga for sale right now has the full fat 6-litre, twin-turbo W12 motor under its bonnet. Or, I should say, *a* 6-litre twin-turbo W12. Although it retains the same external and internal dimensions as the engine that first appeared in a Bentley in 2003, the company claims not a nut, screw or bolt has been carried over. It has 599bhp, which sounds impressive but is in fact an uncommonly lazy output for the forced induction engine of a high-performance car these days. If it had the specific output of a common-or-garden VW Golf R, it would be close to 900bhp…

Then again, while the Bentayga will gain extra power when Speed models come along (as they most assuredly will), for now it doesn't need it. More counter-intuition is required here, because when I tell you that, at 2400kg, the car is actually relatively light, you might now be spluttering into your cornflakes. But thanks to its predominately aluminium construction (it accounts for almost all the body and underlying structure save areas where, for safety, high-tensile steel is required), this massive SUV is lighter than the convertible Continental GT. It's lighter too than a Cayenne hybrid, and only 90kg heavier than a Turbo S.





The looks are certain to be an acquired taste. Ignore the Bentayga's shape, though, and there is a dynamically impressive car beneath the surface



So with all that power (not to mention the accompanying cliff face of torque), it does things other SUVs cannot, such as reach 62mph from rest in 4.0sec, which is as fast as an AMG GT and quicker than a BMW M5, the aforementioned Cayenne Turbo and, perhaps most implausibly of all, every other Bentley on sale.

In short, it is quick enough. Impressively however, it doesn't feel that way. There's no uncouth urgency here, no sense of having to rein in the power, even in the most aggressive of its many driver-configurable settings. It does what a Bentley should so, which is glide inexorably forwards on part throttle, keeping gearchanges to a minimum, letting the torque do the work to the accompaniment of far-off thunder.

At once you notice the superb ride quality, I'd call it quite the best of any SUV I've driven were I not inherently suspicious of the way all cars ride in California, where the launch took place. Then you realise just how quiet the thing is. Being rather familiar with the local law enforcement community in this part of the world, I'll skip the details and say simply that at any speed at which you are likely ever to want to cruise anywhere in the world, not even a Range Rover gets close to these levels of refinement.

We did, of course, do all the off-road stuff too, on dirt tracks, sand dunes and even a desert racetrack, and it coped as well as you could imagine for a 2.4-tonne SUV. It wasn't fun, in a 'balance the throttle and let it drift' kind of way, but what were you expecting? All Bentaygas have suspension that allows everything from literally zero roll to almost uncoupled anti-roll bars, depending on what terrain you are on, and this feature combined with sound suspension design, a stiff structure and a whole lot of rubber provides a phenomenally wide operating envelope. It was impressive in the sand and mud it simply won't see in normal life, and never less than enjoyable on the limit with that W12 howling away.

Bentley has a hit on its hands, and that's not my judgment, but that of the market place: for now at the £160,000 price point it occupies, it has the field to itself. Others will come and make things tougher, but they will find they're up against an immensely capable and, if you can get past the looks and the name, likeable car. Does it deserve to be called a Bentley? So far as I can see, as much as any from the VW era with the possible exception of the flawed but wonderful Mulsanne. Yes it is a car I liked more than loved, but I'm not exactly the target audience. Plutocrats, sports people and self-made entrepreneurs will likely absolutely adore it.

www.motorsportmagazine.com/author/andrew-frankel

PORSCHE 911 TURBO S

The priciest car of its type, but by no means the best



PORSCHE'S INTRODUCTION of its second-generation 991-series 911 continues with models based on its four-wheel-drive architecture. The standard cars – 4, 4S and Targa – need not delay us for long here, because they combine the changes already seen in their rear-drive stable-mates (including but not limited to all-new twin-turbo engines) with the wider-track bodywork of their immediate predecessors.

Unless you live in a US snow state or similar, I just don't understand why you'd choose all-wheel drive for a 911. The cars are not traction-limited even in the wet, while those fearing the 911's on-limit behaviour would discover their all-wheel-drive systems did little or nothing to ameliorate any twitchiness. For the record, the last standard 911 road car that needed more than the usual amount of care on the limit was the 964 series, which went out of production 22 years ago.

All four-wheel drive appears to do is add weight and understeer.

The turbos are a different matter. Or, I should say, Turbos, because now all 911s save the GT3s are turbocharged, but only the mighty Turbo and its even more muscled sister the Turbo S are allowed to say so. With 553lb ft of torque at just 2200rpm, the Turbo S can tax the longitudinal limits of adhesion of all four tyres, even in the dry.

Confusingly, however, the 'gen 2' (in Porsche argot) Turbos don't have the all-new turbo engine used in lesser 911s. Instead, money matters meant the engineers were forced to use the old engine and give it a bit of a tickle. And as that now means a 20bhp jump to 532bhp and 572bhp for the Turbo and Turbo S respectively, we can confidently expect the first of the next-generation 911 Turbos to breach the 600bhp barrier.

Even as it is the Turbo S is claimed to hit 62mph in 2.9sec, nutty enough until you're told discreetly that in decent conditions 2.6sec has been achieved time and again. Off the line it feels hypercar-quick. At the other end this 911 will now do 205mph.

More interesting is the fact that Porsche has played with the car's active damping programme. It claims to have broadened its operating range, resulting in a better ride on the road and better handling on the track. I punted a Turbo S around Kyalami (as you do) where it was as capable as any 1600kg 2+2 coupé with a remit to carry business types across continents is ever likely to be. But it was not the car's natural environment.

Out on the road, it was considerably better. This is not a 911 to appeal to those who want to feel every imperfection in the surface replicated through the steering wheel rim, it's a car for maintaining a higher speed from point to point than anything else you're likely to meet, because its ability to grip, brake and overtake is frankly other-worldly.

This may be the most expensive and fastest 911 on sale, but it is only best if you want a blunt instrument to carve your way through traffic. If you appreciate the finer aspects of driving, a Carrera S is not just £60,000 cheaper but better, too, even with its newly turbocharged engine. And rear-wheel drive, of course.

FACTFILE

£145,773

ENGINE
3.8 litres, 6 cylinders, twin turbo petrol

POWER
572bhp@6750 rpm

TORQUE
553lb ft@2250 rpm

TRANSMISSION
seven-speed double clutch, four-wheel drive

WEIGHT
1600kg

POWER TO WEIGHT
358bhp per tonne

0-62MPH 2.9sec
TOP SPEED 205mph
ECONOMY 31.0mpg
CO_2 212g/km



The World Collector Automobile Show



TICKET To save time & money. Easy access – no queuing. Book tickets, here on sale now
www.technoclassica-tickets.de

Artist: Alfredo De la Maria, www.cckunst.de

28TH WORLD SHOW FOR VINTAGE, CLASSIC AND PRESTIGE AUTOMOBILES, MOTOR-SPORT, MOTORCYCLES, SPARE PARTS, RESTORATION AND WORLD CLUB MEETING

Essen, 6*-10 April 2016

MESSE ESSEN

*Wednesday, 6th April, 2 p.m. to 8 p.m.: Happy View Day / Preview

Thursday 9 a.m. to 6 p.m., Friday 9 a.m. to 7 p.m., Saturday + Sunday 9 a.m. to 6 p.m.

SIHA
AUSSTELLUNGEN PROMOTION GMBH
VERANSTALTER / ORGANISER

INFO

VISITOR AND EXHIBITOR INFORMATION WORLDWIDE: S.I.H.A. Ausstellungen Promotion GmbH, Postfach 3164, 52118 Herzogenrath, Germany, Phone: +49(0)2407-17300/-18064, Fax: +49(0)2407-17711, info@siha.de • **Information for the UK:** S.I.H.A. Ausstellungen Promotion GmbH, c/o Mr. Mark Charles, P.O. Box 502, Addlestone, GB Surrey KT15 3YJ, Phone: +44(0)8712-770363, Fax: +44(0)1932-403478, shows@ciltd.co.uk
Hotelrooms and Tourist-Information: Phone: +49(0)201-8872046, touristikzentrale@essen.de, www.essen.de
20 minutes from international Airport Düsseldorf • Advance Tickets: www.technoclassica-tickets.de

www.siha.de

www.motorsportmagazine.com/author/andrew-frankel



PEUGEOT 308GTI

A step in the right direction, but no more than that

NOT BEFORE TIME, PEUGEOT is throwing everything it has at the business of making its fast hatchbacks decent to drive once more, and there is no better evidence of this than the 308GTI.

The headline output is fairly attention-grabbing: 266bhp from a little 1.6-litre turbo four-cylinder motor, but in fact turning up the wick on such an engine is one of the easier tasks presenting itself to engineers charged with recovering a manufacturer's once great reputation in this field. Far more significant are all the other modifications Peugeot has included to ensure the 308GTI is not merely very fast, but good to drive as well.

You'd expect firmer springs, a lowered ride height and fresh dampers compared to a standard 308, but a wider track, stiffer bushing, radically different geometry and a Torsen limited-slip differential too? And what about front brakes the same diameter as those at the rear of a McLaren P1? You can't accuse these guys of not trying.

Succeeding is a different matter. The car is sensationally fast for its type, the 0-62mph time of 6.0sec a remarkable feat for a machine transmitting power through its front wheels alone. If you press the sport button it even makes a reasonable noise, albeit in an entirely synthesised, played through the speakers kind of way.

More significantly still the chassis even has some balance. It doesn't want to swivel around its mid-point like a Golf R or let its tail run free and far as does a Focus ST, but you can now at least not merely mitigate its inherent desire to understeer, you can eliminate it completely.





FACTFILE

£28,025

ENGINE
2.0 litres, 4 cylinders, turbocharged

POWER
266bhp@6000 rpm

TORQUE
243lb ft@1900 rpm

TRANSMISSION
six-speed manual, front-wheel drive

WEIGHT
1200kg

POWER TO WEIGHT
242bhp per tonne

0-62MPH 6.0sec
TOP SPEED 155mph
ECONOMY 47.1mpg
CO_2 139g/km

Add to this the real-world appeal of its remarkably spacious cabin, its startlingly clean and simple interior design and a reasonable list price given the generous level of standard equipment and you'll soon see the 308GTI makes a better case for itself than any fast Peugeot of at least the past 15 years.

The problem is that while Peugeot is undoubtedly moving in the right direction, so too are its rivals and the gap between them remains. Two significant problems prevent it attaining the levels of excellence its specification might otherwise suggest.

Firstly, that 266bhp is simply too much power for the front-drive chassis, especially as Peugeot throws all the torque at you as early as possible. Torque steer in lower gears is evident when you try to drive it properly, even when it's dry. Secondly, the steering is overly assisted and devoid of any feel: it spoils to a considerable extent all the fine work done elsewhere on the chassis.

What we have here, then, are all the raw ingredients needed to make a world-class car of this type. But as with any recipe, they still need to be expertly blended. More work is required before the result can be declared a triumph.

CIRCUITO MIKE G GUADIX
















The BEST VALUE exclusive TESTING in Europe – From €3000 per day exclusive;

- ▶ NO NOISE Restrictions: Also 24 hr Tests: 4x3 klms Circuits
- ▶ DRY SUNNY South Med Spanish Climate ▶ Purpose-built Test Facility ▶ Technical, Demanding
- ▶ REGULARLY successfully used by many Championship-winning Teams and Drivers
- ▶ Historic Race Car Shake-down Tests, Car Set-up, Driver Lap Time Improvements
- ▶ SHARE our passion of Historic & Race Cars ▶ Photos of Cars recently tested ▶ Superb Blue Skies!
































To view 500 photos link to:

www.flickr.com/photos/guadixcircuit-direct-photos

CONTACT: Clive Greenhalgh **0034 660329070** **clive@guadixcircuit.com** **www.circuitoguadix.com**



LEXUS RC

Convincing in some ways, less so in others

IF YOU'RE GOING TO TRY TO sell a car that's at a statistical disadvantage, you'd better be very sure to have some stardust up your sleeve. Such is the case with the new Lexus RC, a more affordable sister to the RC-F sports coupé reviewed on these pages little more than a year ago. So in place of a £60,000 price tag and a 5-litre V8 under the bonnet comes a rather more homespun 2-litre turbo that costs £36,495 (for the F-Sport Premium version, with all the tricks including a limited-slip diff and adaptive damping).

But just as its big sister suffered an excess of avoirdupois, so too does the RC, a whole 150kg of it compared to the benchmark BMW 428i M Sport that has the same power, the same torque and the same price to within £35.

It's true that the BMW is less well equipped and will cost more if you want an eight-speed autobox like the RC has as standard, but that will have to count for a lot to offset the fact the RC's acceleration is so poor that from a standing start you'd have no chance of keeping up with a Ford Fiesta ST costing half the money, let alone the impressively rapid BMW. And because weight infects all areas of a car's endeavours, the RC uses more fuel than the BMW, so will cost more to run and tax.

Yet there are times when the RC is genuinely enjoyable to drive. Given a reasonably open road, it will flow from apex to apex with considerable élan thanks to classy suspension, well-judged settings and one of the better electrically assisted steering systems available in this kind of car.

The RC looks the part, too, both inside and out, thanks to design far more adventurous and exciting than the tedious steady-as-she-goes approach favoured by the unimaginative styling studios of its European rivals.

What's more, it feels like a proper sports car, not a saloon that's been massaged into a very slightly more svelte shape. You sit low in the cabin, in a proper sports seat, pull the wheel close to your chest and survey a driving environment impressively appointed with screens and a multitude of switches. It doesn't function with quite the ease you'd hope (especially the mouse that controls the navigation), but with acclimatisation you get used to it, and when climbing aboard you feel a sense of occasion that never wears thin.

This, then, is the RC's USP and there's no doubting it has some merit. If what you want is a car that looks good, is pleasant to drive and will stand out from a crowd of visual Eurobores, there is quite a lot to be said for it. Remember that, for the money, it's also well equipped. To me, however, it is just too slow to carry its appearance with conviction. A car should always be able to rise to the promise of its looks and, bluntly, this one can't.

It deserves the position of the credible niche player it will undoubtedly achieve, but without posing a genuine threat to the European establishment. Ⓜ





Lexus RC 200f F-Sport

FACTFILE

£36,495

ENGINE
2.0 litres, 4 cylinders, turbocharged

POWER
241bhp@5800rpm

TORQUE
258lb ft@1650rpm

TRANSMISSION
eight-speed automatic, rear-wheel drive

WEIGHT
1675kg

POWER TO WEIGHT
144bhp per tonne

0-62MPH 7.5sec
TOP SPEED 143mph
ECONOMY 38.7mpg
CO_2 168g/km

Watch all four of our road test cars in action
@ THE MOTOR SPORT DIGITAL EDITION

SilverstoneClassic
29 | 30 | 31 JULY 2016





CAN-AM TO MAKE A THUNDEROUS RETURN AT SILVERSTONE CLASSIC!

With the historic motor racing scene garnering ever more enthusiasm, one festival singles itself out as the 'must-do' for competitors, classic car owners and fans alike thanks to its exciting on- and off-track programme – the annual Silverstone Classic (July 29-31)

THE CAN-AM 50 INTERSERIE CELEBRATION TROPHY

This summer, the Silverstone Classic celebrates the 50th anniversary of the legendary Can-Am Championship with two very special commemoration races, the culmination of a three-round Challenge in the UK.

The legendary North American-based Can-Am series spawned some of the world's most outrageous sports cars. Often boasting more than 1000bhp and with few technical restrictions, they were among the first racers to feature ground-effect aerodynamics, wings and aerospace materials. Porsche, McLaren, Lola and March were prolific in Can-Am's heyday.

TIN-TOP SUNDAY

For the first time at the festival, the racing line-up will feature no fewer than four separate touring car grids covering every period from the 1960s right up to 2000 – all on the Sunday!

The Under 2-Litre Touring Cars and Super Touring races are already strong favourites at the Classic and continue to go from strength to strength, but, adding some Yankee V8 thunder to the bill, the Pre-66 Big-Engined Touring Cars will make a popular return.

Another grid to be added, and a new one for the Classic, is the Historic Touring Car Challenge, which relives the heydays of British and European Touring Car Championships from the 1970s and '80s.



MORE THAN 100 CAR CLUBS REGISTERED!

Car clubs form an important part of the event with a huge number of privately owned classic cars proudly displayed around the infield. In 2015, a total of 120 clubs displayed 10,000 privately owned classics, providing 100,000 visitors with an unrivalled showcase of glittering automotive history. The total number of car clubs registered for the 2016 festival has already topped 100, with a diverse mix from the Midget & Sprite Club to regular glitterati such as the Porsche Club GB and the Maserati Club.

If you're the proud owner of a beautiful classic car and belong to a club, check the full list of registered clubs online and book a special club package to put your car on display. Visit: www.silverstoneclassic.com/club-list.

FAMILY FUN

Silverstone Classic isn't just about the racing, it's 'rocking and racing' plus a whole line-up of family entertainment. The Stranglers are headlining the Saturday evening concert with Reef also on the bill. For the first time, a family ticket has been introduced allowing two adults and two children to visit for the weekend and camp for a special price. Tickets are 'access all areas', including the paddocks, pits, open grandstands, club displays and all entertainment including hot-rod demonstrations, aerobatic displays, vintage fun fair and the JET Village Green.

For anyone in the market for a new racing car, Silverstone Auctions' Race Car Sale on the Friday gives you an opportunity to kick-start a competition career of your own.

Event tickets are available from www.silverstoneclassic.com, with the Early Bird Offer running until March 31

The spirit of Swallow

My thanks to Gordon Cruickshank for his fine review of the memorable *Flywheel* story. I covered the 1987 launch of the title for *Motor Cycle News* and the stories of the men who were incarcerated with Tom Swallow in Stalag IVB caught the atmosphere that had them on the edge of suicide, such was the change from the relatively carefree life as bomber crew and summer days at the village pub to the cruel discipline of life as a prisoner of war. One man recalled how depressed he was until he wandered into a hut to find Tom Swallow giving a talk about his 1930 motoring experiences; it was an inspirational experience that lifted him from his pit of despair.

I later interviewed Tom, who told me his mother had written via the Red Cross to say how tough life was in his native Oldbury, where the motorcycle dealer had closed. Tom used his one monthly letter allowance to write to BSA to say he would be interested in becoming their local agent once hostilities ceased. Despite being busy with its war effort, BSA replied.

In 1948 Tom Swallow Motorcycles, BSA agent, opened for business. Doctors forbade Tom riding in competition because of apparent ill health, but he competed in defiance of that advice. The indomitable spirit that saw him through the war clearly remained unquenched.

Jim Reynolds, Cleobury Mortimer, Shropshire

Slow, quick, quick, Stowe...

Derek Linner's March 2016 letter about an impromptu drive around Silverstone brought back a surreal memory.

Staying in my friend's caravan for the GP weekend in the early 1970s, we'd been in the paddock late one night when we realised people were doing laps of the track. I persuaded him to take us out in his almost new company car, a 2-litre Ford Cortina Mk3 GT.

He did a sedate lap and I twisted his arm to let me have a go. Coming down the Hangar Straight the weak headlights couldn't pick out the track edges clearly and I piled into Stowe much too quickly.

I vividly remember understeering towards the grass while my mate was having kittens, thinking how he'd explain this at work on Monday.

Luckily our momentum diminished enough for the tyres to regain grip and we were off down to Club unscathed. My mate thought it was down to my great driving – if only he'd known!

Arthur Bayley, Tyldesley, Greater Manchester

Beware the rides of March

Derek Linney's recent letter reminded me of an illicit circuit excursion.

In the early '70s I was a boarder at Seaford College, near Petworth, and our local circuit, although closed except for testing, was Goodwood. In the sixth form one was allowed to keep a car or motorcycle, and trips into Chichester were common on a Saturday.

The drive took you near Goodwood where I would usually stop and see if anyone was testing – usually McLaren.

Once, I think in 1972, there was nothing going on and the place seemed deserted. I couldn't resist. With the circuit gates open I revved up my Honda CD175, rode onto the circuit and blasted off to Madgwick.

Thoroughly enjoying myself and scraping the footpegs around St Mary's for the third time, I heard a noise behind me. It was a Land Rover whose driver obviously wanted to stop me for a chat. I thought my 17bhp would be enough to outrun the Landie but it was cutting corners, driving across the grass and gaining on me. Not fair, but I did eventually complete my escape.

Sorry, Lord March. I've been back frequently since and bought many of your burgers, which I hope helps redress the balance.

Phil d'Arcy, Cheltenham, Glos

Recording records

I enjoyed Simon Taylor's Lunch with… Juan Pablo Montoya article in the March 2016 issue. It was disappointing, though, not to see mention of a couple of his records. Driving for Williams in 2004 he set the fastest-ever Formula 1 lap average – 162.95mph at Monza. One year later, at Monza with McLaren, he set the highest F1 top speed at 231.523mph. Those records still stand.

Don Trantow, Buford, Georgia, USA

Bangers and smash

Simon Arron's piece about the possible demise of Wimbledon Stadium reminded me of the time I raced against James Hunt in a charity meeting during the mid-80s. The banger boys supplied cars and Hunt was in the same heat as me. There was much speculation about how good he'd be, as Hunt the Shunt had earned something of a reputation for contact during his early career.

His approach was masterly. He drove quite slowly on the inside line and no one dared go near him. He returned his car to the paddock without a scratch, in contrast to my Austin Westminster, collected by a London taxi that landed on its roof, ending my evening's racing there and then.



Juan Pablo Montoya's record Formula 1 lap speed, set at Monza in 2004, still stands today

In the same issue Nigel Roebuck's quotes from Tyler Alexander also sparked memories, particularly the suggestion that Alexander's attitude to racing fatalities was "callous".

At an event many years ago a one-time GP driver was sharing a car when his co-driver crashed fatally. During the clear-up the GP veteran came past us, still in his overalls and eating an ice-cream. Someone asked how his chum was. The old racer gave us a thumbs-down and proceeded along the pits. As LP Hartley wrote in *The Go-Between*: "The past is a foreign country. They do things differently there."

Frank Barnard, Shapwick, Somerset

Money for nothing

It's wrong that the Porsche 935/2.0 (*Motor Sport*, February 2016) participated in only two races – Norisring and Hockenheim, despite that being what you'll find written in all Porsche books.

In fact the car also participated in another Norisring event, the so-called 'Geldrennen' (cash race) with both DRM divisions running together after

CONTACT US

WRITE TO:
Motor Sport, 18-20 Rosemont Road, London NW3 6NE

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

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

LAP63

by Ludovic A. Parayre



Mike Hailwood and Niki Lauda at Brands Hatch, 1973
photo: Ian Dawson

***LAP63** is proud to offer a superb example of the desirable Citroen SM, purchased new by British motorsport legend - Mike Hailwood, otherwise known as 'Mike The Bike' (illustrated). With its amazing ownership history, the car ill be offered later this year upon completion of its full restoration, accompanied by a photographic dossier.*

A unique opportunity to own a French automotive icon with important ownership history.

We carry an array of fine and distinctive classic cars in stock and are always looking for unique and interesting cars.

Please visit our website or call for further details:

+44 (0) 20 3589 6666 *www.lap63.co.uk* *lap@ludovicparayre.com*

their main race. Jacky Ickx qualified 16th for this race and finished seventh.
Reinhard Halbgewachs, Remseck, Germany

Off the invite list

I just want to compliment you on your Alastair Caldwell podcast, after hearing what he had to say about the era during which I started my 50-year love of F1. I was at Brands Hatch in 1966 and every British Grand Prix thereafter.

Alastair's comments about how McLaren 'won' with such a small team in 1976 were incisive. Drawing the comparison with how many hundreds of staff contributed to such a spectacular failure in 2015 ensures that he will not get an invitation to McLaren Technology Centre any time soon!
Alan A Warwick, nr Newmarket, East Anglia

Short but sweet

Your Alastair Caldwell podcast? Brilliant! How motor racing should be.
John Clegg, Chadderton

Giotto and me

I was fascinated by your article in the March issue about my Bizzarrini. Bizzarrini and his college student pit crew were very nice to me, to the limit we had of not speaking each other's language. They changed the brake pads and didn't think it was necessary to tell me, so I'm roaring down the Mulsanne with traffic all over the place and I realise that I've got no brakes. Furious upping and downshifting didn't quite do the trick and I went up the earth bank on the outside of the turn, sure that I was going to get stuck, but the car sort of surfed off the top of the bank and came down smack on the road.

There were no seat belts, no fire bottles, and in those days you still had the White House turns to terrify you. As for the disqualification, I hadn't been told about the drivers' meeting and didn't know what I was supposed to do coming into the pits. In any case, the car was overheating, the gauge was just pegged, and we just made it around that last lap.

Giotto wasn't a bad guy, but he was struggling for survival and grasped the opportunity to let the disqualification be the cause of retirement instead of the car. It would've been easy to accept some sort of penalty but stay in the race – Mr Chinetti would just have had a few words with the stewards and that would've been that.

I want to thank everyone involved with the article, which is just superb.
Sam Posey, by e-mail



WERE YOU THERE?

If you were at Brand Hatch for the 1976 British GP, we would love to hear your memories of the atmosphere – and the riotous mood that erupted when it appeared James Hunt would not be allowed to take the restart. Submissions will be considered for inclusion in a future feature...

Write to us with your stories and pictures at Motor Sport, 18-20 Rosemont Road, London NW3 6NE. Or e-mail us at editorial@motorsportmagazine.co.uk

Escort ahead of its time

I was interested in your article about the 1966 Monte Carlo Rally (March issue). However, I am not surprised the Ford Escort was disqualified from fourth place in view of the fact it wasn't built then, let alone homologated!
Roger Gullen, Walkern, Hertfordshire

My slip, I'm afraid. I was thinking Cortina but typed Escort. Mea culpa. GC

Right letter, wrong number

In Doug Nye's excellent recent article on BRM engines, one minuscule detail caught my aviation 'anorak' eye.

He referred to H16 aero engines and mentioned the Napier Sabre. In fact that was an H24 configuration, as was the earlier Dagger.
Mike Higton, via email

Medical counsel

I was somewhat disappointed to read, in an otherwise excellent interview (March 2016), the virtual glamourisation of Gerhard Berger's driving exploits as a child – probably not the sort of behaviour you should be sharing with the impressionable younger generation.

I realise that most of your readers are from my rather mature age group, but hopefully not all, for the sake of *Motor Sport*'s future.
Dr Richard Thompson, via e-mail

Devoid of personalities...

Andrew Frankel's piece about driverless cars at the Detroit Motor Show – and rumours regarding a possible race series for these exciting machines – had me thinking. Maybe for once I will be first in the queue at the autograph session before the opening race.
Andrew Hodgson, Bury, Lancs

That's entertainment

I just picked up your March issue, with Gerhard Berger on the cover, and sat down with a cold beer (it's hot in Australia). I was entertained again as Berger spoke about the people and personalities of his time. Plus, I agree with his thoughts on the current F1.

In closing, it's always good to see images of Chris Amon driving any car…
Raoul Merten, Tapitallee, Australia

Winning formula?

What a terrific magazine I receive from you every month – it is beyond terrific.

I have been a huge Formula 1 fan for more than five decades, having been swayed in the early 1960s by one of my father's friends – he raced a British Racing Green Lynx Formula Vee in SCCA club racing and wore Jim Clark driving gloves.

I first watched a GP at Watkins Glen in 1970, Emerson's maiden win, and I'll always remember seeing Jacky Ickx at the airport after the race.

I have to admit that I have occasionally lost interest in F1 through the years, during periods of domination by such as Red Bull and Michael Schumacher. After attending Spa, three US GPs and Canada over the past five seasons, I am entering another period of declining interest due to the recent predictability of the races.

My simple suggestions are to give the cars an additional 50 per cent fuel allocation, provide tyres that are good for 50 miles, keep the aero as it is (including DRS), eliminate all communication (other than for safety reasons) and see what the best drivers on the planet can do with what they have when the lights go out.

Thanks for your thorough coverage of what is still often the most fascinating competition on the planet.
Skip Hudson, Singer Island, Florida



ROY MILLBANK

"I'm not sure who took the photograph," Roy says, "but it can't have been me because I'm in the picture, wearing the marshal's armband..." Our correspondent is helping to push-start Ken Wharton's BRM Type 15 at Boreham in August 1952, as Raymond Mays – one of the marque's driving forces – looks on in the background. Luigi Villoresi and Chico Landi finished 1-2 for Ferrari; Wharton was classified 16th













ANDREW MUGGERIDGE

A family wedding caused Andrew to miss Jaguar's first post-1950s win at Le Mans, in 1988, but he was there two years later to watch Martin Brundle, John Nielsen and Price Cobb take the honours in their Silk Cut XJR-12 1 Andy Wallace was part of the second-placed Jaguar crew **2** Early birds get to watch pre-race scrutineering in town **3** The winning car passes a fluttering Union Flag on the pit straight **4** Tim Harvey (left) shared C1 Spice with Fermin Velez and Chris Hodgetts **5** Nissan took a memorable pole, courtesy of Mark Blundell **6** And they're off...

SEND US YOUR IMAGES

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

***Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE**

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

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

by Richard Holt



JAEGER-LECOULTRE
Reverso Tribute Duoface, £8600

JAEGER-LECOULTRE

If you want to buy a sports watch these days there are countless options, from cheap and chunky slabs of quartz-powered plastic to imposing pieces of mechanically powered carbon fibre. But in the interwar years – when keeping a timepiece on your wrist, rather than in your waistcoat pocket, was still a relative novelty – there wasn't such a great range of wristwatches of any kind, let alone of the rugged sporting variety.

In 1930, a British cavalry officer was playing polo in India when his watch got smashed by an opposing player's mallet. This just bally well won't do, he complained, presumably to precious little sympathy from the locals. One man who did take notice, however, was the visiting Swiss businessman and watch dealer César de Trey.

César de Trey also happened to be close friends with Jacques-Davide LeCoultre, boss of the successful watch business founded by his grandfather, who was then engaged in a soon-to-be fully consummated business relationship with fellow watchmaker Edmond Jaeger.

The engineer Alfred Chauvot was appointed to put into practice a simple yet ingenious idea: a watch where the central part of the case would flip over completely, presenting errant mallets with a steel case back, rather than a fragile face.

This is how, in 1931, the Reverso was born. It was a simple idea, very cunningly executed, with a case that flicked back and forth with a beautifully engineered click. As well as providing protection when the face was turned away from danger, the case back also provided a blank canvas for engravings and enamellings that could personalise a watch to the owner's taste.

While the period Art Deco styling led to the Reverso being muscled out by more contemporary designs after the war, in the 1980s Jaeger-LeCoultre revived the model. It has continued to be a great success for the company, and is this year celebrating its 85th birthday.

While some of the latest models stick closely to the original design, the company has also made Reversos with tourbillons, moonphases and – like the watch pictured here – two faces.

This means that rather than flipping your watch to protect it from knocks, you turn it over to show a different face – either because you are travelling to a different time zone, or perhaps just when you damn well feel like it. This might not have been exactly the original watch's intention. But then again, if you just want something tough to wear on the sports field, these days a chap has so many other options.

www.jaeger-lecoultre.com



VACHERON CONSTANTIN
Overseas Automatic, £15,000

VACHERON CONSTANTIN

Having been around for more than 260 years, and fresh from unveiling the most complicated watch ever made, Vacheron Constantin is one of the undisputed daddies of fine watchmaking. As well as eye-wateringly complicated pieces and beautifully enamelled ladies' watches, Vacheron also does a very nice line in sports watches. New this year are some very handsome additions to the Overseas line, which come with redesigned cases, Poinçoin de Genève certification and water resistance to 150 metres. Each watch also comes with an easily interchangeable rubber and alligator strap in addition to the metal bracelet. It might only have one face, but it has three different looks.

www.vacheron-constantin.com



PANERAI RADIOMIR
1940 3 Days Automatic Acciaio PAM655 with white dial, £7400

PANERAI RADIOMIR

There have been white Panerais before, but they remain a rarity among their darker-dialled sisters, and pictured is the first of this particular model to come with a white face. It has a 42mm case in steel (acciaio in Italian) with straight lugs that replaced the wire lugs on the Radiomir, then the Italian frogman's watch of choice, in 1940.

www.panerai.com

ABARTH

ABARTH 695 BIPOSTO RECORD

LIMITED EDITION



ABARTH 695 BIPOSTO RECORD. 133 SUPERCARS.

On the 50th anniversary of Carlo's Abarth's astonishing 133 international records, the Abarth 695 Biposto Record pays homage to one man's legacy.

The perfect combination of performance, Italian style and race derived technology, it celebrates a true pioneer who, aged 57, lost 30 kg to aid his 1965 record attempt at Monza. Setting a new world record for acceleration over a quarter of a mile in 13.62 seconds. Redefining greatness.

Only 133 available worldwide. One for each of Carlo's records.









READ MORE ABOUT THE 133 RECORDS AND THE STORY OF THE BIPOSTO RECORD AT: WWW.ABARTHCARS.CO.UK/RECORD

The Abarth 695 Biposto Record is £36,610 OTR. Official fuel consumption figures for Abarth 695 Biposto Record: mpg (l/100km): Combined 45.6 (6.2), Urban 34.5 (8.2), Extra urban 55.4 (5.1), CO_2 Emissions: 145 g/km. Fuel consumption and CO_2 figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Model shown is the Abarth 695 Biposto Record 1.4 T-Jet 190 HP at £36,610 OTR Abarth UK is a trading style of Fiat Chrysler Automobiles UK Ltd.

MOTOR SPORT
www.motorsportmagazine.com

MEMBERSHIP OFFER

Simply complete the order form, attach your payment and send it to:
Freepost RTTA-KJXE-ERAZ, *Motor Sport* magazine,
18-20 Rosemont Road, London NW3 6NE, UK
(No stamp required if posted from the UK.)

☐ **Yes, I would like to subscribe to *Motor Sport***
☐ **I am an existing subscriber. Please renew my subscription with this offer**

Bundle options

	15 issues	30 issues
UK	☐ £55.99	☐ £95.99
Rest of World	☐ £70	☐ £126
USA	☐ $94	☐ $159

Print options

	15 issues	30 issues
UK	☐ £49.99	☐ £89.99
Rest of World	☐ £64	☐ £120
USA	☐ $85	☐ $150

Digital Only ☐ **15 issues** £49.99 ☐ **30 issues** £89.99

Digital Plus ☐ **15 issues** £52.99 ☐ **30 issues** £92.99

MY DETAILS

Title Forename Surname

Address

Postcode Country

Telephone

E-mail

GIFT RECIPIENT

Title Forename Surname

Address

Postcode Country

Telephone

E-mail

A valid email is required for all Bundle and Digital subscriptions

PAYMENT OPTIONS – 3 EASY WAYS TO PAY

☐ **1.** I wish to pay by Direct Debit (UK only). Please complete the form below (or a copy) and send to the address above, or call our subscription hotline

Instruction to your Bank or Building Society to pay by Direct Debit

To the Bank Manager (Bank/Building Society)

Address

Postcode

Name of account holder

Bank/Building Society account number

Bank sort code

Banks and Building Societies may not accept Direct Debit instructions for some types of account

Originator's identification number

5 5 6 9 6 5

Please pay *Motor Sport* Magazine Ltd from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may stay with *Motor Sport* and, if so, details will be passed electronically to my Bank/Building Society.

Signature

Date

☐ **2.** Please debit my: ☐ Visa ☐ Mastercard ☐ Amex ☐ Maestro

Card no:

Expiry Date:

Maestro: *(Start date)* Issue number: *(If applicable)* Security number: *(Last 3 digits on reverse of card)*

Signature Date

☐ **3.** I enclose a cheque for _____ (payable to *Motor Sport*)

Terms & conditions: Offer closes April 30, 2016. Subscriptions by Direct Debit will automatically renew upon expiry. Should the price increase thereafter you will be notified in advance. You can cancel at any time and receive a full refund on any issues yet to be mailed, with no questions asked. This offer is available to new subscribers only. Motor Sport may send you details of our products and services which we think may be of interest to you. Please tick if you do not wish to receive such offers by post or telephone ☐. Please tick if you do not wish to receive such offers by e-mail ☐. Occasionally we may pass your details to selected companies. If you do not wish to receive their products or offers, please tick this box ☐.
QUOTE CODE DP16

Available in...



SAVE 70%

Bundle

The total *Motor Sport* experience

Get monthly delivery of your print magazine and instant access to the interactive digital magazine, as well as uninterrupted access to the *Motor Sport* online archive for over 90 years of *Motor Sport* content.



SAVE 40%

Print

Save on the high-street price and receive issues direct to your door before they are in the shops.



SAVE 40%

Digital

DIGITAL ONLY Get instant access to the digital magazine, which contains fantastic interactive articles and videos. Also includes access to all our digital supplements such as GP reports. **DIGITAL PLUS** includes Digital Only, plus access to the *Motor Sport* online archive.

NOW AVAILABLE ON
DESKTOP, SMARTPHONE & TABLETS

30 ISSUES FOR THE PRICE OF 24 or 15 ISSUES FOR THE PRICE OF 12

Receive up to 6 free issues

WHEN YOU SUBSCRIBE TO *MOTOR SPORT*



Subscribe to *Motor Sport* magazine today and you will receive 30 issues for the price of 24, or 15 for the price of 12.

For the very best in our sport in all its forms, you need to read *Motor Sport*. Each month the magazine covers every aspect of the business, with exclusive interviews, industry insights, in-depth features, uncensored commentary on Formula 1, historic racing, Le Mans, MotoGP, the US scene and much, much more.

Subscribing to the magazine offers you more than just the very best in motor sport

- Save money on every issue – wherever you are in the world, you'll benefit when you subscribe
- Discounted entry to selected events
- FREE delivery direct to your door
- Get every issue before it appears in the shops

3 EASY WAYS TO SUBSCRIBE

Visit www.motorsportmagazine.com/DP16

Call +44 (0) 20 7349 8484 or USA Toll Free on 1-866-808-5828 and quote DP16

Complete and post the form on the opposite page

FOUR WHEELS GOOD



LAT



WELLOFFSIDE

TWO WHEELS NEVER BETTERED

This is the story of Mike Hailwood, European F2 champion, F1 podium finisher and one of the finest riders ever to grace a racing motorcycle



Mike THE bike

Ignore his privileged background. Good kit might have been readily available, but nobody could have extracted more from it...

writer MAT OXLEY

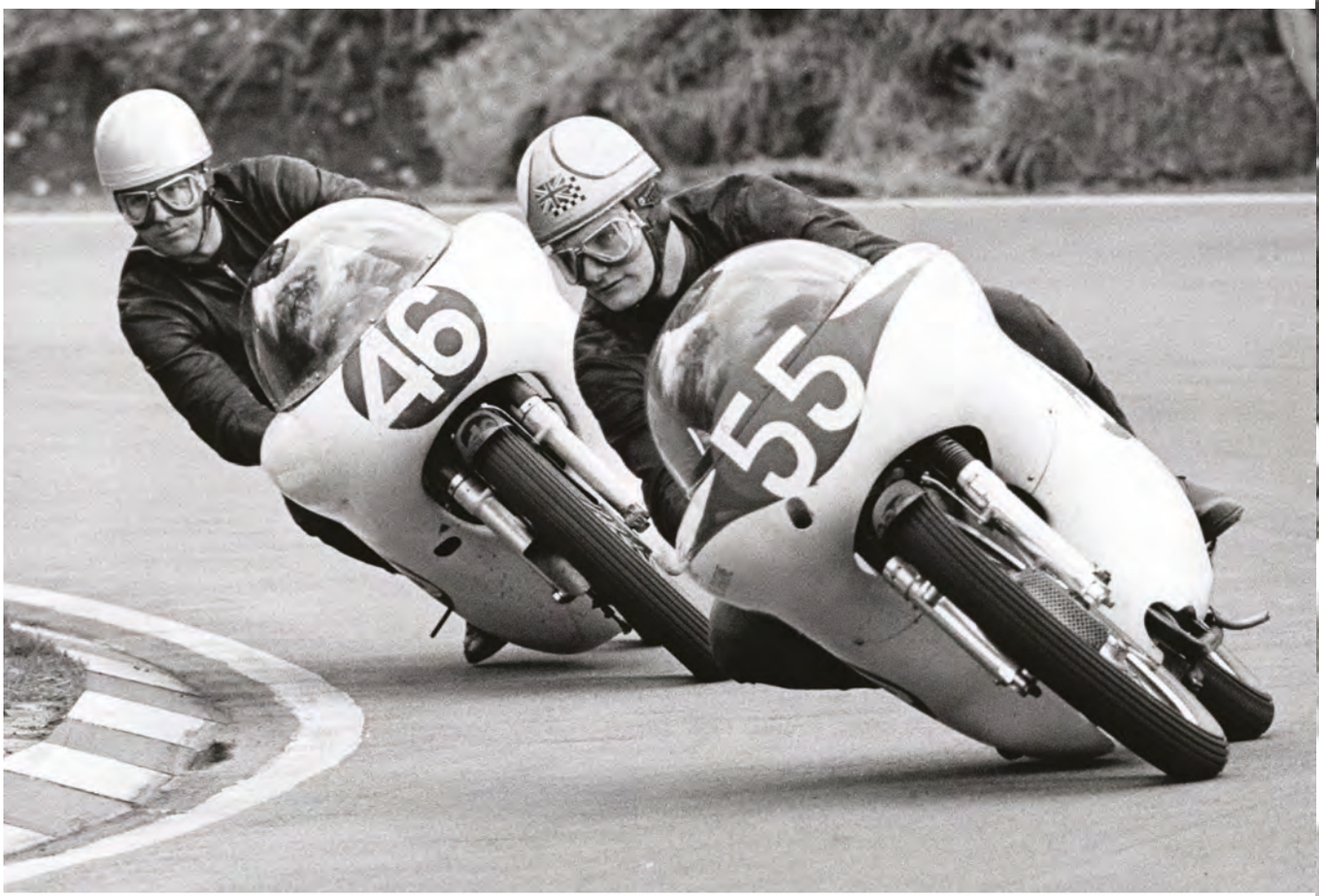
MIKE HAILWOOD HAS been dead more than three decades, but his talent still towers over the sport of motorcycle racing. Alongside Valentino Rossi, Mike the Bike is the only rider to be considered seriously for the title of 'greatest ever'.

Angel Nieto is one of few people to have seen both men riding at the height of their powers. The Spaniard, who won 13 world titles in the smaller classes and now attends MotoGP events as a TV pundit, has no doubt about who deserves that particular accolade.

"Hailwood!" he says without equivocation. "He was better than Rossi; f***ing incredible. He could ride anything: two-stroke, four-stroke, whatever. If he was here now, he would be on top for sure."



MORTONS





Hailwood's career spanned three decades, from winning on Norton singles in the 1950s, to world glory with MV Agusta and Honda in the 1960s and finally to his fairy-tale comeback from early retirement at the 1978 Isle of Man TT. He won 14 TTs, a further 60 Grands Prix, nine GP world championships across the 250, 350 and 500cc classes and a Formula 1 TT world title. He could win on any motorcycle, on any circuit and in any conditions.

What made the Briton extra special was the way in which he carried his talent. He wore it lightly and humbly, apparently treating the sport as a bit of a laugh, a diversion to stave off boredom while he wasn't involved in the more serious business of having a good time. This was of course a charade, perhaps designed to fool himself as much as others, because he raced at a time when funerals were regular events on any racer's calendar.

"The reality was that one of us died every month during the racing season," says Jim Redman, one of Hailwood's team-mates at Honda during the 1960s. "Five of us started the 1962 season as the main men for the 350cc world championship. I won it and Mike was second but Gary Hocking, Bob McIntyre and Tom Phillis were dead. Mike said to me, 'You know we're on the short list now, don't you?' So I said, 'What do you do, stop?' And he said, 'No, make a will!' I think we had to joke about it." Hailwood, more than most, employed gallows humour to keep fear at bay.

Hailwood's commitment was absolute at a time when any mistake might be your last. He had a wondrous ability to ride a motorcycle and he wasn't going to let a few walls, trees or lamp posts get in his way of using it.

❖

"MIKE WAS BLINDINGLY QUICK THROUGH the corners and on the throttle very early," said another Honda team-mate, Ralph Bryans, who passed away in 2014. "His lines were good too – if you put a postage stamp on the road he would run over it every lap. And you knew when he was behind you that he was going to come past; there were no two ways about it."

Many modern fans mistakenly believe that racing in the days of drum brakes, treaded tyres and nominal horsepower was, in spite of the dangers, a somewhat sluggish affair. Not so, said Bryans, recalling riding out to practice with Hailwood at Imatra, both of them aboard Honda's fabled six-cylinder 250.

"Round the back of the circuit there was a triple-apex corner with a vicious camber. I sat up, looked at it, knocked back a gear, went over the first camber and Mike came shooting past, front wheel in the air, across the first camber, down again, dirt flying off the road, and across the next camber. I shut off because I thought I was going to witness the biggest accident ever, but he got round. And the bugger did exactly the same thing for the next four laps. I said to him afterwards, 'Jesus, Mike, that was near the bone.' He said, 'I know, I gave myself a fright the first time, but then I realised I could do it.' So he kept doing it."

And yet Hailwood was mostly known for his uncannily smooth riding technique. Fellow TT winner Peter Williams was one man who appreciated the neatness above everything else.

"Mike's style was very smooth and he was so good to watch," says Williams. "He had a certain economy of movement, just enough and not too much. I think Rossi is similar – very smooth and stylish, and he doesn't manhandle the bike. Mike was a great rider and an incredibly brave man."

Born on April 2 1940, Hailwood started working on his talent at a very early age, thanks to his hard-nosed businessman father. Stan 'The Wallet' Hailwood owned a chain of motorcycle shops and devoted much of his time to ensuring his son had everything he needed to make his way in racing. Aged seven Hailwood was given



Pictured at the TT, Hailwood made his GP debut in '58. Left, leading Norton rival Phil Read on an AJS at Brands Hatch, Good Friday 1962

MORTONS

"HAILWOOD WON HIS FIRST RACE WEEKS AFTER HIS DEBUT AND TOOK THREE BRITISH TITLES IN HIS DEBUT SEASON"

a hand-built minibike to thrash around the grounds of the family's Oxfordshire home.

He started racing just days after reaching the minimum age of 17, while he worked his apprenticeship at Triumph (making the tea). From that moment his father bought him the best bikes and harangued the media to get the best coverage. Hailwood invariably arrived at British meetings in dad's Bentley, while his bikes travelled in a separate truck. No doubt this annoyed his poorer rivals, which might help explain his affable paddock nature, because he wanted to be one of the boys, not Lord Snooty.

"Mike would turn up at meetings with six Nortons in his truck, and who the hell else had that?" remembers Aussie rival Jack Ahearn. "But it was for the right bloke: Mike was a bloody good rider. His old man was the one I didn't like; Stan 'The Wallet' was a miserable old bastard!"

Old man Hailwood ran the family racing team as a business: he paid his son a wage and bonuses and gave him a Mark 2 Jaguar company car and the best bikes.

Such a combination of talent and equipment was unstoppable. Hailwood won his first race just weeks after his debut and took three British titles in his debut season.

Of course, dad's sights were set on much greater prizes and it is probably fair to say Stan was more ambitious than Mike. So much so that Hailwood wasn't averse to a wee drinkie while he was racing.

"There were two occasions when I did compete 'under the influence'," wrote Hailwood in *Racing and All That*, published shortly before his death. "The first time was on my 21st birthday at Snetterton and all the lads brought along bottles of champagne. I managed to knock quite a lot of this back between practice and the race and I remember wheeling my Norton to the start line in a fairly 'merry' mood. Nothing untoward happened…"

Stan's quest for the best machinery took him to Bologna, where he scored a state-of-the-art Ducati 125, which Hailwood rode to his first

Grand Prix success at the 1959 Ulster.

In 1961 dad spotted another new power on the horizon. Just one week after Honda won its first Grand Prix he had his son aboard one of the Japanese machines. Hailwood immediately made history by becoming the first rider to win three TTs in a week: the 125 and 250cc races for Honda and the 500 on a Norton Manx. Three months later he secured Honda's first world title at Kristianstad, Sweden, where he was greeted by Mr and Mrs Honda, who had flown from Japan for the occasion.

❖

FOR SEVEN YEARS HAILWOOD WAS A mainstay of Grands Prix, first with Honda, then MV, then Honda again. He had the great fortune to reign in one of bike racing's golden ages, when the up-and-coming Japanese factories fought a war of fabulous engineering: Honda's four-strokes against the two-strokes of Yamaha and Suzuki.

Honda held the two-stroke hordes at bay for several years, multiplying cylinders and revs until they had armed their riders with the 250 six as well as a five-cylinder 125 and a twin-cylinder 50. The 1967 version of the 50 revved beyond 22,000rpm and made 280 horsepower per litre.

Hailwood probably had no idea he was living through such special times because technology held no interest for him, as Bryans recalled.

"Mike's mechanical knowledge was practically zero – he didn't have the remotest idea. I was there when he jumped aboard the 250 six for the first time at Suzuka. He came back in and they asked him what it was like and he said, 'Bloody awful.' But as for what was it doing and what could they do to fix it – absolutely no feedback whatsoever. It was lucky there wasn't much set-up to do in those days – there was only one tyre choice and we would set the suspension at the start of the year and never touch it again."

Perhaps it was this lack of interest in the machinery that helped make him so good at hopping aboard any bike and making the most of it. "If you cobbled something together and gave it to him he would wring its neck right away without thinking about it," added Bryans. "Most riders want the bike to be right before you can do your best, but Mike didn't seem to bother that much. He had an extraordinary talent for riding practically anything."

Even when the motorcycle was falling to pieces. Williams still struggles to comprehend Hailwood's ride in the 1967 Senior TT, when he won an epic battle with Giacomo Agostini's MV, despite a loose throttle.

"He automatically made allowances for any disadvantage the bike was giving him," says Williams. "I mean, how on earth do you win a TT with a loose throttle? Just mind-blowing."

Of course, Hailwood did have attributes other than pure riding skill in his racing armoury. He could certainly be crafty when required. Pat Slinn, who fettled Hailwood's Ducati 900SS during his TT comeback, recalls a funny moment during practice week.

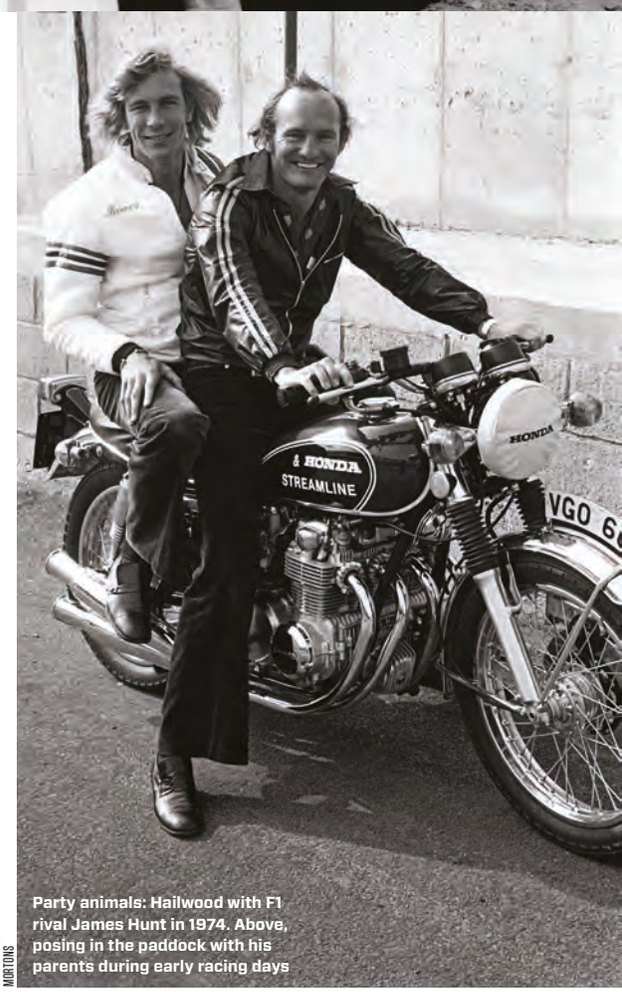
"Mike was the master at winding people up," Slinn says. "We were in pitlane with [Yamaha mechanic] Nobby Clark, and Mike had just done a couple of very quick laps on the Yamaha 500, riding around with Mick Grant. Mick said, 'I nearly got past you here and I wanted to come past there but I thought I'd better not.' Then Mike turned to Nobby and said, 'That reminds me, can you check it out, I think the bloody thing was only running on three.' I thought that was absolutely amazing."

Sometimes the mind-games bore real results, like at the 1965 East German GP at the partially cobblestoned Sachsenring, where Redman asked 500 rider Hailwood to bamboozle Yamaha rival Phil Read before the 250 race.

"I asked Mike to stroll past us as we lined up for the start of the 250 race. I would call out to him and ask how the track had been in the 500 race, and he would shout back the opposite of the truth. He wandered past the front row and said, 'Be bloody careful, it's f***ing slippery!'" Redman duly stole enough of a lead during the first lap to win the race convincingly.

Away from the racetrack, Hailwood dedicated himself to living a wild life, with all that entailed in the 1960s. He spent a lot of time with friend and rival Bill Ivy, the man





MORTONS

Party animals: Hailwood with F1 rival James Hunt in 1974. Above, posing in the paddock with his parents during early racing days

often referred to as bike racing's first rock star. On one occasion the pair turned up at Snetterton disguised as pot-smoking hippies. At other times they drove around Europe from race to race like they were filming a car chase for the next James Bond.

"Bill was in his Stingray and I had a Ferrari," wrote Hailwood of one of their cop-baiting encounters. "We had a fantastic dice from Zurich to Clermont-Ferrand. The cars were steaming wrecks by the time we got there."

An Isle of Man outing in Ivy's Ferrari 275 GTB/4 – aimed at impressing a female admirer – ended less happily. "We went charging down past the Highlander at about 140mph," recalled Hailwood. "As we came up to Greeba Castle I said, 'Bill, you're going a bit too fast, you're never going to get round.' And he said, 'Oh, we'll be all right'."

They weren't, of course. Ivy put the Ferrari into the wall, causing major damage. The woman ended up dizzy with shock, vomiting by the roadside.

❖

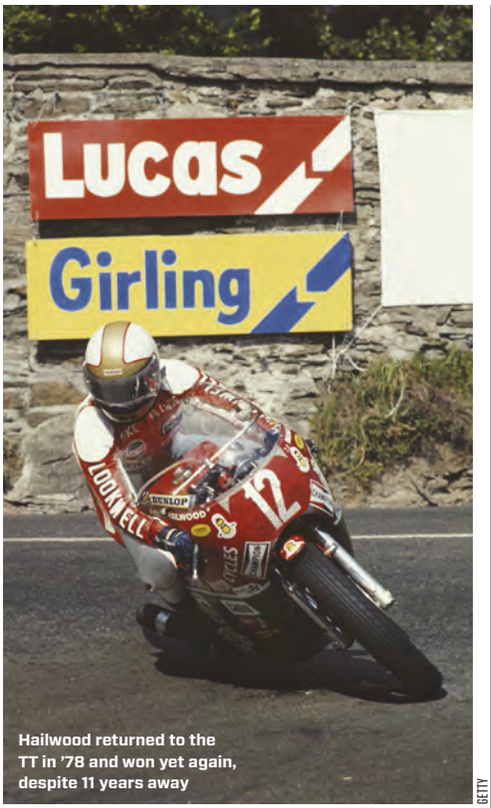
FAST CARS WEREN'T HIS ONLY weakness. His others were "women and drink", according to Bryans, who remembered various incidents involving those vices. Some are unprintable; not so this tale from the 1966 Belgian Grand Prix at Spa, where Redman had suffered a terrifying, career-ending accident.

"After the racing, Mike, myself and Stuart Graham jumped in Mike's Ferrari to see how Jim was," remembered Bryans. "The hospital was a big old chateau, staffed by nuns. After we had seen Jim we were leaving, when Mike approaches this nurse and says, 'Excuse me, could I have a shot of streptomycin?' The nun says, 'Why do you want a shot of streptomycin?' Mike says, 'Because I'm allergic to penicillin.' And she says, 'But why do you require an antibiotic?' And he says, 'I've got a dose of the clap.' He had been down in Cannes and had come back with more than he bargained for. Mike was just an ordinary bloke – he enjoyed a laugh, a drink and a party."

He also had empathy and an ego that was very much under control. After the 1967 Senior, when he had been neck and neck with Agostini until the MV broke, he went out of his way to cheer up the heartbroken Italian.

"That evening Mike picked me up from my hotel and took me to the discotheque," Ago says. "He told me, you were the winner today, which was fantastic."

Then again, there were moments when he was all killer instinct. "Mike took his racing very, very seriously," said Bryans, recalling an episode at the 1966 East German GP. "Mike's bike had broken and Ago was running away with the race when, lo and behold, Ago crashed on the last lap. Mike was in his caravan in a foul mood. I went in and said, 'Hey Mike, Ago just crashed!' And what did Mike say to that? 'F**king good!' There was no, 'Is he all right?' or anything."



Hailwood returned to the TT in '78 and won yet again, despite 11 years away

GETTY

"HE RODE TO VICTORY IN THE 1978 FORMULA 1 TT, TRIGGERING A HUGE PARTY"

This was at the height of the pair's first duel for the 500 title, Hailwood on Honda's fast but frightening RC181, Agostini on the much friendlier MV. Ago won and did so again in 1967. Hailwood remembered both those seasons with a shiver. "It wasn't just the usual matter of trying to win with the RC181," he wrote later. "It was trying to stay on the thing, it really was the most frightening experience."

The 181 was so bad that Hailwood asked for help from the more technically minded John Surtees. "Mike said to me, come and make the Honda as nice to ride as the MV," says Surtees, who had transformed the MV into a winner during the 1950s.

Honda withdrew from motorcycle Grand Prix racing at the end of 1967, having come from nowhere to dominate the sport in just a few years. It needed the money to spend on its new Formula 1 adventure. The company was so keen to retain its links with Hailwood that it paid him a lot of money to stay out of GP racing. Instead he rode in non-championship events and then had a couple of unsuccessful attempts at the Daytona 200 with BSA.

❖

WHEN HIS CAR CAREER ENDED HE emigrated to New Zealand, but soon became bored and skint. The cure for these ills was obvious: a return to the TT, which had recently been shorn of GP status and was keen to revive old glories, even if it meant paying a pile of money to a balding, overweight 38-year-old who hadn't tackled the deadly Mountain course for more than a decade.

His hugely hyped return had many fans fretting: would Mike the Bike tarnish his legend by struggling to a lowly finish before dashing to the bank?

In fact Hailwood was confident he would be on the pace. "I realised that I would be quickly down the tubes if I tried to go Grand Prix racing, but I felt the Island would continue to be kind to me and I that I could have a wobble round without disgracing myself."

But he had much to do before the comeback, like getting to know the latest bikes and tyres, which had come a long way in a decade.

Mechanics remember him making steady, untroubled progress during testing with bikes like Yamaha's scary TZ750 two-stroke and being as laidback as he had been as a youngster. They recall his embarrassment when asking for adjustments, in case it put them to too much trouble. "It's OK, really, I can ride it like this," he said.

Of course, Hailwood's Island comeback was a great triumph. He rode the Ducati to victory in the 1978 Formula 1 TT, triggering a huge party across the Isle of Man.

Slinn still recalls the celebrations. "We had a wonderful party in a little restaurant in Douglas and saw the sun come up. Mike certainly knew how to let his hair down. He was very, very fast and people adored him because he was a nice guy. He was the last of a breed."

The following June Hailwood did it again, wrestling a state-of-the-art Suzuki 500 GP bike to victory in the Senior TT.

Less than two years later he was dead, the innocent victim of a stupid road accident. Hailwood was driving his Rover to get fish and chips with son David and daughter Michelle when a truck made an illegal U-turn in front of them. Michelle was killed instantly, Hailwood was mortally injured and passed away two days later.

The pair were buried at St Mary Magdalene church in Tamworth-in-Arden, Warwickshire. The pallbearers included Agostini, John Surtees, James Hunt and Geoff Duke.

Mike THE car

Two stabs at F1 yielded no victories, but don't be fooled by the record books. Hailwood was good enough to win at racing's top echelon

writer PAUL FEARNLEY

MIKE HAILWOOD TOOK easily to Formula 1. Its driving aspect at least. At the second time of asking, that is. His first was premature, beset by distraction, frustration and unease. A living god on two wheels one week, lumbered with a four-wheeled dog the next, he railed against claustrophobic cockpits and cloistered paddocks. "I'm always glad to get back to a motorcycle meeting," he admitted in 1964, a season of unbroken motorbike success with MV Agusta cleft by a shattered F1 dream. "The motorcycle gang are much more friendly."

If his distaste was fundamentally tribal, there had been devil in F1's detail, too. "I feel far more in control of a bike than I ever do in a racing car," he continued. "The most difficult thing I found was to change gear with my hand… stirring rather than just going up or down all the time [with my foot]. I never knew which gear I was in, or which I was going into next, which was quite frightening.



WELLOFFSIDE

"A car weaves, its wheels wobble, and around the corners you never know where it's going to go. You turn the wheel and it understeers, sometimes. You put your foot down and it starts sliding. It's against all my principles having ridden bikes since I was seven. I get tense when you're supposed to relax and drive your way out of a slide. It'll take a couple of years to get used to it."

Perhaps lulled by John Surtees' seamless transition of 1960 – albeit in arguably the most competitive car of his F1 career, a works Lotus 18 – Hailwood had underestimated the task. He made his F1 debut at Silverstone's 1963 British GP after just three Formula Junior races – two of which he won – and finished a distant yet competent eighth in a privateer Lotus 24-Climax on carbs. He contested 23 F1 races thereafter and ran as high as fourth in Austria (after a spin) and America in 1964, but had only a single world championship point to his name: sixth at Monaco 1964 in an oversteering Lotus 25-BRM. What's more, he was paying for the 'privilege' through an unwise investment in the late Reg Parnell's team; Mike inherited none of his millionaire father's acumen. He wised up after a disappointing Monaco in 1965, sold his share back to Tim Parnell and walked away.

❖

RICHARD ATTWOOD "I had gone to the team's Hounslow base to see if I fitted the car and noticed that its steering wheel was labelled 'steering wheel'. Also there was a note saying 'gear lever' with a big arrow pointing to the gear lever. Just ridiculous. I soon realised who had done it and why. Mike must have thought I was a public school puff. That's why he started taking the Mickey straight away. He was quite offhand when I met him, flippant in a defensive way.

"Concentrating on my own thing, I was vaguely aware that he was struggling. I'd arrived from BRM with a fettled works engine, whereas his was standard. Plus Monaco suited me and I loved the place. After qualifying [Attwood was the quicker by 2.6 seconds] he realised that I had more ability than he'd given me credit for and we ended up having the most fantastic weekend. We saw the dawn come up. We both had a girl. It started as a shambles but we were blood brothers by the end.

"For me, however, it was an opportunity. For him, F1 was a disaster. He was probably too busy to test properly and perhaps he didn't give it a fair go. But he proved much later how quick he was in a car. Stunning on occasion. I think he might have been faster than John Surtees. Certainly he was on a par."

Six years – and five more motorbike world titles – later, he was back, driving for Team Surtees and scratching for victory in F1's most frenetic GP: five men, all desperately seeking their maiden victory, separated by six tenths.



BUY THIS IMAGE

Hailwood in his fourth car race, the 1963 British GP. Below, F5000 Lola T190 at Thruxton in 1970



LAT

Though Hailwood didn't prevail that hazy September day at Monza – he finished fourth behind Formula 5000 sparring (and partying) partner Peter Gethin – he had, aged 31, joined Ronnie Peterson and François Cevert in the 'next generation'.

There was inevitability to 'Surtees & Hailwood'. Their fathers had raced each other in sidecars before WWII and Mike followed John from Norton to Reg Parnell via MV. Their similarities ran only leathers-deep, however: Surtees was intense, studious and technically minded, whereas Hailwood's idea of a successful debriefing was a racy conclusion to another wild night.

JOHN SURTEES "A natural rider, he tended to ride around problems. When he came to cars he wasn't getting the best out of himself relative to their set-up. He had no knowledge yet wouldn't ask; I had to approach him. He was telling me his problems when I said; 'You need to ride… drive for another motorcyclist who understands what you're feeling'."

TIM SCHENKEN "Mike just turned up, drove and then left. He didn't have to work at it. He was just quick. He didn't get involved in any technical stuff and had no time for politics. That suited John perfectly because he didn't need anybody else fussing or worrying about this, that or the other because he wrapped himself up in all of that. They had that biker's bond, too."

Their car relationship was forged in F5000 during the bulk of 1971. Hailwood had already enjoyed two convivial and competitive seasons in these rugged single-seaters aboard twitchy Lolas run by Jackie Epstein. He'd also spent 1969 driving Gulf Ford GT40s and Mirage for

JW Automotive Engineering. The surprise withdrawal of Honda – "The people I was driving… riding for" – prior to the 1968 season had left him at a loose end. Paid a £50,000 retainer not to ride for anyone else, it was the ideal opportunity to give cars another try.

DAVID HOBBS "When Bernard White, a rich guy from Yorkshire with no visible means of support, told me I'd be sharing one of his cars in the 1966 [winter] Springbok Series with Mike Hailwood, my hackles went up. Bikers weren't high on my list of social types. Likewise, Mike probably thought I was a snobby toff. We were billeted with a family and rolled up separately but, within about 15 seconds, we realised we were two peas in a pod.

"So I was full of enthusiasm when [JWAE] told me he was to replace Paul Hawkins as my co-driver. I thought Mike's driving terrific: very fast, very good in the wet, very underrated. He was just brilliant. He moved unbelievably well when he danced; he played clarinet, guitar, drums and piano; and he was a fantastic water-skier. He had a girl in every port, too. Quite remarkable.

"But he had a dark side and could be moody. [Jacky] Ickx infuriated him beyond measure because he was such a cocky little… and [team manager] David Yorke treated him like Helmut Marko treated Vettel. Mike read voraciously and once, when he was leaping about trying to catch a butterfly – something Yorke found terrifically amusing – Jacky bumped into him. Mike just looked up from his book and said, 'Hey, I was winning races and world titles when you…' He wasn't some pikey off the street. Mike had tremendous credentials of his own. Jacky hit a raw spot. So, to a certain degree, did Jackie Oliver [Ickx's co-driver]; Mike called him the 'Romford Yobbo'.

"We would have won at Le Mans but for Yorke. We were a lap ahead of the other car when our brake pedal went to the floor approaching Mulsanne. Yorke immediately ordered a pad-change. I shouted, 'No, it's more than that!' but he ignored me. He didn't like me. Sure enough, I almost ran over the poor marshal at the end of the pitlane and we lost more time with another stop after a slow lap. A balance weight had chafed through the caliper's bridge pipe."

They finished third, four laps in arrears of winners Ickx/Oliver.

Though Hailwood wisely steered clear of F1's glare as he learned his craft the second time around, he had plenty of convincing to do still, particularly after an embarrassing accident at Le Mans in a Gulf Porsche 917 the following year.

JOHN HORSMAN "He came in for a scheduled fuel stop [from third place after three hours] and it started spotting with rain. Asked if he wanted intermediates, he declined. The heavens opened two or three minutes later. We had the jacks and tyres ready but he went sailing past, only to crash out near the Dunlop Bridge."

HOBBS "He never said why. He probably thought he could handle it. [Team boss] John Wyer shouted, 'Don't call us, we'll call you!' That hurt. We went back to the hotel and had a helluva night, albeit for the wrong reasons. Attwood and [Hans] Herrmann won with a 4.5-litre engine like ours; the 5-litres weren't yet reliable. We would have won easily. But I had no major recriminations with Mike."

The unimpressed Wyer wasn't alone, however. *Motor Sport* correspondent Denis Jenkinson, a sidecar world champion, was often snippy about Hailwood's larrikin image, while others queried his continuing to occasionally compete on bikes: privateer Hondas in the UK, Italy's Temporada Romagnola and South Africa; a Seeley at Mallory Park's 1969 Race of the Year; and works BSAs at the Daytona 200. Shy and detached rather than arrogant, confident rather than conceited, Hailwood hated unpunctuality and complained that his "Mucky bugger!" tenant Niki Lauda never washed up or made his bed. That, however, was not how many of the car brigade perceived 'Micycle the Bicycle'.

SURTEES "Being in and out, he had made few friends in cars and wasn't accepted until he started properly. Then they had to treat him seriously."

PAULINE HAILWOOD "He was pleased to be offered a drive [by Surtees]. F1 is what he wanted to do by then. Mike and John knew they were chalk and cheese and understood each other, I think."

SURTEES "He used to get terribly wound up before a race, so there wasn't much point sending him to bed early. He'd never have slept anyway. I had an extremely high regard for him and a lot of confidence in him. A very special talent on bikes and in cars, he was so unfortunate not to win the odd F1 race with us."



Hailwood en route to eighth, three laps down, at Monaco in 1973 – a season that proved fruitless

LAT

"MIKE WAS JUST BRILLIANT. HE PLAYED CLARINET, GUITAR, DRUMS AND PIANO AND HAD A GIRL IN EVERY PORT"

❖

RUNNER-UP IN THE 1972 F5000 TASMAN Series, Hailwood dashed to Kyalami for the South African GP – he'd missed the Argentina opener – and qualified fourth despite losing Thursday's practice session to a gearbox problem. The race's fastest man, he had leader Jackie Stewart's Tyrrell 003 at his mercy – "There was no way I wasn't going to win that one" – when a bolt in his TS9B's rear suspension broke on lap 29.

A fortnight later he qualified on the front row for the Brands Hatch Race of Champions and finished second to Emerson Fittipaldi's Lotus 72. In April's International Trophy at a bitterly cold Silverstone, he again set fastest lap, and passed 'Emmo' for the lead at Copse on

lap 24, only for a faulty cooling system cap to let his water boil away.

In May he kick-started his European Formula 2 campaign with a second place and lap record (for all eternity) at Crystal Palace. June brought him a fourth at the Belgian GP and another F2 second and fastest lap, at Rouen. Fittipaldi beat him on the latter occasion but was ineligible for points as a graded driver. Cosworth had also favoured the Brazilian's Lotus 69 with a rare BDF engine, whereas Hailwood's TS10 used a smaller-capacity BDA tuned by Brian Hart.

After scoring a point in July's French GP at Clermont-Ferrand, he was again content to play second fiddle to Fittipaldi and his BDF – and cannily score another maximum – at the Österreichring. In Emmo's absence, he then won outright at Sweden's Mantorp Park in August. He also won the first heat, from pole, at Enna, but retired from the second. Between F2 times he finished fourth in the Austrian GP.

September began with another outright F2 victory, at Salzburgring, and included another starring role at an Italian GP: had his airbox not come adrift after 19 laps, costing him 300rpm, he might have won rather than finish second to Fittipaldi. A decision to skip the Canadian GP, in a bid to secure the F2 title at Albi, looked like paying dividends when he won his heat, defeating the Brabham of rival Jean-Pierre Jaussaud, but he struck trouble in the final. Instead he sealed the championship the following weekend, at Hockenheim, with another calculating second place behind a graded driver with a BDF.

An F2 victory at Interlagos in November – that man Fittipaldi beat him to the three-race Torneio title – wrapped up an excellent season. In contrast 1973 began to unravel from the moment – five laps from victory in the Race of Champions – when his TS14A's rear suspension collapsed and Mike threw his crash helmet to the ground in a rare display of petulance. Those F1 frustrations were building again.

❖

SURTEES "We were the first [in 1972] to build a full crushable structure for the new regulations [in 1973] and that worked against us when they backtracked; our car could have been lighter. Then Firestone announced its withdrawal. It backtracked, too, and made one tyre construction. Our fronts were destroyed. And I would have loved a batch of fresh engines and to run shorter mileages. We did an awful lot on not a vast budget but there were lots of silly things. It was a shame for both of us."

PAULINE HAILWOOD "Mike became very disheartened, to put it politely."

Certainly he seemed down in the dumps when interviewed for the 1973 drama-doc *Champions Forever*: "I've got nothing in common at all with the other [F1] drivers. We stay in the same hotels but sit at separate tables. And the guys I have got something in common with – the mechanics, a really great bunch of guys – are always working. So it's a pretty lonely sort of deal."

Sports-prototypes provided some hope. Co-driven by John Watson, he led February's Daytona 24 Hours until a clutch-release bearing failed, but thereafter he remained an outsider for victory, his Gulf Mirage M6 overweight and underpowered compared with rivals Ferrari and Matra.

JOHN WATSON "The nearest thing to deification I ever met, I was pinching myself when he said, 'Hi John, I'm Mike.' He appeared totally unaffected by his notoriety and fame. I found him easy to talk to and relaxing to be with. No politics, no bullshit, no trying to work the oracle within the team. He wasn't pushy, didn't seek the limelight and was underrated because he wasn't an operator."

HORSMAN "He was one of the easiest to work with. No messing about with a quarter-inch on the front rollbar. He just got in and drove. Fast. A good man to have on your side. For instance, not many liked the result of Derek Bell's set-ups yet Mike had no problem sharing with him."

That adaptability was illustrated by a remarkable personal 1-2 at May's Spa 1000Kms. The day began painfully when Hailwood sat on the filler cap and was squirted with fuel minutes before the start. An early puncture came as blessed relief – he dashed into the garage to tear at his overalls – but forced the team to juggle its line-up: Howden Ganley switched cars and finished second with Vern Schuppan, while a recovered but still tender Hailwood joined Bell on the top step.

F1 offered no such glimmers and, having failed to collect a single point, Hailwood was ripe for change. Normally he had no time for F1 financial shenanigans, but when Surtees was obliged to accommodate new sponsor Bang & Olufsen's insistence on Jochen Mass, and McLaren was hectored into running an extra car to appease established sponsor Yardley, Hailwood grabbed the resultant opportunity as though it were his last.

ALASTAIR CALDWELL "Fittipaldi had the Marlboro money and wanted to drive for us. We hoped to pay off Yardley – but they wouldn't have it. They negotiated hard in fact and Mike got a good set-up because of it. He had his own spare and we ran two teams, two trucks and two sets of mechanics. All three cars had to be exactly the same so that nobody would have a technical advantage and that caused us a huge amount of work because I don't think we raced the chassis in the same configuration at consecutive races.

"Luckily, Mike was pretty laidback. A good friend before he joined us, he was very much a member of our set. Whereas [his predecessor] Peter Revson had been very impressed with…



BUY THIS IMAGE

Revson, which didn't sit well with our Kiwi element, Mike suited us fine. We had no problems with him as a man or a driver."

WATSON "Mike's loyalty to Surtees had been commendable. Although John's cars were capable of running at the front, they lacked consistency and reliability because his team was always fighting fires. So 1974, when Mike was in a great car run by a very good team, was his only true F1 benchmark. Clearly he had the potential to win a GP."



REX FEATURES



Hailwood started strongly with McLaren in 1974, but a mid-season accident ended his F1 career. Above, with future wife Pauline in 1970

LAT

In an M23 that 'went where he pointed it' – wings and slicks suited his bike-bred neat style and fast-corner commitment – Hailwood finished fourth in Argentina, fifth in Brazil and third in South Africa: the only driver to score in each of the first three GPs. He also finished fourth at the Race of Champions and was running second in the International Trophy when he suffered a clutch problem.

A battling second in a Gulf GR7, co-driven by Bell, at the Spa 1000Kms, plus a fourth at Le Mans after a litany of problems, maintained his confidence during a minor F1 slump. Then, at Zandvoort in June for the Dutch GP, he finished fourth – the only man to run ahead of the dominant Ferraris that day – and had it not been for broken wheel studs, an unheralded problem, he might have won the wet/dry Österreichring 1000Kms with Bell.

PAULINE HAILWOOD "He was delighted with the results and felt he was achieving something. When he had his accident at the Nürburgring he was sixth in the F1 championship [equal with team-mate and good friend Denny Hulme] and I think he could have won a GP. I think he thought so, too. He was full of confidence now."

Battling the Lotus 72s of Peterson and Ickx for fourth, Hailwood landed awkwardly at Pflanzgarten on the penultimate lap and snapped sharp right into the barrier. The omens had not been good. He had crashed his GR7 in similar circumstances at May's Nürburgring 750Kms and written-off his preferred M23/1 during practice for the GP. Although the latter incident was caused by a wishbone failure as he crested the rise before the pits, Hailwood put his race crash down to a lapse of concentration.

CALDWELL "It was rare for McLarens to break. They were strong. We never had any trouble with the minimum weight. My memory of it is that he made a mistake. It was such a shame. He was never going to be at genius level but probably would have won races had he been able to stay with us."

PAULINE HAILWOOD "The spirit was willing but the body wasn't up it. He'd broken both legs. The left was quite straightforward but the right was complicated: the heel was shattered and the ankle pushed down and compacted. It soon became clear that doctors couldn't fix it. Mike was devastated. He took it very hard. That leg was an inch shorter and had very little movement. The foot went gammy and its toes started to claw and metal rods had to be inserted. He had a few operations and lots of rehabilitation. There were plenty of sad moments and it took a long time to readjust. He suffered withdrawal symptoms. I don't think he'd ever looked on F1 as a bit of a lark."

HOBBS "Although he'd got off to a pretty spotty start driving some pretty substandard stuff, I always felt that he had the skill to win in F1. His results don't back that up because things let him down."

Hailwood in retirement reckoned that he had got as good as he was going to be on four wheels and was unconvinced that he'd been a shoo-in to replace the retiring Hulme alongside Fittipaldi at Marlboro Team McLaren in 1975. (Imagine him and Hunt together in 1976!) When he crashed an F1 Lotus 18/21 during an exploratory test at a wet Silverstone in 1961 he might have guessed that he was unlikely to match his motorbike exploits. He would have known for sure 10 years later. Although the thrill of the chase, a fascination with the new, drove him on, his relationship with cars remained love-hate.

ATTWOOD "He always felt he was a biker. We were holidaying somewhere when David Hobbs said, 'Why don't you put your leathers on?' – something like that, something [jokey] about bikes not being as good as cars. That really cut into Mike. He felt savage about it and was really frosty. It only lasted a short time but it really got to him. It was a class thing'."

'Mike the Car' was talented indeed, but 'Mike the Bike' was, well, 'Mike the Bike': a class apart. Four wheels good, two wheels never bettered. M

FROM THE MOTOR SPORT ARCHIVES

To read more related stories visit archive.motorsportmagazine.com

October 1971 | *DSJ's Italian Grand Prix report*
September 1975 | *Mike Hailwood looks back*
June 1999 | *An unforgettably great racer*

JOIN US & MEET STARS

from the motor racing world at the exclusive Royal Automobile Club, Woodcote Park

TUESDAY MAY 31

MOTOR SPORT SINCE 1924

HALL OF FAME 2016

FERRARI · FANGIO · STEWART · SENNA · NUVOLARI · CLARK · SCHUMACHER · MOSS



BE PART OF MOTOR SPORT HALL OF FAME LIVE

LIVE

2.00 - 5.00PM

- Explore famous cars and bikes in the glamorous surroundings of the Royal Automobile Club, including a rare **Ferrari 750 Monza** and an ex-**Stirling Moss Jaguar C-type**, plus more to be announced
- Listen to a panel talk hosted by the BBC's **Jennie Gow,** with **Tom Kristensen**, and more names to be announced
- Enjoy afternoon tea served in the grounds of Woodcote Park

TICKETS START FROM £72PP

JOIN VIP GUESTS TO INAUGURATE THE NEXT HALL OF FAME INDUCTEES

AWARDS DINNER

6.30 - 11.30PM

- Sip champagne and enjoy a canapé reception among famous cars and bikes against the backdrop of the **Royal Automobile Club**
- Relax with a three-course meal, including drinks
- **Watch demonstration runs by celebrity drivers**
- Meet famous names from the motor racing world
- Witness the 2016 inductees accepting their awards
- Be among the 150 ticket holders to rub shoulders with the star guests

TICKETS START FROM £360PP



PAST ATTENDEES INCLUDE: Damon Hill, Alain Prost, Sir Jackie Stewart, Sir Frank Williams, Derek Bell, Giacomo Agostini, Sir Stirling Moss, Mario Andretti, John Surtees, Tony Brooks, Adrian Newey, Christian Horner, Ron Dennis

BOOK TICKETS

www.motorsportmagazine.com/HoFtickets
CALL +44 (0) 20 7349 8484
LIMITED NUMBER OF TICKETS AVAILABLE

To discuss corporate packages and sponsorship, please call +44 (0) 20 7349 8484

All information correct at time of printing and is subject to change


1 OWEN RACING ORGANISATION (B.R.M) 1
MR G.A VANDERVELL
2
REG PARNELL (RACING) LTD
Valvoline

A sucker for progress



Colin Chapman's drive for giant leaps sometimes faltered. As Goodwood assembles ground-effect cars for the 74th Members Meeting, we roll out the Lotus that dug a pit for itself – and kept digging

writer GORDON CRUICKSHANK
photographer HOWARD SIMMONS







"ANYONE CAN DO DEVELOPMENT.
WE ARE GOING TO LEAD WITH
NEW CONCEPTS,
NEW IDEAS"



LIKE A NERVOUS ANIMAL released into the wild, the long nose appears from the trailer and inches forward as though scenting alarming new territory. No aerofoils, just a flat shovel of a nose until the wide garden-roller slicks confirm that this is a car, not some snuffling beast unknown to science. It's not well known to history either: this was one of Colin Chapman's trips into the gravel, one of those dead-ends he occasionally herded his people down just in case there was treasure to be found at the far end.

There wasn't. After a glorious year with the Lotus 79 proving that there was free speed to be reaped from the new theory of ground effect, the Type 80 punctured that balloon and handed the technical lead to others.

Success or not, this dark green machine with Martini stripes will be a highlight of the 74th Goodwood Members Meeting on March 19-20, on static display while rival ground-effect cars of the 1977-82 era will for the first time hoover up the Sussex dust in a high-speed demonstration. That's why we're standing in the paddock watching the unloved, unlamented Type 80 take its first Goodwood bow.

Say 'ground effect' to a pilot and his mind works the opposite way to ours. To fliers, ground effect is the cushion of air that a plane or helicopter surfs on close to the earth. A buoyancy aid, the regime that a hovercraft or the bizarre Soviet ekranoplan relies on for its support. Our sort of ground effect reverses that long-known principle, turning a cushion into a vacuum to multiply grip, and the beauty of it is that this is a gain at little cost in either drag or power. Aerodynamicist Peter Wright was chasing it during his 1960s BRM years under Tony Rudd, but when Rudd left there was neither time nor inclination to follow it up. By the late 1970s, though, both Wright and Rudd had reconnected at Lotus, just when Chapman was facing a disaster.

It's the sign of a great leader, the ability to use a defeat to springboard success, and after a disastrous 1975 with the Type 76 Chapman instituted two paths: the short-term one was the 77, which just about put Lotus back in the picture. The long-term one was a document – 27 pages of open-ended discussion aiming to rethink the F1 car from the beginning, and end up with a wing car. Rudd, Wright and designer Ralph Bellamy took on this brief, working in a separate 'skunk works', and after much research and testing created the 78 – and changed racing.

It's widely known how Wright's team, working on the Imperial College moving-ground wind tunnel, saw downforce soar as the cobbled-together inverted wing sidepods sagged, closing the car-to-ground gap. Card skirts and duct tape proved that ground effect was real, and increasingly effective skirt systems, tested behind a Renault 4 around Hethel, made the 78 into a winner while its successor, the 79 with its slimmer, cleaner underparts and increased downforce, brought the 1978 championship for Mario Andretti by an indisputable 86 points to Ferrari's 58.

Sadly, Ronnie Peterson's second place was posthumous after his death at Monza.

In truth ground effect saved the 79, which was flawed in many ways. Without Peterson's innate flair and Andretti's dogged work refining and balancing the handling, especially in its pitch sensitivity, it could not have carried the Italian-American ace to the flag seven times and his Swedish team-mate twice. Realising that the downforce acted too far forward on the 78, which meant a big rear wing to compensate and a consequent drop in top speed, Peter Wright and Ralph Bellamy had extended the venturi section rearwards – the narrow throat where the air squeezes under the upside-down wing section of the sidepod, speeding up and so creating the desired low pressure. With all its fuel behind the driver instead of partly in the sidepods there was more active aero surface, while inboard rear springs and an up-and-over exhaust made for a cleaner run to the rear wing. Add to that the crucial skirt system (sliding skirts had now been accepted as legal on Wolf's WR5) which finally worked properly – rigid panels sliding within a slot on rollers and tipped with hard-wearing ceramic – to trap the low pressure underneath where you want it, and the wing car had arrived.



Curving skirts proved a step too far, frequently jamming in their slide boxes

Yet within its ground-sucking form the narrow 79 monocoque was torsionally weak, the magnesium alloy brake calipers were unreliable and the exhausts problematic. It won races and a championship, but it wasn't good enough. Not for Chapman. There was more gold in this mine, and he pushed to dig ever-deeper seams. In addition, despite some misleading pantomime pretending it was a trick differential that gave the 78 its speed, the opposition had rudely peered under its skirts, slapped its collective forehead and gone off to build its own wing cars. The opening 1979 Argentine and Brazilian GPs brought surprise victories for the Ligier JS11, simple, sturdy and suction-heavy, while that season would see Williams introduce Patrick Head's supremely effective FW07 ground-effect car, which in the following year's B form would more or less get where Chapman wanted to be, by the direct route. Meanwhile at Hethel…

❖

IT MADE PERFECT SENSE ON PAPER. Ground-breaking as it was, even the 79 needed nose and tail wings for balanced grip, but all wings eat power and sap speed. Trading top velocity against cornering power circuit by circuit is always one of the great team skills, but Chapman saw a way to gain at both extremes – strong downforce with low drag. A car that was fast everywhere. And that meant a car that was one big suction device with no aero addenda. Enter the 80 with its long skirted snout *sans* front wings, allowing cleaner air to reach the radiator intakes in the sidepod leading edges, and main skirts stretching from the nose of the sidepods to vertical plates beside the gearbox with a lazy bend inside the rear wheels. Small springs bore down on the skirts to maintain track contact. A super-narrow gearbox helped exit flow, brakes were outboard, springs inboard and only driveshafts and streamlined A-frame rear wishbones protruded into the long venturi, while a low tail flap allowed for trim. On the nose an adjustable exit flap bled air from between the nose skirts, altering the amount of suction. While the suspension concept followed 79 principles, titanium components in Martin Ogilvie's aluminium-honeycomb monocoque reduced weight to the permitted minimum – and made it the most expensive Lotus ever. But extensive tunnel and rig testing showed good downforce and low drag – exactly as hoped.

Here at Goodwood the car rolls skirtless down the ramp, and Jeff from Classic Team Lotus gets ready to fit the thick carbon-fibre-skinned foam skirts. Lying on the ground they're enormous, eight inches deep, the length of a man and kinked like a quick chicane. That kink would compound the inherent flaw which would lead to the three completed 80 chassis being returned to store while last year's 79s fought gamely against a new crop of younger, fitter rivals.



"LOTUS OVER-EXPLOITED THE 80'S AERODYNAMICS – TOO COMPLEX FOR THE TECHNOLOGY OF THE TIME

BUT WITH TODAY'S FACILITIES YOU COULD MAKE IT WORK"





Head-on, the Martini Lotus exposes its clean underbody. Side view shows full extent of skirting



1979 didn't start too badly, even though the 80 wasn't ready: while the Ligiers relished their brief shot at stardom, the 79s in their new Martini livery (JPS having dropped its deal) were the next best. It was only in round five, Spain, that the wondercar appeared. It had even been late for its own press launch at Brands Hatch on a snowy March day, as Lotus mechanic Bob Dance recalls: "We had only just finished the prototype, still a non-runner, and everyone was waiting in the Kentagon for us. Colin had to help push the car up the ramps it was such a rush."

❖

AT JARAMA MARIO ANDRETTI managed to place his 80 third despite colliding with Patrick Tambay's McLaren; from then on it was a tale of stress, labour and frustration as the new car got worse while the flaws in the once untouchable 79's armour gaped ever wider against its second-generation ground-effect competition. "And Goodyear had changed the tyre specification," says Dance, "so we were redeveloping the old car to cope with that while we were struggling with the new one."

That struggle centred on porpoising, a friendly name for a nasty phenomenon. As the car pitched forward or back under braking or acceleration, a bump in the track or a stuck skirt would break suction, letting one end bounce up, only to fall back, reconnect skirt with track, suck down and bounce up again, sometimes going into resonance which could pogo the front wheels off the road. Hitting the brakes calmed it, but with the centre of downforce skipping invisibly to and fro below deck, the thing was fearsomely unpredictable.

Lotus was not alone in this: after agreeing to withdraw his ingenious BT46B fan car – the other type of ground effect – Gordon Murray had used intuition to field his wingless Brabham BT48 at the 1979 Buenos Aires season-opener. But one porpoising practice session was enough for Niki Lauda; the full-length venturis were removed and a rear wing installed. Without access to the same tunnel testing facilities as Lotus, Brabham reverted to 'known knowns' while Hethel plunged deeper into unknown ones.

As a workaround Andretti tackled that Jarama debut minus nose skirts and sporting wings front and rear, far from the wingless wonder Chapman strove for. What's more, the titanium suspension arms had proved faulty so new ones of heavier steel were fitted, and as the car had been expanded to maximum permitted dimensions for greatest aero effect he now had a long, wide, heavy car with aerofoils. Sidepod revisions arrived for May's Belgian GP but after a practice crash damaged a front corner Mario raced the 79, retiring with failing brakes.

With his oval racing experience Andretti was super-sensitive to small changes in tyre pressure and 'stagger', experimenting with asymmetrical set-ups to cope with the new car's radically increased pitch sensitivity. Unlike the technically minded, determined Andretti, prepared to test, tweak and try everything, Peterson's replacement Carlos Reutemann was not a believer in the 80 concept and was easily deflated.

"Mario always put maximum effort into making things work," says Dance. "On his day Carlos was a good driver, but I'd worked with him at Brabham and I knew that if he got depressed he wouldn't try."

Lotus was thus effectively operating two teams, one supporting Andretti's efforts to find the secret formula that would make the 80 fly, the other trying to keep the 79 competitive under the Argentinian. It was a heavy load even for a race team used to many an all-nighter.

"There was a lot of pressure," says Dance. "One mechanic left because of it. Everybody was trying hard; Peter Wright was very involved, Mario gave it his best shot, but if he couldn't make it work, no one could."

Monaco was worse, Mario qualifying 13th and thankfully breaking a suspension arm. For the French round there was a Mk2 80 with altered venturi, raked-back front suspension to shift the centre of gravity forwards and once again no rear wing – but on the fast Dijon-Prenois circuit the porpoising was worse. Those wiggly skirts kept jamming one end within their slide-boxes like a sticking drawer in a chest, letting air in and suddenly puncturing the downforce. "A mechanical nightmare," said Wright later. "But if you told Colin something wouldn't work, it was a red rag to a bull."

❖

STIFFER AND STIFFER SPRINGS MERELY threatened to make the car a mobile trampoline; with such unpredictability it was impossible to stabilise the underbody pressures and sort the balance. A team packed with top-level design and engineering skill had somehow managed to swap a poor chassis with great aero for a good chassis with the aerodynamics of a cigarette paper. With little regret the two completed 80s were shelved after their three race outings and both drivers returned to last year's fading star, seeing the title lifted by Jody Scheckter's Ferrari 312 T4. It was a galling twist that, unlike the convenient V of a Cosworth V8 block, Maranello's wide flat-12 motor mitigated against effective downforce, coming through on sheer power and reliability. Meanwhile the outgoing Formula 1 champion slotted in 12th in the driver standings – five depressing places behind his less adventurous team-mate.

From that sad season the relics of that brave, or misguided, experiment sat at the back of the Lotus cupboard. Chassis 1 escaped and has competed recently in Masters races driven by Manfredo Rossi, though with wings front and rear and minus skirts – just what Chapman wasn't aiming for. Though waiting its turn for full restoration, Chassis 2 has been tidied up

by Clive Chapman's indefatigable crew at Classic Team Lotus, and squats in front of us in pure form, as it came from the drawing board.

"Prepping it for the photoshoot has stirred our interest," says Clive. "It looks fabulous and it could be interesting to try to realise its potential. Not sure we'll ever get the extraordinarily complicated nose skirts to work, though!"

Peering under the low tail it's easy to see how the underbody curves smoothly up from sidepod to tail flap; from here it looks clean, elegant, typically Lotus. From the side those uncompromising black slabs of skirt pressed to the bitumen give it a blocky, even clumsy appearance. It's a silent day at Goodwood, but even rolling the car around the skirts scrape and boom on the ground. The noise at three-figure speeds must have rivalled its DFV in full voice.

❖

WAS IT ALWAYS DOOMED? DISCUSSING the 79 in *Motor Sport* in 2000, F1 designer Gary Anderson, said: "Lotus over-exploited the 80's aerodynamics. That was never going to work, a total wing-section car with the skirts coming back through the wheels – too complex for the technology of the time. But with today's facilities, you could make the Lotus 80 work."

In his autobiography Lotus engineer Nigel Bennett recalls looking at the FW07 with Mario and saying, "That's what we should have done – a properly engineered and developed 79." With a stiffer structure, soft springing, straight skirts and conventional brakes a 79-and-a-half could have challenged Williams and out-cornered Ferrari. But that wasn't the way Chapman's brilliant, impulsive mind worked. "Anyone can do development," he said. "We are going to lead with new concepts."

Already the next concept was crystallising in his thoughts: a way of channelling major downforce directly to the wheels while giving the driver a comfortable ride. The twin-chassis concept of the 86 and 88 would leap-frog many of the 80's handicaps. It also, in Peter Wright's words "drove a coach and horses through the rule book" which for 1981 banned skirts. Punching legal holes in the regulations was Chapman's delight, and if that left some debris behind it could be swept into a corner. Like the ground-hugging, crocodilian Lotus 80.

With thanks to Classic Team Lotus and Goodwood Motor Circuit

FROM THE MOTOR SPORT ARCHIVES

To read more related stories visit archive.motorsportmagazine.com

April 1979 | *DSJ on the new Lotus 80*
July 2005 | *X-ray spec: Lotus 88*
August 2015 | *Lunch with... Lotus mechanics*

74TH MEMBERS' MEETING

Ground-effect F1 to star at Goodwood's spring opener

AS RADICAL IN CONCEPTION AS IT WAS IN appearance, and let down only by the fact that it didn't work terribly well, the adjacent Lotus 80 will be on display alongside one of the high-speed demonstrations that have become a staple since the Goodwood Members' Meeting was reintroduced in 2014. Cars from F1's 'tall airbox' era graced the Sussex circuit last season, but for this year's event (March 19/20) the clock has been wound forward to the late 1970s/early 1980s and a quantum leap in the understanding and application of aerodynamics.

Participating cars include success stories such as the Williams FW07, Lotus 79, McLaren MP4/1 and Brabham BT49, plus Ligier JS17 (a title contender in period, a detail oft forgotten), Alfa Romeo 179, Ferrari 312 T5, Ensign N180, March 811 and others – a sumptuous gathering to complement parades for Group 5 sports cars (Porsche 917, Ferrari 512, Lola T70) and Super Touring-era tin-tops (Alfa Romeo 155, Audi A4, BMW 320, Nissan Primera and so forth).

These demonstrations provide the non-competitive glue that binds a busy programme of 12 races – a qualifier for Group 1 saloons on Saturday and the balance on Sunday. Gp1 was reinvented to headline the first Members' Meeting of the modern era and has since pitched Capris and Rover SD1s against Camaros, Alfa Romeo GTV6s and assorted tiddlers – including the brisk Mini 1275GT of the appropriately named Nick Swift. The prize? A trophy named in honour of period icon Gerry Marshall.

As with its Revival Meeting, the Goodwood management tinkers constantly with content in an effort to keep things fresh. New features this year include the Alan Mann Trophy (a one-make race for Ford GT40s), the SF Edge Trophy (for pre-1923 Edwardian machinery) and the Hailwood Trophy, for 250 and 350cc Grand Prix bikes of between 1970 and 1982 – the first time motorcycles will have appeared at this meeting.

Other events include the Brooks Trophy (1954-60 F1 cars), the Derek Bell Cup (1.0-litre F3), the Graham Hill Trophy (1960-66 GTs), the Parnell Cup (pre-53 GP/F2 cars and voiturettes), the Whitmore Cup (1960-66 saloons up to 2.0 litres), the Peter Collins Trophy (sports racers 1948-55) and the Bruce McLaren Trophy (pre-1966 Can-Am and Group 7 cars).

As at the Revival Meeting, close, competitive racing tends to be a given – James King (Chevron B17) pipped Simon Armor (March 703) by 0.018sec at the end of a fierce F3 duel last year – but the difference lies in the presentation. This is a quieter event, relatively speaking, with ticket sales restricted to 30,000 over two days and more space to appreciate both circuit and the cars within. The paddock area will be busy, but stroll towards the first right-hander (Madgwick) or beyond and you'll discover a wonderful cocktail of fine views and relative solitude.

For many, such attributes make the Members' Meeting the most appealing event within the contemporary Goodwood portfolio.
Simon Arron



Andretti managed third with the 80 in Spain, but the car raced only three times

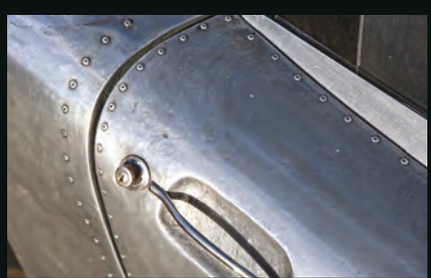
LAT



Leading the pack - Goodwood TT 2014









DK Engineering
Est. 1977

ISO Bizzarrini A3C Corsa

This is an early Bizzarrini from 1965, completed in Livorno, Italy. The car benefits from a lightweight aluminium body, disc brakes all round, independent front suspension and a De-Dion rear axle. This example has been restored to the same specification as the first ISO A3C Corsa, which raced in early 1964 and is now ready to race at the highest level. The car currently has valid FIA/HTP papers and is therefore eligible (and invited) for numerous events during the racing calendar, including the Goodwood TT (where it started on the front row in 2014), the Spa Six Hours and the Masters historic racing series where it would be without doubt a front runner.

£POA

Additional Motorcars Available for Acquisition



Aston Martin DB2 - *First Sanction*

This Rare “First Sanction DB” is in fact the 2nd car ever produced and was originally supplied to the USA in 1950 painted stunning Alpine Blue. Expertly restored in its original colour combination this Splendid DB2 is a previous Pebble Beach Concours D’Elegance and California Mille Miglia Competitor. The car is now UK registered and would be eligible for the Mille Miglia as well as a host of other prestigious events.

£284,995



RHD Jaguar XK120 *(Aluminium)*

This rare RHD Aluminium bodied XK120 Roadster was the 25th of only 58 examples produced. The car is renowned for its racing success in the 1950s in South East Asia. This was famed as the fastest sprint car in the Far East at the time and achieved numerous successes before being completely restored by DK Engineering in the 1990s. Finished in the traditional colour of British Racing Green, the car is accompanied with its original buff log book.

£POA



RHD Porsche Carrera 2.7 RS Touring

This factory RHD and UK supplied RS Touring is finished in its original Grand Prix White with Blue Script and wheels, and has had just one owner since 1988. The car is highly original and retains its original owner’s manual, tools and the incredibly rare, original Carrera RS supplement. In November 2015 the car had a comprehensive, major “engine out” service to ensure that this car is in need of absolutely nothing and is presented in excellent condition.

£595,000

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage

Telephone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: info@dkeng.co.uk

Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND

Chorleywood Tube Station - 2 mins.

Heathrow or Luton Airports – 20 mins.

M25 Orbital J18 - 3 mins.

London City Centre 20 miles.

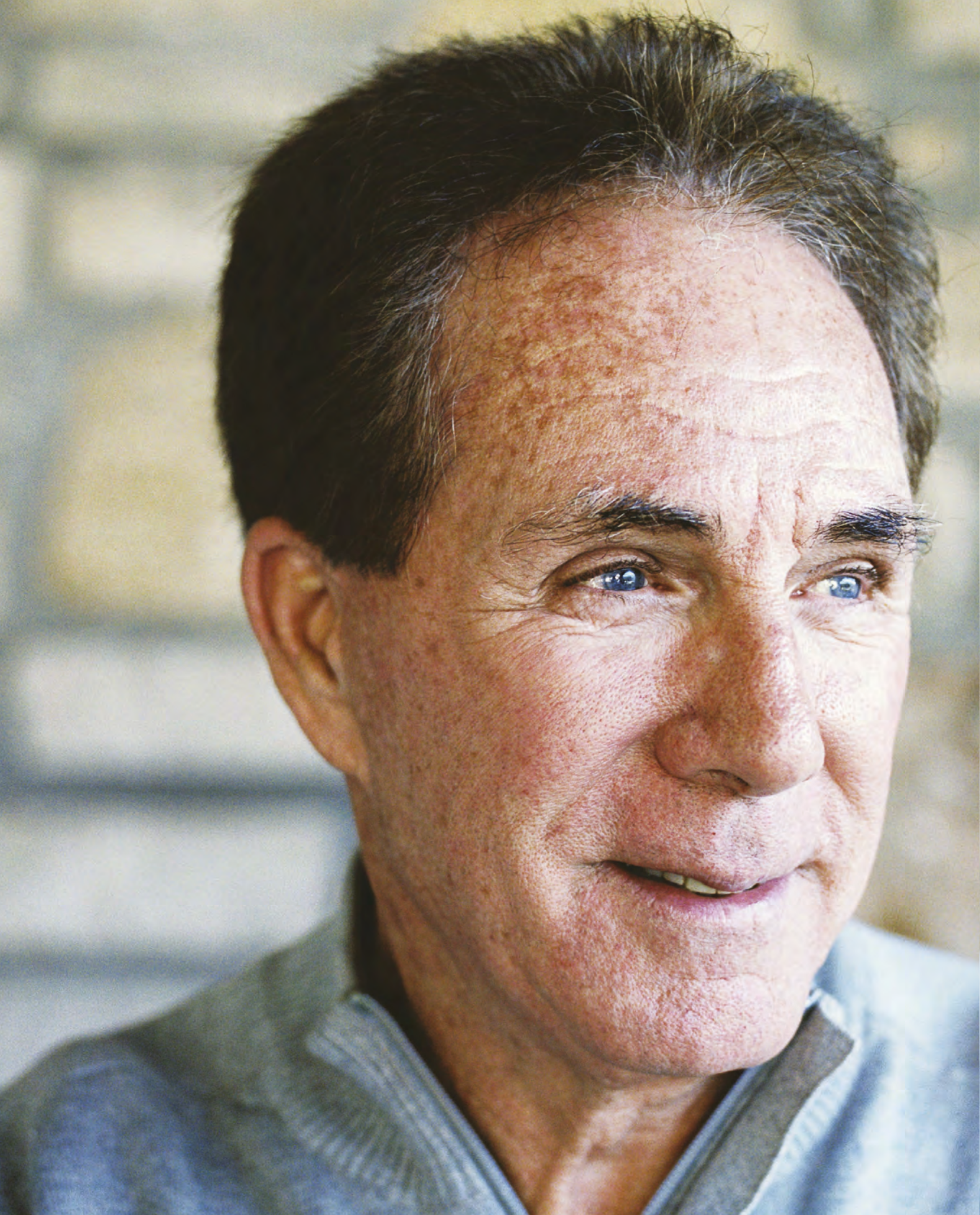
Helicopter Landing Facilities

The Ferrari Specialists

www.dke.co.uk

A Cottingham Family Business.

DK Engineering





{ LUNCH WITH }

DARRELL WALTRIP

At his career peak he created many NASCAR headlines. Nowadays he's at the track to analyse major talking points on TV

writer SIMON TAYLOR | **photographer** ABIGAIL BOBO

"WHEN I FIRST started out in NASCAR in the 1960s," says Darrell Waltrip, "it was pretty much just the good ol' boys. Rough and ready on the track, rough and ready off it. It was popular in the South, drawing spectators who were local to each track, but it hadn't moved on much from the old days on dirt. By the time I stopped racing in 2000 it had become a highly promoted, highly sophisticated show, popular from coast to coast, with packed stands and huge TV audiences.

"During the 29 seasons I raced in front-line NASCAR I did more than 800 Sprint Cup races. I was champion three years, runner-up three years. But I reckon more people know me now as the guy doing the race analysis on Fox TV than ever knew me when I was racing."

Nevertheless, on the NASCAR circuit Darrell was always one of the highest-profile drivers. Early in his career he was known as 'Jaws', after the then-popular movie about a man-eating shark, because he was a talker, and always had something controversial to say about the racing and about his fellow-racers. "Right from the beginning I didn't want to see newspaper headlines just saying 'Petty wins' or 'Pearson wins'. I wanted to see 'Petty wins, but Waltrip says...' "

His extrovert image, first as the man the crowds loved to hate and later as the man the crowds loved, was meat and drink to race promoters and was part of a media-savvy strategy that was new to NASCAR. It lives on today in his outspoken TV persona, from his catchphrase at the start of each race – "Boogity, boogity, boogity, let's go racing, boys and girls" – to expressions like "he's using the chrome horn" to describe a driver deliberately bumping the back of the car in front. He is also the voice of Darrell Cartrip, the No 17 Chevrolet in the *Cars* series of animated kids' movies.

Darrell was born in 1947 in the Kentucky town of Owensboro, but since his early 20s home for him and wife Stevie has been Franklin, Tennessee. We meet for an excellent lunch in Franklin's Vanderbilt Legends golf

club, and Darrell turns out to be charming, good-humoured, self-deprecating and very far from his old Jaws image. In fact he prefers to be called DW – or, as everyone pronounces it down there, Dee-Dubya. He is Franklin's local celebrity and they love him at the golf club. As he orders bean soup and chicken masala with mini mushrooms and mash, he jokes with the waitress: "This guy's come all the way from London, England to buy me lunch, so you'd better show him some respect."

"MY DAD DROVE A TRUCK FOR PEPSI-Cola. My mom worked too, and we were five kids. Dad was a shade-tree mechanic: he'd get up Sunday morning and say, 'I guess I'll pull the engine and check the bearings.' He'd park his car under a tree, sling a hoist from a big branch, yank out the engine, tear it down, have it all back together by sundown. That was my dad: he liked to tinker.

"My grandma, from when I was about six she'd take me to the races at the Nashville Fairgrounds. She was five foot tall, weighed 100 pounds, cigarette in one hand, cup of coffee in the other, scratching around like a little bandy rooster, cussing like a sailor. She was a fan of a local driver called G C Spencer, and she hated his main rival, Gene Coombs, known as The Brute. If the Brute beat GC she'd drag me down to the pits after the race and I'd have to stand there while she bawled out The Brute. So I learned a lesson very early: if you can't get the crowd loving you, get the crowd hating you. Then the promoters will want you.

"My vacation job was helping Dad deliver Pepsis and Dr Peppers. One day we delivered to a hardware store that also sold karts, and we persuaded the guy to let me try one on the local airfield. I went like I was born with a kart under me, and we ended up buying a second-hand one for $300 – which was a lot of money to Dad. We started racing it, but it was old and heavy, and I got nowhere. So we managed to trade up to a newer, lighter Dart-McCulloch, and I was off. Over the next few years I won hundreds of kart races, culminating in a big WKA event in Missouri.

"At 16 I got me this old Chevy coupe, built it up into a dirt car and took it to the local dirt oval, Ellis Speedway. Wearing a football helmet and a pair of bubble goggles I set off, tried to drive it like my kart, got as far as Turn Three and went straight into the wall. Never made a lap. We mended it and came back, but I was never happy on dirt. Then we went to another track at Whitesville, which was paved, and from the get-go I started winning.

"A couple of the local cops had race cars that they took to Whitesville. When I kicked their butts they weren't too pleased, and they started looking out for me on the roads around Owensboro. My mom's dad was the deputy sheriff, which helped some, but I did have some brushes with the law in those days. The worst was when a friend let me try his Pontiac GTO, and after I found out how fast it would go our ride turned into a police chase. That ended up with bullet holes in the GTO.



DARRELL WALTRIP CAREER IN BRIEF

Born: 5/2/1947, Owensboro, USA
1959 Began karting **1963** Stock car debut **1970 & 1973** Tennessee State Fairgrounds track champion **1972** NASCAR Winston Cup debut, Talladega **1975** Maiden NASCAR Winston Cup victory, Nashville **1981-82 & 1985** NASCAR Winston Cup champion **1989** Daytona 500 winner **2000** Retires from racing with 84 top-level NASCAR wins to his name **2001-present** NASCAR TV commentator and analyst

"I was stupid enough to take the old '58 Ford I'd been racing at Whitesville all the way down to Daytona, Florida. I was going to run a 300-mile race in that car. At first we couldn't get it through scrutineering. It didn't even have seat belts. It did have a 427 Holman & Moody tunnel-port motor, so it could haul ass, but the rest of the car was a piece of crap. We'd only been running on little tracks, and here I was at a superspeedway.

"Eventually I screwed myself up to take the proper high line around the banking. I wasn't going very fast, probably about 160mph, but I was scared out of my wits. In the race I was going OK, but whenever somebody lapped me the engine revs would scream up. I reckoned the clutch was slipping. Same thing every time one of the fast guys went by. What was happening was the draft from the other car was getting under my car and lifting the back wheels off the ground. We'd never heard of aerodynamics then.

"At Whitesville I raced against a sweet guy called P B Crowell, and when PB crashed and hurt himself he offered me his car, which had been built up by one of the top NASCAR racers, Bobby Allison. I used to go down to Bobby's place in Hueytown, Alabama to pick up parts and stuff, and he taught me a lot about setting up a car. So I started winning in that, and I won the track championship at the Nashville Fairgrounds in 1970."

That led to a serious NASCAR mount, a '67 Ford Fairlane Mario Andretti had used to win the Daytona 500 four years before. "I managed to talk $25,000 out of a transport company to put their name on the side. The car cost $12,500, with $12,500 to run it. That car was fast. Holman & Moody had got it all cheated up with narrowed bodywork to reduce the frontal area, which you had to do back then to keep up." It was a shoestring operation, but now Darrell was running in NASCAR's top division – then called the Winston Cup – against the likes of Richard Petty, David Pearson and Cale Yarborough.

"FIRST ROUND WAS THE 1972 DAYTONA 500. There was the ARCA Daytona race two weeks before, and I decided to do that to get some feel for the car and the track. I qualified third, right up there with the hot dogs. End of lap one I'm running third, and the guy in front blows his engine, oil and crap all over the track. I spin, everybody misses me, then I hit the wall. Man, am I sick.

"So we have work to do to get ready for the 500. We can't buy new standard fenders from the local Ford dealer, because of course they won't fit the narrowed car. So we work day and night getting it more or less straight with a two-ton jack and hammers. Qualified pretty good, but the handling was all over the place, and in the race I got in traffic and hit the wall again. After that we took it home and fixed it properly, with a '71 Mercury shell."

In the Winston Cup events Darrell began to notch up top-five and then top-three finishes, but it wasn't until 1975 that he scored his first big win, at his home track of Nashville. "I was running as an owner/driver. I prepared the car and had six or seven good guys working with me under Jake Elder, who was my crew chief. I had no money, I was just living from week to

LAT & GETTY

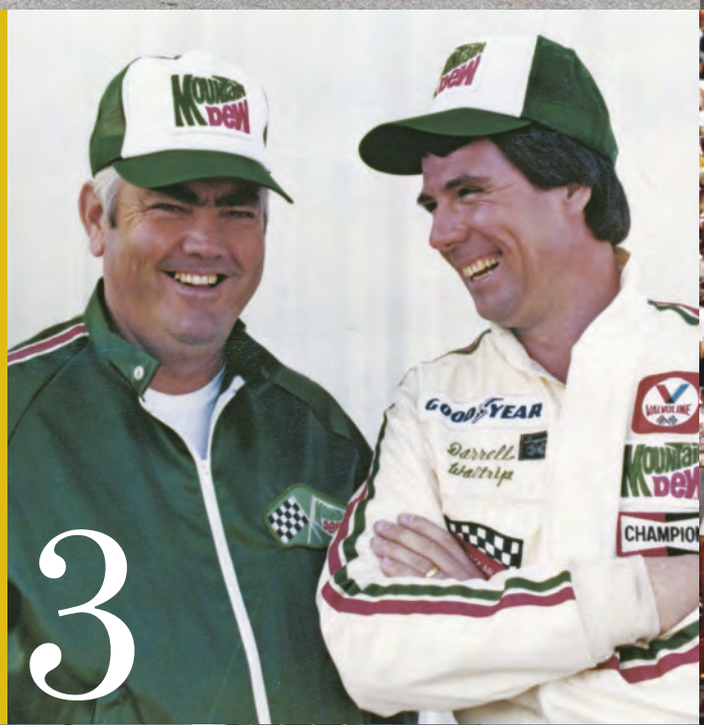


1



2

1 Waltrip at Daytona in 1975, with DiGard Racing's Chevy Monte Carlo **2** Waltrip gets the jump on pole-sitter Neil Bonnett at Martinsville in '77 **3** With team owner Junior Johnson, for whom Waltrip won back-to-back titles in 1981 & 1982 **4** Leading away at North Wilkesboro, 1983 **5** Winning at Dover in 1985, the third of his NASCAR title seasons **6** Battling with Dale Earnhardt Jr at Indy in 2000, Waltrip's final racing campaign



3



5



4



6

week. I'd pay them on Friday and then, if the weekend didn't go well, I'd ask to borrow it back on Monday. But all of them were racers, so we just got on with it.

"Plus for a lot of this time I was still running the fairgrounds circuit four nights a week in my Sportsman class car: to Alabama for Huntsville Thursday night, Birmingham Friday night, back to Tennessee for Nashville Saturday night, Owensboro Sunday night.

"Stevie and I did everything together, and she always came to the races in the truck. But in those days ladies weren't allowed in the pits. So I bought her an owner's licence, said the car belonged to her and then they had to let her in. She was the only woman on pit road. She used to calculate all my gas mileage, and she was real smart at it. One day Jake said, 'We're never gonna win a race as long as That Woman is in our pit.' It was close to race time, and I said, 'Hey, Jake. We got a 22-gallon fuel cell, we're getting 4.54 miles to the gallon, how many laps can we go on a tank?' He thought for a moment, and then he said, 'Go get That Woman'."

BY NOW DARRELL HAD THE REPUTATION for being the bad boy of NASCAR. "I didn't mean it that way. It seemed like I talked a lot, but it was because the other guys didn't talk any. They reckoned they owed their livelihood to [NASCAR boss] Bill France, and they never wanted to say anything out of turn. So the media had trouble getting any of them to say anything. But I understood that the media could work for me. If you wanted to tell Bill France you thought the rules were screwed up, he'd never have time to speak to you. If you told the press and it was in the papers next morning, he'd be on the phone by 10am.

"And I'd poke fun at some of the other drivers, just winding them up. They'd say – and the fans would say as well – Waltrip's arrogant, he's obnoxious. But it all got written up, and the promoters loved it. Like I said that Petty (who was 10 years older than me) needed a new prescription windshield. Richard didn't think it was funny. I was just showing off, I guess. Nobody else was doing it, so I ended up with that role.

"By 1974 my little rag-tag team was beating a lot of the big teams with all their dollars, fancy cars and fancy-smancy haulers. Donnie Allison, Bobby's brother, was driving for Bill Gardner's DiGard team, and Gardner had a big ego. At the 1975 Daytona Firecracker 400 I passed Donnie on the last lap to finish third. After the race Gardner said to his brother Jim, who worked in the team, 'Hire that boy. I'm tired of the little sumbitch outrunning us every week.' So they fired Donnie there and then, and Jim came after me, said Bill wanted me and



Watch Waltrip's 1989 Daytona 500 win, on his 17th try, and a nail-biting climax running on tank fumes...
@ THE MOTOR SPORT DIGITAL EDITION



Waltrip leads the field en route to victory in the 1982 Winston 500 at Talladega

GETTY

would pay me good. I said, 'I don't see how I can do that. I've got cars, I've got commitments.' When I told Stevie she said, 'Are you out of your mind? We're broke, we're spending money we don't have, and they're going to pay you to drive?'

"So in the end we did a deal whereby DiGard used my cars, and all the good people I had working for me came with me. We won a bunch of races in '77 and '78, should have won the title in '79, and we led it for most of the season. But I blew it at Darlington. Pearson was the local hero there. They said, 'Ain't nobody can beat Pearson at Darlington.' Well, I was leading him by a lap. My guys were signalling to me, 'Take it easy, stroke it home,' but my ego got in the way. I wanted to put him down. Then, lapping another car I got high on the loose, and I put it in the wall. Pearson won the race.

"After Darlington things started to go downhill between me and DiGard. The team were mad at me because I didn't listen, I was mad at them because they were mad at me. At Wilkesboro Donnie got his own back, hooked me into the fence. At Ontario there was a big coming together mid-pack, cars spinning everywhere, and I had to spin to stay out of it. So Petty pipped me to the title.

"In '80 I won five rounds. One of those was Riverside, which was something else because it was a road circuit. Back then we didn't build special cars for the road courses, we just set up the same cars a bit different so they could turn right. Plus you had to slow down for corners, and you had to change gear! Everybody would run out of brakes and tear up clutches and gearboxes, so the secret was to take care of your car. Those old top-loader Ford gearboxes were like driving a damn truck, by the end of the race your right arm would be about broken.

"By now I wanted to move on from DiGard. Bill Gardner wasn't a racer, he was a businessman. Before him everything was done on a handshake, and if you got mad, I'm tired of you, I don't like your crap, you walked. Gardner gave you a contract thicker than a book. That set everything, down to when you were allowed to go to the bathroom, and how often. For 1981 he wanted to renew my contract for another five years. I was getting expenses and 40 per cent of what I won, so I told him I wanted expenses and 50 per cent. We argued back and forth, and then just before a race he brought me a new contract on pit road as I was about to get in the car. He said I had to sign it now, and told me everything I'd been asking for was in the contract. So – young, naive – I signed it, and got in the car.

"When I went into the shop the following Monday the finance guy said, 'I need your team credit card back.' Whaaat? How was I going to pay for my hotel and rental car at races? He said, 'The new contract got the 50 per cent you wanted, that was in lieu of your expenses.' I didn't even know what 'in lieu of' meant.

"And now I was locked in for five years, and I wanted out – particularly as Junior Johnson wanted me to drive for him for 1981, with Pepsi sponsorship. In the end I had to buy myself out for $350,000. I paid $150,000, Junior paid $100,000, Pepsi paid $100,000."

JUNIOR JOHNSON WAS, AND IN HIS mid-80s still is, one of the legends of NASCAR. His father was a lifelong bootlegger in rural North Carolina, and totted up nearly 20 years in prison. Junior ran illegal whisky too: the federal agents chased him on the dirt backroads but they never caught him, although he did serve one term in jail for having an unlicensed still. The movie *The Last American Hero* is based on his life. He graduated from moonshine to NASCAR, and won 50 major races before hanging up his helmet to become a team owner. He had already won three championships with Cale Yarborough before Darrell joined him.

"All the time Cale was driving for Junior we were rivals, but we liked each other. Wreck each other on the track, buy each other a beer afterwards. In May of 1980 he took me to one side and said, 'Keep this to yourself. I've decided to leave Junior at the end of the year. I haven't told him yet, but I know he'd like for you to drive his car. With Junior you'll win more races and make more money than you've ever done in your life.' So in due time I let Junior know I wanted out of DiGard, and we went from there.

"This time I made sure I had an attorney when I signed for Junior. He brought his attorney, four of us sat down, Junior produced one sheet of paper. All it said was: 'You drive for me, for this many years, I'll pay you this much.' My guy says, 'There's nothing here about what bonus you'll give Dee-Dubya if he wins the championship.' Junior growls, 'Let me tell ya what I'll give him if he don't win the championship!'

"But I still had a bad reputation, and I needed to fit into Junior's team. There was an old guy who did their cylinder heads named Bill Alman. He told everyone he didn't want anything to do with that dumbass from Tennessee, all he ever does is run his mouth. I knew that if I was going to fit into that team, I had to make friends with Bill.

"So I went to the shop, he was grinding away at an inlet port, and he growled at me: 'You the sumbitch gonna take Cale's place? You don't look like much.' I said, 'I think I can drive pretty well.' He said, 'You ever drink any moonshine?' 'No sir, I never did.' 'Well, you and me is gonna have a little drink.' And he got out of his toolbox a jam-jar full of completely clear liquid and took a swig of it.

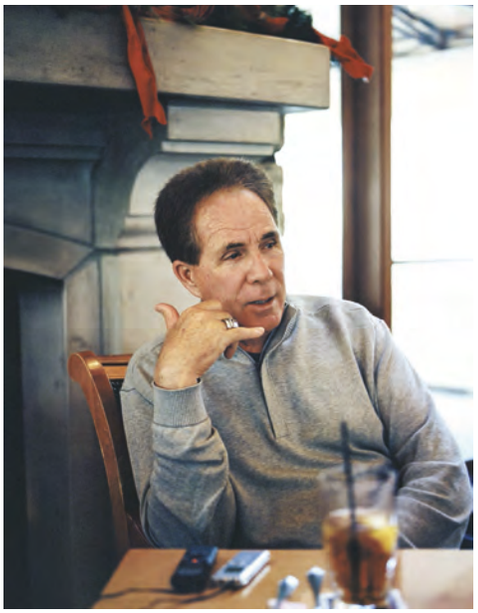
"I was holding a styrofoam cup of coffee, so I emptied out the coffee and he poured in a big slurp of this stuff. I'm sniffing it and thinking, 'This is going to hurt,' and meanwhile Bill's chugged about half the jam-jar. So I grit my teeth and get ready to take a sip – and the bottom falls out of my cup. It had burned straight through the styrofoam. That cracked him up, and after that we were pretty good buddies."

THAT WAS THE START OF A MAGIC period for Darrell, and over the next six seasons he won 43 major races for Junior Johnson. He was NASCAR champion in 1982 and again in 1983. In 1984 came a horrifying accident at Daytona, when a slower car got in his way. He went backwards into the inside earth bank at nearly 200mph, bounced back into the path of the following cars, and then hit the outside concrete wall. He was dragged from the wreckage unconscious.

"After a check-up I got myself out of hospital, and I raced in the Richmond 400 the following week. And the week after that was Rockingham. The Wednesday after Rockingham I was sitting at home, and suddenly it was like I had just woken up. I had no memory at all of the past two weeks. I'd raced at Richmond, I'd raced at Rockingham, and I didn't remember any of it, not a clue." But there were six more wins that year, leaving him runner-up in the championship. He was champion for the third time in 1985, and he was runner-up again in 1986.

Darrell also had the chance to try a completely different discipline when he drove an Aston Martin Nimrod in the 1983 Daytona 24 Hours. "Bill France set it up. The car needed three drivers. A British guy called Tiff something [Needell] was one, and they said, 'Who do you want for your other co-driver?' So I gave old AJ [Foyt] a call. AJ said, 'No way am I gonna do that nonsense.' So I called Pepsi, my NASCAR sponsors, and got them to come up with $10,000. I called AJ back and I said, 'I've got you ten grand.' He said, 'I'll do it.'

"The car was a big heavy old thing, and the first problem was it was on Avon tyres. AJ said, 'I can't drive it, I'm contracted to Goodyear.' So they put it on Goodyears. The race started, AJ was running fifth when a wheel started to fall off, tore the bodywork, and that put us in the pits for a long time. I took over, got it back up to seventh, and then the oil light came on. I stopped, sat strapped in while they worked under the hood. AJ came over and whispered to me, 'Get outta the car, Dee-Dubya. It's going to blow up. Put the foreign guy in.' But Tiff never went out, because they retired the car. So AJ just wandered off down to Preston Henn's pit, got in their Porsche 935, and won the damn race!"







AS A TRIPLE NASCAR CHAMPION, Darrell was now hot property. "But I was also about to be 40. Junior never made it a secret that he preferred young rising talent over long experience. On the side I now had a Honda dealership with Rick Hendrick, who had a string of car businesses and also ran a top NASCAR team. He'd landed a new sponsorship deal with Tide, the detergent brand, and suddenly he approached me with an offer to drive for him.

"Well, Junior was paying me $150,000 a year plus half my winnings. Rick wanted to pay me $500,000 a year plus half my winnings. I still felt loyalty to Junior, but when I told him about Rick's offer he grunted: 'Boy, if some damn fool wants to pay you that kind of money, you'd be a damn fool not to take it'."

Darrell's first two seasons with Hendrick were difficult, with only three wins, but in 1989 things came alive. "I started the season by winning the Daytona 500: I had a clever fuel strategy and managed to make one stop fewer than everyone else. Then I won Atlanta, I won Martinsville.

"But in the big-bucks All-Star exhibition race the day before the Charlotte World 600, I was leading and Rusty Wallace came in hard, hit my left rear and spun me out in a cloud of rubber smoke. Well, the stands went into uproar, the fans were booing and throwing garbage onto the track. It all got a bit violent, and Rusty was smuggled out of the track lying on the floor of a police car. The phone switchboard at the track received death threats against him, and the FBI had to put a guard on his house overnight. And next day I won the World 600.

"BOY, IF SOME DAMN FOOL WANTS TO PAY YOU THAT, YOU'D BE A DAMN FOOL NOT TO TAKE IT"

"That weekend was kind of a turning point: it was when everybody stopped hating me and started hating Rusty.

"In 1990 I had a big wreck testing at Daytona. A car in front blew its rear end, sprayed oil everywhere, I spun, and I was T-boned in my driver's door by the next car along, which was doing 160mph. Once they'd got me to hospital and got me sorted out – smashed femur, broken arm, broken ribs, concussion – they said it would be at least six months before I could race again.

"But as far as I was concerned the season was still in full swing, and 10 days later I had to be at Pocono. To stay in the hunt, I had to start that race. If I could do at least one lap, and then hand over to a relief driver, I would take whatever points the car earned.

"I was in really bad shape, but I got a specialist to make a removable cast for my leg, and my crew practised putting me in and out the car, shooting me through the window like a log. Once I was in I could just about drive the car. The race stewards agreed I could do one lap at the back, which I did, then I came in. My relief driver Jimmy Horton was standing by, they pulled me out through the window, and Jimmy took over and finished the race."

At the end of that season Darrell left Hendrick to set up his own team. "I made two bad decisions in my career. One was leaving Junior. The other was leaving Rick. Rick had allowed me to do my own thing, I had my own people and we were building the cars. But I convinced myself I could spend Tide's money as easy as Rick could. And it's one thing to win a race as a driver, it's something else when you win in your own car. So I thought, why not?

"But that's when I got hurt. Tide stayed with Rick, and I had a struggle to find another sponsor. In the end I signed Western Auto, a car parts company, for $3 million a year. That wasn't a lot – but at least I didn't need to pay my driver.

"And with Darrell Waltrip Motorsports we had six good years, scored some more wins, and we ended up with a successful truck racing team too. I took on my own engine programme, and with all the endorsements and souvenirs and everything I was making enough money to keep the team running at a pretty good level." He also had a lucky escape during another massive accident at Daytona after contact within a tight 190mph group. His car cartwheeled repeatedly end-over-end, but Dee-Dubya emerged from the wreckage with only slight injuries.

"Then Western Auto got taken over, and they pulled out. Meanwhile costs in NASCAR suddenly seemed to be galloping. I'd started with 12 people but now, with the engine shop, the truck team, everything else, I was employing 60 people. Running the whole outfit was costing me $600,000 a month. My 1998 sponsor, a building firm called Speed-Block, defaulted

Blackhawk
COLLECTION
Purveyors of Rolling Art

1955 Pegaso Tipo Z-102B
Saoutchik Coupe



Chassis Number: 1021500146
1 of 7 Saoutchik Series 2 Coupes produced, each one being slightly different.
This unique Pegaso was first delivered to Mr. Lamy de Caen of Paris, France in October 1954.
A complete comprehensive restoration was finished in 2012.





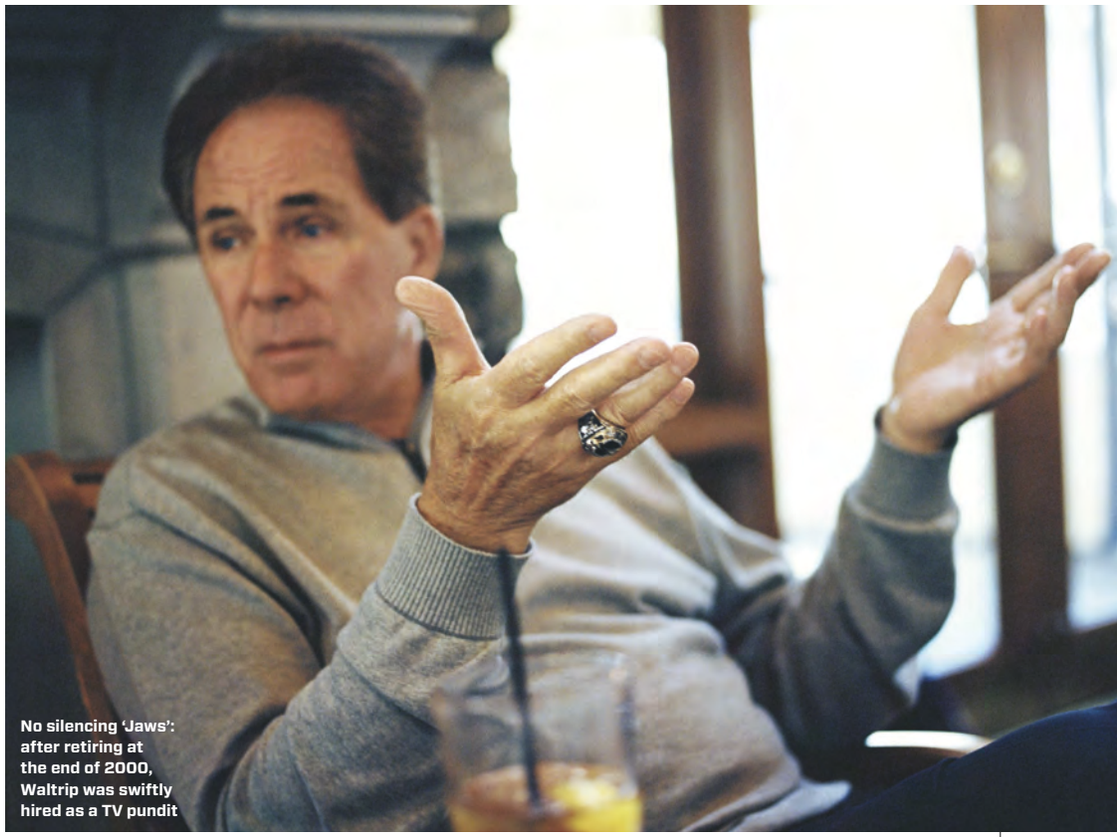


1092 Eagles Nest Place, Danville, California 94506
1. 925. 736. 3444 | www.blackhawkcollection.com | info@blackhawkcollection.com

on what they'd contracted to pay. So I was in trouble, and I had to accept the grim truth: the only solution was to sell the team.

"There was a guy from Tyler, Texas called Tim Beverley, whose business was selling pre-owned aircraft. He flew in, I showed him around, and going back to the airport he said, 'How much do you want?' Well, $4.5 million seemed like a good number to me, so that's what I told him. When he said, 'I'll take it', I wished I'd said $6 million." A few years later Beverley served a substantial jail sentence for a $20 million bank fraud.

Darrell continued to race for other teams, including 10 races for the outfit run by his former bitter rival Dale Earnhardt, before finally hanging up his helmet in 2000 at the age of 53. "Right away two TV companies covering NASCAR came after me because they knew I liked to talk. A guy from NBC flew in, I told him what I'd like to be paid, and he choked and said, 'Son, nobody starts at that level,' and flew home. Then a crazy Australian from Fox named David Hill got in touch. We spent a fun day together, and as he was leaving he pulled out of his pocket a piece of paper. At the bottom was a figure double what I'd asked for from NBC.



No silencing 'Jaws': after retiring at the end of 2000, Waltrip was swiftly hired as a TV pundit

"MY FIRST RACE AS A FOX COMMENTATOR was the Daytona 500 at the start of 2001. Before the race I interviewed Dale Earnhardt: my rival, my enemy and my friend for nearly 30 years, seven times NASCAR champion and one of the all-time greats. He was relaxed, happy, at the top of his form, and we had some good banter.

"When Dale and I first raced against each other both of us always felt, 'If I can't win, you're not going to win.' There weren't big salaries, big motorhomes, private planes. This was survival, man, you were racing to put food on the table. If he beats me, he's going to be eating steak, and I'm going to be eating baloney. You couldn't be friends with somebody and compete against him every weekend.

"But behind all that there was respect, respect on both sides, and when he asked me to drive for his own team in 1998 we mended bridges, we worked out a lot of things we'd been angry about. I was pretty much broke at the time, and he paid well, treated me well. I hadn't been having good results, people were saying I was too old, I was washed up, I should quit. But Dale loved proving people wrong, and he gave me my confidence back."

Come that fateful 2001 Daytona race, in the closing stages the battle at the front was between Dale, his son Dale Jr and Darrell's younger brother Michael Waltrip – all three driving for the Earnhardt Chevy team – plus the Dodges of Sterling Marlin and Kenny Schrader. In the final turn of the final lap, Marlin and Earnhardt touched. Earnhardt careered up the banking, cannoned into the wall and was then hit by Schrader. Ahead of the chaos, confusion, wreckage and tyre smoke Michael Waltrip took the flag from Dale Jr.

"I was whooping with delight, describing in my first race commentary my brother winning the finest victory of his career. But I knew Dale's accident was bad. When you hit that wall it's like you're shot out of a cannon, and then he also had the force from the side when Schrader hit him. I saw Schrader run over to Dale's cockpit, then I saw him jump back. That's when I knew it was bad. And once they got him in the ambulance it didn't hurry, it drove off at 20mph. I knew then that Dale was dead.

"I would have gone straight to Victory Circle to congratulate Michael, but as we wound up the TV coverage a police escort arrived to rush me through the crowds to the hospital.

"I won't go into the detail of what happened after that, but once I'd got over my initial shock and grief I was angry. The HANS device (head and neck support) was available then, but NASCAR hadn't made it mandatory. Dale certainly wouldn't wear it from choice – he didn't even wear a full-face helmet. But over a few months we'd lost Adam Petty, Kenny Irwin, Tony Roper, all from basilar skull fractures in the same type of impact. Almost certainly the HANS would have prevented all those deaths.

"I talked about this a lot on TV, I even demonstrated the device on-air, and I argued passionately with Bill France and other NASCAR officials about their responsibilities for driver safety, which didn't make me very popular. They still insisted that the driver's environment had to be up to the driver.

"Then in an ARCA-sanctioned race that October, Blaise Alexander died from a basilar skull fracture. Within days of his funeral, NASCAR announced that henceforth the HANS device would be mandatory.

"Now I'm no longer a racer, I'm busier than ever. And I'm living in the real world now. When you're a driver you're spoiled. People get your helmet for you, get your goggles and gloves, get a bottle of water for you, drive you out to your private plane. They're always there to kiss your butt. That's not the real world.

"Actually when I was racing I did my best to keep my feet on the ground. I never collected memorabilia, and I gave away all my helmets. I never kept my trophies, either. I always gave them to the guys on the team who did the work. If someone had worked all night building my engine, and I won the race and got the glory, he deserved the trophy more than I did.

"I just know how blessed I was, to be able to race all those years and then step out of the car straight into the commentary booth. This is my 16th season as a TV analyst, but it's also my 53rd year of being involved with car racing. I guess you don't get much more blessed than that."

Blackhawk
COLLECTION

Purveyors of Rolling Art

1986 Ford RS200 Evolution



VIN: SFACXXBJ2CGL00084

Mint original example which was purchased directly from Ford Motorsport in Europe by its current owner. One of 24 ever made. This car is factory original and has been driven very little since new.







1092 Eagles Nest Place, Danville, California 94506

1. 925. 736. 3444 | www.blackhawkcollection.com | info@blackhawkcollection.com



“IT BURST INTO FLAMES.

HAD I NOT BEEN STRAPPED INSIDE, I MIGHT HAVE CHEERED...”



BUY THIS IMAGE

LAT

Tough, pragmatic and thoughtful, Brian Redman is one of Britain's greatest racing drivers. In this extract from his long-awaited memoirs he considers Spa, the pinnacle of road-racing where he took five major victories – and nearly didn't come home

THE ORIGINAL SPA-FRANCORCHAMPS

BETWEEN 1965 AND 1975, ONE IN THREE top-level drivers of world championship sports-prototypes was killed as a result of on-track crashes. The odds were worse for those of us who also drove in Formula 1. To understand how and why, no circuit is more illustrative than Spa-Francorchamps.

Not only were racing cars of that era built without driver protection or even equipped with radios, circuits such as Spa were romantic constructs from 40 years earlier. There was very little in the way of protection for competitors and spectators, track marshal support was inadequate, there were no on-site medical capabilities and organisers were oblivious to the ever-increasing speeds. Jackie Stewart's horrifying experience [in 1966 when he was trapped upside-down in his BRM, soaked in fuel] turned him into racing's most tireless and resolute safety evangelist. By the end of the decade, the modern age of racing safety was firmly established and it has improved each year since. I think that every driver who has survived a racing collision over the past four decades would do well to kneel down tonight and offer an appreciative little prayer for the life-saving contributions of three-time Formula 1 world champion Sir John Young 'Jackie' Stewart OBE.

Current racers who know the 4.5-mile Belgian track rhapsodise about the way in which its quick corners curl on to high-speed straights, long and short, uphill and down. Sooner or later the stories get around to the challenging Eau Rouge/Raidillon complex, giving drivers the opportunity to glaze their tales with hints of diffident valour. It's doubtful that any will mention today's wide asphalt run-off areas, or the comprehensive rim of steel barriers, or the ubiquity of the marshalling points, or the chicane that brings cars nearly to a crawl. Nor should they.

Modern Spa is a fine circuit that produces excellent racing in enviable safety, and all sane drivers should be grateful for that.

But this isn't the Spa I drove in the 1960s and 1970s. It isn't the Spa that nearly broke my spirit and did break my body. Nor is it the Spa on which I won five momentous races in five fragile racing cars.



Redman's wrecked Cooper damaged Vauxhall and Ford at Spa, 1968. But evidently it wasn't his fault (main)...

SUTTON

1968
A WIN, AT LAST

BY NOW MY PROFESSIONAL RACING career was a reality, gracefully accepted by [wife] Marion and energetically embraced by me. As a result of my 1967 win in the Kyalami Nine Hours in South Africa with Jacky Ickx in the JW Automotive Mirage M1, John Wyer signed us to continue our partnership the following year. Wyer's 1968 entries were Ford GT40s, splendidly liveried in what became the most iconic team colours ever, Gulf Oil cerulean blue with a broad orange stripe.

The 1968 Spa 1000Kms pitched Wyer's GT40 against Alan Mann's fast – though unstable and temperamental – Ford P68 sports prototype, driven by Frank Gardner and Hubert Hahne. Frank had handily outqualified us by four full

seconds on Saturday but on race day Spa's great leveller materialised – hard, implacable rain. This was perfect Jacky Ickx weather.

Jacky loved Spa and he especially loved Spa in the wet. Over my 22 years of professional racing, I never witnessed a lap as brilliant as Jacky's opener that day. When he stormed past the pits to begin lap two, everyone in the paddock was convinced that the rest of the field had been halted by a horrendous accident. Thirty-nine seconds passed before the second-placed car, a Porsche 908 coupé driven by Vic Elford, finally sloshed into sight. By then Jacky had rounded Eau Rouge, crested Raidillon and disappeared up the Kemmel Straight – this despite Vic's skill in the rain and the known superiority of the lightweight 908 on a slippery track.

The 908's wet-weather efficiency didn't necessarily empower all Porsche drivers. When I attempted to pass Vic's co-driver, Jochen Neerpasch, at Malmedy, he suddenly spun directly in front of me, skating about wildly before leaving the track and crashing violently. The car was destroyed and Jochen was knocked out by a steel tube from the bus shelter he demolished. The race continued, as did the rain. Although I had qualified in the dry with the same lap time as Jacky, Wyer now instructed me, to my great relief, to 'maintain the gap' and not attempt to equal the wet-weather pace of the otherworldly Mr Ickx. In the end we won by more than a lap, ahead of the Gerhard Mitter/Jo Schlesser Porsche 907. Being damned with faint praise usually rankles, but it was with satisfaction that I read Wyer's post-race comment: "Redman drove extremely well and did all that was required of him." Job secured, at least for now.

1968
FORMULA 1

❖

I RETURNED TO SPA AGAIN IN JUNE AS part of my Formula 1 commitment, burdened to drive the troublesome Cooper. Despite an engine transplant (a BRM V12 for a Maserati V12) and a chassis redesign (to Type 86B), the car remained the same old affliction. By this time Cooper was on an irreversible downhill slide and the team's technical expertise was antediluvian. I complained that the car wanted to spin entering each corner; the Cooper engineer's solution was to lower my rear tyre pressures by five pounds, a change that did nothing for the handling. Of course, a professional driver is paid to carry on regardless…

Sunday came. I put Scarfiotti's accident [killed the same weekend at a hillclimb] out of my mind and went racing. Even the faint-hearted Cooper-BRM took the Eau Rouge/Raidillon complex at 130mph, cresting the hill flat out and gaining speed on the Kemmel straight to arrive at Les Combes at about 160mph. As I approached this fast left-hander, I felt something fail in my suspension and attempted to spin so I could crash backwards – the safer way to self-destruct. Unhelpfully, the steering had locked and I careened sideways into the barrier. The car's rolling momentum carried it up and over the guardrail with my right arm caught between the unyielding steel and the car's chassis. The Cooper continued to slide, demolishing a marshals' post and slamming into a parked Vauxhall Velox. Three wheels came off the Cooper – one severely injuring a track marshal – before it burst into flames. Had I not been strapped inside, I might have cheered.

Accidents seem to unravel slowly for racing drivers and, short of being concussed, memories record surprising detail. I distinctly recall feeling the two bones in my lower arm snap as I rolled over the barrier and then holding my breath when marshals applied a spray of fire extinguishant. Even damaged and shaken, I was concerned as much about inhaling that toxic cloud as being burned. A Belgian marshal's face appeared through the mist and, without removing the cigarette from his mouth, he started to undo my belts, igniting spilled fuel and causing the car once again to burst into flames.

The marshals finally put out the fire, dragged me out of the wreck, deposited me on the ground, and went back to tending their comrade. From my prone position, the horizon filled with the pensive face of journalist David Phipps as I repeatedly shouted, "The bloody steering broke!"

Eventually I was taken by helicopter to Hôpital de Bavière. There I was placed under the care of Professeur F Orban. As I lay on the operating table, the masked-and-gowned physician looked hard at me and cautioned, "Monsieur Redman, it may not be possible to save your arm." I smiled and thanked him. Perplexed, he asked how I could be so pleased, to which I truthfully replied, "Because I am here." Somehow, this brilliant surgeon dragged the broken ulna and radius bones back into alignment and managed to insert two stainless-steel Rush pins.

John Cooper visited me the day after the race and politely inquired as to what caused the crash that destroyed his valuable racing car. "Something broke in the suspension," I told him. John didn't respond well to this assessment but gave a shrug: "You'll heal, my boy." By the next day, I understood. Beneath John Cooper's studied indifference rested his determination to protect the Cooper Car Company's reputation, at the expense of mine, if necessary. On Thursday, *Motoring News* ran a story in which I was quoted as saying the suspension failed, inciting John to call the paper and demand a retraction. "The car didn't fail," insisted John, "it was driver error." Serendipitously, the next



day's *Autosport* published a photo by Peter Burn, the magazine's chief photographer, that clearly showed the front suspension adrift.

Thank you, Professeur Orban, for saving my arm; your two pins remain on duty to this day. Thank you also to Peter Burn for rescuing my career.

1969
THE SECOND WIN

❖

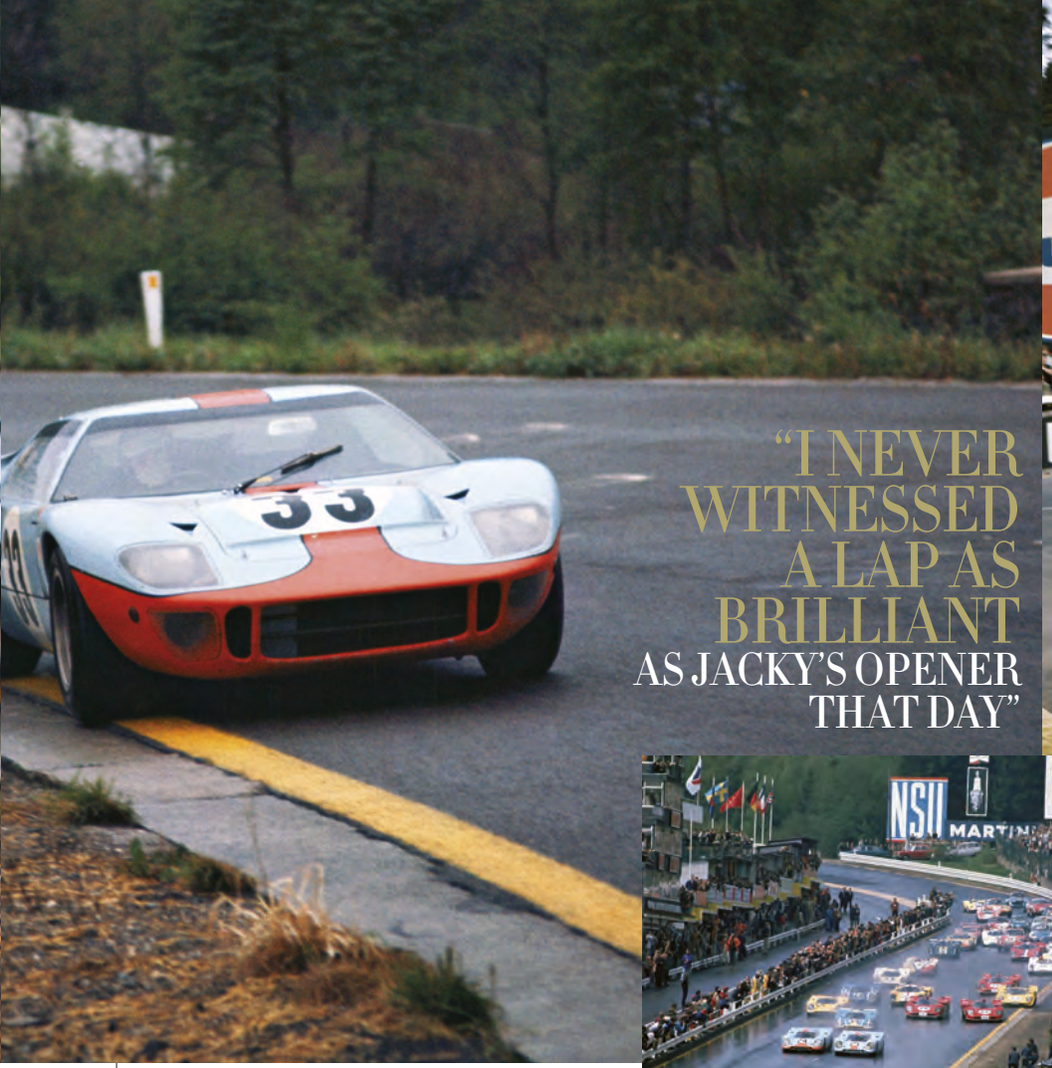
LIFE TOOK A SWIFT AND POSITIVE upturn. I was named a Porsche factory driver, paired in a long-tail 908 coupé for the Spa 1000Kms with Jo 'Seppi' Siffert, the brilliant Swiss driver who came up through the hard-knocks school of motorcycle racing. Seppi and I (as well as every other Porsche factory driver) spent much of the 1969 season doing our best to avoid testing the new, unsorted 917. It was inevitable that, in the close confines of the Porsche team at Spa, there would be no escape. I was trapped like a rabbit in its hole by a ferret of a team manager.

"Herr Redman," queried engineer Helmut Bott, "you vud like to drive the 917? Now is gut?"

"But it's raining, Herr Bott," I explained, hoping that Spa's monsoons might provide me with an excuse.

"Zen go slow," he patiently instructed.

For the race, Seppi and I agreed that we





LAT

"I NEVER WITNESSED A LAP AS BRILLIANT AS JACKY'S OPENER THAT DAY"

would be far more competitive in a tried-and-tested long-tail Porsche 908 coupé, and how right we were. Gerhard Mitter blew up the lone 917 almost immediately, no doubt by inadvertently selecting third gear instead of fifth, allowing his partner Udo Schütz to go home with a clean uniform. That left Jo and me to fight a hard battle with the Ferrari 312P of Pedro Rodriguez and David Piper and, by the end, we had managed to gain nearly a full lap on them to take the win. While fulfilling my role as 'rear gunner' for Seppi, I did manage to sneak in a lap at 3min 37sec, the fastest of the race.

1970
WIN NUMBER THREE

JOHN WYER TOOK OVER the testing of the Porsche 917 in 1969 and his organisation, JW Automotive Engineering, was named the official Porsche race team for 1970. By the time we returned to Spa in 1970, the 917K had already proven itself with wins in the 24 Hours of Daytona, the Brands Hatch 1000Kms and the Monza 1000Kms. For the Spa 1000Kms we had new rear bodywork designed to give us added speed on the long straights, not that any of the drivers had lobbied for this particular favour. It turned out that the car's tyres shared our misgivings.

For three practice laps I built my speed and confidence. On the fourth lap I felt obliged to take an aggressive run down the Masta Straight at about 215mph, and then around Stavelot at 170mph. But as I approached the flat-out Les Carrières at 175mph, my left rear tyre detached itself from the rim, flinging the 917 sideways and causing the car to slew from one edge of the road to the other. In desperation I took both hands off the steering wheel, having once read that the caster of the front wheels would automatically straighten the car. It worked and eventually the car stopped, undamaged. When I returned to the pits, Seppi fell on the ground laughing, pointing out that my face matched the colour of my white driver's suit.

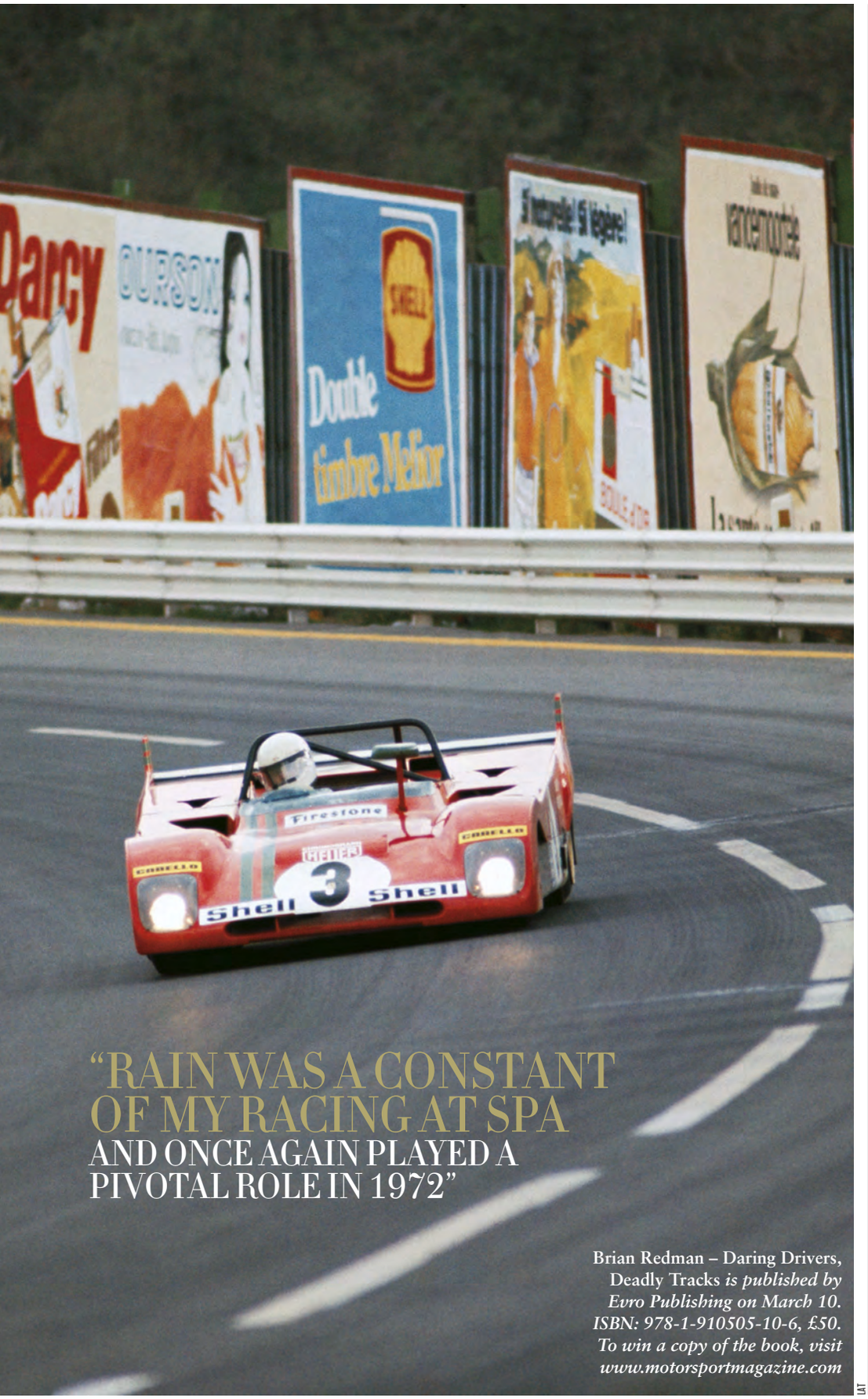
Incredibly, the tyre centres had expanded so much at high speeds that their inside beads were pulled away from the rims. Clearly, a solution had to be found. The night before the race, all of the team's magnesium-alloy wheels were taken to Liège and roughly sandblasted, the better to grip the tyres. No one knew if this would work, although we drivers would be the first to find out.

It rained heavily during the night and, as was normally the case, I slept in fits and starts. My thoughts were of Spa's dangers, of course, but I also found myself dwelling, as a child of the Second World War, on how local families suffered when the region was savaged during the Battle of the Bulge. Somehow, the spectre of senseless losses during the war dovetailed with my fear of Spa's random uncertainties. Even now, I don't know if this grim combination made things worse or better.

The race took place the next day. Pedro Rodriguez had put one of the JW Automotive Porsche 917Ks on pole with my team-mate Jo Siffert alongside in ours. Two factory Ferrari 512s were our main competition, one driven by Jacky Ickx – on his favourite track – and John Surtees, the 1964 Formula 1 world champion. We had our work cut out. The track was still wet when the race began, so Pedro and Seppi started on intermediate tyres. At the drop of the flag, the two of them contested the narrow road side by side, banging their 917s' flanks through Eau Rouge, then up the hill and out of sight. I'm sure the hairs on the back of John Wyer's neck stood on end; they did on mine.

The JW Automotive Porsche 917 duos of Rodriguez/Kinnunen and Siffert/Redman soon put distance on the field, leapfrogging each other back and forth as the race unfolded. Ultimately Seppi and I extended our lead, to take the win over the Ickx/Surtees Ferrari at an average speed of 149.42mph, including pitstops. It was the fastest road race ever run. I was able to match Siffert's best time, but Pedro Rodriguez blitzed us all by setting a single lap record of 3min 16.5sec at an astonishing average speed of 160.513mph.

Back at the hotel [after partying with the mechanics] Seppi demonstrated 360-degree spins with his Porsche 911 in the car park, showering the windows with gravel. The management – both the hotel's and mine – were not amused, but neither Seppi nor I much cared. We had won and remained whole – and the Spa 1000Kms was behind us for another year.



"RAIN WAS A CONSTANT OF MY RACING AT SPA AND ONCE AGAIN PLAYED A PIVOTAL ROLE IN 1972"

LAT

Brian Redman – Daring Drivers, Deadly Tracks is published by Evro Publishing on March 10. ISBN: 978-1-910505-10-6, £50. To win a copy of the book, visit www.motorsportmagazine.com

1972
WIN NUMBER FOUR

RAIN WAS A CONSTANT OF MY RACING at Spa and once again played a pivotal role in the 1972 1000Kms. I had been hired by Ferrari to share a 312PB with Arturo Merzario, a very good but temperamental driver. In the race, with only one hour left to run, the Jacky Ickx/Clay Regazzoni 312PB was leading when Clay picked up a puncture and hit the barrier, damaging the bodywork and oil tank.

Suddenly I was in the lead, but with Ronnie Peterson in the team's third 312PB closing quickly. As we approached the fast Les Combes left-hander, I took my usual prudent line to give myself a touch more room in case of trouble – a legacy of my 1968 accident. At that moment there was a wave of movement among the fans clustered by the corner as if something had abruptly startled them en masse. It spooked me sufficiently that I lifted and touched the brakes. The spectators, as a group, were closing their umbrellas after a shower that had made the road surface wet but without any obvious puddles. My conservative line and early braking allowed me to make it through the corner while hard-charging Ronnie ended up riding along the top of the guardrail like a slot car.

There are moments of wisdom like this that contribute to every win, but I've noticed that the more experienced a driver becomes, the more often they occur.

THE NEW SPA-FRANCORCHAMPS

MY MOVE TO FORMULA 5000 AND the American Can-Am series ended my string of 1000Kms races at Spa. Six years later, in 1979, the track management sensibly pruned the circuit's length from 8.7 miles to 4.5, connecting Les Combes and Blanchimont by a new sector and ceding the 4.4 miles between Malmedy and Stavelot to full-time public use.

I returned to Spa in 1989 to drive Peter Livanos' Aston Martin AMR1 and found the new layout to be fast and fun, the killer kinks and corners now mercifully absent.

I won at Spa five times: four in 1000Kms races – one each in a Ford GT40, Porsche 908, Porsche 917 and Ferrari 312PB – and once with a Chevron B16S in the 1970 500Kms. These successes weren't often pleasurable but they were rewarding. I recall that each time I stepped from the car at the end, the grass was greener, the sky bluer and the air purer. Now, from the gauzy perspective of over 45 years, I can report that I'm glad to have had the opportunity to engage and conquer the original circuit.

Time does that, even to racing drivers.

LIGHTS... CARS... ACTION!

ROAD • TRACK • STORE

Website: www.lightscarsaction.com

Email: enquiries@lightscarsaction.com

Tel: 01420 47 44 11

STORAGE - WORKSHOP - RESTORATION

Lights Cars Action is a specialist automotive company which houses a wide range of vehicle services within a 24,000 sq foot premises. Our unique & resourceful workshop allows us to carry out maintenance, race car preparation, restoration, detailing, valet & more by our highly trained and experienced technicians. Also we have unique state of the art paint oven enabling a one stop shop for all of your automotive needs.



Our facility includes a purpose built storage warehouse which allows us to offer you short or long term storage for one or more of your vehicles. The storage area is dehumidified to a relative humidity of 50-55% 24/7, which is the optimum environment for automobile storage.

We also have over 15 years' experience in historic racing running cars such as Historic F1, Classic F3, Formula Junior, GT, Sports Racers and others, at Goodwood, Monaco, Europe, South Africa & the USA.

We are very well located on the border between Hampshire & Sussex near Farnham with Heathrow, Gatwick and Central London no more than 1 hour away.

Please visit our website or contact us for more information and we will be happy to discuss your individual needs.

RACE & CLASSIC CARS FOR SALE



Scania Car Transporter & Motorhome

Price - £75,000

2001 Scania, bespoke built motorhome – comfortably sleeps 8, with a 12 wheel, 4 car trailer transporter. Currently used as race car transporter and support vehicle complete with new awning for 3 cars. Excellent condition, low mileage for vehicle and age, and much refurbishment recently carried out on trailer chassis & hydraulics.



1974 Triumph Stag

Price - £17,500

Triumph Stag, Automatic Coupe, Mallard Blue 2997cc, bare metal repaint and restoration, upgraded new burr walnut dash. Engine re-built, gearbox re-built, new aluminium radiator, new hood, new wheels/tyres, new interior - Superb condition, MOT June 2016.

All our cars are on our website: www.lightscarsaction.com/sales

OR Call direct for more information 01420 47 44 11 • 07973 719 778



Will Palmer

Dad competed in F1 and brother Jolyon is on the cusp: the dynasty's youngster spoke to Simon Arron about his goals...

IT FEELS ODD WHEN A DRIVER TELLS YOU he was a little too old to start karting, aged 13, but such is the way of modern motor racing. Will Palmer, now 19, is youngest son of former Grand Prix driver Jonathan and brother to 2016 Renault F1 recruit Jolyon. Last year, in his second full single-seater campaign, he dominated BRDC Formula 4 and scooped the main McLaren *Autosport* BRDC Award, which earned him a £100,000 cheque and his maiden F1 test – most likely in the autumn.

He has come a long way in a relatively short time.

"Dad was careful not to pressurise Jolyon or I into racing," Will says. "We both started relatively late. I was watching Jo race in Formula Palmer Audi when I thought, 'I fancy having a go.' I did a few weekends of club karting – not enough to get rid of my novice cross – and then moved to Ginetta Juniors, because at that stage we felt it would be better to learn about racecraft in a car.

"It was a massive challenge, because the level in Ginetta Juniors is very high and I had such limited experience. I did three races at the end of 2011, a full learning year in 2012 and aimed for the title in 2013, when I finished third and took my first win, at Rockingham."



LAT

CAREER IN BRIEF

Born: 15/02/97, East Grinstead, England **2010-11** Six kart meetings **2011** Ginetta Junior Championship, selected races **2012** Ginetta Juniors, 12th **2013** Ginetta Juniors, 3rd; BRDC F4 Winter Championship, 5th **2014** BRDC F4, 6th; BRDC F4 Winter Championship, 1st **2015** BRDC F4, 1st (12 wins); McLaren Autosport BRDC Award winner

Sticking with HHC Motorsport, for whom he'd driven since 2012, Palmer then switched to single-seaters and proved immediately competitive in the BRDC F4 Winter Championship, taking one podium in his first race weekend and a victory from pole during his second.

His 2014 campaign began brightly – he was joint second in the BRDC F4 standings by mid-season – but then came Silverstone. "I qualified on the front row and was leading until my fuel pump failed," he says, "which meant starting towards the back in the next two races. Subsequently I think I tried too hard and got involved in a few incidents. With hindsight, I should have been calmer about losing those points at Silverstone. That derailed things a bit."

He subsequently won the F4 Winter title, however, and added the main BRDC F4 Championship during a 2015 season that yielded 12 victories. Has he tapped into the family's racing heritage for assistance?

"Not as much as I used to," he says, "because in 2015 the others were often away so it was mostly just me working with the team and driver coach Duncan Tappy. Sometimes Jo would watch my onboard footage and offer advice. He's well known for his fantastic racecraft and I couldn't wish for a better tutor."

Next stop will be Formula Renault 2.0 with crack French team ART, with whom he showed well in a one-off appearance at Silverstone last season. This is viewed as a chance to gain experience on international circuits before stepping up another rung. He starts the campaign buoyed by his award success, something that took him by surprise. "All the finalists had been saying, 'Oh, you don't want to be Club Driver of the Year' because that means you probably won't win the main award. It was a standing joke, then on the night I won the club award and thought, 'OK, I'm out of this now.' Emotions were mixed, because it was amazing to walk onto the main stage but I thought I'd lost a shot at the best prize in junior racing. By the end of the evening I'd made peace with the fact I wasn't going to win, so it was a real shock when my name was read out."

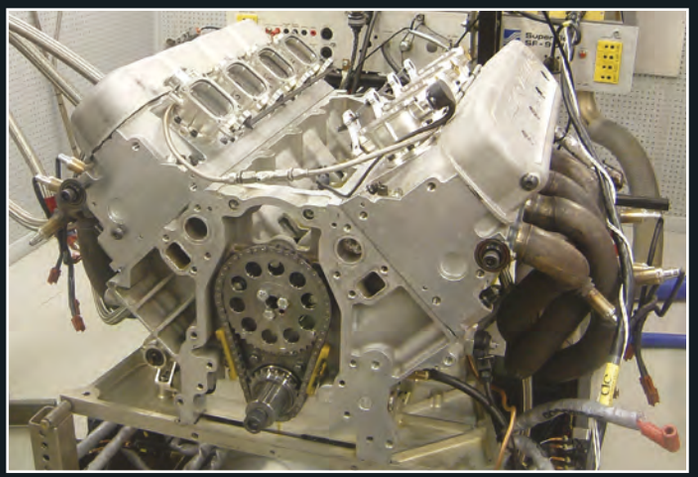
The long-term goal is F1, but he's keeping his options open and will shortly commence an economics degree at the University of Bath. "I'll do all I can to reach F1," he says, "but relatively few drivers become professionals. It would be madness not to have a back-up plan."

Full Engine Builds/Rebuilds
Machining Services
Full Workshop Facilities

es
Competition Engine Services

Full Race Car Preparation
In-House Dynamometer Testing
Race Day Support







Cross Street, Burton Upon Trent, Staffordshire. DE14 1EF Telephone & Fax: +44 (0) 1283 566783 Email: info@competitionengineservices.co.uk

www.competitionengineservices.co.uk

JSW Group

FOR 24 HEUR WINNERS,
24 HOUR PROTECTION

ORDER NOW
0845 4582611

AIRCHAMBER

WWW.AIRFLOW-UK.COM

AIRFLOW®
CAR CARE COVERED

Rally success earned the firm cult status, but that was a long time ago. Now Subaru has surprised its fans by launching a maiden British Touring Car Championship campaign

writer SIMON ARRON

Out of the





An impression of the racing Levorg. Above right, Petter Solberg helps to build Subaru's sporting heritage



LAT

blue

BY REPUTATION HE'S ONE of the leading lights in his realm, with a record 94 race wins since making his BTCC debut in 1997. He's been present for all but two of the subsequent seasons, taking a break only to flirt with a putative NASCAR career. But by instinct Jason Plato is a wheeler-dealer and lover of a strong sales pitch.

"New projects light my fire," he says. "Turning an embryonic idea into something capable of challenging for the BTCC title? That's a huge motivation. I enjoy driving, of course, but that bit is relatively straightforward. Getting up on a cold, pissing-wet morning and going out to clinch a deal… that really inspires me."

Thus it was during the summer of 2015 that Plato began courting Subaru, in a bid to persuade the Japanese firm to become the sixth manufacturer he'd represented at BTCC level, after Renault, Vauxhall, Seat, Chevrolet and MG.

"Ever since the BTCC adopted NGTC (new-generation touring car) regulations in 2012, with the obligation to use lots of shared components, the sexy things you used to be able to do with front-wheel-drive cars went out of the window. I felt a rear-drive package was the way forward.

"Of all the manufacturers out there, Subaru seemed to have the best platform, with a flat-four engine that's half as high and half as long as everyone else's. It looked like a no-brainer, a solid foundation for the future. Salesmanship is my thing, so I approached Subaru and brought the deal to a point where both sides wanted to do it. Subaru is synonymous with blue cars and gold wheels thanks to its great rally heritage, but it might be time for the brand to develop in a new direction.

"I think you have to give the BTCC some credit, too, for the fact this is happening. As a marketing platform, with about 25,000 dedicated fans at each race and millions

watching on TV, it's a phenomenal medium for a manufacturer. It has good reach and, relatively speaking, is not particularly expensive. It just works. How many other championships give manufacturers a genuine return on their investment?"

❖

GIVEN THE FREQUENCY WITH WHICH he has mopped up factory drives, Plato surprised a few people when he left the Triple Eight-run MG team at the end of 2014 to race a VW Passat CC for former superbike rider Warren Scott's Team BMR, an independent entity with only two BTCC seasons under its belt – although it had scored a couple of wins. "People thought that was a bit left-field," Plato says, "but Warren impressed me with his ambition." The team immediately became a title contender, with Plato (6) and fellow champion Colin Turkington (4) recording 10 victories last year.

"From the start," Scott says, "it was always our intention to become a works team. We didn't expect it to happen quite so soon, but I'm delighted that it has. We worked very hard to assemble a strong crew and it's a credit to everybody at BMR that the team has come as far as it has as quickly as it has.

"The Subaru deal was put together quite late,



Source vehicle: Subaru's new Levorg Sports Tourer will spawn four BMR-run BTCC racers this year

but we have very good people on the project [its engineers include Carl Faux, who was with Plato at MG, and Kevin Berry, who worked alongside Plato at MG and Turkington at BMW] and I'm confident we'll be on the pace. The team might be quite young, but we have lots of experience and our guys have dealt before with similar situations. We need to perform for Subaru and that brings extra pressures, but I think we're ready."

BMR plans to have four of Subaru's new Levorg Sports Tourers on the grid, for Plato, Turkington, Scott and a driver that had still to be confirmed at the time of writing.

"We have the right people, all of whom understand the regulations, and I genuinely believe we can be competitive from the start," Plato says. "Subaru is very engaged in the project and has been incredibly supportive. Reliability is always an unknown quantity, of course. It has cost me titles in the past but, even though you can never be certain, I don't see it being a problem. We have the know-how and I have total belief in the people involved."

Does Scott think it will be harder running a works team or keeping a rein on the two champions within? "I have no worries on either score," he says. "Colin and Jason get on extremely well, worked brilliantly together in 2015 and know the most important thing is to make the car fully competitive as soon as possible. We might start slightly on the back foot, but I hope we'll be there or thereabouts and then in a position to challenge for the title at the season's end."

❖

PLATO WILL TURN 49 SHORTLY AFTER the 2016 campaign concludes, but insists longevity hasn't dulled his appetite. "I still get absolutely the same buzz from driving as I did when I was younger," he says. "Perhaps more, because with each passing season you have a few extra tricks in your toolbox. And I genuinely believe the racing is good in the BTCC. I know some people think it's a bit of a pantomime, but I can't think of anything else that's quite as intense – other than perhaps karting at a very high level. And as they add ballast in an effort to equalise the cars, you constantly have to raise your game to adapt. The person behind the wheel really can make a difference – and you can't say the same about every racing category."

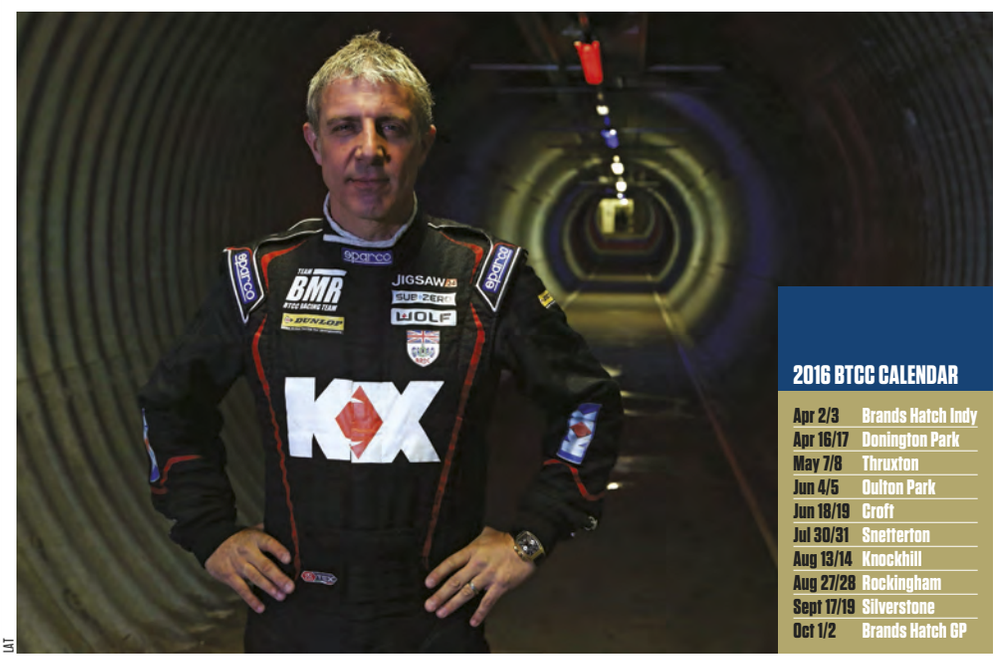
He expects Subaru's chief opposition to come from the usual suspects – defending champion Gordon Shedden and team-mate Matt Neal in their works-supported Honda Civics, 2013 champion Andrew Jordan who has transferred from MG to a Motorbase-run Ford Focus – but last season's 30 races were won by 10 drivers in six different types of car, so he expects competition to be diverse and fierce in equal measure.

"I was surprised by the BMWs' relative lack of performance in 2015," he says. "We know how good that car should be and I expect it to be back on form. You can't rule out some of the younger guys, but one of the reasons the old guard – if I can call them that – are there year in, year out, is that they know how to put together a complete racing season, looking after tyres when necessary, rolling with the punches and picking up a few points here or there in adversity."

For some he's the routine TV villain, the driver to whom cameras turn for instant provocation, a no-punches-pulled quote about one or other of his rivals, but beneath the extrovert lies a very serious racing driver. Ask 2013 world endurance champion Allan McNish about his early karting career and he'll readily concede he wasn't the benchmark.

That was Plato. Ⓜ

"THE PERSON BEHIND THE WHEEL REALLY CAN MAKE A DIFFERENCE – AND YOU CAN'T SAY THE SAME ABOUT EVERY CATEGORY"



LAT

2016 BTCC CALENDAR

Apr 2/3	Brands Hatch Indy
Apr 16/17	Donington Park
May 7/8	Thruxton
Jun 4/5	Oulton Park
Jun 18/19	Croft
Jul 30/31	Snetterton
Aug 13/14	Knockhill
Aug 27/28	Rockingham
Sept 17/19	Silverstone
Oct 1/2	Brands Hatch GP

Available for Private Sale



1962 Lotus Seven
First registered September 1962 and four previous owners. Extensive history file with Buff Logbook, Lotus correspondence and maintenance bills. Run by RW Racing for previous owner for two years in Club events 2006/07. In excellent condition and complete with various spares including tonneau. **Asking Price: £29,995**

1933 Alvis Firefly Cross & Ellis Tourer
One of just two two-seaters with 'Dickey' seats built by Cross and Ellis and both slightly different. Delivered new by Windmill and Lewis in Bristol, September 1933. Extensively restored by Tim Walker in the 1990s and recently fitted with an Alvis 'synchro' box with the original retained. In really nice order. **Asking Price: £39,995**





1958 Jaguar MK I 'Brian Lister Tribute'
Wide angle, dry sump D-Type engine, four-speed all synchromesh Jaguar gearbox, MK II wide track rear axle with LSD and Halibrand centre locks. Many other upgrades including brakes and full stainless exhaust. Dry sump tank and extra fuel tank in boot. An extraordinary car. **Asking Price: £99,995**

1969 Fiat Dino 2400 Coupe
The best we have seen and purchased originally by the son of Peter Sellers. Imported in 1990 and subject to a ground up restoration inc. engine and suspension overhaul, bare metal repaint and retrim. Little used since and in outstanding condition. **Asking Price: £54,995**





1982 AC 3000 ME
Originally a factory demo car and then Andrew Hurlock's personal transport. Subsequently transferred to AC (Scotland) Ltd and re-engineered by Aubrey Woods (ex-BRM) to accept an Alfa V6 with amongst other things, revised suspension, brakes, and gearchange. The pre-production prototype and a taste of what might have been. Comes with a spare full race Alfa V6. **Asking Price: £24,995**

T +44 (0) 1252 792683 T +44 (0) 1428 607899 E john.markey@handh.co.uk

H AND H
AUCTIONEERS
For the Classic Collector

UNITED AUTOSPORTS

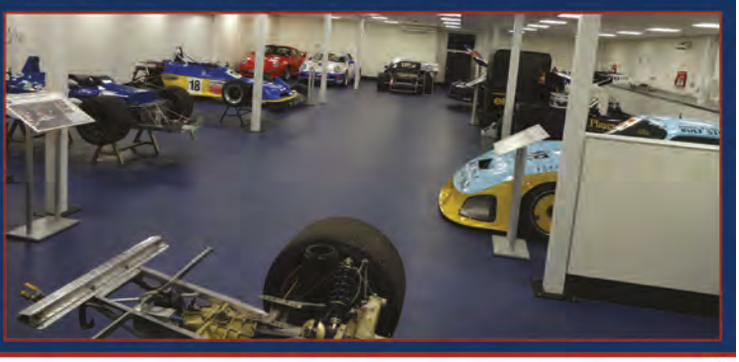
Road and Race Car Storage

United Autosports are a well respected race team, having competed in GT and sportscar racing all over the globe. We also have a historic vehicle department, undertaking restorations and taking part in headline classic events around the world. We have restored, maintained and raced cars of all eras, from Formula One, DTM, Group C and more.



United Autosports can:
- ***store your road or race car***
- ***provide a safe, insured, clean and dry environment***
- ***offer a secure, alarmed facility with CCTV***

United Autosports can also offer additional services, including:
- ***Full restoration***
- ***Routine maintenance***
- ***Track preparation***
- ***On-event track support***
- ***Global transport and shipping***
- ***Detailing / valeting***
- ***Bespoke fitted car covers***
- ***MOT Testing***



For more information, please contact Richard Dean
richard@unitedautosports.com or +44 (0)7850 350 296

United Autosports, Unit 1, Helios 47, Isabella Road, Garforth, Leeds, West Yorkshire, LS25 2DY, England

unitedautosports.com


22



AN ENGLISHMAN ABOARD

He forged his reputation as an engineer, but people tend to forget just how accomplished a driver Mike Parkes was. We look back on the man, and his time in the racing spotlight with Ferrari

writer ADAM COOPER

GETTY

FIFTY YEARS AGO MIKE Parkes enjoyed one of the most extraordinary debut seasons in the history of the world championship, albeit with a campaign that encompassed just four Grand Prix starts.

Handed a Ferrari race seat after the departure of John Surtees, he finished second on his debut at Reims. Three races later at Monza he qualified on pole, led seven laps and finished second again. Not bad for a 34-year-old rookie who had not raced a single-seater for four years – and who still regarded racing as a hobby that complemented his full-time job as an engineer.

The following April Parkes proved he was a force by winning the International Trophy. Sadly, seven weeks later a huge accident at Spa left him facing a lengthy period of rehabilitation and the realisation that he would never race an F1 car again. In truth he was fortunate to be alive – but his luck would run out a decade later, on a rainy Sunday evening on a quiet country road in Italy.

❖

PARKES WAS PERHAPS ONE OF THE MOST intriguing men ever to race an F1 car, and at 6ft 4ins certainly one of the tallest. Driving was a big part of his life, but so too was engineering. One of the fathers of the Hillman Imp, he subsequently played a key role in developing Ferrari road and race cars, and then became one of the architects of Lancia's successful Stratos programme. He was a complex character, quietly spoken and methodical in his work but someone who liked to have fun away from the track and had a keen eye for female company.

"He was very sociable," says his younger sister Annabel. "He enjoyed being with friends, but like many men he didn't open up too much about what he was feeling inside. He was very precise professionally, if you see all his notes."

It was perhaps inevitable that Mike should gravitate towards things mechanical. His father John Joseph Parkes came from a line of civil servants, but having lost his own father very early became an accomplished pilot and a major player in both the aero and motor industries.

During WWII Parkes Sr was head of De Havilland's Engine and Airscrew Divisions, and as such was in charge of 15,000 people. In December 1945 he joined Alvis as managing director and later chairman, with the task of rebuilding the company in the post-war years.

At that time his oldest child, Michael Johnson Parkes, was 14 and attending Haileybury College, where Stirling Moss was two years ahead. Cars and planes played a significant role in Mike's youth, and he saw little point in wasting time with a stuffy university education. On leaving school in 1949 he joined the Rootes Group on an apprenticeship.

"Mike grew up in this atmosphere of cars and anything to do with engineering," says Annabel. "It was a household where people were always mending things or taking them apart and putting them back together. It was mother who taught him to drive – there were



BUY THIS IMAGE

Goodwood 1963: now a works development driver, Parkes gives Maranello's GTO its debut victory

LAT

plenty of abandoned aerodromes after the war.

"He wasn't particularly academic, but he worked his way through school. If you read his reports they weren't that great! He was very much a hands-on person. He didn't want to go and do a university course."

Spells in various Rootes departments were backed up by studies at Coventry Technical College. He also developed a passion for motor sport, and in 1952 made his first race start in an MG TD at Silverstone. It led to a family crisis.

"He'd been given the MG as a present on the condition that he didn't race it," says Annabel. "Then father found cups from races hidden away in a cupboard."

"There was a little piece in the *Coventry Evening Telegraph*," adds Mike's brother Johnnie. "My father read it and Mike was summoned to account for himself!"

At that time he viewed racing largely as an engineering exercise: "Later there were two Frazer Nashes. Sometimes he didn't have one, sometimes he didn't have either, so racing depended on whether the car was available or in working order," says Johnnie.

"He'd put down everything, notes about valve arrangements and gear ratios, what the settings were, what the lap times were. So from an engineering point of view he was taking it all quite seriously. He placed a lot of importance on that side, as it enabled him to be competitive."

Mike's mother passed away in March 1956 and he put racing to one side for a while. Later he returned with a more contemporary car in the shape of a Lotus 11, owned by Geoff Williamson. Then through family friend Alec Issigonis he became involved with David Fry, who was constructing an F2 car for Stuart Lewis-Evans. After the latter's death Mike took over and raced it, contesting the F2 class at the 1959 International Trophy and even making an abortive attempt to qualify for the British GP.

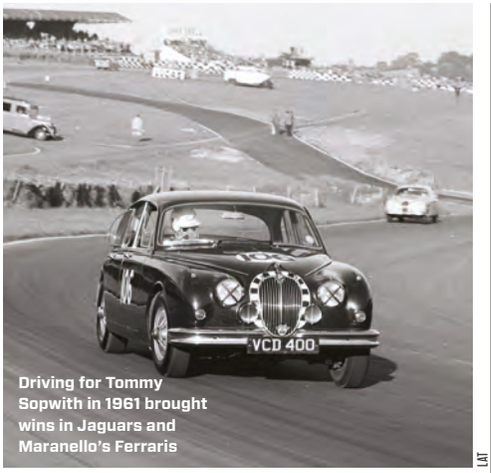
"He was doing it virtually on his own," says Johnnie. "He'd have it on a trailer behind his TR3; him and his girlfriend and maybe me going to Oulton Park. There wasn't a lot of back-up."

Mike was clearly adept at what we would now call networking, finding people who owned racing cars and wanted a good driver who could also bring development skills to the table. In 1960 he drove Gawaine Baillie's Lotus Elite, but it was a meeting that year with Tommy Sopwith, at a dinner hosted by the Sunbeam Talbot Owners' Club, that was to change his life.

❖

SOPWITH INVITED MIKE TO DRIVE HIS Jaguars under the Equipe Endeavour banner, and – in association with the recently formed Maranello Concessionaires – his Ferraris. In 1961 Parkes proved a regular winner in both, and he quickly became a big name on the national scene. He also shone in Formula Junior.

In April he went to the Le Mans test day as an engineer with Sunbeam. Ronnie Hoare arranged for him to take some laps in a works Ferrari and a sensational performance led to a seat in the race itself, sharing a 250 Testa Rossa with Willy Mairesse. They finished a superb second. Mike was now well and truly on his way.



Driving for Tommy Sopwith in 1961 brought wins in Jaguars and Maranello's Ferraris

LAT

In 1962 Parkes and Mairesse finished second in the Nürburgring 1000Kms, while he continued to star on the domestic scene, notably with Maranello's 250 GTOs. Mike also made his F1 race debut with a Bowmaker Cooper in the non-championship 100-mile event at Mallory Park, earning fourth behind John Surtees, Jack Brabham and Graham Hill.

All the while he pursued his day job with Rootes, latterly focusing on the development of the Imp – very much his baby. Then at the end of 1962 his life took a different direction when he was invited to join Ferrari as both a development engineer and GT race driver. It was an offer he couldn't refuse.

"I think he was quite frustrated at Rootes," says Annabel. "Engineers weren't paid very well. When my brother left school in 1961 Mike said, 'There's no future in being an engineer, you should be an accountant!' That gives a measure of how disillusioned he was.

"It was a dream to go to Ferrari. I think he just saw it as a wonderful opportunity. There was a much more favourable tax situation, and he was paid as a consultant. He didn't have many things that tied him to this country."

"After our father remarried in 1958 Mike wasn't living at home," adds Johnnie. "And he probably didn't feel all that welcome. It certainly wasn't as it had been before."

Parkes arrived at Ferrari in January 1963. Initially he didn't speak Italian, getting by on the French he'd learned at school. He soon came to love life in Modena, though, and acquired an apartment. He also began a long-term relationship with English teacher Brenda Vernor.

In his first year as a Ferrari employee he finished third at Le Mans with Umberto Maglioli. The following season the pair won the Sebring 12 Hours, and Mike then scored a solo victory in the 500Kms Spa GP. However, a testing crash at Modena left him with back injuries and curtailed his '64 season.

On his return in 1965 he won the Monza 1000Kms with Jean Guichet. He won Monza again in 1966 with John Surtees, and also triumphed at Spa that year with Lodovico Scarfiotti. In sports cars he was absolutely at the top of his game.

It was after Le Mans, and the controversial departure of Surtees, that an F1 opportunity opened up. The team had already made a special 'Parkes' chassis – 4cm longer than normal – in anticipation of an extra entry at Monza. It was now hurriedly built up and readied for the French GP.

At Reims Mike qualified third, eventually finishing second behind champion-elect Brabham. He missed the British GP, then spun off at both Zandvoort and the Nürburgring. However, he caught everyone's attention by taking pole at Monza. He finished 5.8sec behind team-mate and winner Scarfiotti after in effect riding shotgun and keeping Denny Hulme at bay.

Outside his intense life at Ferrari Mike put his remaining energy into flying, having gained his licence and acquired a twin-engined Beechcraft Baron.

"IT WAS A DREAM TO GO TO FERRARI. I THINK HE SAW IT AS A WONDERFUL OPPORTUNITY.



He began 1967 with second places at Daytona and Monza with Scarfiotti, followed by a superb win in the International Trophy. He didn't race at Monaco a week later, but was present when Lorenzo Bandini crashed. He shared a win with Scarfiotti in a staged dead heat in the non-championship Syracuse GP, finished fifth in the Dutch GP and took second at Le Mans with Scarfiotti.

Then came Spa. Mike qualified ninth, but on the first lap he was soon up to third, running behind Jackie Stewart. The BRM H16 was dropping oil and Parkes lost control at Blanchimont. Team-mate Chris Amon watched from behind as Mike spun to the left, ran up the banking and rolled several times. Initially his lanky frame was only partially ejected, which made his injuries worse. Both legs were badly broken, the ligaments were torn, he was concussed and had a broken wrist.

"My father and I went to Belgium straight away," says Annabel. "We didn't know if he'd survive. We stayed there for about 10 days, and eventually he came round. What they were really concerned about was he might have a brain haemorrhage."

After 12 days in Liège he was flown back to the UK and attended by surgeon Lawrence Plewes, who had looked after Parkes Sr following a flying accident in 1943. The Canadian's first job was to save Mike's legs and subsequently he implemented a complex programme of bone grafts, pins and plates. The engineer in Mike found the whole process a useful distraction from his terrible situation.

Like any driver, Mike wanted to get back in the car as soon as possible – he even harboured thoughts of making the Italian GP, where he'd been on pole the previous year. But his rehabilitation was to prove so complex and painful that he didn't get to Monza until 1968, and then only as an observer, walking with sticks. It wasn't until November that year that he made a full-time return to work at Maranello.

In 1969 he ran the endurance programme. He knew that at 38 F1 was over, but he wanted to race sports cars again in 1970. However, Enzo Ferrari felt him too valuable an asset. Rather than accept a compromise the commendatore suggested that Mike join Ferrari customer Georges Filipinetti as driver/manager. He duly agreed to do so, moving the Swiss operation to a base at Formigine, between Modena and Maranello.

Mike earned some solid results in 1970 – fourth at Daytona with NART, and at the Nürburgring with his own team – and he felt that he was driving as well as before his accident. However, he struggled to come to terms with the fact that Filipinetti was a small organisation, with limited resources. Life after Ferrari was always going to be difficult.

Georges Filipinetti's death in May 1973 led to the team's closure, so Mike was left looking for a job. In June he took part in and won a GT event at Imola with a De Tomaso Pantera. He'd long been determined to log another win, and the victory – however minor – allowed him to draw a line under his driving career.

❖

BY THEN MIKE HAD BEGUN A relationship with Penny Dowson, who worked in the travel industry. Some 16 years his junior, she was the goddaughter of Alec Issigonis. "He kept asking me to marry him," she recalls, "then saying 'Perhaps we can't because I've got to get a proper job.' He'd always said he wouldn't get married until he stopped racing, and he wouldn't stop racing until he won a race. My argument was, 'Now you've won a race'."

After a period on the sidelines Michael joined Lancia in 1974, working alongside future Ferrari F1 bosses Cesare Fiorio and Daniele Audetto on the WRC programme. He rented a flat in Turin, but he maintained his Modena base – where he also kept his dogs, his Imp and a 1952 Bentley that he'd restored – and he would commute between the two cities.



A seized gearbox in the new 330P3 denied Parkes a possible Sebring win in 1966. Opposite, racing Denny Hulme at Monza that same year

LAT

Penny meanwhile travelled with him to rallies, providing catering for the team. Mike was on six-month contracts, and he continued to use a lack of job security as an excuse to postpone any wedding plans. By the summer of 1977, however, he was ready to make a commitment.

"He came over in July with a beautiful ring," she says. "He'd been to South Africa and claimed he'd mined it himself! We were then officially engaged and we planned a wedding for November. We went to see all sorts of people, all his old friends like Ronnie Hoare. Everybody was very happy for us."

Typically Mike carefully slotted the wedding date into his busy work schedule, choosing the Sunday after the RAC Rally.

In late August the couple made a trip to a historic car event in Switzerland. Mike said goodbye to Penny at Geneva Airport, as she had to return to London for work, while he headed to Modena for a brief stopover.

Lancia's summer break was coming to an end, and it was time to get back to business. On the evening of Sunday August 28 Mike climbed into his Beta HPE and headed to Turin, a trip he had made many times before. It was raining heavily and, with traffic backed up approaching the city, he left the *autostrada* and headed cross-country to Riva di Chieri. It was a little after 11pm.

"It was a road he knew, a sort of short cut to find your way into Turin," says Annabel. "There was a very long straight and then quite a sharp bend to the right at the end. The trouble was the camber was wrong, and the drainage didn't work very well. On the inside of the bend it formed an enormous puddle. The car started to aquaplane and there was a lorry coming the other way. Mike had a quite a few road accidents, he was a bit like a cat with nine lives... It could have happened so many other times."

Mike was killed instantly. Had the HGV not been there the Lancia would have slid harmlessly into a ploughed field.

The following morning Penny learned the tragic news through a call from Cesare Fiorio – it was her 30th birthday. She found herself with the tragic task of using the wedding guest list to inform people of funeral arrangements.

What would Mike have done had he lived? If he was feeling any frustration at Lancia it's worth recalling that, not long after his death, the company turned its attention to sports car racing, his first love, while the Group B rally cars that followed would also have fired his imagination. Or perhaps he would have done something completely different.

"He was thinking about all sorts of things," says Annabel. "Maybe he sensed that it couldn't last forever with Lancia. He was thinking of staying in Italy, and becoming an importer of solar panels. Another idea was selling Learjets in Europe. He was probably looking around for something where he could be independent." M



"HE ALWAYS SAID HE WOULDN'T MARRY UNTIL HE STOPPED RACING. I SAID 'NOW YOU'VE WON A RACE'..."

TEAM 'ENSTONE'

One team, several identities... but a Formula 1 institution has become Renault again

writer PETER HIGHAM



NOW BACK IN THE GUISE OF Renault, the Enstone-based team is entering its 36th season since Toleman graduated to F1 in 1981. Reigning F2 champion Toleman struggled during that maiden campaign, Brian Henton and Derek Warwick qualifying the TG181-Hart just once each.

Warwick scored the team's first points in 1983 and Ayrton Senna its first podiums a year later. Principal Ted Toleman sold out to sponsor Benetton in 1985 and Gerhard Berger scored the team's first F1 win in Mexico, 1986. New boss Flavio Briatore signed newcomer Michael Schumacher late in 1991 and the German helped turn the team (which had moved from Witney to its current home) into a title challenger, taking back-to-back championships in 1994-95.

Benetton sold the team to Renault in 2000 and it was renamed from 2002, promising test driver Fernando Alonso being promoted to a race seat a year later. He lifted the F1 title in 2005 and 2006.

Alonso spent a single, turbulent season with McLaren before returning to Enstone. He won twice in 2008, a campaign tarnished by the 'crashgate' controversy – Nelson Piquet Jr having hit the wall deliberately to help the team win in Singapore.

That led to personnel changes. Renault later sold up to Genii Capital, which renamed the team Lotus from 2012 and adopted the famous black-and-gold livery of yore. Kimi Räikkönen won a couple of GPs, but recent seasons were marred by mounting debts and economic struggle prior to Renault's return. Ⓜ

WORLD TITLES FOR DRIVERS

4

MICHAEL SCHUMACHER
1994 & 1995

FERNANDO ALONSO
2005 & 2006

GP WINS

MICHAEL SCHUMACHER	19
FERNANDO ALONSO	17
NELSON PIQUET	3
KIMI RÄIKKÖNEN	2
JOHNNY HERBERT	2
GIANCARLO FISICHELLA	2
GERHARD BERGER	2
JARNO TRULLI	1
ALESSANDRO NANNINI	1

TEAM PRINCIPALS

TED **TOLEMAN** 1981-85	PETER **COLLINS** 1986-89	FLAVIO **BRIATORE** 1990-97 & 2000-09	DAVID **RICHARDS** 1997-99
ROCCO **BENETTON** 1999	JEAN-FRANCOIS **CAUBET** 2009	ERIC **BOULLIER** 2010-13	GÉRARD **LOPEZ** 2014-15

1st

CHAMPION CONSTRUCTOR
1995, 2005 & 2006

MOST STARTS

GIANCARLO FISICHELLA	119
FERNANDO ALONSO	105
ROMAIN GROSJEAN	83
MICHAEL SCHUMACHER	68
TEO FABI	52
ALEXANDER WURZ	52

POLE POSITIONS

FERNANDO ALONSO **16**
MICHAEL SCHUMACHER **10**
TEO FABI **3**
GIANCARLO FISICHELLA **3**
JARNO TRULLI **2**
JEAN ALESI **1**
GERHARD BERGER **1**

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

www.motorsportmagazine.com/archive/database

speedsport gallery



Speedsport Gallery has for sale an eclectic mix of original paintings, posters, photographs and autographed items.

Artists include motor sport greats Dexter Brown, Michael Turner and Frank Wootton, and we also have signed photographs, books and letters from the likes of Jim Clark, Mike Hawthorn, Graham Hill, Lorenzo Bandini and Sir Malcolm Campbell.

T: 01327 858 167 | E: info@speedsport.co.uk

www.speedsportgallery.co.uk

Unit 43, Silverstone Circuit, Nr Towcester, Northamptonshire, NN12 8TN



There is nothing to match the Quality and Feel of an Authentic British-made Moto-Lita Steering Wheel

Moto-Lita®

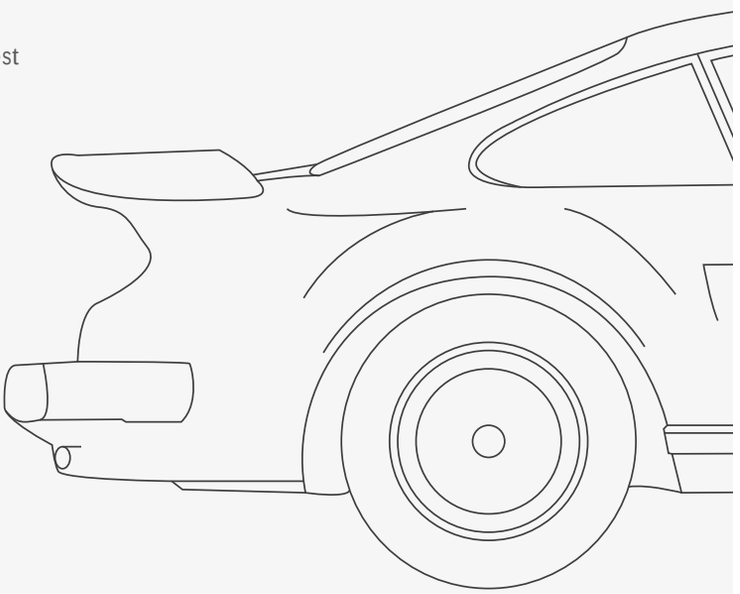
Incorporating Aviation Leathercraft

Moto-Lita Ltd
Thruxton Racing Circuit
Industrial Estate
Andover SP11 8PW

www.moto-lita.co.uk
www.flying-jacket.com
info@moto-lita.co.uk
Telephone: 01264 772811

Covered.

To enjoy your pride and joy to its fullest, you need insurance that you can trust. Adrian Flux is the UK's largest specialist motor insurance broker, with over 40 years' experience, so you can be safe in the knowledge that we have you covered.



ADRIAN FLUX

40 YEARS OF EXCELLENCE

0800 085 5000

adrianflux.co.uk

Authorised and Regulated by the Financial Conduct Authority

MOTOR SPORT
www.motorsportmagazine.com

Pre-order Sports Car Legends



Sports Car Legends, volume two of the Best of *Motor Sport* series, throws the spotlight onto some of the greatest-ever sports racers, GTs and prototypes. This collection of track tests and retrospectives puts you behind the wheel of spectacular cars from Stirling Moss's history-making C-type to Audi's 2011 Le Mans-winning R18. There are also interviews with some of the stars that drove these cars to success. The Mille Miglia and the Targa Florio are retraced – with Vic Elford and Brian Redman, no less – Group C cars are compared, and some of motor racing's most evocative machinery is taken to the track in the 20 chapters of this 164-page special edition.

To pre-order your copy of *Sports Car Legends* for just £7.99 visit:

www.motorsportmagazine.com/sportscarlegends

Or call +44 (0)20 7349 8484. US (Toll Free number): +1 866 808 5828

Sports Car Legends *will be dispatched late April. Postage and packaging not included*

BACK ISSUES



SPECIAL EDITIONS



60s IN FOCUS BOOKAZINE



Also at shop.motorsportmagazine.com

ON THE ROAD WITH

SIMON ARRON



From Abu Dhabi to Zolder via Interlagos, Jerez and, obviously, Oulton Park. Where next..?

www.motorsportmagazine.com/author/simonarron/



The 205 of Rob and Ashley Aslett approaches Druids. Circuit, rally school stage, pitlane and both paddocks provided route versatility

ALL IMAGES SIMON ARRON

WINTER WONDERLAND

Brands Hatch, January 31: mud, persistent drizzle, biting wind and a Ford Escort armada – welcome to the 21st century

STANDING TO THE outside of Druids, appreciating the protective properties of Gore-Tex boots that are just about visible in the sludge below, the grass in the distance looks lush and inviting. It's hard to imagine that this green sward was once Tumbledown Hill, a rutted escarpment that formed part of the presently defunct Brands Hatch rallycross circuit. Conditions today would be ripe for such sport.

But the MGJ Engineering Winter Stage Rally isn't a bad alternative. Cars might set off one at a time, but the event's format – multiple laps of four different stage layouts, each notionally tackled twice – necessitates a fair bit of overtaking. At one point, a Mk2 Escort lunges past a dawdling Honda Civic entering a hairpin with barely enough room for a single car. The quicker driver is hard on his horn, but an audible warning is no safeguard against the laws of physics and rear bumper inevitably contacts co-driver's door midway through the Escort's handbrake turn. Moments later, there's the sound of a solid impact a few metres behind me as one of MotorSport Vision's large red

waste bins collects an errant Ford Fiesta that has just dislodged one of the many tyre-wall chicanes.

It's a bit like rallycross on a quarter-scale circuit.

This Chelmsford MC-run event was the fifth round of the MSVR *Motorsport News* Circuit Rally Championship – and the first run to new safety regulations implemented in the wake of the 2014 Jim Clark Rally tragedy, in which three bystanders were killed when a car left the road. Measures that make sense on a special stage do not necessarily translate to a conventional circuit, however, and many trackside trenches – traditional habitat for marshals and photographers during race weekends – were in this instance out of bounds to all.

This was the first, understandably cautious step in an evolutionary process and in due course a workable compromise will doubtless be reached for single-venue events at racetracks. That's essential, because grass-roots sport needs all the support and coverage it can muster: this event usually attracts a dozen or more accredited photographers, but a combination of restricted access – and, quite possibly, a £60 charge for the correct MSA tabard – reduced attendance to just three.

It was a good event, too, with a field containing everything from old WRC-spec Ford Focuses and a couple of Ferrari 308s to 1-litre Nissan Micras and the inevitable galaxy of Mk1 and Mk2 Escorts, whose body language was the usual elegant counterpoint to that of grippier modern machinery.

Despite the wintry conditions, which eventually morphed into weak sunshine, a half-decent crowd turned out to watch Chris West/Steve McNulty (Peugeot 306 Maxi) beat Ashley Field/Ryan Vickers (Darrian T90) by 35sec, with James Sharrock/Stuart Faulds (Ford Escort Mk2) a further 15sec back ahead of Steve and Sebastian Perez (Ford Focus WRC).

Number one seeds Jeremy Straker/Simon May had myriad problems with their Darrian T9, missed the first couple of stages and then joined in to treat the day as an extended test session. Only seven of the eight planned stages could be completed, as various incidents – Graham Hill Bend appeared particularly bothersome when tackled in reverse – caused delays that ate into the available time.

Through my lens, the performance of the day came from Steve Quigley/Tom Hutchings, fifth overall and second in class in a Renault Clio 172 Cup that looked relatively unspectacular but whose neatness masked its significant speed.

Momentum as an art form, then.





Clockwise from left: Perez-Perez Focus WRC took fourth; rallying's essence; Hall-Hall Fiesta takes out tyre stack and MSV bin; winners West-McNulty; Cogger-Summers sideways at the exit of back-to-front Druids











Classic car conversations continue beyond the prow of a Type 50. Left, bassist Sam Burgess adds a melodic lunchtime flourish

FRENCH BLUES WITH JAZZ OVERTONES...

Ickford, Bucks, January 30: open day at a Bugatti specialist... and an unexpected opportunity to discuss 1970s production saloon car racing

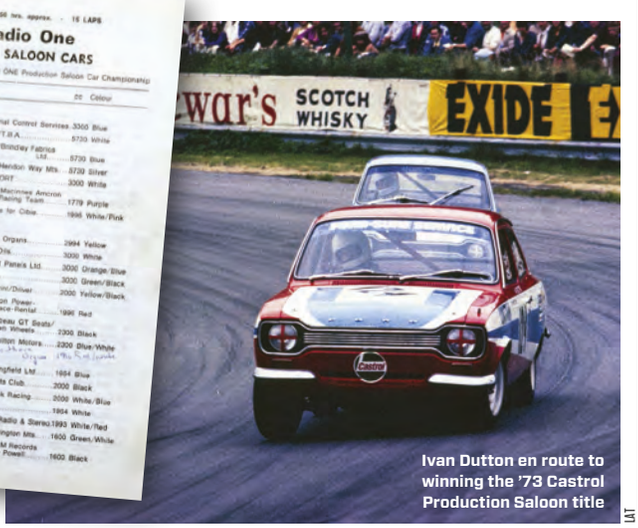
THE APPROACH ROADS ARE A constant delight, threading between high hedges over which red kites swoop occasionally into view. It's not a place to be brisk, though, because the terrain is narrow, many a horse is out for gentle morning exercise and some of the potholes are almost large enough to swallow a Fiat Punto whole. It's the very essence of rural Britain.

Just beyond a T-junction, set back from the road, Bugatti specialist Ivan Dutton bristles with expertise distilled through three generations of one family. Victor Dutton was a riding mechanic for the factory Salmson team during the early 1920s and later opened his own garage business. Son Ivan became a successful racer and, at the helm of a Ford Escort, won the Castrol Production Saloon Car Championship title in 1973 before graduating to the main British Saloon Car Championship (as once the BTCC was known) in a Capri. Grandson Tim also competes and now manages the family's Bugatti repair and restoration business, opened by his father in 1979.



Today is an open day, a chance for customers and racing associates to chat while perusing Bugattis in various states of rebuild (plus an elegant Lamborghini Miura, parked by the front door). Between times there is also a hearty lunch, served to a fine soundscape provided by James Pearson (piano) and Sam Burgess (bass), regulars both at Ronnie Scott's – a London jazz club with motor sport connections, as a well-known sponsor during the 1970s.

Embracing a significant cross-section of the wider racing community, guests include 1969 British saloon car champion Alec Poole and Historic Racing Drivers Club founder Julius Thurgood, who is contemplating a particularly busy year. On top of his regular itinerary he has a new one-day fixture at Thruxton plus a feature event at the Goodwood Revival Meeting for his Austin A35 Academy racers, whose regular season has so far drawn more than 50 registrations.

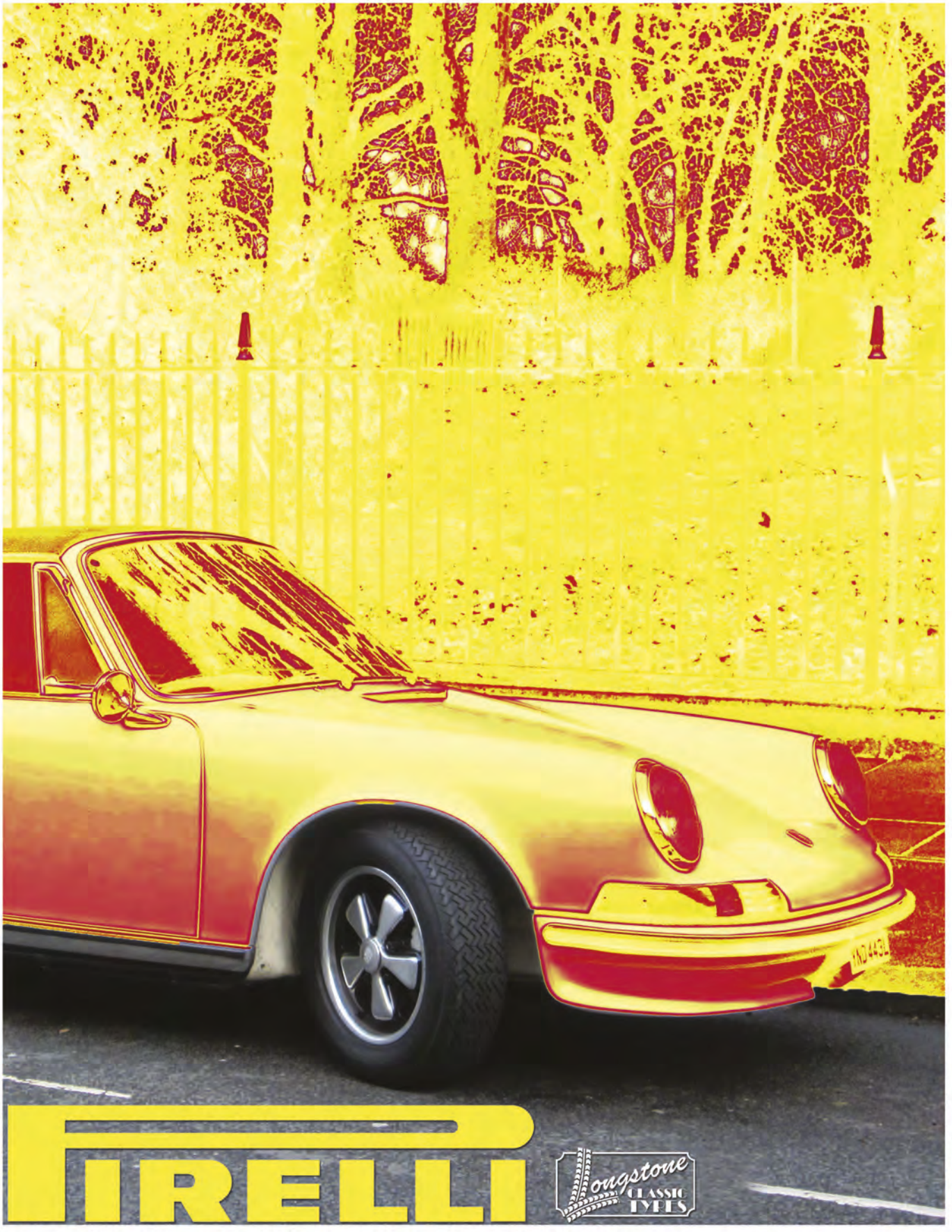


Ivan Dutton en route to winning the '73 Castrol Production Saloon title

LAT

After a guided tour of the workshop, Tim introduces me to Ivan – who has just passed a medical to secure his annual competition licence renewal, at 75, and will participate from time to time this year in a mixture of cars. We're surrounded by Bugattis, but Ivan nods towards a nearby door. "One of my old Ford Capris is through there," he says. We chat about his racing heyday, some of the characters he knew and – as it is one of the day's themes – the bond between the racing and music industries. During the mid-1970s, BBC Radio 1 sponsored a production saloon series and one of my period programmes has Bill Sydenham's A&M Records-sponsored Hillman Avenger on the cover, with the names of artists Andy Fairweather Low and Supertramp among those on its flanks. Ivan is on the entry list, in his Capri, as are emerging radio presenter Mike Smith, Pete King (Mazda RX-3, backed by the aforementioned Ronnie Scott's Club) and Jeff Beck Group/Rainbow drummer Cozy Powell (in another RX-3, sponsored by Hitachi).

"Cozy was quick," says Ivan, "but needed to be a little smoother. Every corner seemed to be an adventure for him. I often raced against Noel Edmonds around that time, too, and he was pretty good. Another Radio 1 DJ was also interested – an American guy, Emperor Rosko. We had a spare RX-3 for guest drivers and asked whether he fancied racing it, which he did. We invited him to a mid-week test at Brands Hatch, but he told us that wasn't necessary because he was a natural and didn't need to practise. Somebody else rolled the car before Rosko drove it, however, so we never did find out." M



CINTURATO™

www.longstone.com +44(0)1302711123

We will be fitting tyres at the following events in 2016:
VSCC Silverstone Spring Start 23rd April;
VSCC Oulton park 21st May;
VSCC Cadwell Park 24th July;
VSCC Prescott 5th-7th July;
VSCC Mallory 24th September
Beaulieu Autojumble 2nd-4th September
(sales but no fitting at Beaulieu)

GORDON CRUICKSHANK



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



Le Mans 1967: hopes of efficiency prize for sleek Costin-Nathan coupé fade as gremlins intervene

LAT

INNOVATION AND ESCAPE

Roger Nathan built and raced novel ply-framed cars in the '60s – then gave up racing for the air

"I SHOULDN'T HAVE BEEN running a business, I should just have been racing." The words of a man who, from the age of 19, found himself tuning and racing his own and customer cars, developing tuning conversions, running a team car for another driver and then manufacturing an innovative and unique racer under his own name – while successfully racing the 'works' car. Today we'd call it a wide skill-set; back in the Sixties Roger Nathan merely saw it as a way to support his racing.

Nowadays Nathan knows plenty about business, having run his own airline and mined for diamonds and gold in West Africa, but recently returning to the UK has reawakened the racing interest that ebbed in the Seventies, and he came to our new offices to talk about those days.

"I really wanted a works drive," he reflects, "but I wasn't good at networking." It wasn't for lack of results: at 20 he won the National *Autosport* Championship in a Lotus Elite and went on to a run of success in Imps, Brabham BT8, Costin-Nathan and Astra sports cars. But the effort

of developing the latter two concepts while running the business eventually sapped his drive; aircraft took over, leading to a whole new world.

At 17, though, racing seemed the future – after someone had explained that sticking tight to the inside line wasn't the fastest just because it was a the shortest… In his Elite he began to win and also prepare cars for others: "Max Mosley and Peter Revson were customers, visiting our premises in a seedy part of Brixton – with a brothel alongside!" When the Hillman Imp came out he developed tuning kits, getting up to 105bhp from its eager alloy motor and proving a rival to the agile Minis, while Nathan's pace in his Elite brought backing from BP. "So in 1963 my dad, Bernie [Mr E was a family friend] and I went to Brabham where Ron Tauranac showed us the BT8. World champion Jack was in the workshop in a grey coat like anyone else. We bought the BT8 for £4300, and it was horrible to drive. Graham Hill tried it and said 'Take it back!' Jack agreed to come to Brands and sort it, and I learned more from him in half a day than a whole year of racing. But he agreed it was hard to drive."

Eventually, new springs transformed the car and through 1964 Roger amassed a string of wins and lap records.

"Then Wynn Mitchell from Chrysler contacted me as we were doing so well with the Imps, and when I said I needed more power in the Brabham he offered me an alloy-block Oldsmobile V8 race-prepared from the States. Frank Costin, who I'd met as he was interested in Imp engines, installed it for us and the acceleration was stunning – I had a job to catch my breath in second." The big V8 with its stackpipe exhausts proved a big disappointment, though. "It was so unreliable, an amateur prep job. After yet another rebuild I had to run it in up the M1 at 150!" That trip resulted in a lap record and a Gold Cup at RAF Ouston (not Oulton Park), which Roger reckons proved the concept, but by then he was immersed in the novel Costin-Nathan.

"Frank wanted to use the Imp engine in this light resin-bonded ply monococque. His thing was wood, coming from de Havilland."

Enthused by Costin, Roger agreed to build a series. "It was very rigid, but very difficult to manufacture. Frank produced these card templates with notes like 'extra half-inch here' and I had to get drawings done. I finally found a boat-builder on Eel Pie Island to make them, but they had to be carried back over a narrow footbridge." Once at Nathan's new Highgate premises the steel subframes for radiator, engine and double-wishbone suspension were attached, the mid-mounted motor with upside-down gearbox installed, and then the smooth glassfibre body.

After its April 1966 debut the sleek timber tearaway proved rather successful in the 1-litre class and orders kept coming in, which should have been good news… "But each monococque took a carpenter six weeks to make and cost us £500, when it only sold for £1900. It was fundamentally wrong for a business, but I was only 19…"

Always excited by something new (as he still is), Nathan presented a Group 6 coupé version for 1967, with Costin's signature curves, roof-scoop doors and a bonded-in screen, and agreed to enter Le Mans that year. "Of course it was a panic to prepare, but it did 70 faultless testing laps of Snetterton, and with its special 1020cc block we felt we had a good chance of the Index of Efficiency prize." But at La Sarthe a spread of electrical and mechanical problems led them to retire after four struggling hours rocking in the wake of the big Ford MkIIs, blasting past 70mph faster than the Costin-Nathan's 150. "It was stable enough," says Roger, "though I don't think Frank tested it aerodynamically. It was just by eye and experience."

In 1967 Costin had begun working on his Protos F2 concept for Brian Hart and Nathan, feeling neglected, decided they should part company. Henceforth the cars were Nathan GTs, and Roger, with ex-Lotus man Cedric Selzer, worked on a 2-litre Alpina BMW version which would bring victory in the '68 *Motoring News* and Tootal GT series. Radically revised for 1969 the cars became Astras, gaining Cosworth FVA power, while Roger also planned a Len Terry-designed Formula 5000 car.

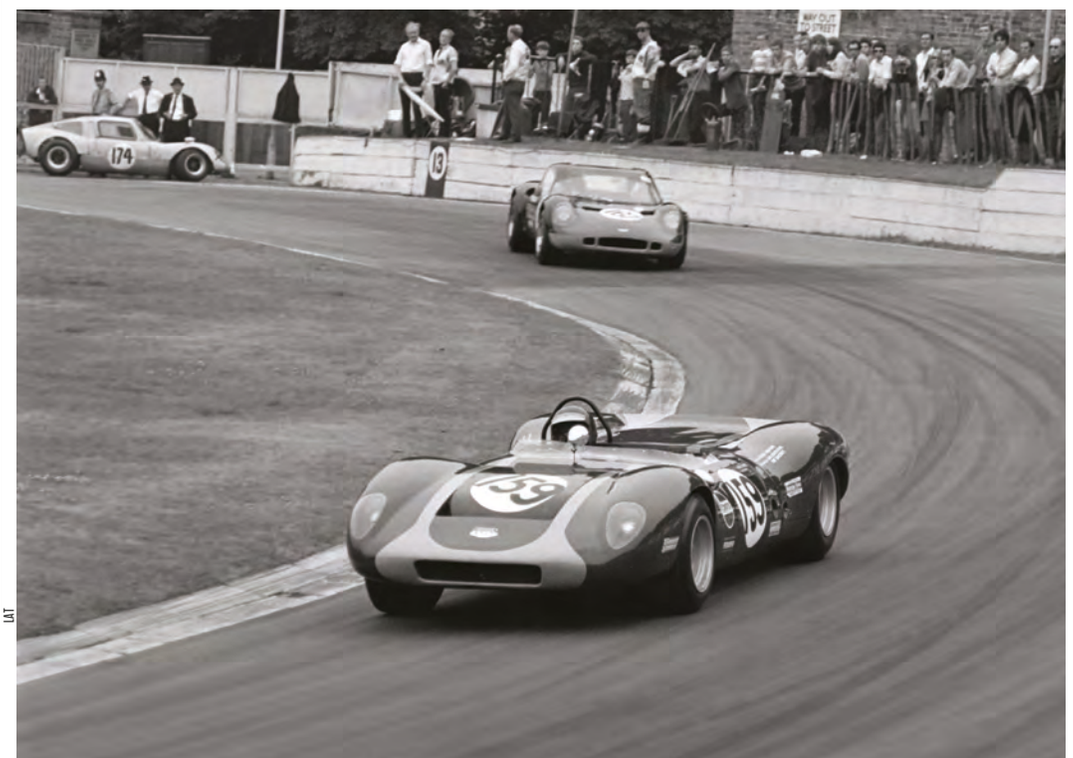
"Class wins just didn't bring customers," says Roger, "and we thought F5000 could give us a higher profile." But there was too much going on; wisely he later ceded it back to Terry.

By 1970 Nathan was driving a FVC-powered Astra RNR2 in 2-litre international events, but quick as it was, class successes and outright wins in smaller events (not forgetting the International Martini Trophy at Silverstone) didn't make either riches or a race career. This is the point where Roger announces he shouldn't have been running a business. With Imp conversions, tuning, preparation and 33 of the wooden wonders built the firm was making money, "but it all went into racing. Racing is an all-consuming sport. I wanted to be paid to race someone else's car, but it never happened." Dispirited, he signed off with a victory at Silverstone and turned to the air.

Nathan's tales of how he ended up flying in the war-torn Middle East, buying Soviet Antonovs and running his airline in Sierra Leone are entertaining stuff, but this isn't the place. Motor racing has gripped him again, so you may well see him in a paddock near you, maybe even driving. Because he reckons, "Nothing tastes better than champagne from a silver cup after winning a race…"



Nathan with Ouston Gold Cup – only success of V8 Brabham. Below, in Astra heading for victory at Crystal Palace in 1969



LAT



DÉJEUNER À LA FERME

Café culture arrives in Sussex, surrounded by Maseratis, bicycles and hi-tech machinery

AN INVITATION TO LUNCH AT Crosthwaite & Gardiner was a 'don't miss' date as the respected manufacturer, restorer and race car prep firm always has something to see, so I set the sat-nav for Hogge Farm. Pouring rain meant there was no fun to be had over the Sussex back roads, but as ever the crowded buildings around the one-time farmyard were full of treasure.

I always connect C&G with old-fashioned hands-on skills (and they have plenty of those), but Oliver Crosthwaite's demonstration of their 3D design facility was a revelation. There's a full-time design team who can create components from scratch or reverse-engineer parts using a highly accurate co-ordinate measuring machine and then reshape for strength; the 3D model can be digitally stress-tested before anyone fits one to a car. On screen we 'virtually' sliced through a cylinder head, the only way of visualising all those internal portings you otherwise can't see. Once finalised the digital version can be machined on four- or five-axis CNC machines that churn away behind Perspex screens, repeating complex jobs all by themselves with hairs-breadth accuracy. They might be supplying parts for 1930s cars, but it's 21st century techniques which produce the parts that bring us such good historic racing.

In the machining shop Oliver showed us a Lotus wobbly web wheel sliced in half for checking, and how they had beefed up these clever, light rims which modern tyres now stress beyond safety. I was particularly impressed with the wire eroder – a bit like a high-voltage cheese-cutter that carves intricate two-dimensional shapes out of tough steel in seconds. Oliver reckons he spends as much time at machinery shows as car events to keep the shop at maximum productivity (though he's no mean pedaller on the track).

There are cycles in this business like most others, and currently C&G can hardly supply enough D- and E-type Jaguar XK engines, with or without wide-angle heads and the complex slide-throttle injection. "We thought it would tail off after the E-type anniversary, but it just keeps going," Oliver says.

With a 1000bhp dynamometer on hand, C&G not only manufactures but also builds ready-to-race engines and complete cars too, as we know from the Auto Unions that adorn many historic meets. On cue, as we move to the fabrication shop, here's one of the silver V16s. "It's here for a service and overhaul," says Dick Crosthwaite. Just like any road car...

Like me, Dick (Oliver's dad, who founded the firm along with engineer John Gardiner) has a thing for bicycles and there's a row of machines from all eras hanging on the wall: discussing wooden rims and inch-pitch gearwheels with him distracted me from the other thing I didn't expect to see here – a French café bar they've constructed to entertain guests. It entertained me – the zinc counter, elaborate panelling and mirrored shelves carried me off to Paris. And the steak pie was pretty good, too.

PILLARS OF WISDOM

Elevated roadways are no longer seen as progress – but they can sometimes cheer a weary traveller



When Chiswick flyover was something to boast about – actress Jayne Mansfield declares the structure open in 1959

GETTY

RETURNING TO LONDON FROM A RACE prep shop recently I came in under the A4 flyover heading for Chiswick roundabout. As I sat at the lights overshadowed by the same concrete pylons that went knock-kneed a year or two back, closing the flyover for a couple of traffic-throttling weeks, I recalled something my erstwhile colleague Mike Cotton told me back in the Eighties when he arrived at the office after his daily commuter grind from deepest Berkshire.

Inching past the same columns in a bleary morning queue he was cheered to see the words of a message painted up in large letters on successive pylons by a happy graffiti artist. The first said "Good!" The second said "Morning!" The third said "Lemmings!"

Monaco Grand Prix 2016 Readers Offer

Motor Sport Magazine in conjunction with our travel partner Platinum Event Travel Ltd is pleased to offer our readers the opportunity to experience the glamour and excitement of the world's most prestigious motor racing event with this VIP Day Return trip.



From Casino Square to the most famous hairpin in Formula 1, Monte Carlo is a circuit legendary for its heritage and glamour.









Your VIP Day Return to the Monaco Grand Prix includes the following:

- Private charter flight with all leather seats
- Return flights from your choice of either Stansted or Luton to Nice
- General Admission to Monaco Grand Prix (Sector Rocher)
- Free car parking at your chosen airport (1 per 4)
- Private departure terminal (with coffee & pastries) at Stansted and Luton
- Hot Breakfast served on outward flight
- Hot Dinner served on return flight
- Complimentary bar on flight
- Luxury coach transfers to Monte Carlo
- VIP hostess & management assistance throughout

Reader Offer
£799 pp



You also have the chance to enhance your special day by upgrading to one of our viewing or dining options.
To book or enquire, call the team on the number below. (Please quote Motor Sport Magazine Offer).

The flight within this offer is financially protected by the ATOL scheme. When you pay you will be supplied with an ATOL Certificate. Please ask for it and check to ensure that everything you booked (flights and other services) are listed on it. You will receive our booking conditions and for further information about financial protection and the ATOL Certificate go to: www.atol.org.uk/ATOLCertificate.

PLATINUM EVENT TRAVEL

Platinum Event Travel Ltd
Tel: 01432 269 200

ATOL 5921
PLATINUM EVENT TRAVEL LTD

MOTOR SPORT

FROM THE ARCHIVES WITH

DOUG NYE



Our eminent columnist dips into the past to uncover the fascinating, quirky and curious



Leslie Brooke (ERA R7B) lines up for the 1946 Albi GP, in which he finished fifth

GP LIBRARY

HOW BROOKE BEAT BROOKS

Chimay 1946: revisiting a landmark British victory that is all too often overlooked

CONVENTIONAL WISDOM has it that when Tony Brooks' works Connaught won the 1955 Syracuse Grand Prix he became the first Briton to win a continental Grand Prix race in a British car since Sir Henry Segrave and Sunbeam's success at San Sebastian in 1924. In essence this is perfectly correct, but as we go into the 70th anniversary year of motor racing's first post-World War II season, we should recall a previous all-British victory with a Grand Prix car in a continental 'Grand Prix'.

The Grand Prix des Frontières at Chimay, Belgium, had been held annually from 1926-39. Chimay's series of motorcycle and motor races had been the brainchild of local businessman and café proprietor Jules Buisseret – evidently a big, bluff, jovial character who really endeared himself to the itinerant motor racing community.

When Buisseret and his fellow Chimay organisers announced they would revive their event on June 9, 1946, long-starved racers absolutely rejoiced. Here was not only another date on the reawakening motor racing calendar. It also was another earning opportunity…

Races had been run in Nice,



GP LIBRARY

A scene typical of early post-war motor racing – Wilkie Wilkinson leads fellow ERA racer Brooke around Douglas, Isle of Man, in 1947

Forez, Marseilles and in the Bois de Boulogne, Paris, when Chimay's Whit Monday – Pentecost – date came around. Buisseret's little group ran their race for 'run-what-you-brung' *Formule Libre*. A rival event that same day was the Coupe René le Bègue at St Cloud, Paris. It commemorated the extremely talented 32-year-old French driver of Talbot and Maserati cars, who had recently been asphyxiated by bathroom geyser fumes. A few entrants who would have tackled the Chimay race opted for St Cloud instead, and only seven of the original 14 entrants actually started the Belgian event.

The initial leader was the Siamese Prince 'B Bira' in his ex-Whitney Straight team Maserati 8CM, from Coventry scrap and salvage dealer Leslie Brooke in his ex-Arthur Dobson ERA 'R7B'. 'Brookie' was quite a character, a great friend of wartime racing car collector/postwar racing car dealer Reg Parnell – a hero of the Coventry blitz, and a larger-than-life driver/engineer. Brooke was regarded by some within the racing world as fine company, really good fun, and a hard drinker – but by others as someone who had clearly enjoyed a profitable war (and the scrap/surplus boom that followed), so also something of 'a wide boy'.

As the race unfolded around the 10.8km circuit, Bira and Brooke, Maserati and ERA, swapped the lead, local man Arthur Legat third in his Bugatti Type 35B. But after seven laps Bira made a pitstop with plug trouble, followed by Brooke needing his ERA's brakes adjusted. Legat's Bugatti retired and while Brooke hammered on, Bira could only splutter round fitfully to finish sixth, and last.

Steinbach's Alfa Romeo 8C-2900B sports car would finish second, ahead of Maurice Adant's Bugatti Type 35, Desiré Boudart's Steyr-engined Lenkin, Dutchman van Kempen's Fiat Ballila, and Bira. Leslie Brooke had completed the 15-lap, 101-mile race at an average speed of 75.5mph, and his fastest lap for the rapid, mainly country-road course averaged 81.9mph. He really had needed those brakes for the hairpin and two 90-right turns…

So here – lest we forget – was the first post-war all-British win in a continental GP – not Tony Brooks, not Connaught, but certainly no premier-league F1 race either… Regardless, many British enthusiasts were that summer happy to raise a glass to "good old Brookie".



GP LIBRARY

Legat's Bugatti and Bira's Maserati on the front row at Chimay in '46, ahead of Adant's Bugatti and Brooke's winning ERA

ONE YEAR IN THE '70s DRIVING UP TO Spa, Jenks told me how Belgium had been a hot-bed of competition motor sports through the 1940s and early '50s. "Almost every small town had its own motor or motorcycle club, and almost every one of them would run its own local sprint or hillclimb, and they never seemed to have any problem getting roads closed".

Certainly Belgium's enthusiast population was eager to enjoy motor sporting fun and spectacle. Teenaged Louvain university student Jacques Swaters and his friends André Pilette and the Baron Charles de Tornaco were just three amongst many. They revelled in the freedom of haring around deserted roads and both Pilette and de Tornaco had racing-driver fathers.

Born in 1926, Swaters was also from a well-to-do family. His father was a Dutch businessman, who had founded the Raadkamp pharmaceutical company. His mother Marie was Belgian but she died when he was barely a year old, and his father followed when Jacques was still only 12. He was raised by his half-sister Louisette (from his father's first marriage) through the height of the German wartime occupation, before at 16 going to live with his full sister Jacqueline. She and her husband Georges Marcq were very active within the Belgian resistance. Jacques followed their lead, but Georges Marcq was arrested and in August 1944 deported to the Mittelbau-Dora concentration camp near Nordhausen, Germany, where he died in February 1945 – agonisingly short of liberation.

Both Jacques and sister Jacqueline were also arrested – Jacques tortured and forced onto a deportation train, only to escape from it during a resistance ambush. With Brussels liberated he joined a Belgian SAS Army unit, serving in Holland and Germany.

Into the peacetime 1940s these young Belgians had seen more of life than most would ever want. On his 20th birthday in 1946 Jacques Swaters inherited his quarter of his late father's fortune, later founding his own garage business in Brussels – and above all seeking to go motor racing.

Paul Frère was service manager of the Brussels Jaguar dealer at that time – another young Belgian bitten by the bug. One day he met Swaters who had just bought a little MG that Paul knew well as the special-bodied PB in which Bonneau and Mme Itier had finished well in their class at Le Mans 1938. He recalled: "A week later Swaters and I had decided to race it together in the 24-hour race" [at Spa]. Paul was too busy to prepare the car himself so it was entrusted to another mechanic, but "Jacques had been foolish enough to lend the car to a friend of his... Charles de Tornaco [who] had driven it to the university, and now came back with smoke

pouring from the engine which was making a terrible noise. Because of a faulty gasket the oil feed to the overhead camshaft had been blocked; all the bearings had run and even the camshaft itself had discoloured with the heat – two days before scrutineering and three days before the race."

Helped by two dealership workmates Paul made new bronze bearings and lapped them in all night, but it seemed some rings then broke during practice, the MG's engine running unevenly and smoking. So the boys started their first motor race with a sick MG – but their ring trouble proved to be that one was gummed up and stuck rather than broken. Running to a 4500rpm rev limit instead of 5500, Paul and Jacques finished the 24-hour race fourth in class. Both would build considerable racing careers, Paul as the doyen of racing driver/motoring journalists, Jacques as driver turned Ferrari importer, entrant and head of Écurie Francorchamps. He never forgot his past, and indeed his Belgian-yellow Ferrari cars carried their national racing colours with a particularly patriotic pride.

In 1950 Jacques Swaters launched his first new racing team, Écurie Belgique, in partnership with Charles de Tornaco, André Pilette and racing motorcyclist Roger Laurent. But there was confusion with jazz musician Johnny Claes' rival team Écurie Belge and the RACB took a dim view. So for 1952 Swaters adopted the title Écurie Francorchamps. Further complication ensued in 1955 when Belgian Shell offered the RACB serious sponsorship for a Belgian national team. Swaters and Claes then joined forces to create Équipe National Belge, while Jacques kept the Francorchamps entity ticking along for races not backed under the Shell/RACB agreement.

ENB survived until 1958, whereupon Écurie Francorchamps resurfaced... to achieve many years of further success.

Meanwhile, the young Baron Charles Victor



LAT



LAT

Charles de Tornaco in 1953 and, below, leading works Ferrari 500 driver Nino Farina at Monza in '52

A NATION UNITED BY PASSION

Belgium has a proud racing history. During the immediate post-war years, youthful enterprise paved the way to triumph and tragedy

Raymond André Evance de Tornaco had been seen as a promising driving talent. His father Baron Raymond had been a well-known racing driver in the 1920s, finishing third in the 1923 Le Mans 24 Hours in a 2-litre works Bignan, and third again in the 1924 Spa 24 Hours. The young Charles started his career co-driving Swaters' Veritas-BMW in the 1949 Spa 24 Hours, and in 1952 funded a brand-new Formula 2 Ferrari 500 single-seater, which they campaigned under the Écurie Francorchamps banner into 1953. Young de Tornaco really did look Mr Cool with his swept-back fair hair worn quite long for the early 1950s, a liking for stylish clothes and of course his fast cars. He had taken fifth place for HWM at Chimay, then seventh with the bright yellow Ferrari in the Belgian GP. He also shared Roger Laurent's Francorchamps-entered Jaguar C-type at Le Mans '53, finishing a very respectable ninth overall.

But then, on September 18, 1953, during pre-Modena GP testing in Italy, he crashed the Ferrari fatally. According to eyewitnesses he lost control when looking back at the twin Connaughts of Roy Salvadori and Johnny Claes, right on his tail. His car careered off course and tripped on the soft verge, half-ejecting de Tornaco who was then crushed as it overturned. With neither ambulance nor medical help present, the injured Baron was rushed to hospital by private car, but died on the way from a fractured skull, neck and internal injuries. He was only 26.

Jacques Swaters was in his office in Brussels when his telephone rang. It was Girolamo Gardini, Ferrari's commercial manager (who had sold him the 500 and had just that year appointed him Ferrari's agent for Belgium, Luxembourg and the Netherlands), breaking the news of de Tornaco's death. Swaters would be haunted by the fact that he was in Belgium at the time and not with his friend in Italy. Jacques had to tell de Tornaco's family of his death, an experience he could never talk about. "It was very hard to carry on without him but I had to continue what we began together and sustain his legacy."





PARTING SHOT

MAY 16
1948

MONTE CARLO, MONACO

Crowd safety? A row of single-tier straw bales should suffice... From second on the grid, Jean-Pierre Wimille (Simca-Gordini) leads away at the start of the 1948 Monaco GP. An oil leak later caused the Frenchman's retirement and pole-sitter Giuseppe Farina (Maserati 4CLT) took victory, from Louis Chiron (Talbot-Lago).

BUY THIS IMAGE

To buy this photo or other classic racing shots, visit photos.motorsportmagazine.co.uk

CAR CARE

To advertise, please call Marc Butler on **020 7349 8470**
or email **marc.butler@motorsportmagazine.com**

LIQUID LEATHER

LEATHER CONDITIONER

Leather dries out in sunlight and should be restored at least three times a year to revive the original nutrient content. GT11 professional-grade Leather Conditioner is a pH neutral, non-greasy cream that will soak into the leather, leaving it soft and original, without a sticky or shiny finish, and reinstating the smell of good old-fashioned English leather.

LEATHER CLEANER

GT12 Intensive Cleaner is a concentrated, pH neutral pro-grade leather cleaner for use on heavily soiled, dirty leather. Containing glycerine, it cleans leather quickly, safely and thoroughly without damaging important stitching and leaving your leather clean and soft. It is ideal for preparing dirty leather prior to applying GT11 Leather Conditioner.



Address: Gliptone Leathercare Ltd, Unit 29, Hunt End Ind Est, Dunlop Road, Redditch B97 5XP **Email:** sales@liquidleather.com **Tel:** 01527 911322

www.liquidleather.com

BETTER CAR LIGHTING

Better Car Lighting has been providing automotive upgrades since 1978. The firm's quad dip-beam conversion was developed at that time and four-headlight cars benefited from the improvement.

These days, the emphasis is mostly on designing and developing better LED bulbs to enable older cars to have lighting as good, bright and safe as that on new cars, with the added benefit of greatly reduced electrical loads.

By carefully matching original lighting colours, a vehicle's character can be preserved. Dashboards, headlights, sidelights and brake lights can all be many times brighter and yet still use less power. We cater for cars with both positive and negative earth. Expert advice is free and available by email or telephone.



The 380 high-power LED stop/tail light is brighter and consumes less power

Email: enquiries@bettercarlighting.co.uk
Tel: 01789 576112

www.bettercarlighting.co.uk

CLASSIC DETAILS



Having worked in the detailing industry since 2004, Richard March established Classic Details in 2013 in response to a shortage of car-care professionals within the flourishing classic car sector.

Richard believes too many of his peers are obsessed with trying to create a flawless finish.

His philosophy? He seeks to preserve originality and protect history by maintaining a patinated finish that takes years to perfect.

He says, "While many well used cars develop a care-worn look, it's important to remember that a collection of dirt will harbour moisture that can gather around seams and in crevices, slowly causing deterioration and corrosion." Richard's years of experience have enabled him to develop the most sympathetic techniques to clean and protect even the most delicate surfaces – whether they be engine, chassis or bodywork.

Richard has been commissioned to care for some of Europe's most cherished machines, from vintage racers and 1950s motorcycles to contemporary supercars, and all clients can be assured of his meticulous attention to detail.



Email: richard@classic-details.co.uk
Tel: 07776 400 950
www.classic-details.co.uk

GTECHNIQ



Gtechniq was born through its founder's personal dissatisfaction with so-called ultra-durable automotive, marine and aviation surface protection products. Using knowledge gained from the successful completion of a PhD in quantum physics, and active connections with formulators using the latest silicones in the semi-conductor industry, he was able to develop a range of products that offered a step change in surface care performance. Now in its 10th year, Gtechniq is widely regarded as offering the most compelling line of aftermarket surface care products both for the DIY and professional market, with the latter made available through its UK network of 43 accredited detailers and an ever-growing list of passionate new and used car dealerships.

Address: Nation-wide coverage
Email: uk@gtechniq.com **Tel:** 01327 811 015
www.gtechniq.com

DEALER GALLERY

To advertise, please call Kit Brough on **020 7349 8480**
or email **kit.brough@motorsportmagazine.com**

GraemeHunt Ltd

The largest classic car showrooms in central London



1978 Bentley T2
Restored condition



1968 Mercedes Benz 280SL
Beautiful Condition + Air Con.



1936 Bentley 4.25 litre
Special by Padgett's



1978 Bentley Corniche 2
Convertible LHD
1 of 6 only produced



1965 Ferrari 330GT Vignale
Special Shooting Brake -
Totally Unique



1973 Ferrari 365GTB/4 Daytona
LHD Beautiful Condition



1949 Jaguar XK120
Aluminium Roadster
Chassis 6700061



1956 Bentley S1 Continental
2 door saloon by Park Ward



2002 Bentley Azure LHD
9.000 miles only



1963 Jaguar E Type 3.8 Lightweight
By Zealia Engineering



2000 Range Rover Vogue HSE
Holland & Holland



1981 Range Rover In Vogue
Special Edition

www.graemehunt.com

18-23 Radley Mews, Kensington, London W8 6JP • +44 (0) 20 7937 8487 • mail@graemehunt.com

DUNCAN HAMILTON & CO LTD



1974 Porsche Carrera RS 3.0 £POA

FIA HTP papers in current RSR spec. Eligible for Tour Auto, CER and Le Mans Classic. Well known with period rally history. Restored in 2010 by Maxted-Page Ltd



2016 Porsche GT3RS

Looking for similar cars



2007 Ferrari 612 Scaglietti F1 LHD

This late 2007 model has had lots of upgrades inc. Daytona Seats + carbon pack. Monaco reg but we can change to UK if required. 16k KM FFSH



Jaguar Mk2 3.8 £90,000

Current FIA HTP period E (47-61) papers, raced '15 Goodwood Revival, eligible for Tour Auto, Jaguar Heritage Challenge inc Le Mans Classic race.

Due in shortly: Just restored flat floor E Type OTS full matching numbers + colours, 3.8 E Type coupe + AMV8 Vantage

If you're looking to invest in your passion or seek a new home for a significant motorcar, please contact Adrian Hamilton, +44 (0)1256 765000 or ah@duncanhamilton.com

Duncan Hamilton & Co Ltd, PO Box 222, Hook, Nr Basingstoke, Hampshire RG27 9YZ, England | **www.duncanhamilton.com**

OVER 65 YEARS OF SERVICE Est. 1948

Cheshire Classic Cars

Sales, Service and Restoration. +44 (0)1244 529500



1972 Ford Escort RS1600
Price: £175,000 I Mileage: 40

A rare opportunity to purchase an ex-works Escort which has had a full nut and rebuild by leading specialists Motoscope and is in absolutely pristine rally ready condition. Comprehensive specification and only 40 road miles since completion.



1982 Renault 5 Turbo 2
Price: £97,500 I Mileage: N/A

This absolutely stunning Turbo 2 has been the subject of a complete specialist restoration and conversion to Maxi 5 Turbo specification. Recently rebuilt 275 bhp engine and Renault Sport gearbox. A spectacular road, rally or hillclimb car.



1984 Ferrari 308 GTSi QV
Price: £94,995 I Mileage: 46,794

Many thousands have been spent developing this superb and versatile road/race Ferrari 308. Fitted with a low mileage dry sumped 380 bhp engine on throttle bodies. Fully road legal and ideal for race, speed or tour events across Europe.



1979 Pilbeam MP40 V8
Price: £34,995 I Mileage: N/A

This superb Pilbeam MP40 Rover V8 has continuous and championship winning history and is ready to compete in classic hillclimbs. TVR Tuscan specification 4.5 litre Rover V8 engine, producing 390 bhp/360 lbs ft. In immaculate condition throughout.



1973 Lotus Europa Special
Price: £34,995 I Mileage: N/A

A genuine John Player Special 5 speed with an impressive specification. Very successful in race and tour events. Recently rebuilt on a new Lotus chassis. Fitted with a 170 bhp all steel Racing Fabrications big valve twin cam and CTS 5 speed gearbox.



1978 Crossle 33F Historic Formula Ford 2000
Price: POA I Mileage: N/A

A rare opportunity to purchase a pristine and very competitive Historic Formula Ford 2000, fresh from a full factory restoration and ready to race. Excellent support available from the factory. Absolutely immaculate throughout.



1976 Lola T460
Price: £29,995 I Mileage: N/A

An excellent and well-proven example of Lola's Formula 2/Atlantic car. Offered as a rolling chassis with gearbox. Zero miles BDA available by separate negotiation. A great value for money entry into Historic F2 or the Derek Bell series



1961 Lotus Seven S2
Price: £26,250 I Mileage: 120

A beautifully restored Seven, which incorporates modifications for competition and fast road use, including a Stage 3 engine, rocket box and Quaife diff. Only 120 miles since restoration and in superb condition throughout.



1971 Merlyn Mk 20/25
Price: £19,995 I Mileage: N/A

This exceptional Merlyn has been fully restored and is in superb condition throughout, with a great spares package. Eligible for Classic Formula Ford in the UK and numerous historic series worldwide. Excellent covered Minno trailer also available.

ESTABLISHED OVER 40 YEARS

TOM HARTLEY

THE ULTIMATE NAME DEALING IN LUXURY, PERFORMANCE & CLASSIC CARS



CLASSICS

1972	**FERRARI 365 GTB DAYTONA LHD** Silver/Black, Air Con, Electric Windows, Original Toolkit & Books, 44,000m, Exceptional Condition	**£595,000**
1979	**FERRARI 512 BB** Rosso/Black 1 Of Only 101 RHD UK Cars, Recently Restored By Ferrari, Only 21,000m, 1 Owner, Pristine	**£350,000**
1972	**FERRARI 246 GT DINO** Rosso Chiaro/Black, Electric Windows, 1 Of Only 488 RHD UK Cars, Good History File, 52,000m, Excellent Condition	**£329,950**
1960	**ASTON MARTIN DB4 SERIES II RHD** Chiltern Green/Beige, Completely Restored & Race Prepared, FIA HTP Certified, Amazing Condition	**£399,950**
1983	**LAMBORGHINI JALPA P350 TARGA** Red/Cream, 1 Of 35 RHD, Featured In Many Articles, Original Tools, Books & Spare Wheels, Award-Winning Example, 40,000m	**£109,950**
1973	**LAMBORGHINI URRACO P250** Orange/Cream & Orange, Extensive History File, Very Rare RHD, UK Supplied, 24,000m, Concours Condition	**£99,950**
1958	**MERCEDES-BENZ 190SL LHD** White/Black, Hardtop, Comes With Service Book & History File, 1 Of Only 3 Cars Originally Imported To Greece, 54,000m	**£114,950**
1990	**MERCEDES-BENZ 300SL AUTO** Diamond Blue/Magnolia Hide, Air Con, Cruise Control, Factory Hardtop, 49,000m FMSH, Beautiful	**£39,950**
1973	**RANGE ROVER 2 DOOR** White/Beige Interior, Nut & Bolt Restoration With Invoices Totaling Over £60,000, 28,000m, 2 Owners, Beautiful	**£POA**

FERRARI & LAMBORGHINI

15	**AVENTADOR LP700-4** Grigio Antares/Nero E/H/Seats, Sat Nav, Carbon Fibre Interior Pk, R'Camera, Gloss Black Dione Alloys, Transparent Engine Cover, Exhaust Upgrade, 2,000m, Stunning	**£269,950**
61	**AVENTADOR LP700-4** Volcano Orange/Black Stitched Orange, Sat Nav, R'Camera, Sports Exhaust, Gloss Black Alloys, 8,000m FSH, As New	**£224,950**
13	**FF** Canna Di Fucile/Charcoal E/Seats, Sat Nav, Carbon Fibre Interior, Rear DVDs, R'Camera, Privacy, Shields, 20" Dark Painted Alloys, Massive Spec, 8,000m FSH	**£174,950**
07	**599 GTB FIORANO F1** Blu Tour De France/Crema E/Seats, Carbon Fibre Interior, BOSE, Ceramics, Parking Sensors, Red Calipers, 38,000m FSH, Excellent Condition Throughout	**£99,950**
11	**458 ITALIA** Grigio Silverstone/Rosso Hide, Sat Nav, Carbon S/Wheel With LEDs, AFS, Upgraded Hi-Fi, 21" Alloys, Big Spec, 7,900m FSH, As New	**£144,950**
52	**575M F1 LHD** Nero Daytona/Black E/Daytona Seats, Fiorano Handling Pk, Shields, Carbon Fibre F1 Paddles, 8,000m	**£114,950**
97	**550 MARANELLO LHD** Rosso Corsa/Nero E/Seats, Leather Headlining, 31,500m	**£114,950**
59	**430 SCUDERIA LHD** Grigio /Black & Red Leather, Carbon S/Wheel With LEDs, Racing Livery, Shields, Red Calipers, 400km, Vat Q, Perfect	**£179,950**
06	**F430 SPIDER F1** Nero Daytona/Black H/Seats, Shields, Yellow Calipers, Carbon Rear Moulding, 28,000m FSH, Excellent Condition Throughout	**£79,950**

PORSCHE

15	**918 SPYDER** Guards Red/Red Lightweight Bucket Seats, Front Axle Lift, Magnesium Alloys, Interior Carbon Pk, UK Supplied, 600m, Stunning!	**£POA**
05	**CARRERA GT** GT Silver/Ascot, Sat Nav, Full Fitted Luggage, Just Serviced, 7,000m, Immaculate Throughout	**£550,000**
15	**991 TURBO PDK** Jet Black/Garnet Red, H/Seats, PCM, Phone, Sport Chrono, Turbo S Alloys, Chrome Surrounds, Red Calipers, 3,600m, As New	**£112,950**
63	**991 TURBO 'S' PDK** Basalt Black/Natural Red Leather, PCM, Burmester, Sport Chrono, Carbon Interior, Glass Roof, PDC, Massive Spec, 4,000m FSH, As New	**£111,950**
15	**991 CARRERA 7 SPEED MANUAL** Rhodium Silver/Espresso Heat & Ventilated Seats, PCM, PDLS, Sports Pipes, Phone, Privacy, 5,000m, As New	**£69,950**
03	**996 GT3 CLUBSPORT** Silver/Black Racing Seats, Front & Rear Roll Cage, A/C, Radio, CD, Special Features, 21,000m, As New	**£69,950**

ROLLS ROYCE & BENTLEY

15	**WRAITH** SilverGrey Over Diamond Black/Black Hide, Black Ash Wood Veneer, Starlight Headlining, Camera System, Heads-Up Display, 21" Polished Alloys, 2,800m, As New	**£189,950**
16	**MULSANNE SPEED V8** Dark Sapphire/Linen, Premier Specification, Sunroof, Rear DVDs, R'Camera, Veneered Picnic Tables, 2015 Registered, Huge Saving Cost Over £300,000 New, 900m	**£174,950**
08	**PHANTOM** Silver Grey/Seashell, Sat Nav, Piano Black Veneer, Rear Theatre Entertainment, Sunroof, 21" Sport Alloys, 23,000m, Perfect	**£114,950**
13	**CONTINENTAL GTC V8 'MULLINER'** Dragon Red/Black Stitched White, Piano Black Veneer, Power Boot, R'Camera, 21" Propeller Alloys, 5,000m, 1 Owner	**£99,950**
11	**CONTINENTAL SUPERSPORT 4 SEATS** Ice White/Black Stitched White, Carbon Interior, Ceramics, 32,000m FSH, As New	**£72,950**
08	**CONTINENTAL GT SPEED** Beluga Black/Black M'Seats, Sat Nav, Bluetooth, Piano Black, Power Boot, Good Spec, 45,000m FSH	**£49,950**

OTHERS

65	**MERCEDES-BENZ AMG GT-S** Silver/Black & Red Nappa, Comand, Sports Exhaust, AMG Ride Control, 10 Spoke Alloys, Big Spec, Delivery Mileage	**£109,950**
16	**MERCEDES-BENZ S500 COUPE AMG LINE PREMIUM** Silver/Light Grey, Comand, Massive Spec, Delivery Mileage, Cost New £112,000	**£89,950**
14	**MERCEDES-BENZ C63 AMG 507 EDITION** Matt Grey/Black, Comand, Harmon Kardon Sound System, R'Camera, Privacy, 19" Matt Black Alloys, 17,000m FSH, As New	**£47,950**
03	**MERCEDES-BENZ CLK55 AMG** Silver/Black, Sunroof, Good Spec, Only 2,000m From New, 1 Owner, The Very Best Available!	**£19,950**
13	**AUDI R8 4.2 FSI** Estoril Blue/Black Hide, Sat Nav, R'Camera, Silver Blades, Good Spec, 11,000m FSH, As New	**£64,950**
65	**RANGE ROVER SPORT 3.0SD HSE** Fuji White/Black, Sat Nav, Contrast Roof, Panoramic Roof, Remote Boot, R'Camera, Privacy Glass, Colour Coded, 22" Alloys, 1,000m FSH	**£64,950**
14	**RANGE ROVER SPORT 3.0SD HSE DYNAMIC** Corris Grey/Black, Sat Nav, Panoramic Roof, Remote Boot, 21" Diamond Turned Alloys, Massive Spec, 28,000m FSH	**£57,950**

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

Telephone: 01283 762762 Email: info@tomhartley.com www.tomhartley.com

Follow us: @TomHartleyCars TomHartley

SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-8PM

TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS



2005 PORSCHE CARRERA GT

- GT Silver/Ascot Brown
- Total Specification
- Only 924m From New
- Original Books, Leather Wallet & Fitted Luggage
- Recently Serviced
- Exceptional Example

£625,000

A HANDPICKED SELECTION FROM OUR CURRENT STOCK

2014 PORSCHE 918 SPYDER Platinum Silver/Onyx Black With Acid Green Piping, Lifting System, Acid Green Seat Belts, Full Spec, Delivery Miles, 1 Of Only 918 Ever Produced ..... **£POA**

2004 FERRARI ENZO Rosso Corsa/Cuoio Large Racing Seats With 4 Point Safety Harnesses, Original Books, Tools, Spare Keys & Car Cover, Only 184km From New, Ferrari Classiche Certified, The Very Best Enzo Available Anywhere ..... **£POA**

1996 FERRARI F50 Rosso/Black & Red, Complete With Original Books, Hardtop, Soft-Top, Roll Hoops, Luggage, Flight Case & Tools, 13,000m FSH, Totally As New Throughout, Ferrari Classiche Certified ..... **£POA**

1973 FERRARI DAYTONA SPIDER Argento Silver/Black, Matching Numbers, Exceptional Restoration Throughout, Original Books & Tools, Only 15,700m From New, Ferrari Classiche Certified, 1 Of Only 121 Ever Produced ..... **£POA**

1966 FERRARI 330 GTC Nocciola/Beige Scuro, Original Colours, Total Matching Numbers, Beautifully Restored Throughout, Borranis, Original Tool Roll, Ferrari Classiche Certified **£595,000**

1974 FERRARI 365 BERLINETTA BOXER Rosso Chiaro/Beige Interior, 1 Of Only 58 UK RHD Cars, 1974 London Motor Show Car, 24,000m From New, Totally Restored Throughout, Ferrari Classiche Certified, Stunning Example ..... **£POA**

2009 FERRARI 16M Rosso Scuderia/Tessuto 3D Fabric, Large Carbon Racing Seats, Carbon Exterior Pack, Italian Racing Livery, Radio Navigation, Only 640km From New, 1 Of Only 499 Ever Produced **£324,950**

1955 BENTLEY R-TYPE CONTINENTAL FASTBACK Tudor Grey/Dark Red Lightweight Seats, Manual Gearbox, Most Desirable 'D-Series' With 4.9-Litre Engine, Ex-William Medcalf, Great Provenance, Exquisite Example ..... **£POA**

2008 BENTLEY ARNAGE R Fountain Blue/Linen Piped Windsor, Chromed Door Mirror Caps, Veneered Picnic Tables, Many Special Features, 6,400m FSH, As New Throughout, Superb Example **£74,950**

2005 FORD GT Black With Painted Racing Stripes, Upgraded Sound System, Lightweight Forged Alloy Wheels, Grey Brake Callipers, Unregistered With Only Delivery Miles, Superb Addition To Any Collection **£324,950**

2015 MERCEDES-BENZ AMG GT-S Silver/Black Nappa Leather, H/Seats, AMG Ceramic Brakes, Keyless Go, Burmester Sound, P-Tronic, Huge Spec, 3,000m, As New, Big Saving **£109,950**

2015 MINI JOHN COOPER WORKS British Racing Green/Black & Red Leather, Media Pack, Navigation, Chili Pack, JCW Pro Exhaust, PDC, Cruise Control, Huge Spec, Only 300m, Cost £35,000 New, Big Saving **£26,950**

Telephone: **+44 (0)1283 761119**

TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS



1958 FERRARI 250 TOUR DE FRANCE

- Silver-Grey/Dark Blue
- Original Colour & Total Matching Numbers
- Known History From New
- Ferrari Classiche Certified
- One Of The Very Best TdFs

£POA











WE ARE ALWAYS LOOKING TO BUY SIMILAR VEHICLES

Call today for an instant quote and decision

www.tomhartleyjnr.com

SALES, ACQUISITIONS & PORTFOLIO MANAGEMENT OF EXCEPTIONAL CARS

GT1

1998 Porsche 911 GT1

SOLD



2014 Porsche 991 GT3

AVAILABLE

GT3



1974 Porsche 935 Kremer

ENQUIRIES

935

TROFEO

01328 831974 | 07798 764467 | trofeocars.com | alastair@trofeocars.com



OFFICIAL FERRARI DEALER

Meridien Modena

Ferrari 575 SuperAmerica – 2005/55
11,000 miles, Rosso Corsa with Nero Leather Interior, 19" Alloy Wheels with Red Brake Callipers, Electronic Suspension, HGTC Handling Package and Security System with NavTrak ADR. Ferrari Classiche Certified.
£399,995

Ferrari ENZO – 2004/54
5,000 miles, Rosso Corsa with Nero Leather Interior, 19" Alloy Wheels with Black Brake Callipers, Large Sport Seats, Air Conditioning, Electronic Suspension, Xenon Headlamps and Security System. Ferrari Classiche Certified. 1 Owner from New.
£POA

Ferrari 512 TR – 1992/K
9,500 miles, Rosso Corsa with Cream Leather Interior, Climate Controlled Air Conditioning, 18" Alloy Wheels with Black Brake Callipers and Security System with NavTrak ADR. Ferrari Classiche Certified.
£274,995

Ferrari 458 Speciale – 2015/15
1,000 miles, Rosso Corsa with Nero Alcantara Interior, Carbon Fibre Racing Seats with Tessuto Seat Centres, Yellow Brake Callipers, Scuderia Ferrari Shields, Electro Chromatic Mirrors, NART Racing Stripe and Security System with NavTrak.
£349,995

Ferrari 360 Challenge Stradale F1 – 2003/53
17,500 miles, Argento Nurburgring Metallic, 19" Alloy Wheels with Red Callipers, Electronic Suspension, Medium Carbon Racing Seats, Road Legal Roll Bar, Three Coloured Racing Stripe and Security System.
£219,995

Ferrari 288 GTO – 1985/B
8,000 miles, Rosso Corsa with Nero Leather Interior, Nero Dashboard, Nero Carpets, Air Conditioning, 16" Alloy Wheels and Stereo System. Ferrari Classiche Certified.
£POA

Meridien Modena
77 High Street, Lyndhurst
Hampshire, SO43 7PB
Telephone: 02380 283 404
www.lyndhurst.ferraridealers.com

TALACREST

A SMALL SELECTION OF CLASSIC FERRARI CARS WE SOLD RECENTLY

TALACREST

WE URGENTLY REQUIRE SIMILAR STOCK



1965 FERRARI 275 GTB ALLOY 2 CAM



1965 FERRARI 500 SUPERFAST



1967 FERRARI 330 P4



1963 FERRARI 250 GT LUSSO



1963 FERRARI 330 LMB



1967 FERRARI 275 GTB 4 CAM



1962 FERRARI 250 PF CABRIOLET S11



1957 FERRARI 500 TRC



1972 FERRARI 365 GTC/4 SPYDER



1960 FERRARI 250 SWB



1967 FERRARI 330 GTS



1962 FERRARI 250 SWB CALIFORNIA SPYDER



1967 FERRARI 275 GTB 4 ALLOY NART



1985 FERRARI 288 GTO



1967 FERRARI 330 GTC

WWW.TALACREST.COM

TALACREST ARE THE BIGGEST AND MOST EXPERIENCED BUYERS OF CLASSIC FERRARI IN THE WORLD AND HAVE SOLD OVER $1 BILLION WORTH OF THOROUGHBRED CLASSIC CARS INCLUDING EIGHT FERRARI 250 GTOS, MANY PROTOTYPES AND NUMEROUS OTHER DESIRABLE ROAD AND RACE CARS. IF YOU'RE IN THE MARKET FOR BUYING OR SELLING BLUE-CHIP, COLLECTOR FERRARI CLASSICS THEN MAKE TALACREST YOUR NUMBER ONE CHOICE.

+ 44 (0)1344 308178 | +44 (0)7860 589855 | JOHN@TALACREST.COM

NUMBER ONE IN THE CLASSIC FERRARI MARKET

williamloughran

Setting the standard for over 50 years

+44 (0) 1772 613 114
sales@williamloughran.co.uk
www.williamloughran.co.uk



1970 ASTON MARIN DB6 MKII VOLANTE | Royal Blue with Navy Blue Hide **£POA**

This is a rare model being 1 of only 38 cars produced. In the late 90's the car was restored by Aston Martin Works Services, Newport Pagnell to a very high standard.



1960 ASTON MARTIN DB4 Series 1 LHD **£POA**

Snow Shadow Grey with Red Leather 20,534 miles



2003 PORSCHE 991 (996) GT3 RS **£229,950**

Carrera White with Black Cloth and Blue Decals 5,454 miles



2015 RANGE ROVER SPORT SVR **£109,950**

Fuji White with 2-Tone Black and Cirrus 140 miles



2015 RANGE ROVER LWB 5.0 SUPERCHARGED **£119,950**

Causeway Grey with Beige Leather 2,500 miles



BELL & COLVILL®
HORSLEY - LIMITED



0% APR 50/50 finance over 24 months available on selected models*

Will pay up to full retail price for any part exchange against selected new car stock

01483 286472 • Epsom Road, West Horsley, Surrey KT24 6DG

www.bellandcolvill.co.uk • enquiries@bellandcolvill.com





Fuel Consumption (mpg [l/100 km]) Urban 19.5 - 28.5 (14.5 - 9.9)

Extra Urban 37.2-46.3 (7.6-6.1) Combined 28.0-37.7 (9.6-7.5)CO_2 emissions 235-175 g/km

Lotus 3-Eleven fuel economy and CO_2 emissions figures not available at time of going to press. See Lotus website for more details.

*Finance is available to UK residents aged 18 years or over, subject to status. Offers may be varied or withdrawn at any time. Prices correct at time of publication. Not available in conjuntion with any other offers.
Offer is only available through Lotus Finance provided by Black Horse Limited, St William House, Tresillian Terrace, Cardiff, CF10 5BH. Please consult Bell & Colvill for an exact quotation. Offer Ends: 31st March 2016.

RMD bvba

We specialise in clasic competition cars. Please contact us to discuss your requirements.

1965 Bizzarrini GT 5300

(#IA3*0245)

Original, alloy bodied and “no stories” Strada which was restored to Corsa specification 20+ years ago. Fully documented and totally race-ready with fresh Mathwall engine. Absolutely stunning and eligible for all events incl. Le Mans Classic. Spares and new FIA HTP.

P.O.A.





1962 Jaguar E-type 3.8 Roadster Semi-Lightweight

Well known, fully sorted E-type with most wins and podiums in recent years. Race-ready with choice of engine(s). Current FIA HTP and spares. **P.O.A.**



1965 McLaren M1B (30-04)

The ex-Bill Amick 1966 inaugural CanAm car with known history from new. Fresh, complete rebuild by WDK. Race ready & eligible for Goodwood, Masters, CER, etc. **P.O.A.**



1964 Ford Falcon Sprint

Genuine Falcon Sprint in race-ready condition with new FIA HTP. Very well prepared and in excellent condition throughout. Perfect for pre-66 Touring! **Euro 97,500**



1967 Lola T70 Mk3 (SL73/112)

The ex-Epstein/Hawkins T70 Mk3 coupe. Continuous ownership and great history. Race-ready with FIA HTP. One of the best and a rare opportunity! **P.O.A.**



1967 Lola T70 Mk3 (SL73/109)

Mk3 spyder converted to coupe in late 80ies. Continuous history and 100% ready for the 2016 race season. Good Spares & current FIA HTP. Priced-to-sell! **P.O.A.**



1977 Ensign N177 (#MN09)

Proven and regular historic F1 class winner. Sold without engine but otherwise 100% race-ready. Current HTP and good spares. Perfect entry into the popular Masters Historic F1!

GBP 185,000

We have a wider variety of great cars for sale. Please call or visit our web-site for more information.

www.rmd.be – salesinfo@rmd.be – +32 (0) 475 422 790 – Schoten, Belgium

The School Garage

(MARTIN J DALY) Est 1979

A small selection of up to 60 Prestige and Classic Cars in stock.

**47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile 07767 617507
www.classiccarshop.co.uk**



1998 PORSCHE CARRERA 993 LHD. One of the last built. (final ltd edition batch) In Speed yellow with Black leather sports trim. 2 owners and 38900 miles only, with full documented history from new..... **£69,950**



1959 AUSTIN HEALEY 100/6 BN6. LHD. Last known chassis number to exist. Rare 2 Seat BN6. Chrome wire wheels, overdrive, stainless exhaust, full weather equipment. Subject of a 100 point concours restoration. The finest we have ever seen!!t.. ..... **£69,950.**



1961 AUSTIN HEALEY 3000 MK2 LHD. Triple Carb fast road spec. Goodwood Green with Black trim. Overdrive, black cobra wires,side sports exhaust, Uprated brakes and suspension, Factory hard too. Mint and rust free, with heritage cert. As good as it gets!..... **£69,950**



1973 RANGE ROVER (FIRST SERIES) 2 DOOR. Bahama Gold with palomino leather, 51,000 miles only, matching numbers. Perfect history, stunning. ..... **£POA**



1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best... ..... **£65,000**



1995 FERRARI 348 SPIDER LHD. Rosso Corsa with Nero leather, Black mohair hood, sports exhaust, air cond, 20000 miles only, with Full documented history. All books and tools and factory Car cover. Mint example and One of the very best..! **£69,950**



1935 ALVIS FIREBIRD SPECIAL. Stunning and very very rare, superb history. **£65,000**



1983 JAGUAR XJ6 4.2 SERIES 3 AUTO. Masons Black with light tan leather.One family owner from new, and 24000 genuine miles from new. 2012 Norwich Union "Champion of Champions, described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only. **£24,950**



1963 ALFA ROMEO 2600S BERTONE COUPE. Finished in rosso corsa with tan leather. RHD, matching numbers, 58,000 miles only. Stunning example with full documented history, all books, tools, manuals, spares etc. Very rare and very special. ..... **£POA**



1983 FERRARI 308GTS. QUATTROVALVOLE, LHD. Rosso Corsa with Tan leather. Air conditioning, alpine music, Starfish alloys, 45,000 miles only. Full Ferrari service history from new. Resent full belt service. Concours standard and perfection ..... **£POA**



1988 PORSCHE 930 TURBO COUPE. RHD. Silver with full burgundy leather. Fuchs alloys, Aircond, ESR, 3 owners, FPSH, very low mileage since recommissioning after storage. One of the finest examples you will find. Stunning..... **£84,950.**



1957 ROLLS ROYCE SILVER CLOUD I. Finished in gleaming two tone green with natural beige leather. This magnificent car, with low mileage, was sold by us to its last collector/owner. Arguably, one of the nicest and most original English RHD examples available. Please contact us for full details. **£39,950**



1967 MGB GT. An original and recently re-commissioned (engine, clutch, brakes, suspension, exhaust) RHD early GT in Grampian grey with black leather piped cream. Black wire wheels, and overdrive. Mota lita steering wheel, original low mileage with full documented history from new **£16,950**



1971 PORSCHE RSR REPLICA. Originally Based on a Carrera 3.2, and recently re-worked and uprated to one of the BEST RSR recreations you will find. Please email or call, Martin Daly for full, and detailed spec. **£69,950**



1964 SUNBEAM ALPINE MK4. Signal red with black trim and black mohair hood, wire wheels and stainless steel exhaust. One owner from new, with vast and complete history from new. Recently fully recommissioned to a very high standard, a truly stunning example..... **£24,950**

www.classiccarshop.co.uk

Xavier Micheron
Phone: + 33 (0) 9 67 33 48 43
Mobile: + 33 (0) 6 17 49 42 50

Ascott
COLLECTION

www.ascottcollection.com
Email: cars@ascottcollection.com
Paris - France



2007 PESCAROLO LMP1
Took part three times to the 24 hours of Le Mans. 3rd in 2007. Restored in 2007 configuration. Ready to race. Eligible Daytona Classic. Extensive spares: **POA**

1972 DUCKHAMS LM DFV
Gordon Murray's first Le Mans car. DFV 3 litre-powered prototype developed for Chris Craft and Alain de Cadenet. Extensive Le Mans history with three participations: **POA**





1959 LISTER JAGUAR KNOBBLY
Documented history. Restored in 2015. HTP. Took part three times to Le Mans Classic. Ready to race: **POA**



1976 OSELLA PA4 BMW M12 2 LITRE
Entirely restored. Ready to race. HTP. Eligible Le Mans Classic, Classic Endurance Racing: **POA**



1983 ARROWS A6 FORMULA ONE
DFV Cosworth 3 litre. HTP. Eligible Masters Historic Formula One: **POA**



1967 NOMAD GT Mk1
Massive racing history. Owned 27 years by the same owner. Ready to go: **POA**



1984 LANCIA 037 Group B
Eligible to the FIA Historic European Sporting Rally Championship. Engine 0 km, ready to go. **POA**



1970 MGC GT SEBRING
Built and raced by John Chatham - Targa Florio 1970: **POA**



1974 MARCH 74S DFV 3 LITRE
One of two 74S powered by the DFV 3 litre. A winning car eligible to the CER: **POA**

Unit 5-6 Brands Hatch Park
Scratchers Lane
Fawkham
Kent DA3 8PU

Foskers

The UK's oldest independent Ferrari specialist

Follow us on
@foskers

Contact us on +44 (0) 1474 874555 or +44 (0) 7921 430 430 or sales@foskers.com



Ferrari 512 BB
Stunning flat-12 with magnificent provenance



Ferrari 365 GTB/4 Daytona
Beautifully restored example of this iconic GT



Dino 246 GT
Fully recommissioned by Foskers two years ago



Ferrari 365 GTB/4 Daytona
A remarkable car in truly immaculate condition



Ferrari 365 GT 2+2
Superb history; fresh engine rebuild by Foskers



Ferrari F40 - non-cat non-adjust
Well-maintained example in fantastic condition

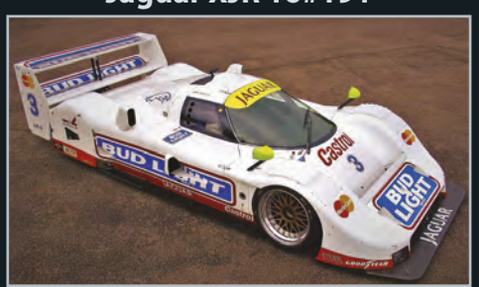
Check out our website for a full list of Ferraris available to buy immediately.

www.foskers.com

We are always looking for great quality stock to buy or sell on consignment.

RJM MOTORSPORT

Jaguar XJR 16#191



Multi winning car in period and current GRP C.

Driven by Davy Jones and Scott Goodyear.

£P.O.A

Jaguar XJR16#291



Front runner in period IMSA series.

Driven by Raul Boesel and Martin Brundle.

£P.O.A

Williams FW08-03



Keke Rosburg's 1982 championship winning car.

Driven by Keke Rosburg .

£P.O.A

Lotus Cortina KPU 397C



Ex Works car by Alan Mann.

Driven by

Jacky Ickx.

£P.O.A

Contact: Kevin Boyle or Paul Cooper
Email: rjm_motorsports@yahoo.co.uk
Tel: 00-44- 1702-558188 • Open Hours: 07.30 – 16.00 Monday-Friday • After hours Tel: 07785354477

Ex-Emerson Fittipaldi 'Copersucar' Formula 1 car

1978 FITTIPALDI F5A/02



Image © Singapore GP/Sutton



Eligible for FIA Masters Historic F1 (inc. Texas and Mexico GP support races); confirmed for F1 demo at Goodwood 74MM (with possible Festival of Speed invitation), this multi-race winning car is offered in perfect, ready-to-win condition.

Prepared by WDK with no expense spared, F5A/02 comes complete with spares and a freshly rebuilt, Langford & Peck, short-stroke DFV. Comes with huge history file including invoices and set-up sheets.

Sale includes:

- 2 × driver coaching days with Sam & Ollie Hancock
- Set-up assistance from former McLaren & Ferrari F1 technical director, Steve Nichols

£445k (no vat)

More details, images & video at:
www.f1forsale.com

Contact: Sam Hancock
sam@samhancock.com
+44 (0)7956 100 439

LONDON MORGAN



Chassis Number SA9EACPATFE0040##
The last ever Aero Coupe built for London Morgan. New unregistered.

020 7244 7323 07860 921371

www.londonmorgan.co.uk

ART & REVS

The Fine Automobiles Gallery










- **Alfa Romeo 8C :** 16 000km, new condition, full options
- **Bugatti EB 110 SS :** 1600km from new, black with red interior, "as new" car
- **BMW 635 CSI Group A :** chassis RA2-51 raced ETCC and SPA 1984/1985/1986 massive history, totally restored one of the best in the world
- **Chevrolet Corvette C2 Cabrio 327 :** Immaculate condition, fully restored, a real joy to drive
- **Chrysler Viper GTS-R :** 2000 ORECA factory car, ALMS champion with Wendlinger/Beretta and 2nd IC at Le Mans, totally restored
- **Ferrari Daytona :** LHD 1974, 14th by the end built, one of only 7 in Verde medio, immaculate
- **Ferrari F12 :** 13200 km, fabulous colors combination, celebrity owner.
- **Ferrari Maranello :** 54000km, red with beige interior, FFSH, original paint, amazing car
- **Honda NR 750 :** reg in 1993, 25km, never registered, new condition
- **Lancia Stratos GR4 :** Interesting period history, only 3 owners since retired from racing, HTP and ready to race
- **MG TD :** Ex Bernie Eccelestone, concourse restoration, currently owned by F1 Team owner
- **Porsche 911 RS 2,7 :** Yellow, Touring restored by RUF to Lightweight specs, the very best driving RS
- **Porsche 996 RS :** 2001 British GTO champion, the only 996 sponsored by Porsche, restored and ready to race
- **Porsche 996 GT3 MKI Club Sport :** 55000km, Swiss car, two owners, FPSH, number 123

ART & REVS – Howald, Luxembourg – www.artandrevs.com / contact@artandrevs.com - Tel 00352 661 700 777 / Mobile 00352 24 87 34 60

All the listed are Located in our Showroom and visible only by appointment - We are always looking for similar cars do not hesitate to contact us if you wish to sell one



WWW.MOTOTECHNIQUE.COM

The one stop Exotic Sports Car Specialist,
Check out our amazing website.



Call for Carbon Fibre Work, Chassis Repairs,
Servicing, Mechanical Rebuilds, Restoration,
Paintwork, Interior Trim and Crash Repairs.

Contact 0044 0 208 941 3510
141, Molesey Avenue, West Molesey,
Surrey KT82RY

HOWARD WISE Classic Cars



Mercedes 190SL

Please call for
immediate decision

W: www.howardwisecars.co.uk
E: howard@howardwise.co.uk T: 020 84189191 or 07836 522234

SPEEDMASTER

PLEASE CONTACT THE SALES TEAM AT SPEEDMASTER
T +44 (0)1937 220360 M +44(0)7768 800773
INFO@SPEEDMASTERCARS.COM
WWW.SPEEDMASTERCARS.COM



1972 Ferrari 246 'Dino' GT

This special Ferrari Dino has an excellent and well documented racing heritage - having been a race car for over 25 years. With recent comprehensive rebuild, it is an excellent entry into historic racing events including Le Mans Classic and Tour Auto. Sporting a race prepared V6 Dino engine and Weber Carburettors producing around 250bhp, recently rebuilt to the correct LeMans '72 specification with all aluminium bodywork, this car has new FIA HTP papers issued for period H of historic racing, and is also road registered.

Price: £295,000.



LOTUS 78 F1. NEW CRACK TEST, FUEL CELL AND FIA PAPERS **P.O.A**



1954 PORSCHE 356 3A 1600S# BUILT TO FIA SPEC WITH NEW FIA HTP PAPER. GT SPEC BRAKES AND 170BHP ENGINE. **POA**



1979 TYRRELL 009/1 COSWORTH DFV-. COMPLETE REBUILD WITH NEW ENGINE, CRACK TEST, SPARES AND FIA CERTIFICATE. READY TO RACE. **P.O.A**



JAGUAR XK SS RECREATION 3.8 L JAGUAR ENGINE TO FAST ROAD SPEC. NEW INTERIOR AND HOOD. 7000 MILES ONLY. **£75,000.**



BMW 2002 TI RACE CAR WITH PERIOD RACE HISTORY. READY TO RACE, IDEAL FOR HTC. **P.O.A.**



CHEVROLET CAMARO Z28 ORIGINAL TRANS AM (FIA RACECAR). ORIGINAL RACE HISTORY. CURRRENT FIA PAPERS & FRESH ENGINE. **P.O.A**

Melvyn Rutter Limited

International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day

MORGAN MAIN DEALER

NEW MORGANS – EARLY DELIVERY



NEW Plus 4 For Immediate Delivery. High Spec.



NEW Plus 4 For Immediate Delivery. High Spec.



2014 4/4 Gulf blue/black leather, nice extras, 5,000 miles. One owner, history. **£29,995**



2007 Plus 4, Black/grey leather, masses of extras, one owner, 9,800 miles, service history **£31,500**

All Trimming Work, Including Other Marques

We carry out full re-trims here, including supply only, trim kits, as shown.
35 years of dedicated hood, tonneau and bespoke work, to show standards.

Selection Of Used Cars – Go To Our Web Site For Details

MORGAN HIRE CARS – 3 & 4 WHEELER AT £220 PER DAY

BUY ONLINE WITH US www.mogparts.net

The MORGAN WORLD Magazine
www.the-morganworld.com

RUTTER PARTS CATALOGUE
11th Edition, 72 Page Parts Catalogue
£4 UK, £6 Europe, £8 overseas elsewhere

Melvyn Rutter 40 years

The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England

Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net

HOWARD WISE Classic Cars



Aston Martin DB4

Please call for immediate decision

W: www.howardwisecars.co.uk
E: howard@howardwise.co.uk T: 020 84189191 or 07836 522234

Signature RV.co.uk

The UKs only supplier of new 2016 Thor luxury motorhomes with full factory support

Serving the motorsport industry for over 25 years

Large selection of used vehicles • Export and USA pick up

SALES • SERVICE • PARTS • MOT



Vegas European size american features 3.6t towing capacity

Ace the UKs only A Class Rv under 7.5T full wall and double slide out floor plans

Palazzo Luxury Diesel pusher double bathrooms 340Hp cummins Diesel

Signature motorhomes Ltd

01902 725394

www.signaturerv.co.uk • www.signaturemotorhomes.com

Cannock Road, Westcroft, Wolverhampton, WV10 8QU

VOSA Authorised Testing Facility

blackhorse Approved Dealer

25 YEARS OF SERVICE EXCELLENCE

5 YEAR WARRANTY

NCC APPROVED Dealership



Lotus 41 – 1966

Period history includes Monaco, Monza, Pau, Hockenheim, Jarma and others. Raced in period against Derek Bell, Ronnie Peterson, Peter Gethin, Francois Cevert, and Clay Regazzoni.

Complete nut and bolt mechanical and body restoration to exacting standards by Simon Hadfield in 2014. Full photo record and receipts available. Since the rebuild, the car has only raced once at the 2015 Goodwood Members Meeting.

This F3 screamer was raced at the Monaco Historic in 2010 and is sold with a **2016 Goodwood Members Meeting** invitation that can be transferred with the ownership

This competitive car is 100% race ready.

For more information call +44 (0) 7831 591 114



1972 Ferrari Dino 246 GTS, 43,000 mi, same collector owner for last 12 years, rare Medio Verde Metallizato (Medium Green Metallic), Tan leather, power windows, leather and a/c. Extremely well preserved and in excellent condition thruout. Drive or show and enjoy.



1981 BMW M1, One of the most original and lowest mileage examples in existence. 702 KILOMETERS FROM NEW. White w/black checkered cloth upholstery. An irreplaceable asset for the serious collector. Stunning in every respect.



1958 PORSCHE SPEEDSTER, Beautiful example in original colors per CofA. Mechanically in outstanding condition. Previous owner a meticulous collector. Excellent for rallies with high reliability and 'fun' factor.



1988 Ferrari Testa Rossa, Red/Tan. 2 owners from new. 12,900 miles. 512 TR wheels. Full engine out belt service – December 2014. Outstanding mechanical and cosmetic condition. Looks, drives and performs virtually as new. Ready for the next adventure!



2001 BMW Z8, 6 speed silver/black. 21,600 original miles, 2 tops. 2 owners, fully documented service history. Absolutely flawless throughout, runs new, looks new.

CONSIGNMENTS WELCOME

MOTOR CLASSIC & COMPETITION CORP

WE WILL BUY ALL FERRARI AND ALL VINTAGE SPORTS, RACING AND GT CARS

350 ADAMS STREET, BEDFORD HILLS, NY 10507
Tel 914-997-9133 Fax 914-997-9136 sales@motorclassiccorp.com

www.motorclassiccorp.com

Jaguar XKSS Recreation











Based on a Reynard chassis with GRP bodywork. Built by respected specialist at a cost of over £120k – superb quality. Fully rebuilt wet sump 4.2ltr six cylinder engine, triple 45DCOE Weber Carburetors, D-type cam covers with breather tank, full stainless steel exhaust, custom made radiator, expansion tank, oil cooler, dry sump tank with AM cap. Interior all clad in aluminum, trimmed in ruby leather/period Hardura. Period steering wheel, gauges/switches. Independent suspension front and rear, dual circuit servo assisted front disc brakes. Dunlop 16" wheels. Bodywork mirror finished gloss black with aluminum bonded rivets. Mohair hood & tonneau cover. Reg 1967 as Jaguar Sports. Test mileage only. Stunning car – creates the sounds and presence of the real thing.

Private sale **£110k.** More pictures on **https://goo.gl/BSDpJZ**

Tel. **07710 660312** • Email. **kevin@ktcmc.com**

HOWARD WISE Classic Cars



Aston Martin DB5

Please call for immediate decision

W: www.howardwisecars.co.uk
E: howard@howardwise.co.uk T: 020 84189191 or 07836 522234

1979 Tyrrell 009/ 1 Cosworth DFV



Complete bare chassis rebuild, with new TMAX engine.
New gearbox BPA, new fuel cell, new wiring loom, new rack.
Complete with 12 wheels, 2 spare nose, ratios.
FIA and Crack Test Certificates. Ready to race in Masters F1.
CAN BE SEEN AT GOODWOOD MEMBERS MEETING

PLEASE CONTACT PETER WILLIAMS.
peter williams33@hotmail.com
01489/799192 • 01489/891442 • 07802 824547

I.S.POLSON
TALBOT SPECIALIST

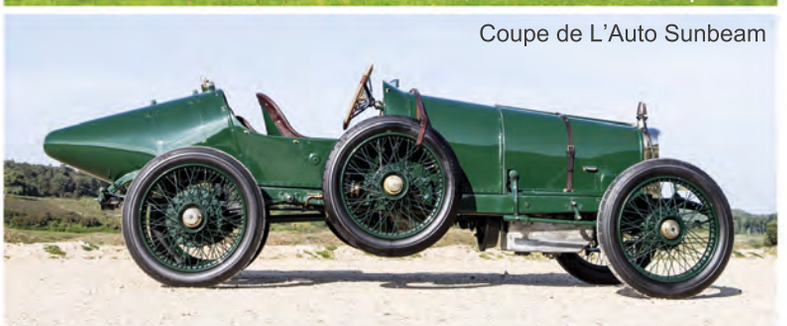
I.S.POLSON

VINTAGE & PVT RESTORATION AND SALES
WE SPECIALISE IN ROESCH TALBOTS

We are well known for our main business, Roesch Talbots, but we also have a long term involvement with historic racing cars, particularly Edwardians. In the late 1980s we rebuilt the formidable 1916 Indianapolis Sunbeam, which had been owned by Harold Smith since 1936 and we subsequently built, for David Jones, an accurate replica of a 1912 Coupe de L'Auto Sunbeam, the first internationally successful British GP car. (One finished third in the French GP in 1912). Our most recent Edwardian racing car project is an accurate replica of a 1917 Hudson Super Six team car for Hugh Mackintosh which will be seen at major events in 2016.


Our team with the Hudson Super Six

Coupe de L'Auto Sunbeam



Tel: +44 (0) 1440 820371 www.ispolson.com i.s.polson@btconnect.com

MOTORS EUROPE

ZWAKMAN

Historic Jaguar Sportscars



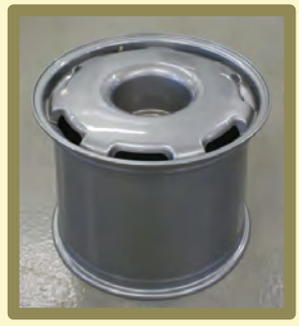
WWW.ZWAKMANMOTORS.COM

JAGUAR PARTS FOR SALE.COM

Sales of rare new old stock factory parts







CARS FOR SALE

1965 Morgan 4/4 Race Car



Well known South African race winning **Morgan 4/4,** fresh Johan Coetzee dry sump crossflow motor (1 race since full rebuild), twin 45 webbers, Quaife full alloy type 9 box, LSD, .9mm alloy body, fibreglass wings/cowl (650kg), comes with moulds for wings/cowl. set of Compomotive 3 piece rims, SA HTP. **GBP 55,000**. For full details photos/build photos email **chris@cts-sa.co.za** – Tel **00 27 8244 36963** (South Africa)

Lola T212 Recreation



Race winning & multiple podiums in The Masters Series.
Fresh 1.8 FVC engine with fresh gearbox. Valid HTP Papers.
A well known car for exceptional value. £99k no vat
Enquiries e - **Olliehancock@aol.com** • t - **07799621775**

To advertise your car here, call 020 7349 8470







Brooke 260RR Cosworth 2008

A rare opportunity to purchase this 260 BHP road legal 2 seater weighing only 550kg. Cosworth 2.3 duratec with Cosworth throttle bodies, just having £2k respray. 7k of extras, Quaffe diff, motor-sport radiator, quick shifter, torneau, etc. Hand signed by Stirling Moss. Based in Surrey. Only 5K miles. NO TEST PILOTS.

Price £23750 ovno

Enquires **npbw190@gmail.com**. Mobile **07511 901679**

A

Classic Alfa
www.classicalfa.com
GT/GTV (1964-77)
Spider (1955-93)
Super (1962-77)
750/101 (1955-64)
Montreal
Mail order parts worldwide
Tel: **+44 (0)20 8688 4443**

1961 AUSTIN HEALEY 3000 MK2 LHD. Triple Carb fast road spec. Goodwood Green with Black trim. Overdrive, black cobra wires,side sports exhaust, Uprated brakes and suspension! **£69,950.** Tel: 01663 733209. www.classiccarshop.co.uk

1959 AUSTIN HEALEY 100/6 BN6. LHD. Last known chassis number to exist. Rare 2 Seat BN6. Chrome wire wheels, overdrive, stainless exhaust, full weather equipment. **£69,950.** Tel: 01663 733209. www.classiccarshop.co.uk

Buying or Selling Aston Martin
allastonmartin.com

B



1993 Bentley Continental R – 26,500 miles only, LHD. Available at www.graemehunt.com **Tel. 020 7937 8487**



1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best. £65,000. Tel: 01663 733209. www.classiccarshop.co.uk



2002 BENTLEY AZURE LHD, 9,000 miles only. Available at **www.graemehunt.com** Tel. 020 7937 8487

F

1983 FERRARI 308GTS. QUATTRO VALVOLE, LHD. Rosso Corsa with Tan leather. Air conditioning, alpine music, Starfish alloys, 45,000 miles only. Full Ferrari service history from new. Resent full belt service.Tel: 01663 733209. www.classiccarshop.co.uk

1995 FERRARI 348 SPIDER LHD. Rosso Corsa with Nero leather. 20000 miles only with full documented history. **£69,950.** Tel: 01663 733209.

J



1983 JAGUAR XJ6 4.2 SERIES 3 AUTO. Masons Black with light tan leather. One family owner from new, and 24000 genuine miles from new. All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only **£24,950.** Tel: 01663 733209. www.classiccarshop.co.uk

LANES CARS
Specialist buyers and sellers of 'E'type Jaguars
contact Martin Lane
www.lanescars.co.uk
Call 07831 334608

L

CLASSIC LANDROVERS
Parts 1948 to Date
Retail Trade Export
Restorations
Modifications
Manufactures
Country Workshops
Risegate, Nr Spalding, Lincs, PE11 4EZ
Tel / Fax: 01775 750223
www.british4x4centre.co.uk



1967 LOLA T70 MK3 (SL73/112). The ex-Epstein/Hawkins T70 Mk3 coupe. Continuous ownership and great history. Race-ready with FIA HTP. One of the best and a rare opportunity! **www.rmd.be** Email: **salesinfo@rmd.be** Tel: **+32 (0) 475 422 790**



1967 Lola T70 Mk3 (SL73/109) Mk3 spyder converted to coupe in late 80ies. Continuous history and 100% ready for the 2016 race season. Good Spares & current FIA HTP. Priced-to-sell! **www.rmd.be** Email: **salesinfo@rmd.be** Tel: **+32 (0) 475 422 790**

L



1959 LISTER JAGUAR KNOBBLY Documented history. Restored in 2015. HTP. Took part three times to Le Mans classic. Ready to reace! Tel: **+33 (0)9673 34843. www.ascottcollection.com**



1984 LANCIA 037 GROUP B Eligible to the FIA Historic European Sporting Rally Championship. Engine 0 km, ready to go. Tel: **+33 (0)9673 34843. www.ascottcollection.com**

To advertise your car here, call 020 7349 8470



LOTUS SEVEN S2. A beautifully restored Seven with specialist modifications for competition and fast road use. Stage 3 engine, rocket box and Quaife diff. £27,495. For full details please see **www.cheshireclassiccars.co.uk** or call 01244 529500.

CARS FOR SALE




Donford Formula Junior 1964.

Fully restored. Australian built - interesting history. Rear engine, disc brakes, Cosworth engine. Eligible for Goodwood Revival, Monaco Historic, Pau etc. Two races since restoration. Beautiful condition.

£55,500

For more info email **zenzo57@yahoo.co.uk** or phone **07746 522368**.

PROPERTY FOF SALE



FOR SALE: Detached house with 2 workshops in Lechlade, Glos. Guide price: **£750,000.** 4 bedroom, 4 reception, 4 shower/bathroom, double garage with vehicular access to good-sized garden and workshops (22' x 12' & 16' x 8'). Ideal for plane/car construction. For details contact **maureen@jcliff.waitrose.com**



1992 Café Racer

2 x 502 Mercruiser Engines

475hp each

Price: 35,000 euros

Location, St.Tropez, South of France

00 44 77 99 66 07 73

Email: **nigelsill@btinternet.com**

M



2014 MORGAN 4/4 Gulf blue/black leather, nice extras, 5,000 miles. One owner, history. **£29,995.** Tel: 01279 725725. **www.melvyn-rutter.co.uk** Email: mr@melvyn-rutter.net



2007 MORGAN Plus 4, Black/grey leather, masses of extras, one owner, 9.800 miles, service history £31,500 Tel: 01279 725725. **www.melvyn-rutter.co.uk**



1967 MGB GT. RHD early GT in Grampian grey with black leather piped cream. Black wire wheels, and overdrive. **£16,950.** Tel: 01663 733209. www.classiccarshop.co.uk

M



1971 Mercedes Benz 280SE 3.5 Coupe. Complete with all books and papers too. Now available at www.graemehunt.com **Tel. 020 7937 8487**

N

1967 NOMAD GT MK1. Massive racing history. Owned 27 years by the same owner. Ready to go: POA. Tel: **+33 (0)9673 34843. www.ascottcollection.com**

P



2007 PESCAROLO LMP1 Took part three times to the 24 hours of Le Mans. 3rd in 2007. Restored in 2007 configuration. Ready to race. Eligible Daytona Classic. Extensive spares. Tel: **+33 (0)9673 34843. www.ascottcollection.com**



1997 Porsche 993 Cabriolet – Manual gears – UK car. Available at www.graemehunt.com **Tel. 020 7937 8487**

P



Pilbeam MP40. This superb championship winning Pilbeam MP40 has been fitted with a 4.5 litre Rover V8 and is ready to compete in classic hillclimbs. £34,995. For full details please see **www.cheshireclassiccars.co.uk** or call 01244 529500.

2003 PORSCHE 991 (996) GT3 RS. Carrera White with Black Cloth and Blue Decals 5,454 miles. **£229,950.** Tel: +44 (0) 1772 613 114



1971 PORSCHE RSR REPLICA. Originally Based on a Carrera 3.2, and recently re-worked and uprated to one of the BEST RSR recreations you will find. Please email or call, Martin Daly for full, and detailed spec. **£69,950.** Tel: 01663 733209. www.classiccarshop.co.uk

1998 PORSCHE CARRERA 993 LHD. One of the last built. (final ltd edition batch) In Speed yellow with Black leather sports trim. 2 owners and 38900 miles only, with full documented history from new. **£69,950.** Tel: 01663 733209. www.classiccarshop.co.uk

P



1954 PORSCHE 356 3A 1600S# Built to FIA specification with new FIA HTP paper. GT Spec brakes and 170BHP engine. Tel. +44 (0)1937 220360



1988 PORSCHE 930 TURBO COUPE. RHD. Silver with full burgundy leather. Fuchs alloys, Aircond, ESR, 3 owners, FPSH, very low mileage since recommissioning after storage. One of the finest examples you will find. Stunning. **£84,950.** Tel: 01663 733209. www.classiccarshop.co.uk

R



1957 ROLLS ROYCE SILVER CLOUD I. Finished in gleaming two tone green with natural beige leather. This magnificent car, with low mileage, was sold by us to its last collector/owner. Arguably, one of the nicest and most original English RHD examples available. **£39,950** Tel: 01663 733209. www.classiccarshop.co.uk

S

1964 SUNBEAM ALPINE MK4. Signal red with black trim and black mohair hood, wire wheels and stainless steel exhaust. One owner from new, with vast and complete history from new. **£24,950** Tel: 01663 733209. www.classiccarshop.co.uk

MAGAZINES

GOOD HOME WANTED for magazines: **Safety Fast** Bound 1959–1968, 1969-2014, **MG Enthusiast** 1983–2014, **The Automobile** 1990–2014, **Veteran & Vintage** 1966–1979, **Motor Sport** Bound 1950–1986, 1989-2014, plus some **Motor, Autocar**, and **Classic Cars**. Also very approximate numbers of: **Pilot** 25 years, **Kitplanes** 14 years, **Aeroplane** 6 years, **Sport Aviation** 11 years, **Light Aviation** 6 years, **Popular Flying** 12 years. Contact: maureen@jcliff.waitrose.com

WANTED

St Andrews Autos

Enthusiastic buyers of

Classic Cars

All interesting classics wanted by a genuine enthusiast

From Barn finds to Concourse show winners. Anything considered from Exotic, Sports, Hot Rods, American, RS Fords & replicas to quaint old English Tin.

Discretion assured.

sales@standrewsautos.co.uk

07836 226228 / 01245 248888

www.standrewsautos.co.uk

DIRECTORY

To advertise, please call Marc Butler on **020 7349 8470**
or email **marc.butler@motorsportmagazine.com**

ART, AUTOMOBILIA & MODELS

F1 COLLECTORS .COM
#1 FOR F1 MEMORABILIA & AUTOGRAPHS
We buy and sell F1 items AYRTON SENNA specialists
Call CHRIS GRINT
01763 274448
email:- sales@f1collectors.com



Andrew Currie Automotive Literature
Wanted old collections of car brochures, press photos, handbooks, instruction books, workshop manuals, W.H.Y. Especially quality European sports cars, Alfa Romeo, Aston Martin, Ferrari, Lagonda, Lamborghini, Maserati, extra.
Please call, **(H)01276477201,** (M)**07785367775**
or email details to **andrew_currie@btinternet.com**

FOR SALE
Graham 1937 London Showroom Poster, framed (undamaged) for display 48 cm x 61 cm • **£295**
Arrol Johnson 1924 Handbook, illustrated, 82 pages • **£130**
Humber Pullman 1948 Handbook, illustrated, 97 pages • **£95**
Tr 2/3 Workshop Manual • **£95**
CARMAN HISTORIC
E-mail: **johnscanlon2@aol.co.uk**

motorsportclassics.com



Limited Edition Photographic Prints
By Photographer Steve Theodorou
info@motorsportclassics.com • Tel: 07711 654685

LOTUS
1967 LOTUS 49
AUTOMODELLO™ 1:12
JIM CLARK



British Racing Green with Yellow
Includes display cover
$899.95

1976-1979 TVR 3000M
Automodello™ 1:43
Available in Silve, Blue and British Racing Green
Enthusiasts Editions hand-signed by Martin Lilley



starting at **$119.95**

2011-2016 NOBLE M600
Automodello™ 1:43
Available in Blue, Black or Orange



$119.95

1962-1965 FORD CONCEPT & PROTOTYPE ROADSTERS
Automodello™ 1:24
1962 Ford Mustang I Concept
1965 Ford GT40 Roadster Prototype
Set is $399.95



starting at **$149.95**

DIECASM, LLC
877.DIECASM · +1.847.274.9645 · Diecasm.com
Classic Team Lotus, Noble Automotive and Ford trade dress used with permission to Diecasm, LLC d/b/a Automodello™.

Free Worldwide Shipping
Free Automodello™ Catalogue
Hand-Built Limited Edition Resin Art

CAR ACCESSORIES

metex
car covers

THE BEST PROTECTION FOR GARAGED CARS

THE FLEECY SOFT FABRIC OF A METEX CAR DUST COVER WILL GUARANTEE TO KEEP YOUR GARAGED CAR FREE FROM DUST AND DAMPNESS.
EASY TO USE, THE COVER SIMPLY DRAPES OVER YOUR CAR COVERING IT COMPLETELY.
WE COVER *ALL* MAKES, MODELS AND SIZE OF CARS.
EXAMPLE CAR COVER SIZE, E-TYPE JAGUAR 18ft X 11ft.



from only
£37.50
Postage cost £7.50 per order

Phone now with your order: **01254 704625**
or order online at: **www.cardustcovers.co.uk**

CAR CLUBS

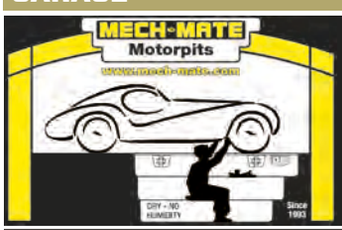
CLUB LOTUS
Tel: **01362 691144/694459**
Email: **annemarie@clublotus.co.uk**

THE ORIGINAL & BEST CLUB FOR ALL LOTUS OWNERS & ENTHUSIASTS

Colour Magazine • Insurance & Parts • Discounts • Free Technical Help
Lotus Regalia & more for only £35 per year

www.clublotus.co.uk
58 MALTHOUSE CT DEREHAM NORFOLK NR20 4UA

GARAGE



Found in some of the finest motorhouses, a MECH-MATE Motorpits also provides outstanding under vehicle access when installed in new or existing garages.
Models 2-4.5m long. Seated or stand-in versions.
UK/Worldwide
MECH-MATE LTD
Tel: +44 (0)1525 385135 • Mob: 07974 194211
Email: infor@mech-mate.com
Europe Mainland
Matthys Quality Equipment bvba
Tel: +32 (0)56773100 • info@matthys.net

GARAGE



• Garages • Garden Rooms •
Complexes • Gazebos • Pergolas

01323 765410

Quality in its finest form

Over 50 years' experience in oak framed buildings

www.monarchoak.co.uk



GARAGING
OUT BUILDINGS
BARNS
CART SHEDS
HOME OFFICES
GAZEBOS
BESPOKE HOMES

HAMLET

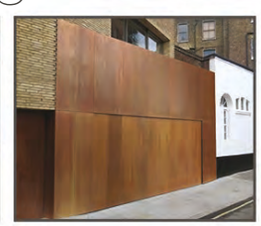
OAK FRAMED BUILDINGS
CONTACT: 0800 08 59 699
www.hamletbuildings.co.uk

To advertise here, call 020 7349 8470

Bespoke Garage Doors

Commercial | Domestic | Listed & Heritage | Special Projects









Solid Timber | Aluminium | Brass | Glass

RUNDUM meir

T: 0151 280 6626 | E: info@rundum.co.uk | W: www.rundum.co.uk

GEARBOXES

BPA Engineering

SPECIALIST TRANSMISSION SERVICES

HEWLAND BUILD & REBUILD • NEW & S/H SPARES
GEARS, SPARES & COMPETITION GEAR • KITS DESIGNED & MANUFACTURED
CASTINGS PRODUCED FROM DRAWINGS OR SAMPLES

Tel: +44 (0)1256 895757 • Fax: +44 (0)1256 895151
www.bpaengineering.com

PARTS





LOCKHEED & GIRLING BRAKE & CLUTCH HYDRAULIC CYLINDERS

FOR BRITISH VEHICLES 1935-1980. MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS ETC.

WORLDWIDE MAIL ORDER

POWERTRACK Ltd

Tel/Fax: 01753 842680
www.powertrackbrakes.co.uk

PARTS



REGISTRATION TRANSFERS

MarkHunt
Personalised Registration Plates

01964 552323
www.markhunt.co.uk

Cash paid for quality plates

A	RO55 COX	WH05 EVO	K2 JCS	486 LJ	NMF 31	PP 11	SHB 9
AB 55	1 CPO	EWL 35	JDL 88	B7 LKM	NRT 51	PR 11	X 51MON
AB 787	CPS 11	EXC17E	JDM 61	LM 7	NSE 5	53 PS	SHC 5
12 ABS	CPS 12	524 EXP	JDN 53	12 LOW	NSH 6	PS 3333	SHH 76
ADC 30	12 CPS	**F**	730 JDT	15 LP	M20 NTE	7 PSR	SJ 2054
OK1 4LEX	9 CSH	595 FAJ	P777 JEM	41 LP	B8 NTF	3 PT	SL 9931
UF0 4 ADE	8 CT	J50 FAY	M777 JET	LPM 934	NW 80	PUT 18	R1 SLK
LO55 ADJ	**D**	T1FES	48 JG	P1LRN	NW 458	3946 PW	8571 SM
Y1 4 ADY	8362 DA	FJR 35	JGM 12	LSB 63	NW 926	1 PWV	69 SRR
AFM 671	8867 DA	FOD 1	8 JGS	LUV 20K	1642 NW	**R**	STP 345
70 AG	795 DAE	2 FOD	JH 5	**M**	9962 NW	1300 RA	SVC 2
AGH 1	DAN5	4 FOD	JJ 2	MAB 1	1 NWV	587 RAR	**T**
6 AHB	97 DB	8 FOD	4 JJ	AN11MAL	**O**	RB 9858	4 TA
OO14 AJB	4444 DB	M6F OO	JKS 830	MAM 368	1 OBD	T15 RCY	TB 250
AK 6	DC 5186	1 FP	JM 47	S1 MAT	S907OCK	6 REA	TBG 5
ALA2M	P18 DEN	FRO661E	47 JM	1 MB	OCU 1	RFP 3	TBJ 762
B1AME	1347 DF	MK11FRS	JN 7697	MBA 80	OMR 120	RFP 4	1 TBV
22 ANA	2355 DF	FRY1N	JN 7919	MC 98	ON 4530	RFT 4	TDS 8
9832 AP	G19 DGE	V5 FST	15 JNP	4567 MD	ON 8608	RFT 6	TDS 9
5348 AT	DHJ 5	**G**	JPG 5	MDB 64	GO10ONE	RGM 10	Y1 TEN
8642 AT	DIA 7	G6 GEL	19 JPS	MDW 890	WH0 5ONY	3238 RH	TFT 2
AVB 81	DJT 39	217 GEO	18 JRD	ES10MEE	OO 11	RHF 2	2 TGA
4013 AW	DL 95	77 GFY	L200 JRP	MEL115A	17 OO	RJ 8878	2 TGY
5123 AW	700 DL	GJ 893	JW 2991	MEP 2	F11OOD	RJS 10	P1T OK
8179 AW	DL 7841	103 GMP	3584 JW	MFT 3	T1 OOL	6 RJT	CL10 TOM
B	423 DLW	2 GOW	4283 JW	1094 MG	V12 3OOO	RJW 735	TOM 43
2062 BB	2 DM	GRC 51	8355 JW	5268 MG	OOW 47	814 RLG	TOM 790
OO08BBB	DM 77	GS 8233	340 JWD	MGJ 82	CL11ORS	RN 4199	TPS 9
OOO 8OOK	8888 DM	GSL 10	**K**	MGM 10	V10 OTD	S11RNC	1 TPV
EGO 8OYS	DMC 37	GT 978	B8 KBT	1 MGV	F40 LOUD	RNS 9	3 TR
10 BFY	6400 DP	R888 GTS	KCM 31	2042 MH	WH05 OWL	ROB81E	45 TR
BG 40	528 DPB	S4 GYP	B11KCR	MHB 10	**P**	ROG 69	6951 TR
639 BHR	587 DPG	**H**	1 KD	MJ 655	PAM 295	RON 618	TSJ 6
BO13BLY	DPT 668	H 93	KER 348	9 MKB	D329 PAT	RON 708	5 TUD
NO13BLY	13 DRP	1898 H	FR15KEY	MM 5	A734 PAT	RPC 44	TUR 84N
JU13BLY	DS 7914	L154HAN	KJS 99	MNS 8	D967 PAT	RPH 521	**U**
LU13BLY	DS 9271	HEB8 50	22 KJY	472 MPD	8888 PB	3 RR	EP16URE
M22 BOB	DSB 429	HEB 917	KKK 156	69 MS	PCC 13	GE10RRY	UK0 4 VEG
BOB 60	DSS 39	PS15HED	N16K ME	MSE 9	PDG 880	RSC 77	**V**
BRS 1	DSS 49	HEL18N	KNS 3	5176 MT	218 PDH	RSE 9	FA57 VEG
87 BS	DSW 93	HGM 7	4058 KR	6766 MT	MU11PET	RSJ 12	D81VEN
88 BS	1146 DT	3 HKY	KS 5	20 MWY	3 PEV	12 RSJ	CL11VE U
BSJ 10	1927 DT	HOG5 1	KSE 4	**N**	PFT 5	9 RSM	1 VK
C	WH05 DVL	1 HOR	KSV 189	300 N	9482 PG	8 RWP	**W**
10 CAM	DW 3498	B8 HRB	WH05 KTM	NAT1S	PGW 307	1 RWY	14 WE
CAP 80	**E**	99 HS	N16K US	NAT 20P	PHF 2	**S**	JE11 WEL
D7 CAS	T16 EAS	HSM 78	SLK XX	5 NBY	D4PHN	8 S	3333 WF
B14 CBR	E16 EAS	HSW 6	KYD 51D	P1NCB	PHZ 29	2 SAA	WRC 90
15 CDR	EJM 84	HWS 22	**L**	NEC 4	PJF 1	3 SAA	WS 872
CGG 8	EJP 730	**J**	LAS 127	NEL5N	PJL 767	SAM1 1N	WSE 6
P57CHO	B1 EKS	579 JAB	AB11LAW	R645NEL	T1P JN	3 SBG	WTK 3
K333 CJC	D1 EKS	JAJ 11	GO11LDE	NF 139	6767 PK	4859 SC	**Y**
OR 04 CLE	N1 EKS	9 JAP	700 LEA	NFS 1	9378 PL	SCW 10	B12YEN
CLJ 633	HE11ELN	JB 39	OK1 4LEX	NGL 76	PLS 6	43 SDE	80YER
H1CNT	EMS 42	J11JBK	L35LEY	A S0NGS	PNS 4	SDZ 2302	1 YOR
COG1E	FA57 ENZ	JBK 962	3 LFC	NJ 6348	WH0 2 POT	SER 2	DE51YRE
V12 COM	13 ET	JCF 3	LFT 2	45 NMB	TW0 2 POT	SFN 48	YRS 16Y

For price and access to 4 million other marks visit **www.markhunt.co.uk**

REGISTRATION TRANSFERS

Established 1982

Regtransfers.co.uk
PERSONAL NUMBER PLATES

Talk to our sales advisors
01582 967777
8am-10pm • 7 days a week

The UK's Largest Private Number Plates Dealer

NAMES AND WORDS

HAY 7I3Y	480 UL	BOR IIIS	CII4 UDE	DOR 4A	FRII GAL	GII ARD	HUII AND	LAW 73Y	MOU I7T	PUG 5I3Y	ME5I EXY	TON 6IIE
A578 URY	A8I ETT	BOS I3Y	CLO 53E	DOR 2E	FUN IIG	GUII NER	IT I	L3 AKE	MUL IIA	PUL I3N	SII4 UNA	TOW 32S
800 KER	ADR 2I4N	BOW 473R	CIII NGE	DO5I COW	FUR 83R	GUT 5IE	JAC 3K	LEG 3IID	MUS I64L	R438 URN	SHA 7IIE	VAL IIIE
GOS 5IIP	AMA 22R	B24 NCH	COA 7S	DOU 94N	GAII ANT	HAG 664R	JAII OPY	LES 23K	MYR 44A	RAII PHS	SHE 3IIA	VAL 32IE
CAII SER	AND 223J	B23 WER	COL I50N	DOW 537T	G428 ETT	HAL 3S	JAY IK	LOR 3IIA	MYR 7IE	RAP I3Y	SHE 22IE	V42 NEY
MUS I64L	VI ANY	BRI4 ANS	600 MBS	D2I VER	GAR 26IA	HAI2 BER	JAY 7IIE	MAC 6K	NAD 7A	RAU IIF	SII ORE	VOL 746E
VAS 3Y	ANN 37T	BI2I DLE	COP 3E	D27 DEN	GAR 377H	H42I AND	JEA I7S	MAG IIIL	N4II EED	R66 BOK	SI ACK	VIO YGR
BUII MER	AII5 ELL	820 GAN	COR I3Y	DUC 6K	G42I AND	H4I2 OLD	JEI4 NNE	M4II TON	NEL I50N	REG IIE	SNA 4I7H	W44 LES
BUN 70N	AII5 LOW	BI20 OOK	COR I37T	DUM 80S	GAR 20D	HAR 220D	JOS 53F	M42I ENA	NOD 3N	REP 7IIE	SIO UPS	BWA I5H
VOII CES	AII7 ONY	BI20 PHY	COU IIIL	N34 MES	G473 NBY	HAT I6E	JOW 37T	M42I ENE	NOL 44N	R3 SCU	SPI2 UCE	W4 NDS
S74I NES	42 FAN	BUN 70N	COW I3Y	EAR IIIE	206 AWK	H47 DON	KAM 42A	MAR 27IN	NOR 24H	RHO I7A	S74 CYS	W4I2 NER
	ASH 88Y	BU55 ELL	26 RAB	EDW 420S	GI47 NOR	HAY 7I3Y	K4II SAR	M478 URY	OCT I	RHO II0A	STO 88S	BWA 750N
	AUS 773N	BII XOM	CUI2 WEN	EDW IIN	GEA 2Y	HEA I6Y	KER 2IY	MCC I34N	OHA 22A	RIO BOT	S724 NGE	W34I THY
	BAD II4M	BUX 770N	DAII NTY	ELE IIA	GEN 72Y	HEA II3Y	K3I RON	M662 ORY	OOII AGH	ROL 4IID	S72 OUD	WEB 63R
	RBA IE	BYE 2S	DAL II4S	ELK I	GER I2Y	HEA 27S	KEII YON	M63 WAN	OPE 2A	RON 44N	SUR 235H	WED 64R
	BAN 70N	BYR 20N	D444 REN	ELS 70N	GHO 57IY	HEL 6A	K3 OGH	M6II ROY	OUT I	RON 50N	T4II BOT	WEII RDO
	B428 OUR	CAR 2D	DAR 23L	ERR 20L	GII BEY	HEM 5I3Y	KER 3N	MCL I30D	PAI5 LEY	ROS IIIA	TAM 42A	WEII AND
	B4I2 TLE	CAR 6IIL	D38 ORA	FAR 23IL	GII HAM	HIII NDS	KER 2R	MEA 4D	PI4I MER	ROS I7N	T4 ROT	WEL II3R
	BAS 537T	CAR I55E	DEI2 DRE	FAT 73R	GLO 2IIA	HOA IIG	KII2 KUP	MEE 3K	PAII TON	RUC 6K	T45 TER	W3I TON
	B4 TON	CAR 732R	DEL IIIA	FEG 4N	GOA IS	HOA 2E	KII7 SON	MEH II3T	P45 TOR	RUS 70N	T388 UTT	WE57 ALL
	BAX 773R	C45 SON	DEII HAM	FER 22IS	GI0 ULD	HOI2 OYD	KNA 66S	MER IIE	PAT 2I6E	S4II UEL	TE57 EYE	WON IIG
	BEC 6K	CEC IIE	D3 NNS	FI3I DER	GRA II6E	II OOK	K2I5 HAN	M322 ETT	PEII DER	SAII CES	T3 STS	WOO I64R
	BEN II3T	CEL IIIA	D3II VER	FIII NCH	G247 SON	HOR 5I3Y	K275 TAL	MON I64A	PER 3I2A	SAY 6D	THO 2I3Y	WOI2 GAN
	8 ENT	CHA IIG	D35I REE	FFII TCH	G23 ENE	HOU 6H	KUR 2T	MOP 3D	9I4 POR	53 EA	THO 2N	WOI2 TON
	BES 7Y	CHA 2D	DE5I ROY	F24 SER	G233 NER	HOII NDS	LAR 2A	MOR 264N	P23 TTY	534 N	TI32 NEY	WRA 46G
	BET 55Y	CHE 322Y	D8 BLO	F2 OUD	G2I GGS	HII8 BLE	L47I MER	MOR 2I6E	PRII VET	S36 KER	TII8 URY	W22I GHT
	BOR 6G	CHO 92A	DIII CKY	FRO 23N	G2I MES	HII6 KLE	LAII REL	MOR 220W	PRY 9E	SEL II6K	TON 6G	I YEL





YOUR INITIALS

PDO I	I ABF	6 BHM	I CTC	EBT I	ESN I	I FCN	G 53	I HDK	I JCN	89 KG	I LGW	I MHE	I NLP	9 PCR	I PVR	I RUJ	7 TGD	I VCR	I WBK
TLA I	3 AEA	BJZ I	I CUR	I EDC	I ESO	I FCO	5 GAE	HDP I	JGS I	I KJV	I LHB	MPC I	NLZ I	PDN I	PWG 5	I RVT	I THF	I VDC	WC I
4 PFR	3 AEN	I BLF	I CVE	I EDL	ESW 5	I FCT	I GCD	I HEE	I JHG	I KLD	I LHM	4 MPN	I NMG	PDO I	3 RCJ	RWR I	THG I	VDS I	I WDD
IY I	I AER	7 BRJ	DDF I	90 EE	I ETK	I FEJ	9 GCS	9 HEH	I JKW	I KMW	3 LKG	8 MSE	NML 7	PEK 6	7 RDA	SBW I	I TKA	I VEW	I WDF
3 RRW	AFA 9	I BTR	I DFN	I EEG	I ETR	I FEK	I GDO	I HFT	7 JLJ	KN I	I LLC	5 MSF	4 NMR	I PFO	RDO I	SDP I	I TKC	VFN I	I WDT
FN I	AFP 6	CA I	I DFT	EFL I	I ETW	I FFB	I GEY	I HHD	JN 5	KO 2	I LLF	I MVS	NS I	PFT I	I RDY	SEK 4	I TKF	I VGS	I WEG
DFB 6	AMD I	I CAY	3 DGK	I EGE	I EVG	FJP I	I GJY	3 HJN	I JNE	I KOE	2 LMO	I NBK	I NSJ	5 PGP	3 RGO	I SFE	TKS 3	34 VJ	WFP I
	I ATT	I CCK	6 DHG	I EHG	I EVH	I FMY	I GNF	HKA I	JNL I	9 KRL	LMR I	I NCJ	I NSP	PHG 7	3 RGP	SFJ I	TLA I	VJL I	I WFT
	AWC I	I CCO	I DKV	I EHH	I EWG	FN I	I GNT	I HMH	I JRK	I KU	LO I	I NDK	90 NT	PKA I	RJU I	SGT I	I TNH	VJW I	WPA I
	I AWM	4 CEJ	DMM I	I EHJ	EWL I	I FNA	4 GRJ	I HNS	6 JRN	KWC 8	I LOD	5 NDP	NTB I	I PKD	RKM I	SHD 6	TPJ I	I VMJ	I WWJ
	AYC I	CFT 7	I DMV	I EHP	2 EWM	I FNC	I GRV	4 HPM	JS 3	I KWG	I LOY	NFP I	I NTH	PKP 9	RKW I	I SKP	3 TPR	VMT I	I WWK
	I BAC	7 CGL	I DOP	I EJO	I EWR	I FNG	I GWF	4 HRG	9 JTL	KYO I	5 LSA	I NFW	I NVA	2 PLJ	PMT I	I SNL	I TRN	VMY I	I YAB
	9 BCB	CHG I	6 DPN	EMC I	I EYC	FNS I	HAS I	I HRT	JW 3	I LAR	I LSN	I NGF	I NVH	PMT I	RMY I	I SRN	TSF I	VOB I	YBA I
	5 BCP	CIG I	5 DSF	I ENB	I FAC	FPB I	I HCF	HRW I	43 JY	5 LCS	I LTK	NGM I	I NWA	PNB I	I RNJ	STK 5	4 TWG	VP I	YEF I
	3 BCT	I CKS	DVS 7	I ENF	FBF I	I FPS	I HCJ	I HWF	I JYK	LDS 9	I LTP	I NHG	I NXN	I POF	RRV I	I SYY	TY 4	I VPF	YIW I
	78 BE	I CNF	4 EAL	4 ERG	I FBH	I FVR	HCT I	I HWS	I KCL	2 LEF	MFL 9	I NJN	OEK I	5 PSJ	3 RRW	I TCR	2 VAD	VPL I	I YJL
	I BFH	I CPF	I EAS	ERJ 4	I FBK	I FWF	I HDF	JCF I	5 KCP	I LGF	MFP 3	I NLE	I OMT	7 PTH	7 RTP	I TFF	VBG I	VU I	I YY



Registration Transfers Limited, 139 High Street South, Dunstable, Bedfordshire LU6 3SS • All transfers are subject to a DVLA fee • Some prices and/or DVLA fees are subject to VAT • Calls may be recorded • E&OE

REGISTRATION TRANSFERS

RIGHT REGISTRATIONS
MANY YEARS OF EXPERIENCE



www.rightreg.uk
01526 353111
8am - 8pm 7 Days A Week. We Buy & Value Registrations

I AWC	A	563 CRB	99 GAV	1985 JO	72 MG	77 PJW	SL 4444
	27 AB	100 CRH	98 GC	555 JP	111 MJF	7 PSA	SL63 TOY
52 BH	888 AF	8 CRS	22 GCB	JR 255	101 MK	PSB 13	11 SMJ
	700 AJ	49 CS	93 GD	76 JT	12 MJK	PSF 9	11 SMW
	17 AJR	2 CSD	1 GDD	11 JTP	6000 ML	6 PSN	S6 UND
I DMP	444 AL	8 CSL	GE02 GYS	83 JW	MP 555	7 PSW	SPL 32
	G55 AMG	1 CSJ	98 GG	87 JW	1 MPV	11 PTS	2222 SS
	66 AMY	4 CSR	444 GH	K	400 MR	34 PW	47 ST
F458 FER	AND 180Y	8 CT	700 GH	8 K	69 MS	R	S74 NNS
	113 ARW	65 CT	GIL 5	2000 KA	97 MS	RAB 242	6 SUE
	ASJ 18	387 CTA	GRA 63X	KAT 7S	666 MS	36 RBH	82 SUE
A360 SPY	4 ATK	1 CVN	12 GSP	1 KDL	9 MSE	2 RBW	SUE 555Y
	3657 AW	98 CW	92 GW	9999 KW	9 MSG	7 RCB	SVC 1
	9301 AW	6 CWT	1000 GW	L	N	1 RDD	99 SW
A348 FER	8 AWC	D	H	F457 LAM	NAV 10	37 RG	SYE 55
	7 AWH	246 D	1 HAW	9 LB	3 ND	700 RG	T
	B	DAM 3	71 HC	8 LE	2 NGB	RGH 75	3 TBM
GIL 88	65 BA	97 DB	1 HDR	L334 NNE	N163 LLS	RJC 44	1 TDJ
	BAB 35X	7 DBN	113 LEN	LEE 33S	24 NS	924 RJH	1 TGP
84 GT	BAR 81E	5 DCW	HEN 17	1 LGA	1 NSM	9 RK	TJM 6
	B412 NSY	87 DEB	2 HJK	75 LL	NTH 2	39 RN	TJP 9
	11 BAW	400 DEB	4 HJG	666 LM	1 NTK	88 ROB	TL 9
8 H	84 BEN	91 DG	5 HJR	LPD 16	NWA 15H	ROB 327S	TOM 13S
	1 BKW	98 DG	121 HW	1 LRK	O	ROX 6N	TOM 928S
	624 BMW	11 DGR	I	1 LSJ	O 15	550 RS	5 TPS
HEL 317A	BMW 32L	1 DGV	470 IB	LV 16	OC 9	RSB 33	TSG 88
	80 XER	4868 DH	J	666 LW	99 OO	7 RSC	9 TW
	BRY 41N	19 DJC	5 J	46 LYN	P	1 RTK	1 TWE
HM 5	111 BSC	DL 95	JAM 135S	LYN 23Y	P 2	RWH 117E	U
	C	555 DM	JAS 888	M	PAM 555X	S	UA 1
	9 C	8 DSG	1 JBD	8 M	PBK 9	9 SA	1 UA
JB 39	CA11 VMS	84 DW	8 JC	MAC 12C	1 PBT	95 SA	UPO 53R
	C412 ENS	350 DW	18 JC	F40 MAD	5 PCG	9 SAC	V
	6 CAW	DWB 33	62 JD	M4 RRY	11 PDG	55 SAM	6666 V
JH 5656	98 CB	E	9 JDK	38 MAT	PET 717T	79 SAM	1 VBH
	222 CB	91 EB	73 JDP	M4 TYS	11 PF	3333 SB	V16 KEY
	98 CD	EBS 7	JEF 500	MAW 330	PJ 275	8 SBM	W
5 JJB	222 CD	EFP 5	JEZ 111	62 MAX	PJC 15	SC 31	1 WBD
	121 CF	88 EL	666 JF	81 MAX	17 PJC	7 SCJ	7 WC
	77 CG	1000 EM	11 JGL	41 MB	8 PJG	2 SDJ	2 WCD
JL 37	9 CJ	EM11 LLX	9 JGM	1 MBD	8 PL	2 SGE	WEB 85Y
	2 CJK	74 EW	JH 5	87 MC	777 PO	2 SHG	W333 LLS
	18 CMS	F	45 JK	11 MCJ	A993 POR	S151 MON	W333 STS
JMR II	505 COL	F457 FER	5 JKW	66 MD	PO12 SHE	18 SJD	WIL 5007
	99 CPA	99 FM	JLH 62	58 MD	POR 356B	7 SJT	6 WV
26 JRL	G	47 FW	26 JMS	MES 900	P911 ROB	355 YEL	Y
			14 JMW	M376 ALF	12 PP		

KEN 44	
MBW III	
3 MJS	
61 MW	
40 N	
6 NCB	
NUT BOY	
IIII P	
P996 POR	
REB 836A	
ROB 813S	
SLR 722X	
SLS 62L	
S739 HEN	
I8 TVR	
W33 BBS	
WPT I	

Millions More Exclusive Car Registrations Search Online, Or Call Our Experienced Advisors For Further Details

All subject to our terms, conditions and availability. DOT fee, transfer and conditions apply. Some numbers subject to VAT. Prices correct at time of going to press. E&OE.

PARTS





THE
CLASSIC CAR WORKSHOP Ltd
All makes - All models



Dalton on Tees, Darlington DL2 2PP
Email: wasroyle@aol.com
www.theclassiccarworkshop.co.uk
01325 713127

EAB Classic Car Restoration & Modification
www.eabclassiccars.co.uk



We offer restoration, modification, repairs & paintwork to all marques of car
Over 30 years experience in Bentley & Jaguar
EAB Classic Cars Ltd, Blunts Farm, Thaxted, Essex CM6 3PX 01371 831588



R&J Simpson
ENGINEERING Ltd.
www.randjsimpson.com 01827 67898

- Full chassis and tub construction
- Fuel tanks, oil tanks and swirl pots
- Uprights and axles
- Suspension components
- Aerofoil construction
- CNC machining

RESTORATION



Restoration
to
perfection



SMDG
Ferrari Specialists

Classic and modern servicing, restoration and race preparation

01360 627770 www.smdg.co.uk

Ridge Farm, Rowhook, Horsham RH12 3QB smdg@btconnect.com

BENSPORT LTD



Thoroughbred car restoration.



WWW.BENSPORTLTD.CO.UK

T. 01460 55754 E. bensport1931@gmail.com

Unit 10, Ilton Business Park, Ilminster, Somerset, TA19 9DU

To advertise here, call 020 7349 8470

SITUATIONS

DUNCAN HAMILTON & CO LTD

SALES EXECUTIVE REQUIRED

Duncan Hamilton & Co Ltd, the leading historic competition and classic car specialists, are actively seeking a Sales Executive to join their growing team at their Hampshire facility.

The successful candidate will have previous experience within the classic and historic motor sport industry.

Please send letter and CV to Simon Drabble, at simon@duncanhamilton.com

SPECIALISTS

SPECIALIST ENGINE BULDING SERVICES
DESIGN & DEVELOPMENT
ENGINEERING
TESTING

TEL.+44(0)1767 677800

MASS RACING

WWW.MASSRACING.CO.UK





UNIT 8 SAND ROAD IND EST
GREAT GRANSDEN
BEDFORDSHIRE
SG19 3AH

SPECIALISTS

TRINITY ENGINEERING
www.trinityaston.co.uk
ASTON MARTIN SPECIALISTS



Classic and modern in perfect harmony...

Trinity Engineering has a well established reputation for superb engineering and attention to detail at affordable prices on the older range of Aston Martins from 1950 onwards, and we now give this same level of service to modern Aston Martin Vanquish, DB9, V8 & V12 Vantage and DBS owners.

• Service • Diagnostics • Parts • Repair •

Maintaining the future with traditional engineering...

Contact: Tim Butcher Tel: 01932 862 040 Fax: 01932 868 747
Email: tim@trinityaston.co.uk
Address: Bramley Hedge Farm, Redhill Rd, Cobham, Surrey, KT11 1EQ

The Great British **Steering Wheel**



The Brooklands We manufacture the BROOKLANDS 17" Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.

BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.

Established 1969

KIMBLE ENGINEERING LTD
Tel: 01803 835757
Fax: 01803 834567
Email: john@johnkimble.co.uk
www.johnkimble.co.uk
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN

DE-CORROSION SERVICES



We specialise in the cleaning of vehicle bodies and panels by the process of ultra-fine grit blasting, using abrasives such as aluminium oxide, garnet, gel blast, glass soda and walnut shell. We feature extra-large blast rooms up to 12 meters by 10 meters by 8 meters and offer full powder coating in most colours. All work is fully protected after treatment.

Tel: **01932 564666** **www.decorrosion.com**
Email: **De-cor-serv@hotmail.co.uk**
Brett Trading Estate, Littleton Lane, Shepperton, Middlesex TW17 ONF

Omicron
CLASSIC **LANCIA** SPECIALISTS
AURELIA • FLAMINIA • FLAVIA • FULVIA • STRATOS

★ Rapid international mail order parts service. We ship to 70+ countries worldwide
★ Full or partial restorations undertaken to concours conditions.
★ Fully equipped bodyshop and mechanical workshops. Race & rally prep undertaken

We also look after an increasing number of British cars for East Anglian based customers. Chris Loynes is our British car expert and he brings an encyclopaedic knowledge of Triumphs and MGs in particular.

TRIUMPH, MG, MORRIS & MORE...

Omicron Engineering Ltd., 6 miles south of NORWICH
Tel: (01508) 570351 • Web: www.omicron.uk.com

STORAGE AND TRANSPORT

LONDON CAR STORAGE
Bride Street, Caister House, Underground Storage
London N7 8AX

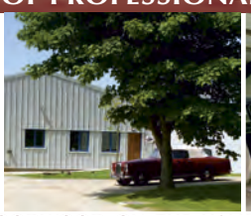


• Short Term
• Long Term Stay
• Complete Valeting Service
• C.C.T.V 24hr Surveillance
• Collection & Delivery can be arranged

L.C.S. offer a Secure & Discreet Service to suit all your needs
Comprehensive Insured for your piece of mind
For more details & information
Please call 020 7609 8533 – 020 7609 8535
Web: www.londoncarstorage.co.uk

Classic Car STORAGE LIMITED

FOR ALL LEVELS OF PROFESSIONAL CAR STORAGE


SITUATED CLOSE TO GOODWOOD ON THE HAMPSHIRE/SUSSEX BORDER

info@classiccarstorage.co.uk tel: 01730 825 826
www.classiccarstorage.co.uk fax: 01730 825 077

PRO CAR SOLUTIONS

Specialist transportation of classic sports and prestige vehicles, covering the south west and nationwide. Fully comprehensive insurance, winching facilities, competitive rates.

CLASSIC CAR STORAGE - DEVON AREA

Contact: 07805 043699 / 01392 832809
Email: procarsolutions@gmail.com
Website: www.procarsolutions.co.uk

Elite Auto Storage

Specialists in cherished vehicle storage and transportation

• From priceless classics to family saloons • Maintenance and exercise programs
• UK wide covered transportation • Long and short term storage
• Descreet and secure

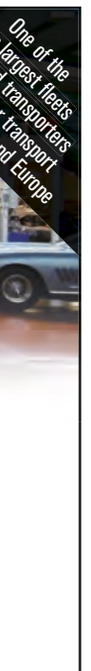
Phone: 07703 295282
Email: info@autostorage.co.uk • **www.autostorage.co.uk**
PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

SPECIALISTS IN CAR SHIPPING & TRANSPORTATION

WORLDWIDE EXPORT & IMPORT SERVICES

WWW.RJJ-CAR-SHIPPING.CO.UK

Customs clearance • UK & European collection & delivery • Safe, secure, competitive
T +01394 673466 | F +01394 673031 | E carshipping@rjjfreight.co.uk



E.M. ROGERS
INCORPORATING KENTVALE

E.M. Rogers Car Storage has one of the most impressive dedicated indoor car storage facilities in the UK

Central location close to the M1, M6 and A14
Located in Northampton, one hour from London, Birmingham and Leicester
Competitive rates
24 hour manned security and CCTV
Bespoke storage packages to meet your long and short term storage needs
Servicing, valeting, battery charging, road testing and many other services as required

www.emrogerstransport.com 01604 755511
carstore@emrogers.co.uk

PREMIER
VEHICLE STORAGE

Classic, Sports and Modern vehicle storage in South Bristol
Tel: 07776 196796
www.premiervehiclestorage.co.uk
Email: pvsemail@msn.com

SOUTHLANDS CHERISHED CAR STORAGE

Situated 5 minutes from the A3 on the Surrey / Hampshire / Sussex borders convenient for Goodwood
Discreet secure insulated storage facility for any car or motorcycle.
Onsite servicing, repair and body-shop available.

For further information Tel: 01420 472 273
E-mail: southlandsccs@gmail.com
Web: www.southlandscherishedcarstorage.co.uk

www.millfieldcarstorage.co.uk

mcs

MILLFIELD CAR STORAGE



• Climate controlled storage • Collection & delivery options
• Fully secure alarmed unit • 15 minutes from Gatwick Airport
Tel/Fax: 01342 300493 Mobile: 077735 82202
www.millfieldcarstorage.co.uk info@millfieldcarstorage.co.uk



High specification storage
De-humidified storage
Superb workshop facilities
Maintenance programmes

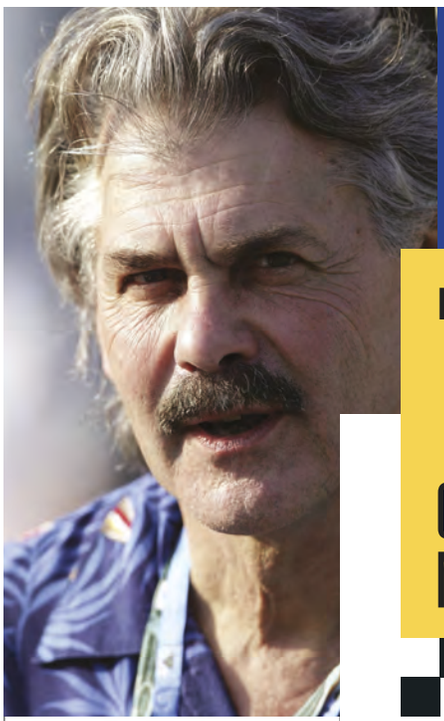
Secure enclosed car transport
Transportation of 1 - 4 cars
Licensed for UK & International
Recovery non runners/projects

JAR

Superior Car Storage & Car Transportation

Specialised Motor Sport Services
South East England (Tunbridge Wells)

+44 (0)1580 753939
www.jarcarstorage.co.uk



In association with
BELL & COLVILL®
HORSLEY - LIMITED



The Torridon Hotel, Wester Ross, Scotland – home to Murray's favourite restaurant

FINISH LINE WITH

GORDON MURRAY

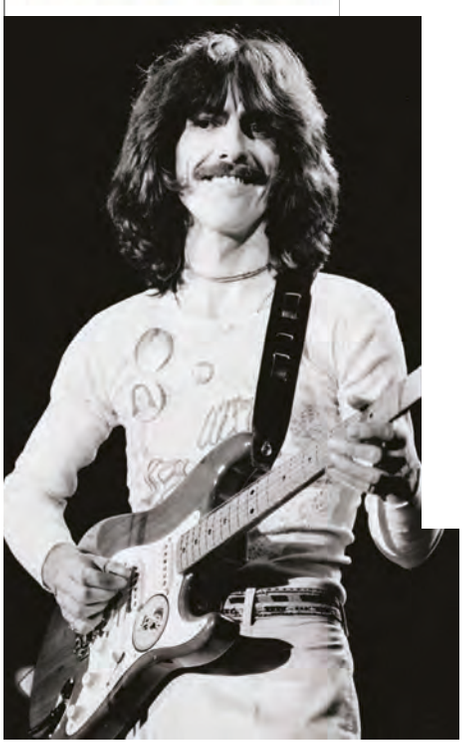






Your day-to-day drive Smart Roadster • **The best car you've owned** Series 4 Lotus Elan • **The one you covet most** Lotus 11 • **One racing car, one circuit...** 1995 McLaren F1 GTR at Le Mans • **Who d'you most admire** Bob Dylan • **Your best friend** George Harrison • **Your best character trait** Attention to detail • **Most prized possession** Fender Stratocaster (from George Harrison) • **Your greatest extravagance** Classed Growth Bordeaux • **Favourite place in the world** North-west coast of Scotland • **Your restaurant recommendation** The Torridon, Torridon Hotel, Wester Ross, Scotland • **The music you're listening to** Bob Dylan, Iris Dement, Richard Thompson • **The movie you love** *Black and White Night*, Roy Orbison • **The last thing you read** *Island of Wings* by Karin Altenberg • **What are you reading now** *Reckless: My Life as a Pretender* by Chrissie Hynde • **The best advice you've been given** Don't say 'No' until you have to! - Bernie Ecclestone.











LAT, AP/PRESS ASSOCIATION IMAGES, VISITSCOTLAND

CREDIT SUISSE

Who brings classic car lovers together?

Credit Suisse. Proud partner of the Grand Prix de Monaco Historique 10th edition.

Monaco. May 13-15, 2016.

Listen to racing legends relive their experiences of Monaco at credit-suisse.com/classiccars



MONACO GRAND PRIX HISTORIQUE