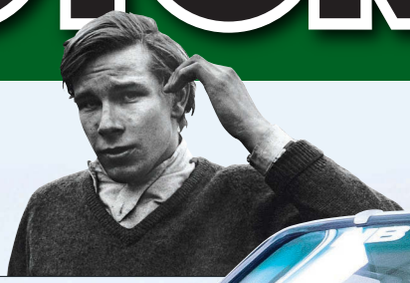
INTERVIEW NEIL OATLEY ON SENNA, PROST AND McLAREN *The quiet man of F1 breaks his silence*

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JAMES HUNT
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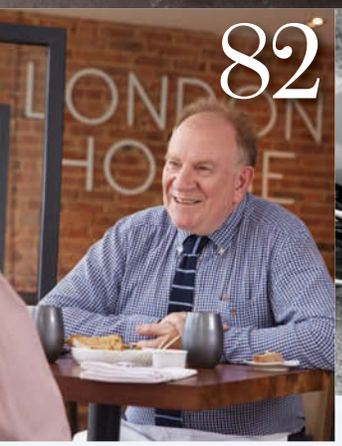
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JOE DUNN
ACTING EDITOR

YOU WAIT AGES FOR ONE decent motor racing autobiography, and then three come along at once. Readers of this magazine will already know how highly we rate Damon Hill's memoirs, *Watching The Wheels*, after we reviewed it in the last issue. This month marks the publication of two more first-hand accounts of life at the sharp end of the sport.

Johnny Herbert is in typically ebullient form in his autobiography, *What Doesn't Kill You*. He is particularly good on the challenges drivers face when getting back in the car after a serious accident. His came on that fateful day in 1988 during a Formula 3000 race at Brands Hatch: even today, watching footage of the collision, it is hard to believe some of the drivers survived.

"The legacy of the crash at Brands went far beyond the injuries I sustained on the day and the effect they had on me physically," he writes, going on to explain how when he eventually got back behind the wheel things were profoundly and irreversibly different. Apart from the pain (he'd still been in a wheelchair when he signed his first Benetton contract), there was his feeling of "invincibility".

"It just evaporated after the crash and regardless of what I achieved afterwards it never came close to returning. Prior to Brands I always said I could beat anyone, anywhere on any track and in any conditions and I believed it."

Herbert accepts that afterwards he was never the driver he was before the crash, which makes his subsequent achievements – winning three Formula 1 races as well as Le Mans 24 Hours – all the more remarkable and a testament to his mental and emotional strength.

The psychology of racing features heavily in Ross Brawn's new book, *Total Competition*, too. It isn't strictly speaking an autobiography (it was written with Adam Parr), but it does offer a fascinating insight into the career of one of F1's most compelling characters – as well as one of its most successful. Part self-help guide, part strategy and leadership manual, its publishers clearly hope it will appeal to people outside F1 and provide "lessons on how to achieve business goals".

Even so, with its tales of doing battle with Bernie Ecclestone and managing egos of the likes of Lewis Hamilton and Michael Schumacher, there is enough insight to keep the fans enthralled too.

These follow Brian Redman's impressive *Daring Drivers, Deadly Tracks*, published a few months back. Written with a rare mix of objectivity and insight, it squarely faces the question of mortality in a deadlier era than today and why drivers accepted those risks. You can almost see this straight-talking Lancastrian shaking his head over his own exploits even as he defines the unquenchable urge that sent him to the next race.

What is so striking about all these books is how lucid they are, and how far above the usual sporting memoirs they stand. Not, it seems, for motor sport personalities the banalities of your average Premier League footballer memoir, more concerned with score settling and the minutiae of long-forgotten games. Instead – and as a genre – they seem more worldly, perceptive and, yes, interesting.

❖

NOT ALL GOOD THINGS COME AT once. The past few months have seen the retirement first of Felipe Massa, then Jenson Button and now Mark Webber. Just as some people measure their advancing age by the youthfulness of policemen, it is also possible to date yourself by the drivers you hold dear. Button, Webber and Massa (okay, mainly Webber) are my generation and to see them retire is a sobering thing – not least since you can't help but measure your own meagre successes against their stellar achievements.

But it is doubly sad to see three of the genuinely good guys leave the arena. In an age during which racing became increasingly remote from its fan base, those three retained an openness, good humour and a reluctance to play the PR



LAT

In his new autobiography, Johnny Herbert writes candidly about the setbacks that sapped his long-term potential

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game that is increasingly rare.

I've interviewed both Massa and Button and remember the Brazilian as being polite and modest – but what I really recall is his overruling of a keen PR handler who had first tried to stop me from asking a question then to prevent him answering it. Yes, he had been caught speeding, he said with a mischievous smile, more than once.

Button was equally good humoured when I spoke to him on the set of a fashion shoot (with Lewis Hamilton), where he had been asked – among other things – to dress up in cricket whites and tennis garb. It was just a bit of fun, he said, clearly all too aware of the ridiculousness and refusing to toe the corporate line too stringently.

But the last word should go to Webber. A colleague recalls meeting him on a promotional shoot for a shoe company, when he was required to bounce around in an undignified way on a space hopper. What was he doing, asked my incredulous colleague. "Living the dream," deadpanned Webber.

❖

WEBBER, 40, HAS BEEN BRUTALLY honest about the reasons behind his retirement. As we report on page 38, the spark had simply gone from racing. "I'm waking up a bit more often on race weekends thinking I might prefer to be somewhere else. That's not good. When you are asking yourself why you are in the car, it is time to stop. I can't do it half-heartedly because I'm in a team environment and that wouldn't be fair."

It was reminiscent of the reason given by Damon Hill, in 1999. "I have enjoyed racing in F1," he said. "But there comes a time for everyone, and that time has come for me, when that enjoyment factor has decreased sufficiently for me to decide that it is affecting my performance. There is no single reason for my decision – there are many."

Obviously it is a shame to see such a great sportsman hang up his racing gloves, but we wish him (and Jenson and Felipe) a long and fruitful retirement. After all, you can't go on forever. Just ask Stirling Moss, who explained his retirement thus: "This afternoon I scared myself. I have always said that if I felt I was not up to it or that I was getting in the way of fellow competitors, then I would retire. I love racing, but now it is time to stop."

The great man was 81. Ⓜ



IN NEXT MONTH'S ISSUE

Mark Hughes's definitive review of the 2016 F1 season

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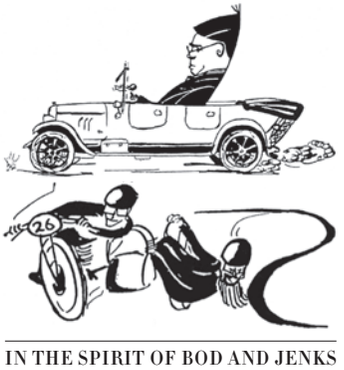
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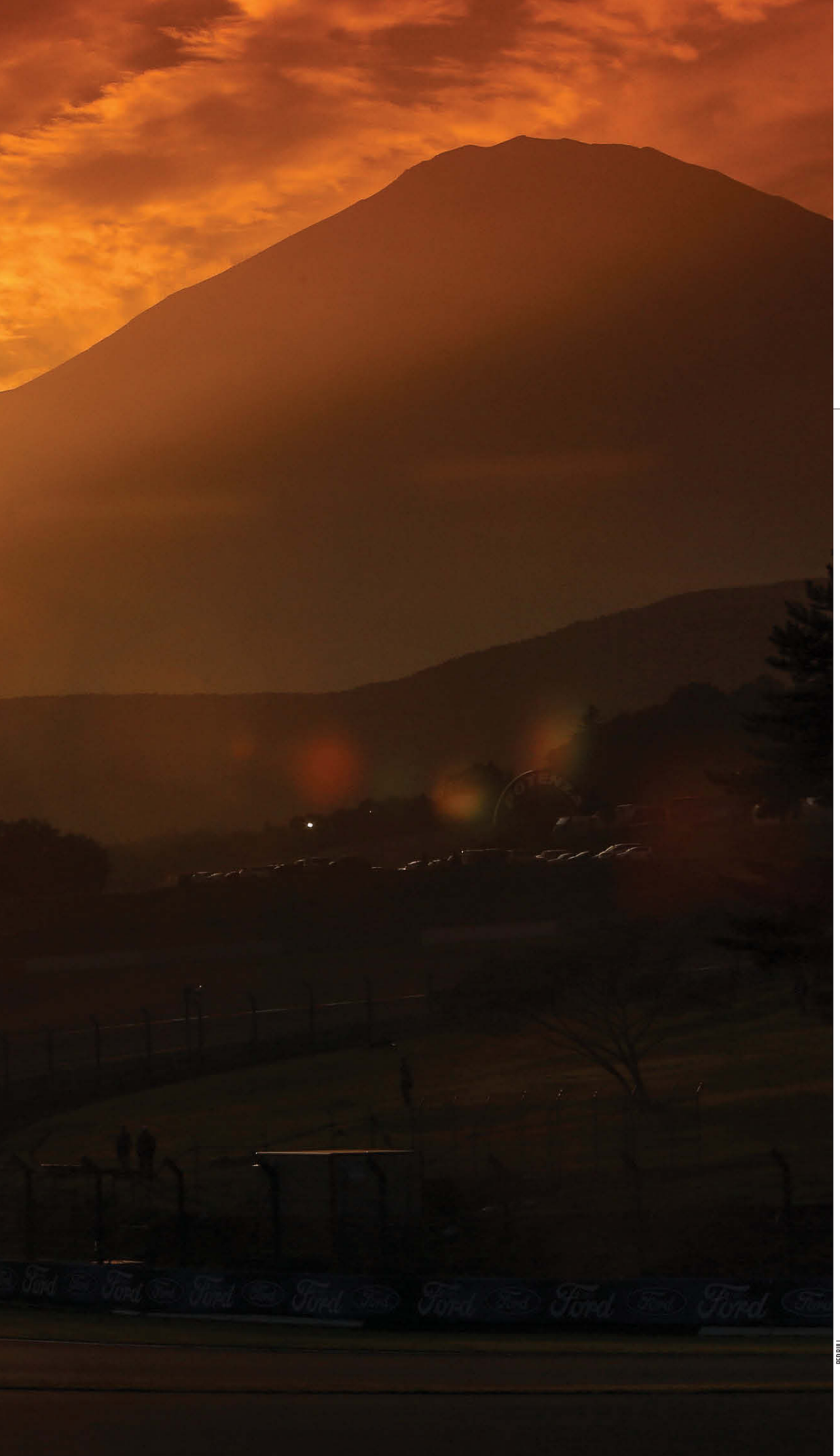
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WEC round 7

FUJI, JAPAN

Daylight fades in the land of the rising sun. The Six Hours of Fuji proved fruitful for home manufacturer Toyota, whose TS050 clinched victory in the hands of Kamui Kobayashi, Mike Conway and Stéphane Sarrazin. The trio finished just 1.4sec clear of Audi drivers Oliver Jarvis, Loïc Duval and Lucas di Grassi to give Toyota its first WEC win since 2014. Timo Bernhard, Brendon Hartley and Mark Webber were third for Porsche.



BATHURST 1000, AUSTRALIA, OCTOBER 9
The Holden of Will Davison/Jonathon Webb takes the flag at the end of Australia's greatest race. Although they crossed the line second to Jamie Whincup/Paul Dumbrell, Whincup was given a time penalty for his part in a late-race incident. His team appealed, but that was initially dismissed.

WRX, GERMANY, OCTOBER 16
Swede Matthias Ekström's Red Bull Audi leads the way during the penultimate round of this year's World Rallycross Championship in Estering. Kevin Eriksson won the event – his maiden WRX success – but Ekström's fifth place was enough to secure the title for the double DTM champion.





HOCKENHEIM, GERMANY, OCTOBER 16
Teenager Lance Stroll has cause to smile at the end of a successful European F3 campaign. He won all three races at the Hockenheim finale, having already secured the crown during the previous round. Just 18, Stroll is expected to race in F1 next season – most likely with Williams.

BRANDS HATCH, ENGLAND, OCTOBER 2
Eight drivers were in the fight ahead of a tense British Touring Car Championship finale, but by the last race it had boiled down to a straight battle between Gordon Shedden (Honda) and Sam Tordoff (BMW). In the end, Shedden did enough to add another title to those he won in 2012 and 2015.







THE MOTOR SPORT MONTH

IN PICTURES



HOCKENHEIM, GERMANY, OCTOBER 16
Edoardo Mortara signed off the DTM season with a fine victory for Audi, but BMW rival Marco Wittman finished fourth – behind former F1 star Paul di Resta – to pip Mortara to the title by four points.

THRUXTON, ENGLAND, OCTOBER 8
Natural eccentricity is essential to passengers of all racing sidecars – before, during and after the event. Roger Lovelock's sidekick Rick Lawrence celebrates victory during an end-of-season clubbie.







MOTEGI, JAPAN, OCTOBER 16
The Honda team gathers to acknowledge Marc Márquez's conquest of a third MotoGP title in four seasons – and with three races remaining, too. The 23-year-old's path to victory was helped by rivals Jorge Lorenzo and Valentino Rossi crashing out. Cal Crutchlow was the top British finisher, in fifth.

COSTA DAURADA, SPAIN, OCTOBER 16
Defending champion Sébastien Ogier hasn't had things all his own way in the 2016 World Rally Championship, but victory in Spain – his fifth of the year – was enough to clinch his fourth straight title (and the 13th on the trot for a Frenchman named Sébastien). Time for a VW team photograph, then...

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REFLECTIONS *with*



Nigel Roebuck

>>THE PROBLEM WITH LEWIS >>STEFAN JOHANSSON ON FORMULA 1



ANTI-SOCIAL MEDIA?

Lewis Hamilton reacted badly after being criticised for playing with his mobile phone throughout an FIA press conference in Japan. For this and other reasons, Nigel Roebuck thinks the Mercedes star needs to wise up – and grow up.

ALL IMAGES LAT

REFLECTIONS *with* Nigel Roebuck

AFTER A DISTINCTLY AVERAGE weekend in Singapore, during which he was outclassed in both qualifying and race by Nico Rosberg, Lewis Hamilton was back to his imperious best at Sepang, starting from a conclusive pole and leading all the way – until his engine expired with 16 laps to the flag.

Given also that Rosberg had been put to the back of the field after Sebastian Vettel spun him at the first corner, we briefly had an open race, as at Barcelona, where the two Mercedes accounted for each other on the opening lap. And once again it was Red Bull – not Ferrari – who capitalised, with Daniel Ricciardo at last getting redemption for victories lost in Spain and Monaco, and winning from team-mate Max Verstappen.

Rosberg fought his way back to third, however, dealing a further blow to Hamilton's chances of retaining his world championship. A bad day for Lewis, certainly – but you can't say he has had too many of those over the last three seasons: going to Malaysia for his 54th race in a hybrid Mercedes, he had won 27, and placed second to Rosberg in 11 more. For all that, when his engine let go in Sepang, the response – not only from himself, but also Toto Wolff and others in the Mercedes pit – was akin to Greek tragedy.



One thought wistfully of Boris Becker's reaction at Wimbledon in 1987 when, as reigning champion, he was knocked out in the second round: "Hey, I just lost a tennis match – nobody died…"

Since the days of Senna and Prost, let alone Fangio and Moss, Formula 1 has changed immeasurably in every way, and no more strikingly than in the matter of reliability. Look back to the race results of days gone by and you will find that, routinely, at least half the cars weren't around at the finish. Back in 1958 there were 10 Grands Prix in the world championship, and although Stirling Moss won four of them, to Hawthorn's one, in five more his Vanwall retired, leaving Mike to take the title by virtue of a better finishing record.

Ten years on, Chris Amon could – and should – have been world champion, but his Ferrari finished only four of 11 races, and recently Alain Prost pointed out that even in his much later era reliability was nothing like what it is today: his six seasons with McLaren in the Eighties may have yielded three championships and 30 victories, but still he retired from one race in four.

As I write, we are 55 races into the hybrid era, during which Hamilton has failed to finish six times, Rosberg five – and that includes the Barcelona shunt that eliminated both. This – in an era of mind-boggling technical complexity – speaks volumes for Mercedes' excellence, and when Wolff and Niki Lauda express deep concerns about reliability, it may be said that they speak in relative terms.

It's a fact that in 2016 Lewis has faced greater problems – some of his own making, more not – than his team-mate, and certainly he was luckless in the extreme to come away empty-handed from a weekend he had dominated. All that said, still I was non-plussed by the response to his engine failure in Malaysia.

Ten years ago the engine in Michael Schumacher's Ferrari let go at Suzuka, when he was leading, and keeping alive his championship hopes. In 2008, at the Hungaroring, another Ferrari motor expired, this time in Massa's car, running at the front, with three laps to go. Had Felipe made it to the finish, he – not Hamilton – would have been world champion that year.

It's called bad luck, and it happens. Always has, always will. In 1984 Lauda beat Prost to the championship because, although he won fewer races than his team-mate, he finished more. The following year it was Niki's turn to get the larger slice of McLaren problems, Alain's to take the title. This is how motor racing has always been.

Nowadays, though, perhaps because it is such a rare occurrence at Mercedes, any mechanical failure is regarded as a catastrophe, requiring forensic investigation, the need to 'regroup' and all that tiresome rhetoric.

You may disagree, but I'm afraid I find it all a bit precious. Thanks to their consummately quicker car, for the last three years Hamilton and Rosberg have essentially needed only to worry about each other: of such a scenario do racing drivers dream.

At Sepang Lewis stumbled away from his car as if the end of the world were at hand, and when interviewed made statements that – to my simple northern mind – came across as bizarre. Why, he moaned, with all the Mercedes engines in Formula 1, did it always have to happen to him?

This, I remind you, from a driver retiring from a race for the sixth time in three years.

Then Hamilton's tone darkened. What had happened, he said, "Doesn't feel right. Someone has to give me some answers, and it's not acceptable. Something or someone doesn't want me to win this year." Needless to say, his words were seized upon by moronic conspiracy theorists across the world.

I don't know about you, but if I were one of the 1500 folk striving – with conspicuous success – to provide the Mercedes drivers with the best possible equipment, I'd have taken great exception to Hamilton's veiled suggestions. "Not acceptable," he said, and that also applied to his remarks.

Who knows what was said behind closed doors, but in public at least Wolff as always strove to play things down, to suggest that in the heat of the moment people say things they don't mean, that in the circumstances it was all quite understandable.

While Lauda remarked that suggestions of 'sabotage' on Lewis's engine were ridiculous, it was the comments of Paddy Lowe – a quiet man, who doesn't get emotional, yet is well able to convey his feelings – that most struck a chord with me. At the suggestion that Hamilton's engine might somehow have been programmed to explode, Lowe rolled his eyes, and said he couldn't even conceive of the technology required to do that.

However off the wall Lewis's comments might have been, undoubtedly he had been in a class of his own at Sepang and, with a sense of injustice burning inside him, I anticipated more of the same at the ultimate driver's circuit, Suzuka, the following weekend. As it was, though, Rosberg was fastest in every session, while his team-mate's off-track behaviour was even more erratic than before.

At a time when Hamilton, in terms of the championship, was on the back foot, one might have expected him to keep things simple in Japan, to avoid as many distractions as possible, but Wolff insists that Lewis



functions best when up against it: "He needs the enemy – sometimes more than one…"

In Japan that was all too evident, but quite why he chose the press to antagonise remains a mystery. From the beginning of the FIA conference on the Thursday there he sat, in the middle of the front row, quite deliberately looking at neither audience nor moderator, instead focusing on his smartphone. The body language wasn't subtle: 'I do *not* want to be here.'

Actually, this was nothing new. I remember a McLaren press event at Silverstone a few years ago, in which Martin Whitmarsh made an impassioned speech about the team's recent lack of results, and its determination to rectify the situation. His drivers, Button and Hamilton, were there, but while Jenson took an active interest, Lewis rarely looked up from his mobile.

Some time later I mentioned this to Martin. "Yes, I remember that, too! I said we weren't doing a good enough job, but we'd turn it around and, to be honest, I was taking a disproportionate amount of responsibility on the team because one of the drivers – Lewis – wasn't performing at the time, and actually I was trying to protect him…"

A year ago I went to talk to Whitmarsh about his new life at Ben Ainslie Racing, and the one he had left behind. Needless to say, there was much discussion of the drivers he had known, and Hamilton figured prominently.

"Lewis," said Martin, "is one of the most talented drivers in the world, and although he could be maddeningly frustrating to work with, underneath it all I like him. Certainly he's got the job done with Mercedes, but before that he often came off the rails, and I think if he has a weakness it's that he wants to be something else: if he could be comfortable with simply being a great racing driver, he'd probably be a happier person.

"What I think about him, I suppose, is 'You're a motor racing superstar, so just do that – because you're not a rap star or whatever.' He's even changed the way he talks, and I find it sad that he's trying to be something he's not. I used to say to him, 'Jenson is cool, because he's so natural – he's just himself, not trying to be anything else…'"

As Hamilton has frequently reminded us, he wears his heart on his sleeve, a trait some find winsomely appealing, others irritatingly self-indulgent. This was particularly apparent during his on-off relationship with Nicole Scherzinger and, certainly, it's a fact that Lewis needs to have the world aware of his feelings, his state of mind, at any given moment, so you could say that social media was made for him.

On occasion his behaviour is no less than baffling. Think of Spa in 2012, where among the McLaren updates was a new rear wing, which Button opted to use, Hamilton to discard. By the time of qualifying, it was clear that Jenson had made the right decision, for he took pole position (and went on to dominate the race), while Lewis qualified only eighth and appeared to lay the blame for going with the older wing at the door of his engineers. Not so, one of them said tersely: the driver had been fully involved.

Unfathomably, Hamilton then took it upon himself – by means of Twitter – to put up for public scrutiny the team's 'trace' of his and Button's best laps, so as to show his followers where he had lost time. After demanding that Lewis immediately delete the images, team personnel – just as at Mercedes these days – sought to play down the

incident, charitably describing it as 'an error of judgment'.

In private their responses were rather more robust, and Hamilton – assuming he gave it any thought beforehand – must surely have known that his action would infuriate them.

Button was also unimpressed and at the next race, Monza, Lewis was asked if he had cleared the air with his team-mate. "Haven't spoken to him, don't plan to, moved on from it," came the crisp reply.

I wasn't at Suzuka, so watched the FIA press conference on TV. It was plain that Hamilton was intent on getting across that he thought it a waste of his time, and I have some sympathy with that. Back in the day they didn't exist, so to get quotes from drivers, engineers or whomever you had to seek them out yourself. This took time, of course, but was infinitely more rewarding, for you got your own quotes, and if drivers were then both more available and forthcoming than today, so it must also be said that they were far less constrained by the constant presence of a zealous PR industry.

The press corps, while far from the size it was 10 or 20 years ago, is yet larger than back in, say, the 1970s. At the same time the length of team debriefs has increased substantially, so in the interests of mutual convenience the advent of conferences – FIA affairs in a dedicated room, plus smaller, more informal, ones at the teams' motorhomes – was perhaps inevitable.

If Hamilton finds the FIA conferences a bore, it's hard to take issue. Even on the occasions when interesting questions are asked, they tend to receive banal answers from folk fearful of saying the wrong thing.

Therefore, I can understand why Lewis has little interest in conferences, but that doesn't give him the right to sidestep them. TV companies, as we know, have ready access to the drivers, but for journalists it's not so easy these days, and for those employed by newspapers – with a daily deadline to consider – press conferences can be a lifeline.

Long ago I remember complimenting Mario Andretti on his ease and patience with the press, and his reply has stayed with me: "You've got your job to do, and I've got mine – but we're all in the same business, so it's only common sense to work together, right?"

That was then, and this is now. By behaving as he did in Japan, Hamilton was effectively declaring he considered the press of no account, and of course he is entitled to his opinion. I somewhat doubt, though, that he would take it well if one day his mechanics were to say, "Sorry, Lewis, we can't be bothered today…"

As he fiddled with his smartphone, Alonso and Räikkönen, the two adults sitting either side of him, were plainly ill at ease as he tried to show them the images on the screen, all the while ignoring what was being said in the conference. It was impolite not only to his audience, but also to his fellow drivers.

Hamilton was striving to create an effect, and undoubtedly he succeeded. When some journalists were unimpressed, though, and wrote as much, he took umbrage, and most remarkable – given the way he had behaved – was that he accused them of being 'disrespectful'!

He came forth with all if this at the Mercedes conference on Saturday afternoon. Probably it didn't help that he had just been beaten to pole by Rosberg, but his mood was anything but light as he addressed the assembled press.

"I'm not here to answer your questions, I've decided. With the utmost respect, there are many of you here who are super-supportive of me, and they hopefully know I know who they are. But there are others, unfortunately, who take advantage of certain things."

Like commenting on bad manners, presumably.

"The other day," Hamilton went on, "was a super light-hearted thing, and if any of you guys felt I was disrespectful, it was honestly not my intention. It was just a bit of fun. But what was more disrespectful was what was then written worldwide.

"Unfortunately there are some people here, and it's not them who have done it. And unfortunately the decision I will take affects those who have been super-supportive, but I really don't plan on sitting here many more times for these kind of things, so my apologies, and I hope you guys enjoy the rest of your weekend."

With that Lewis took his leave.

This, as I said, was at a Mercedes event, causing one to wonder at the small print in Hamilton's contract. In his McLaren days, I know from Whitmarsh, driver contracts were made up of three agreements: "As well as a driver's agreement and a promotions agreement, at McLaren we also have a link agreement. What that means is that I'm going to pay you X for being a driver, and X for being a promotions machine – and the link agreement says that if I fire you on one agreement, you also get fired on the other…"

One of the deciding factors in Hamilton's move from McLaren to Mercedes was the German company's willingness to allow him greater freedom to live life as he wished. That being so, the likelihood is that his contract is much less 'tight' than those traditionally served up by McLaren, but even so I cannot imagine that Toto Wolff – for all his endless tolerance of Lewis's whimsical ways – can have been much impressed on this occasion. "If he'd been working for Roger (Penske)," an American colleague said to me, "he'd have been out the door…"

In trying to make sense of Hamilton's demeanour in Japan, I can conclude only that he is suffering from a loss of perspective, not only believing his own publicity, but beyond that moving into a rarefied realm in which he considers himself immune to the rules by which others live. Having undertaken, like Rosberg, to drive a Mercedes at this year's Festival of Speed, for example, at the last minute he decided he had better things to do. To the gratitude of the Goodwood organisers, his team-mate kept to his word.

From his observations in Sepang, it appears that Lewis splits journalists into two camps, those 'super-supportive' of him, and those not, who are apparently by definition 'disrespectful'. This suggests a fundamental inability to distinguish between journalists, paid to say what they think, and PR people, paid to say what they have been told to think.

Interestingly, about the only other driver I have known to behave in this fashion was Senna, Hamilton's hero and role model. When in late 1984 Ayrton signed for Lotus, blithely ignoring his existing contract with Toleman, I criticised him in a column, and at Monza – where Toleman, furious, stood him down for a race – he refused all weekend to make eye contact with me. Finally, at the airport on Sunday evening, he could contain his ire no longer. "How could you write that?" he fumed. "I thought you were a friend…"

Looking at the Lewis Hamilton of 2016, it is salutary now to recall the smiling kid of '07, the electrifying rookie in his yellow 'Senna' helmet, lucky enough to be starting his Formula 1 career with the best car, endlessly repeating the mantra that he was 'living the dream'. Still living in England, being paid a relative pittance, racing a Grand Prix car was all he wanted to do, and he seemed a happier character by far than now.

Being the fastest driver in the world – which, when all the stars are aligned, indisputably he still is – will bring you admiration, even adoration, but respect, be you a world champion or a hack, must be earned. At 31, Lewis has some growing up to do.



Former Ferrari and McLaren driver Johansson has clear views on the direction Formula 1 should take

❖

BACK IN MAY, AT INDIANAPOLIS, I WAS PLEASED TO SEE MY old friend Stefan Johansson, still – at 60 – racing occasionally, as well as managing Scott Dixon and others, and involving himself in all manner of activities, not least art. A thoroughly well-rounded individual, shrewd, with a fine sense of humour – there aren't many Scandinavians who can do a decent impersonation of Nigel Mansell – and a fundamental streak of common sense.

When I first knew Stefan, mind you, I somewhat doubted I would know him long, for in his early racing days, in Formula 3, he tended to live for the moment, at Monaco one year contriving to have a big accident *after* taking the flag…

When René Arnoux was precipitately fired by Ferrari early in 1985, Johansson got the job as Michele Alboreto's team-mate, and I remember talking to him at Imola, his first race in a red car – and one he very nearly won. "I got a call from Marco Piccinini, telling me to get the first available flight to Milan, and I packed in 10 minutes, and went straight to Heathrow. I arrived at the factory at about 8.30 in the evening, and it was incredible – all the mechanics and staff were outside, saying, 'Welcome to Maranello.' Can you imagine how I felt?

"The following morning – still very confused – I met Mr Ferrari, and I was as nervous as hell! To me, it was like meeting royalty and I thought, 'Even if I hadn't got the drive, at least one of my dreams had been fulfilled'."

In 1987, after being replaced by Gerhard Berger, Johansson moved to McLaren to partner Prost – knowing, as he signed the contract, that it was for one season only, pending Senna's arrival. Having worked with Ayrton at Toleman in 1984, Stefan was not a fan, but he was always a realist and accepted Ron Dennis's offer for what it was.

Although Johansson never won a Grand Prix, he made the podium a dozen times before moving to CART in 1992, and after five seasons of Indycars concentrated on sports car racing, in 1997 winning at Sebring in a Ferrari, at Le Mans in a Porsche.

If Stefan's life has long been in the USA, occasionally he turns up at a Formula 1 race, and retains a keen interest in it, even though he has long believed it is set on the wrong course. Earlier this year he put forward his thoughts, and even though the powers-that-be on both sides of the water resolutely ignore the opinions of racing drivers – present as well as past – I thought them superbly argued, and told him so at Indy.

Next year a greatly revised Formula 1 – with the emphasis, sadly, back on 'aero' – is coming our way, and with that in mind I recently re-read Johansson's dissertation. Some will of course dismiss it as 'old school', but with any racing driver of consequence I suspect it will resonate. Strongly.

❖

LEWIS HAMILTON RECENTLY DESCRIBED INCREASED aerodynamic downforce as 'the very last thing we need', and most – save those who make the rules – would agree with him, not least Johansson. "In every form of racing, straightline speeds are significantly lower than in the mid-1980s, yet lap times are much faster at every track where it's possible to make a reasonable comparison. So where is the speed coming from? Via massively faster cornering speeds.

"Nowadays for a driver it's all about momentum – about trying to achieve the best possible minimum cornering speed, as this will typically determine the best time over a lap. In the past, braking and exit speed were more the determining factors.

"Leaving aside car failures or any other freak situation over which a driver has no control, where do the majority of accidents take place? Last time I checked, they happen in corners! So why does every professional racing series, *in the name of safety*, keep mandating reductions in engine power? The reductions bring ever slower top speeds – yet cornering speeds keep increasing every year through permissible aerodynamic development.

"The main effect of this is that the racing suffers, for a variety of reasons. First, the difference between minimum mid-corner speed and top speed on the following straight is significantly reduced – which reduces the opportunity for a driver to get a better exit than his rival in front, and then have a run at him into the next braking area.

"Second, braking distances get shorter and shorter as the top speed is decreased, and grip level is increased. By definition this minimises the opportunity for a driver to outbrake the car in front.

"Third, most of the 'challenging' corners are now gone, as high-speed aero grip is so enormous. Corners like Eau Rouge used to be a huge challenge to take flat, whereas today even the least capable are flat by their third lap of practice. It's barely a corner any more.

"There are no more 'big balls' tracks or corners left. Today it's all about precision and hitting your marks perfectly – and of course understanding how to get a car dialled in with the endless adjustment of knobs and switches now available. Drivers have to play with them constantly to get the most out of a car – yet most of the decisions on what to change are determined by engineers in the pit lane.

"As well as that, tracks are now so sanitised that there is absolutely no punishment for going over the limit. The result is that every driver finds the limit within 5-10 laps by simply going beyond the track's perimeter into generous run-off areas. Then they just peg their corner speed back a bit from there until they find the limit. There's hardly a corner left where you have to 'hang it out', and as a result bravery is no longer part of a driver's arsenal. Lap times are determined by how lenient race control is to drivers going beyond the track limits – the way those limits are abused these days is a joke.

"The essence of a truly great driver is a combination of raw natural talent, a good understanding of his car and ability to report its changing dynamics to his engineers. The best drivers have a highly developed ability to make the most of the situations they find themselves in, and score the maximum points allowed by the car on a given day.

"A really great driver can combine this ability with the will to stick his neck out when needed – to push past the limit of what he and the car are normally capable of, and make a difference. This is what every real racing driver craves.

"To watch Senna qualifying at Monaco was bliss – but even more astounding was some onboard footage I saw recently of Fangio at the old Nürburgring. It was the most humbling piece of racing footage I have ever seen, and made my eyes well up. The steering never pointed straight for more than a second, and he destroyed his opposition. It's absolutely beautiful to watch, and should be an inspiration to every driver.



Artistry on four wheels: Ayrton Senna in full cry at Monaco

"TO WATCH SENNA WAS BLISS – BUT MORE ASTOUNDING WAS FANGIO AT THE 'RING"

"The fourth thing is that every car today relies primarily on aerodynamics at the front of the chassis as this affects what's going on with the entire car. Today a top team goes through countless versions of its front wing design in a season, and the cost of this is mind-boggling – but apart from that, the fact is that when you follow another car, your front aero is inevitably ruined by the turbulence of the car you're trailing. This makes it even more difficult to carry sufficient speed to make a run at the car down the following straight.

"In an effort to make the racing more interesting, several 'artificial' devices have been introduced, including DRS. It's helped overtaking, for sure – but it's taken away a big part of the art of racing: there's no skill involved in pressing a button to gain on the car in front, when it's a sitting duck and has no ability to respond.

"Then there's the question of tyres. Supply is now limited to one manufacturer, and the mandate to Pirelli has been effectively to build a bad tyre, in the interests of making racing more exciting. It hasn't improved the racing in any way – all it has done is make everyone drive 10-20 per cent off their real pace to make the tyres last until a set lap in the race, and it's one of the worst ideas they've ever come up with in F1. We need drivers forced to be on the limit throughout a race, so we see who are the really good ones, and who makes mistakes when the pressure is on."

So what would Johansson, given a free hand, do to change F1 for the better? He would set a fixed limit on downforce, obliging engineers to get back lost grip by means of increased mechanical grip and better tyres. He would freeze front wing design, and make it the same for all teams. He would increase the size and width of tyres (which is actually being done in 2017), open F1 to any manufacturer that wished to compete and allow more tyre testing. "I struggle to understand how it could cost more to go testing than to build the insanely expensive simulators that every team now uses…"

What else? Stefan would increase horsepower, to about 1200-1300bhp, increasing not only top speeds, but also necessarily braking distances. He would ban all driver aids: "The driver has to be in 100 per cent control of the car to make it spectacular to watch. I'm sure drivers would love it if they had to rely purely on throttle control, rather than getting messages from the pits telling them which of the endless knobs and switches to adjust..."

Gilles Villeneuve, always a man of strong opinions, once contemptuously said to me that, "Any idiot can block," and Johansson feels the same way. "Blocking sucks – it has nothing to do with skill or racecraft, and is another reason for the lack of overtaking. It's OK to weave once to try to break the slipstream from the guy behind you, but blocking has no business on the race track. If the guy behind is faster exiting a corner he has the right to try and pass, and should never be forced to lift in a straight line. If he's close enough on corner entry, it should be down to who brakes latest or has the best line into the corner."

So many ideas, so much common sense. Make the minimum weight limit such that, "Any driver within reason can compete on an equal basis without having to starve himself to death because he's four inches taller than some of his rivals." Dump the idea of different ex-driver stewards at each race, because, "They make things too subjective and inconsistent. Hire one person – respected by all the drivers – to go to all the races."

And on and on. Johansson's final point is on the nail: "To accomplish any of this, it's critical that the teams are kept out of the rule-making process. They have proven time and again that they can't agree on anything: democracy does not work in motor racing. The governing body should have a competent and consistent team of individuals to determine the rules: if the teams want to play, they simply follow the rules."

In sum, Stefan suggests that, "It's time to go back to the drawing board, and look closely at the philosophy of motor racing, revisiting the entire concept of how cars are designed and built. New technology is fascinating, but in my opinion racing should always first and foremost be about drivers."

Amen to that. We shall indeed have quantifiably faster cars in 2017, but – with their hugely increased downforce, with tyres and fuel still needing to be 'saved' – will they race any better? I hope I'm wrong, but I have my doubts. M

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F1 FRONTLINE *with*



Mark Hughes

>>EXCLUSIVE: 2016 F1 DATA ANALYSED >>FRESH TYRE CONTROVERSY LOOMING

MERC'S HAT-TRICK

Defending champion Mercedes secured a third straight win in the world championship for constructors at Suzuka. Clockwise from top, Toto Wolff celebrates with Niki Lauda, Lewis Hamilton, Paddy Lowe, Andy Cowell and Nico Rosberg.

MERCEDES-BENZ

THE SUBTERFUGE BEHIND THE disagreement about an extra pre-season Pirelli test was actually very funny, a sit-com of known characters behaving in a wholly predictable way as they tried to get the jump on the others. But behind the comedy lies an underlying worry – whether or not Pirelli is going to be able to meet the brief it was given by the FIA for a tyre that can be raced hard. There are signs that in 2017 we could end up back where we are now, with super-high minimum pressures and the fastest way to cover a race distance being to drive slowly…

Niki Lauda was prowling up and down the pitlane for much of the Sepang and Suzuka race weekends, canvassing support from the other teams to join Mercedes and Pirelli in asking the FIA for another pre-season test – in Bahrain.

Most teams could see the logic of an extra test. But not necessarily the logic of the venue. So far, the Pirelli on-track testing has been done on adapted mule cars: 2016 chassis with as much extra downforce added as possible – about 10 per cent. Except the 2017 cars are not going to have just 10 per cent more downforce. The new bodywork regulations have opened up a vast array of possibilities. Simulation from the teams has them already at 25 per cent more, with the expectation that it will be 35 per cent by the first race – and perhaps as much as 45 per cent by the end of the season.

The extra stress this puts upon the tyres, specifically the vertical loads upon the casing, are exponentially greater. But last year, at a meeting at Pirelli HQ, the tyre company assured teams that it had the capability to produce whatever was required, that it just had to receive reasonable notice and clarity. So the team engineers gave estimates of the downforce increases likely from the new regulations, while the FIA stipulated that it wished to see an end to the current extreme heat degradation tyre that cannot be pushed to its limit for more than a couple of laps before it fries and is hopelessly gripless. It specified a tyre with conventional linear degradation through wear. There could still be grippy compounds that wore out quickly and less grippy ones that lasted longer, so as to give strategic variation. Just so long as drivers could push hard on them for the full length of the stint, so that the fastest way to complete a race could once again be to drive as fast as possible. Pirelli accepted the brief.

But it's a bloody tough brief. These tyres will be more heavily loaded than any in F1 history, the cars heavier, with a lot more downforce – and with continuing power gains. All that and a major change in philosophy. The overriding first requirement is that the tyres are safe. It's incredibly difficult to adequately test the structural strength of the tyre without actually doing it on the 2017-spec cars and only one test – at Barcelona – was scheduled.

The idea of an extra test immediately put up the backs of the smaller teams. Testing costs a lot of money – unbudgeted money to test Pirelli's tyres. They won't be testing only tyres, of course, but will be using the opportunity further to develop their cars. Naturally. But still, they're not getting an advantage from that, for it applies to their rivals too. But Lauda managed to talk most of the small teams around, especially the Mercedes-powered ones.



LAT

Pirelli's 2017 tyres (left, alongside their 2016 counterparts) have already been tried on partially adapted chassis

STRAIGHT *talk*

Might there be a glitch in the drive for stronger tyre performance?



Read more from Mark about Formula 1
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But Bahrain? Yes, says, Mercedes. To more accurately replicate the high track temperatures they'll be seeing for most of the season. A rival team smells a rat. Might Mercedes be needing to finalise its bodywork openings, with the cooling requirements now very different? Testing in the desert would allow them to do that, to make its bodywork as aero efficient as it can be while still having adequate cooling at the hottest venues. Is Merc planning to go extreme in this? So the rival says no to Bahrain and the extra £750,000 it would cost his team. And unanimity is required to get the idea through.

"Stop being a ***t," says the voice at the other end of the team principal's phone. "Go and test in Bahrain." He replies to Mr Ecclestone that he doesn't believe it's about tyre testing at all, but about Mercedes trying to pull a fast one. And anyway, is Mercedes now running F1, he asks. "What do you mean?" Well, there doesn't appear to be any leadership on the issue, says the team boss, just Lauda bullying everyone into doing what they want to do. So he assumes Mercedes must now be running F1. "No they're ****ing not. We're not going to Bahrain." That's how it stood at Suzuka. So someone asked the FIA to rule on it. "Sort it out yourselves" was the message that came back.

If it turns out that the 2017 tyres are not adequately strong for the cars, then to make them safe the only way will be to increase the pressures, reducing the contact patch and the grip, taking strain off the structure, but overworking the compound. Hence making driving slowly (a couple of seconds off what they could do, so as to keep the compound from frying) the fastest way to drive the race… M



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Track and trace

With exclusive access to data that normally only the F1 teams see, we reveal just where the top three cars steal those fractions – or lose them

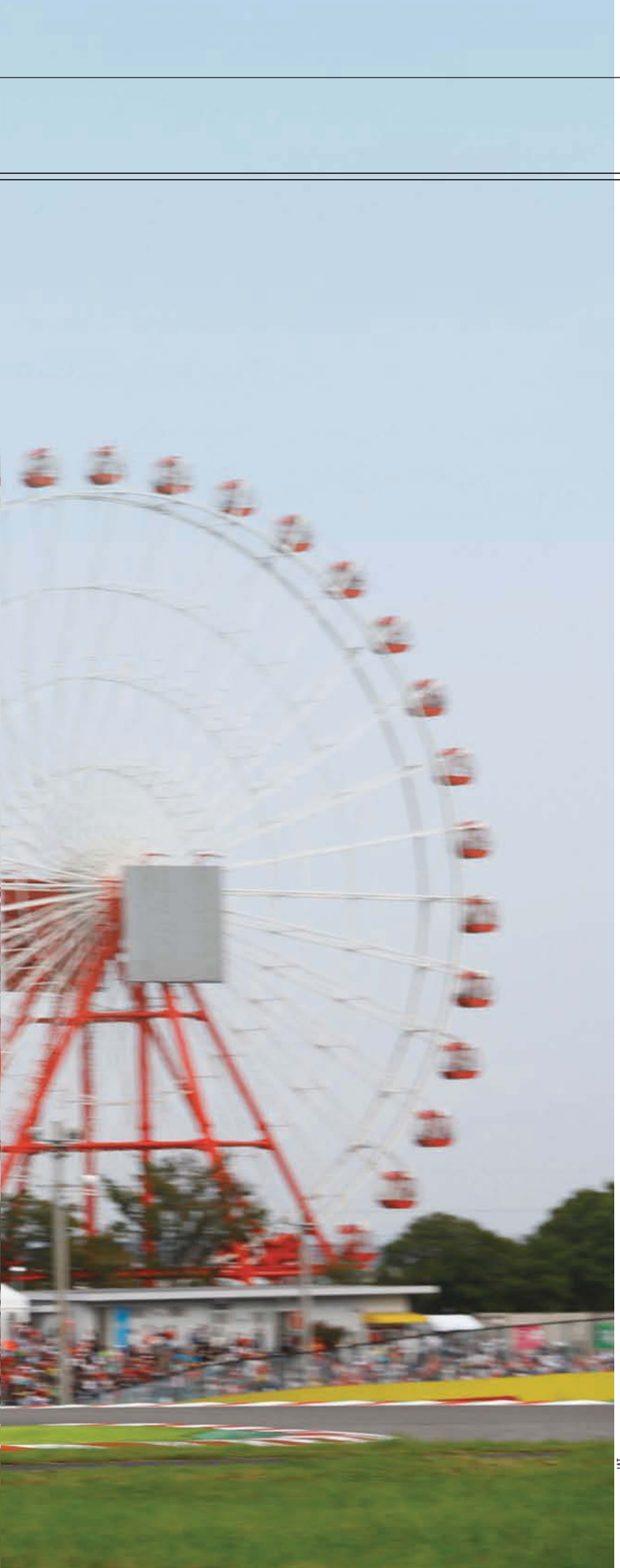
SO JUST WHERE AND HOW IS MERCEDES FASTER THAN ITS RIVALS? Is it true that the Red Bull is aerodynamically superior, that the Merc advantage is all from its power unit? And where does the Ferrari fit into this?

We have secretly sourced GPS Suzuka data that shows us definitively how the lap time advantage is derived around one of the most technically demanding of all tracks. This data gives us a direct comparison between the top three cars of the 2016 season, allowing us to infer the reality with solid evidence.

At Suzuka, we saw a slightly detuned Mercedes W07 being pushed quite hard in qualifying by an aerodynamically updated Ferrari SF16. On race day Max Verstappen's Red Bull RB12 was able to split the silver cars after penalties demoted the Ferraris from their second row qualifying positions. The best respective qualifying laps of the three cars were Mercedes, 1min 30.647sec, with Ferrari and Red Bull respectively 0.302sec and 0.531sec adrift. But during practice the Merc advantage was bigger, for reasons that will be explained.

We show three graphs of comparison from practice two: Mercedes vs Red Bull, Mercedes vs Ferrari and Red Bull vs Ferrari. Analysing the micro detail we can build up a full picture of how Mercedes' advantage is derived.





LAT

MERCEDES vs RED BULL

Hamilton: 1min 32.322sec (softs) vs Verstappen: 1min 33.061sec (softs). Mercedes faster by 0.739sec

SECTOR ONE

TURN ONE The Mercedes enters the turn with higher end-of-straight speed by 6kph and carries that advantage into the first part of the corner where grip limits are not being breached. As the lateral forces build up to maximum grip, so the two cars converge to an almost identical speed as they decelerate through the tightening radius.

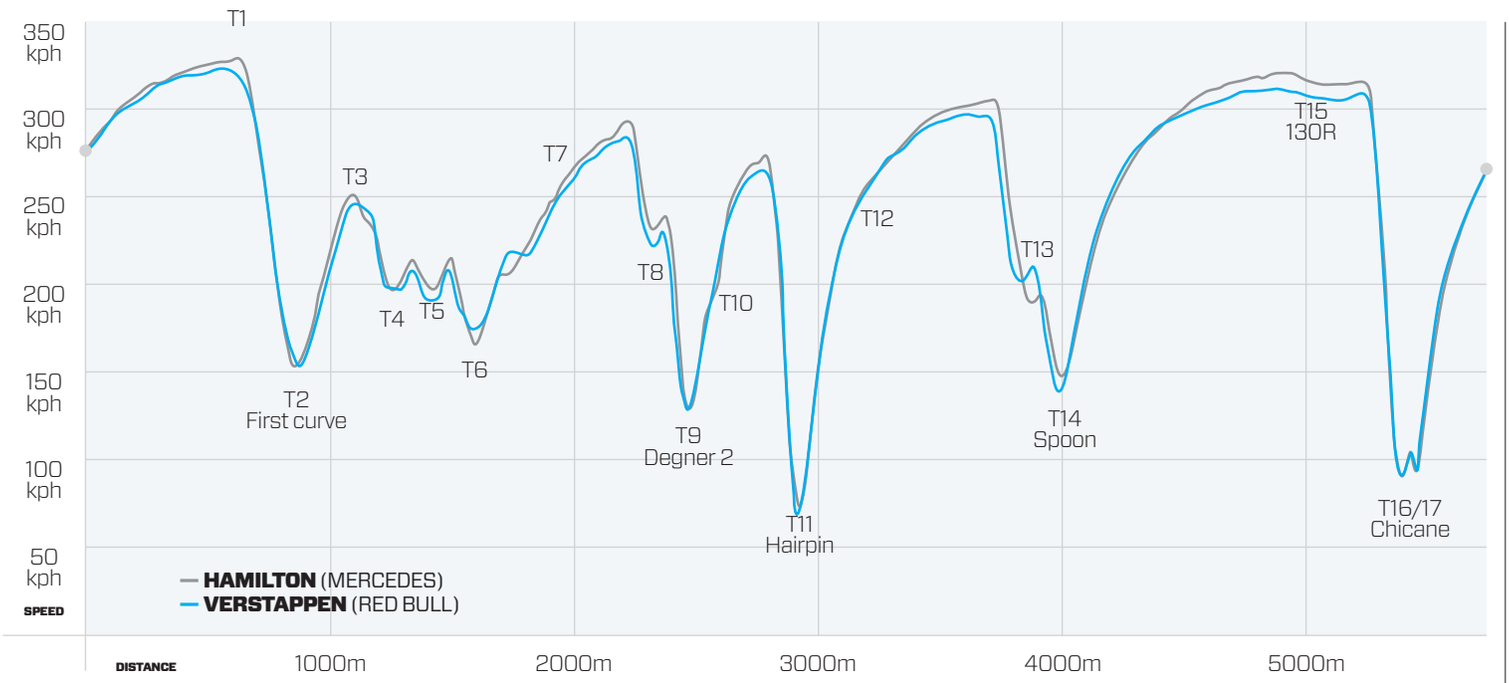
TURN TWO Up to the apex of Turn Two Verstappen maintains slightly more momentum. The steering trace, which we have also seen, shows that Verstappen's fast, late arrival necessitates a bit of corrective lock. Although Hamilton slows the car earlier, he's also earlier on the throttle, there's no time-consuming snap oversteer as the cars accelerate. The Mercedes remains ahead all the way up the hill, continuing to gain lap time by virtue of two things – Hamilton having been able to get on the gas earlier and the Mercedes's power advantage. The Merc's greater speed as they approach the beginning of the Esses…

TURN THREE …is again carried through into the early part of the turn, elongating the time gain made through the straight-line speed advantage. But this time as they decelerate to the speed required to keep the car on line – where they have to get from the right-hand side of the track over to the left for the approach of Turn Four – the Mercedes is slower than the Red Bull, which has a more responsive front end, giving a sharper directional change. This is part and parcel of its high rake concept, which endows the front end with more grip for a given front wing angle.

TURN FOUR Hamilton decelerates slightly less than Verstappen on the approach and is actually slightly faster into the turn, but Verstappen's less extreme deceleration allows him a higher apex speed as he is asking less from the front tyres. But Hamilton's lower speed is a result of making more of a 'v' of the corner than a 'u', accepting the slower apex speed for the ability to get earlier on the throttle, to maximise his power advantage – especially as the following section is uphill.

TURN FIVE The entry speed into here is determined simply by how fast the car is going as it reaches the turn, so Hamilton's advantage carries all the way through.

TURN SIX Hamilton makes a later turn-in to the final corner of the Esses, the downhill right-hander that precedes Dunlop, and is initially faster but again has a lower mid-corner minimum speed than Verstappen. As they head down the hill and are pulled over to the



left-hand extremities of the track upon exit, they have to get across quickly to the right to be on line for Dunlop. Here we again see the Red Bull's greater direction-change responsiveness, with a brief blip of blue rising above the red on the graph.

TURN SEVEN *(Dunlop)* As they accelerate towards and through the fast, sweeping Dunlop, the Merc again grinds back ahead – a simple function of horsepower. Although curving and uphill, it's effectively a straight in that they are accelerating all the way through. But that Mercedes power advantage is magnified even in the turns because they are accelerating through power-sapping tyre scrub. As they end the first sector at the crest of Dunlop's rise, the Red Bull has so far dropped just over 0.25sec to the Mercedes.

SECTOR TWO

TURN EIGHT *(Degner 1)* Hamilton arrives at the downhill kink more quickly than Verstappen and remains faster through it. At the beginning of the turn there is continuing gain for Hamilton from arriving faster from the preceding straight.

TURN NINE *(Degner 2)* As they decelerate hard for the right-hander that leads them under the bridge, they converge to almost identical speeds. The Mercedes then grinds its way back ahead under acceleration, though briefly drops a little time to the Red Bull as they go through the flat-out Turn 10, possibly a function of the different lines required by each car's balance.

TURN 11 *(Hairpin)* The braking performance of the two cars is near-identical here into the slowest corner of the circuit. The easing of the angle of the subsequent acceleration curve represents the kink of **TURN 12,** where the tyre scrub effects gain the Mercedes more time, allowing it a significantly faster exit from there and a faster entry into **TURN 13** *(Spoon)*.

Here, entry speed allows the Mercedes to maintain its advantage through the first part, but as the corner tightens for the decreasing radius of **TURN 14** *(Spoon part two)* the Red Bull can again make the sharp direction change better than the Mercedes, though its mid-corner minimum speed is lower. This time it is Verstappen making more of a 'v' of the turn – and just as when Hamilton used the technique at Turn Four, it brings a better exit, allowing Verstappen to get on the power earlier.

This helps the Red Bull stay marginally ahead on speed for a long way down the straight (suggesting similar drag levels), but as the Mercedes hits its power stride it claws comfortably ahead. By the time they reach 130R the Merc is doing 327kph, the Red Bull just 315 (the Ferrari 320). But because the Red Bull has kept ahead early in the straight, the two cars cover the length of that straight in an identical time.

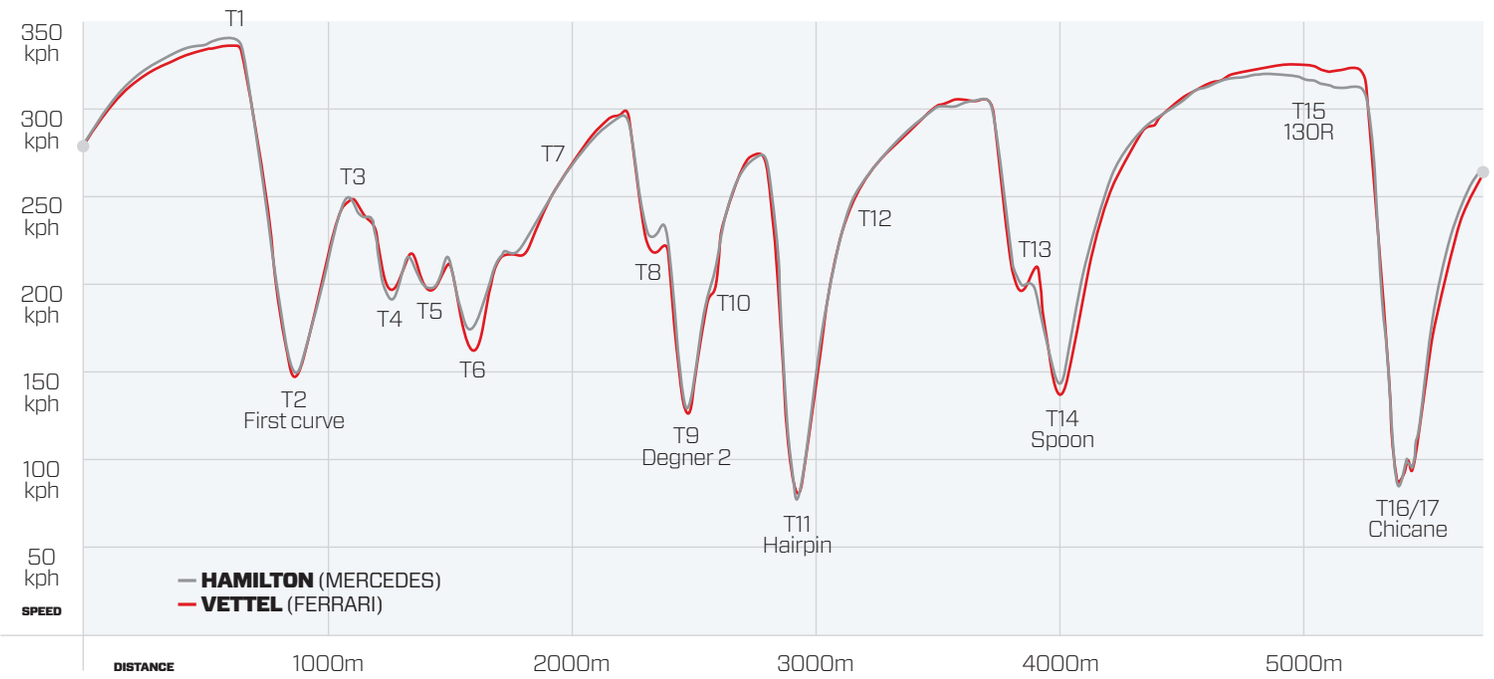
TURN 15 *(130R)* is flat in top, but a heavily loaded kink. The Merc arrives 12kph faster and its power dismisses the effects of the tyre scrub far more effectively, buying it a whole chunk of lap time such is the length of the corner. Both cars are flat in top but the Merc loses just 3.9kph through tyre scrub, compared to 4.8kph (from an already lower speed) for the Red Bull.

As they pass the end of sector two, the Red Bull has dropped another 0.3sec to the Merc, making a total of 0.55sec so far.

SECTOR THREE

On the short straight between 130R's exit and braking for the chicane **(TURNS 16-17),** the exit speed advantage of the Mercedes continues all the way, further punishing the Red Bull's relative lack of power. The Red Bull is slightly faster through the chicane. On acceleration through **TURN 18** it's almost identical, with the Mercedes then beginning to ease its way up to a higher speed down the straight.

In just that section through the long 130R and the short straight that follows, the Red Bull loses all and more of the 0.2sec it is down in that sector – to give a final lap time deficit of 0.739sec.



MERCEDES vs FERRARI

In this comparison we have taken the same Hamilton lap from second practice and put it against the equivalent from Sebastian Vettel. Although the gap of 0.778sec is much bigger than that between the two cars in qualifying (when it was down to 0.3sec), this is believed to be from Mercedes being forced (because of Hamilton's Malaysia big-end bearing failure) to run its engine without the extreme qualifying modes it had utilised prior to this event, whereas Ferrari was facing no such restriction. In the Friday afternoon practice runs shown here, we can see a straightforward comparison when the two engines are on the equivalent (race) setting.

Hamilton: 1min 32.322sec (softs) vs Vettel (softs): 1min 33.103sec (Mercedes faster by 0.781sec)

This time, with the Mercedes in grey and the Ferrari in red, we can see that from around halfway down the pit straight, with DRS deployed on both cars, the Ferrari is actually pulling ahead of the Mercedes and is able to carry greater speed into the flat-out entry of Turn One. As they then brake for Turn Two, the deceleration is virtually identical, with Vettel marginally slower at the apex.

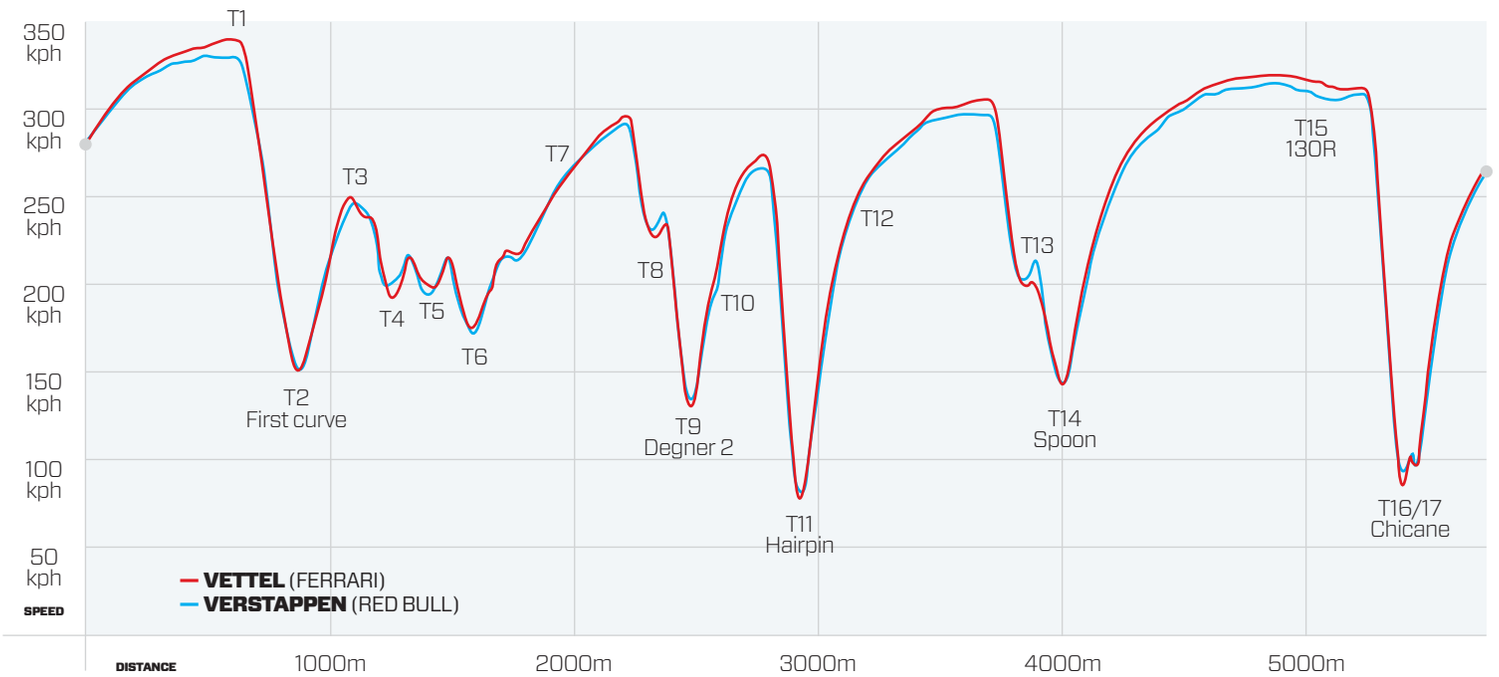
Up the hill between Turns Two and Three, the acceleration of the two cars is almost identical but Vettel is able to stay on the power fractionally longer than Hamilton before braking for Three, confirming what has often been observed: that the Ferrari has the best braking capability of all.

As they exit Turn Three and are forced to get the car quickly from the right-hand side of the track over to the left for the approach of Turn Four, the Mercedes is more responsive than the Ferrari, suggesting that Vettel is struggling with some understeer, quite a common trait of the SF16T early in the lap as it struggles to generate heat in its front tyres. Into Turn Four he has to accept a significantly slower apex speed, probably because of the compromised line its understeer has imposed.

Hamilton is able to maintain speed for slightly longer into Turn Five, but apex speeds are similar and then as they accelerate through the kink towards Turn Six it seems as if the Ferrari's front tyres are now up to temperature and Vettel is actually able to maintain a significantly higher apex speed than Hamilton, whose tyres may be temporarily saturated from the repeated direction change of the Esses. Such a sequence of medium-speed direction changes with no recovery time is unique on the calendar and seems to have made a net virtue (in this section at least) of the Ferrari's reluctance to generate instant front tyre temperature. It's just coming into its own as the Merc's fronts are getting too hot.

Vettel is marginally quicker into Dunlop (Turn Seven) and carries that advantage for maybe 150 metres, but the raw grunt of the Mercedes then grinds Hamilton ahead up the steep hill and he's travelling faster by the time they have to slow for Degner 1 (Turn 8) where, again, Vettel is able to maintain a noticeably higher apex speed.

From there through the hairpin and onwards towards Spoon, there's no significant difference between the two cars, Hamilton able to stay marginally longer on the power before Turn 13, the first part of Spoon. Though his apex speed is slightly lower than Vettel's here, he's able to accelerate between there and Turn 14, the second, tighter, part of Spoon. This may be nothing more than driver choice, with Hamilton's technique appearing to bring more reward on exit than it loses to Vettel on entry. As they accelerate up the back straight, in the lower speed ranges the Ferrari is marginally faster, though with DRS not being used here the difference is smaller than on the pit straight. But when they get to the upper end of the speed range, the Mercedes overtakes and pulls clear. Although the Merc is travelling 7kph faster by the end of the straight, the Ferrari has actually covered the total straight in slightly less time. As they go flat in top through 130R (Turn 15), the Merc's greater arrival speed and extra power allows its advantage to build. Into and through the chicane they are much the same, with the Ferrari beginning to pull clear on the DRS zone of the pit straight.



RED BULL vs FERRARI

Verstappen: 1min 33.061sec (softs) vs Vettel: 1m 33.103sec (softs). Red Bull quicker by 0.042sec.

This compares the Verstappen lap in Graph 1 with the Vettel lap in Graph 2. The total lap time difference is 0.042sec. The significant differences are the Ferrari's much greater end-of-straight speed, both in the DRS zone and without DRS on the approach to 130R, the lap time benefit of which the Red Bull claws back through higher apex speeds through Turns Four, Eight, 13 and through the chicane.



CONCLUSIONS

The Mercedes derives most of its edge from a power advantage, increased further in qualifying with the extreme engine modes available for short stints. But these were not used in Suzuka qualifying because of reliability concerns after Hamilton's engine blow-up at Sepang. Untypically, in Japan it was Ferrari that could turn up its engine more in qualifying, enabling it to close the gap on Mercedes and draw away from Red Bull.

These Friday practice laps show the three cars running with normal race engine settings and an assumed approximate equivalence on fuel loads. This way, over one lap, the Merc displayed a significant power advantage and was 0.7sec quicker than either the Ferrari or the Red Bull.

Ferrari made significant aero upgrades at this race, worth about 0.3sec per lap, and this data suggests the Ferrari is now competitively aero-efficient. Despite a power shortfall to the Mercedes it is still quicker down the two long straights, suggesting it has a lower drag co-efficient. Yet it's competitive with the Merc and Red Bull through the high-speed downforce demands of Spoon. It lags to the Mercedes and especially the Red Bull through the Esses, at least partly through its inability to instantly switch on its tyres by the start of the lap. As stated previously, this pays dividends later in the lap as the constant pummelling through the Esses causes the Merc temporarily to overheat its rubber just as it induces the necessary heat into the Ferrari's, giving the SF16 a significant advantage through Turn Six, by a small margin over the Red Bull.

The Red Bull is clearly the least powerful of the three, with the best directional change ability. It has been suggested that its straightline speed shortfall is not purely down to lack of power but also to higher drag. If that were so, it would show between Spoon and 130R, where the RB12 is comparably fast to the Mercedes (but slower than the Ferrari) and only really falls behind as the cars load up with tyre scrub through 130R. Having the power to offset the speed-sapping effects of tyre scrub through such a fast and long corner is the Merc's biggest asset here.

Any difference in the chassis/aero performance of the three cars is small but seems slightly to favour Red Bull. The improved Ferrari makes time over the Red Bull with engine performance but sets a near-identical pace when both are in race mode, suggesting it still lacks the Red Bull's ultimate downforce. The Merc compares to the Red Bull on chassis performance but possibly overworks its tyres in the Esses. The dominant factor in that 0.7sec edge over the Red Bull is the power unit. Its similar advantage over the Ferrari appears split more evenly between chassis and engine. M



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GRAND PRIX NOTEBOOK

MALAYSIA & JAPAN

COMING INTO THE BACK-TO-BACK RACES OF MALAYSIA AND Japan, Sebastian Vettel's early-season smile, which had grown into a frown by mid-season, was now a full-on scowl, with the Ferrari programme seeming to have collapsed around his ears. It had all seemed so promising coming into his Scuderia sophomore year on the foundation of those three feelgood race victories in 2015. But in '16 there had been only missed opportunities, poor reliability and a widening deficit to the front.

The missed opportunities were to do with some of the decisions made on the pit wall, losing Vettel probable victories in both Melbourne and Montréal through apparently under-estimating the value of track position. Even as recently as Singapore it had surrendered Kimi Räikkönen's third place to Lewis Hamilton's Mercedes through an unnecessary stop. The early-season wobbly calls seemed sometimes to have undermined Vettel's confidence in the guidance he was being given from the team on race day. At Hockenheim for example, he was instructed to pit. "Why?" he had responded, "My tyres still feel good." The reply – "We are going to try for the undercut" – made no sense. Max Verstappen was eight seconds up the road, an impossible deficit to overcome through pitting earlier. "I think I will stay out," Vettel had replied. It wasn't the only time he'd been having to direct strategy from the cockpit, either.

Yet he'd made no public criticism of the team, despite his increasingly impatient, frustrated tone over the radio in times of high stress. Furthermore, he was missing working with technical director James Allison who'd departed mid-season. Everyone was trying hard, but things were in disarray, people were stressed as pressure from big boss Sergio Marchionne mounted.

Coming into the Asian double-header the Scuderia had resolved to wipe the slate clean. A new approach had been tried at the factory, at Marchionne's instigation. Since mid-season he'd been interviewing people from all departments and all levels of seniority, asking them their ideas of what they saw as lacking in their areas. Many of them had not held back – there'd been no lack of suggestions. As such, there was to be a new, flatter structure for input of ideas, less hierarchical. To try out its effectiveness, it had been decided to continue with the development of the current car even as everyone else was devoting pretty much all their resource to their 2017 cars and the new aero regulations.

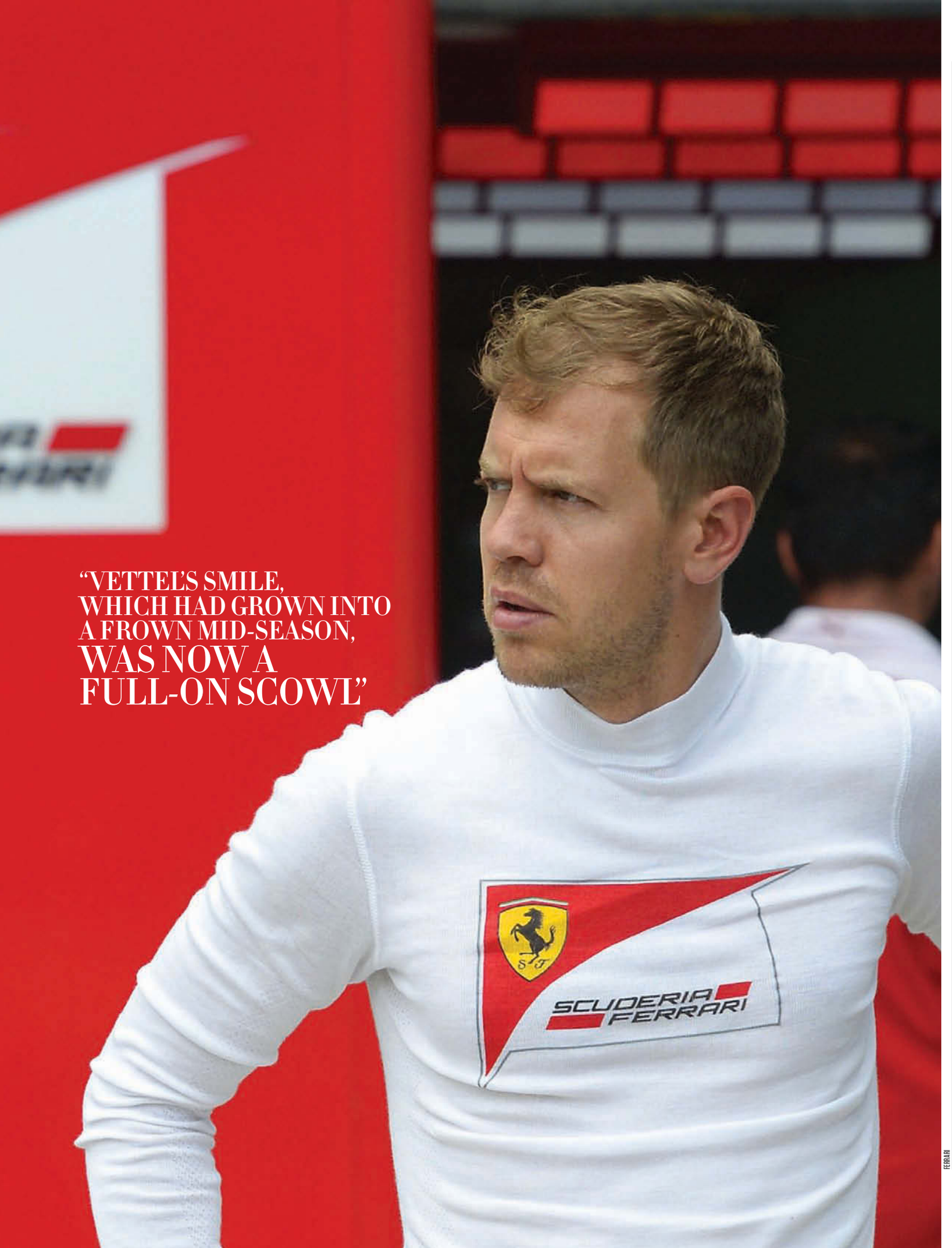
Development had been slow and ineffective all season but into Sepang came a new wave of components: front wing pillars extending 5cm back to give a cleaner airflow to the wing underside, revisions to the turning vanes and 'bat' wing on the sidepod. They were tried out in practice – instrumented, with aero loadings taken from pressure pads – as preparation for their introduction in Suzuka, one of the most aerodynamically demanding tracks on the calendar and in recent years a place where Ferraris have struggled. Arriving on Friday evening in Suzuka would be a further development complementing these changes – a redesigned footplate section for the wing.

The cars had reverted to standard specification from Saturday in Sepang as the aero department back at Maranello made sense of the correlation between tunnel, CFD and track. Things looked quite promising in the long runs when the car appeared closely matched to Mercedes and Red Bull, treating its tyres very kindly. Over one lap the standard car still lacked three or four tenths of raw downforce through the aerodynamically demanding middle sector of Sepang though, leaving Vettel and Räikkönen sharing the third row, with Mercedes on row one, Red Bull row two.

One thing the SF16 does very well – probably better than any other car – is brake. The opening few seconds therefore represent the best opportunity to make progress from its under-performance in qualifying. Vettel has



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"VETTEL'S SMILE, WHICH HAD GROWN INTO A FROWN MID-SEASON, WAS NOW A FULL-ON SCOWL"

FERRARI



frequently used this quality to the full during the season. It's high risk – it played its part in the Kvyat collision in Sochi – but there's little to lose at this stage of the season. So as the pack headed down to Turn One, the Mercs running 1-2, Vettel sliced down the inside of Verstappen's Red Bull. They were both on the braking limit, each briefly locking front wheels, but it would all probably have been fine – except that the Mercedes of Rosberg, unaware of their tussle, was turning across their bows. Vettel couldn't avoid him, hit him hard up the rear, destroying the Ferrari's front suspension and spinning the Merc to the back. Vettel would later receive a three-place grid drop imposed at the next race for his misjudgment.

It all left Hamilton apparently unopposed on his way to a straightforward victory over the Red Bulls of Daniel Ricciardo and Verstappen. But it didn't happen that way. A big end bearing seized in Hamilton's engine and Red Bull scored a 1-2, Ricciardo ahead. Räikkönen was barged out of third by a recovering Rosberg. A solitary fourth place represented slim pickings for the Scuderia, but at least there was the promise of good things in Suzuka – if the aero department was to be believed.

A frank 'discussion' between chief designer Simone Resta and the engine department – about the power figures the aero department was working from in determining optimum drag-downforce trade-offs – had resulted in a more realistic measure and consequently better real-world results. Getting away from blame culture between departments has been an essential part of Mercedes' current success. But it's something that might be more difficult to achieve under the pressures prevailing at Maranello.

But the new parts seemed to work. They were fitted to both cars from the start of the Suzuka weekend and delivered pretty much what the tunnel had promised – a lap time improvement of almost 0.3sec. That's massive by the standards of modern F1 and suddenly Ferrari had leapfrogged Red Bull as the second-fastest car. The track particularly suits Räikkönen and he was the closest thing to the Mercedes throughout the practice sessions, the Finn qualifying third just 0.3sec off the pace of the Silver Arrows. Vettel was fourth-fastest but taking his three-place penalty. Then on race morning it was confirmed Räikkönen would be taking a five-place grid drop for a new gearbox – a serious weak point of the car.



Aftermath of the Turn One collision at Sepang, with Rosberg spinning and Vettel sidelined

LAT

So even though the aero revisions arising from the new approach brought a welcome sense of progress after months of stagnation, their effectiveness had been disguised by continuing reliability problems. Maybe the underlying performance could be better translated on race day.

Then, out of nowhere, a grenade: team principal Maurizio Arrivabene, interviewed on Italian TV, said – among other, more innocuous, things – that Vettel should focus more on driving the car, less on getting involved in other areas of the team and that he would have to earn his next contract. Vettel played it down, but confided to others in the paddock how unimpressed he'd been by the comments after such a trying season carrying the team and being openly supportive, refusing to criticise its often lamentable performance. Within the politically charged environment of Ferrari, it seemed unlikely that Arrivabene had delivered two such incendiary messages unauthorised. Had Vettel – in trying to make things happen behind the scenes, assuming the sort of wider responsibility that his friend Michael Schumacher used to – incurred Marchionne's wrath? Had Vettel been slapped down? Was this that message? Fernando Alonso might have been watching with a knowing look.

A near-stall for Hamilton at the start came perilously close to triggering the Ferraris into colliding as everyone sought a way around the slow-reacting Mercedes. But they made it through unscathed and quickly set about putting the Red Bulls under big pressure, Vettel soon catching second-placed Verstappen while Räikkönen attacked Ricciardo a little farther back. Rosberg's Mercedes led, doing just enough to keep out of reach of Verstappen and Vettel.

Around the second stops it appeared as if Ferrari had Hamilton in



Was Arrivabene speaking his own mind when he talked about Vettel in Japan... or acting for a higher authority?

LAT

WORD *on the* BEAT

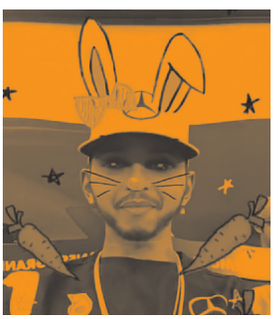
Mercedes Benz GP Ltd has reserved an entry to **Formula E** from the 2018-19 season. It's an option to join the franchise for electric-powered racers before all the slots are taken. But, quite coincidentally, it might also be a useful bargaining slot for the Mercedes team's continued participation in F1 beyond the expiration of the current deal. One of the high priority tasks facing F1's new owners **Liberty Media** will be renegotiating with the teams about their involvement beyond the expiration of the current deal at the end of 2020.

In Malaysia **Force India** drivers **Sergio Pérez** and **Nico Hülkenberg** were reported to have played joint hardball with the team about their contractual position to continue into 2017. With a place on offer for the former at **Haas** and the latter at **Renault,** there were certain outstanding matters to be cleared up before their '17 deals could be considered solid. Owner **Vijay Mallya** (below) was persuaded to free up the team's cashflow and the official announcement of Pérez's continuation with the team duly came the following Monday. Hülkenberg remained unconfirmed, however, and it soon became clear why. On October 14, it was confirmed that the German had agreed to join Renault as lead driver on a multi-year deal - and a not inconsiderable salary reported to be £17m.



"Maybe if **Renault** were to give us free engines we might do it," said **Christian Horner** in Japan, in response to questions about the French firm trying to find a way of getting **Red Bull** to release **Carlos Sainz** to lead the Enstone team next year. It was said in jest, but was reported in some quarters as being a realistic prospect that was actually being considered. Given that Renault Sport charges Red Bull about **30 million euros** per year for a supply of its V6 hybrid power units, that would have been one expensive driver signing. In reality the Renault Sport programme does not have anything like the budget that would be needed to meet Horner's off-the-cuff demand.





Lewis Hamilton walked out of a **Mercedes** media session on Friday at the Japanese Grand Prix, refusing to take questions in response to criticism of his actions during the Thursday **FIA press conference** when he was accused of being disrespectful to the assembled press by not fully engaging (he was taking photographs with his phone for use on his Snapchat social media account). The team's **Niki Lauda** dismissed the idea that Mercedes had any problems with Hamilton's actions.



Räikkönen led Hamilton at Suzuka, but then Ferrari's strategists slipped up again

FERRARI

a strategical headlock. In his recovery drive the Mercedes driver had got ahead of the Ricciardo-Räikkönen battle and was chasing down Vettel. But Ferrari then brought Kimi in early for the second stops and on his new tyres he was flying – threatening to get close enough to undercut his way ahead of Hamilton. On the Mercedes pit wall they were certain that bringing Hamilton in to prevent this would bring up short his attack on Vettel – and that Ferrari would pit the German before he could be undercut. Amazingly, Ferrari chose to leave Vettel out – which enabled Hamilton to undercut Vettel as well as avoiding being undercut by Räikkönen. The Ferrari strategists had dropped the ball yet again. On a day when they might have been second and fourth, they were fourth and fifth. Rosberg's win increased his championship lead over Hamilton to 33 points with just four races to go.

Vettel did his usual afterwards, saying he took full responsibility for the strategy decision. But inevitably there was speculation about whether Suzuka represented the first visible sign of a divide between the Scuderia and its star driver.

Rd 16 MALAYSIA, OCTOBER 2 2016

1	DANIEL RICCIARDO	Red Bull RB12	1hr 37min 12.776sec	RACE DISTANCE
2	MAX VERSTAPPEN	Red Bull RB12	1hr 37min 15.219sec	56 laps
3	NICO ROSBERG	Mercedes W07	1hr 37min 38.292sec	192.879 miles

FASTEST LAP NICO ROSBERG Mercedes W07 1min 36.424sec

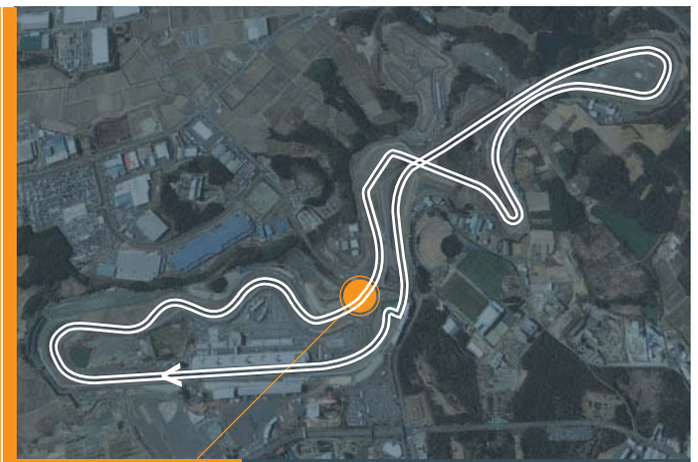
POLE POSITION LEWIS HAMILTON Mercedes W07 1min 32.850sec

Rd 17 JAPAN, OCTOBER 9 2016

1	NICO ROSBERG	Mercedes W07	1hr 26min 43.333sec	RACE DISTANCE
2	MAX VERSTAPPEN	Red Bull RB12	1hr 26min 48.311sec	53 laps
3	LEWIS HAMILTON	Mercedes W07	1hr 26min 49.109sec	191.054 miles

FASTEST LAP SEBASTIAN VETTEL Ferrari SF16-H 1min 35.118sec

POLE POSITION NICO ROSBERG Mercedes W07 1min 30.647sec



MAP DATA: GOOGLE, DIGITALGLOBE

DUNLOP, SUZUKA

Trackside view

"The bottom of the hill known as Dunlop represents a Suzuka base camp, with the most intricate, technical part of the climb completed but with a colossus of a challenge still ahead. It begins with this fourth-gear uphill sweep, the entry to which is taken just after the cars have been subject to a compression as they slide downhill out of Turn Six, the final part of the Esses.

It's an alpine start this Friday morning, but the sun's already playing its part. The front tyres are trying to claw the asphalt but most don't quite have a grip on the initial entry and only load up fully a second or so later. This momentary lack of full response threatens to spit the car out of what is a very thin groove, off line, off camber and off throttle. So it's all about taking in good entry speed while still preventing it coming out of that narrow furrow where you find lap time gold. The less downforce the car has, the harder compound its tyres, the more ragged this process looks.

Most menacing of all in its behaviour is the Manor of Pascal Wehrlein, a vicious two-step approach with a nasty twitch in between. It doesn't deter him,



though; he's doing this dynamic belay every lap, a daring mamba with the mountain.

To lend perspective, Valtteri Bottas skims past on a light fuel load and soft tyres, the Williams grips up smartly, grinds itself into the tarmac, its plank sparks still visible even after the car itself is out of sight, around the crevasse and continuing towards the summit."

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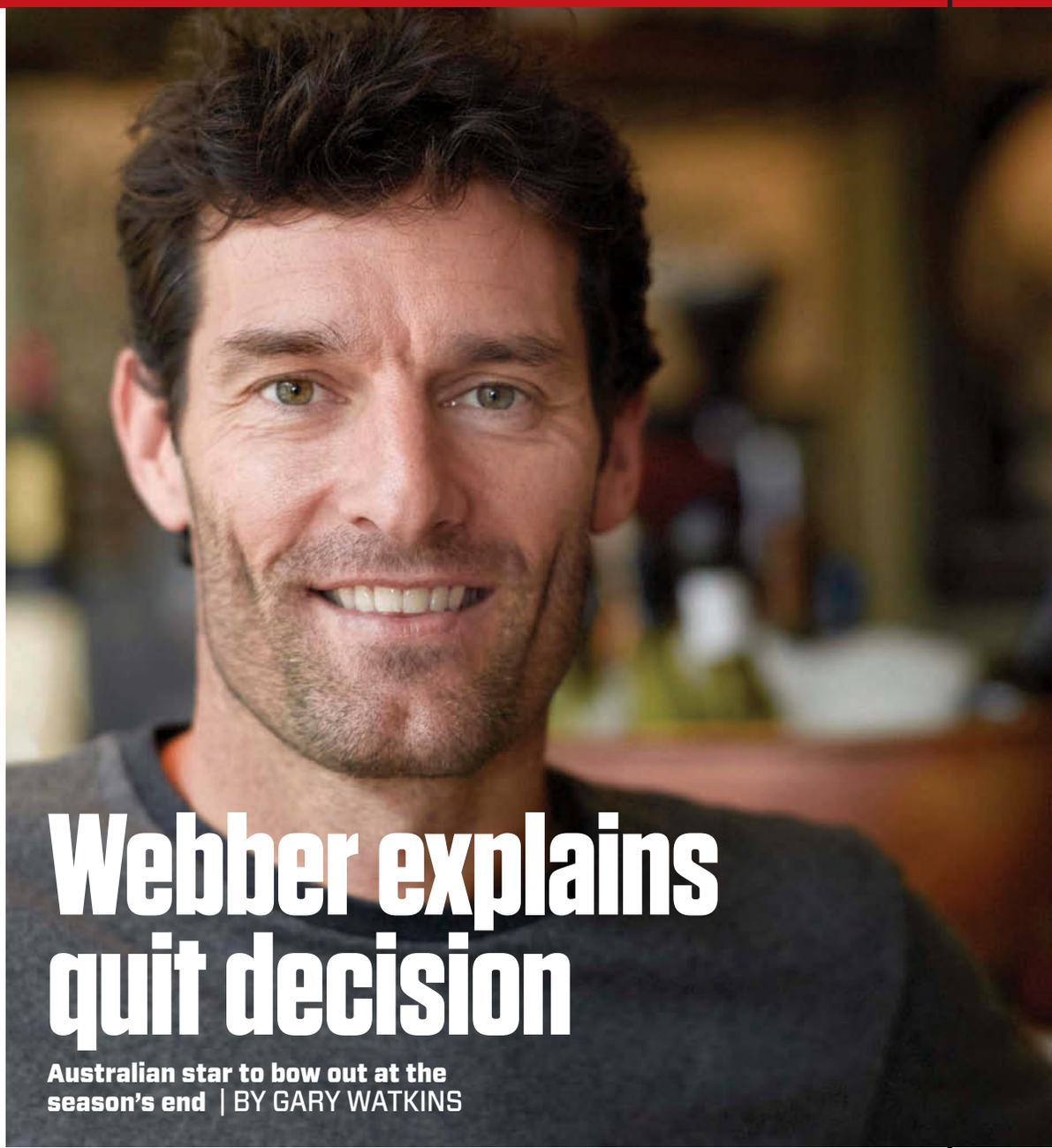
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Webber explains quit decision

Australian star to bow out at the season's end | BY GARY WATKINS

WANING MOTIVATION WAS A primary factor in Mark Webber's decision to retire at the end of this season, after three-years with Porsche in the World Endurance Championship.

The winner of nine Grands Prix with Red Bull Racing, Webber switched to the WEC from Formula 1 after the 2013 season and has revealed that he was increasingly asking himself "Do I need to do this any more?"

The 40-year-old said: "I'm waking up a bit more often on race weekends thinking I might prefer to be somewhere else. That's not good. When you are asking yourself why you are in the car, it is time to stop.

"I can't do it half-heartedly because I'm in a team environment and that wouldn't be fair. I can't turn around and say, 'I don't want to go to Aragon to test, can the guys do the work?' Porsche has been brilliant in managing my batteries, the exposure to the workload, but I can't request any more."

The basis of his decision to retire was made as early as the Spa WEC round in May, but wasn't set in stone until the end of the summer. He had an option to extend his original three-year deal beyond the end of the current WEC season, but will instead move into an ambassadorial role with Porsche.

"Le Mans was exceptional for me this year in terms of performance: I was pretty much the fastest Porsche driver"

LE MANS: NO REGRETS

Webber won the WEC title with team-mates Timo Bernhard and Brendon Hartley last season, but failed to claim the biggest prize in sports car racing by winning the Le Mans 24 Hours. He insisted that he had no regrets in walking away from the cockpit with a best result of second place from 2015 in the French endurance classic.

He also draws great satisfaction from his role in developing the Porsche 919 Hybrid LMP1 car that triumphed in 2015 and '16. "Part of me won Le Mans because I know I developed the car," he said. "If I didn't have my F1 results, it might be a bit different, but I am very comfortable with what I have done with Porsche.

"Le Mans was exceptional for me this year in terms of performance: I was pretty much the fastest Porsche driver. This year was clarification that I did everything I could. I could go for another five years, and always have a technical issue. That's the race."

Webber admitted, however, that "Maybe the race and I didn't love each other. It is an incredible event, but I just didn't love the whole two-week experience to be honest. Going there every year 10 days before the start, I was thinking, 'Let's just get the race going'."



Webber spent three years with Porsche. On the Le Mans podium, below, and scoring his maiden GP win, Germany 2009, bottom



ONE-OFF RETURNS RULED OUT

Webber has effectively ruled out competing again and says he has no interest in racing a Porsche GT.

"I've driven in F1 and now the 919 Hybrid, so some of the fastest racing cars in the world," he said. "I'm not being arrogant, but why would I want to drive anything else? I can't see myself getting the urge to race a GT car.

"The Dakar Rally has been mentioned, but I think it is unlikely. I love motorbikes, but I would never race one. I think racing is pretty much done for me. I will come and watch."



TANDY AND BAMBER HEAD QUEUE

Porsche GT drivers Nick Tandy and Earl Bamber, who were part of the winning line-up at Le Mans in 2015 alongside F1 star Nico Hülkenberg, are at the "front of the queue" to take the seat vacated by Webber for next season, according to LMP1 team principal Andreas Seidl.

"We have the luxury of having two Le Mans winners on our GT programme," he said. "That they were able to win Le Mans with only one preparation race [at Spa] is incredible and shows that they would both be able to do a good job."

Briton Tandy and New Zealander Bamber, who joined the P1 squad in an third 919 Hybrid for the 24 Hours last year, are both racing full-time in the IMSA SportsCar Championship in the US this year. They returned to Le Mans in June with Porsche's GTE Pro squad because Porsche did not run a third P1 car.

Seidl said that there would be no decision on filling any vacancies until the end of the season and no announcement until December or January.

NO THIRD CARS AT LE MANS

Porsche and sister marque Audi have both ruled out running three cars at Le Mans again in 2017. They each axed their additional entries for the 24 Hours in the name of cost reduction in the wake of last winter's 'dieselgate' emissions row.

Seidl explained that a return to entering an extra car in addition to its pair of regular WEC entries was "not a topic for discussion".

Audi Sport boss Wolfgang Ullrich said: "We have reorganised our structure for two cars. It would not be an efficient use of resources to restructure from three to two and then go from two back to three."

Toyota has yet to decide whether it will decide to expand its WEC squad for Le Mans. It has made two entries each season since its return to top-line sportscar racing in 2012, claiming that it does not want to divert resources away from car development.

Should Toyota stick with its traditional two-car assault, there will most likely be no more than seven LMP1s on the 60-car grid for Le Mans next year. The Anglo-Swiss Rebellion Racing team, the top privateer in the WEC, has announced its intention to step down to the LMP2 category for 2017.

The only non-factory team with plans to compete in P1 next season is the Germany-based ByKolles squad. It is again expecting to run a solo CLM-AER P1/01.

Rebellion's decision comes despite rule changes designed to bring the privateers closer to the factory cars over the course of the next two seasons. Le Mans and WEC promoter the Automobile Club de l'Ouest has stated that encouraging more independents into the P1 class is a top priority for 2018.



Big in Japan: Darren takes on Fuji Speedway - an old-school track with low levels of grip

LAT

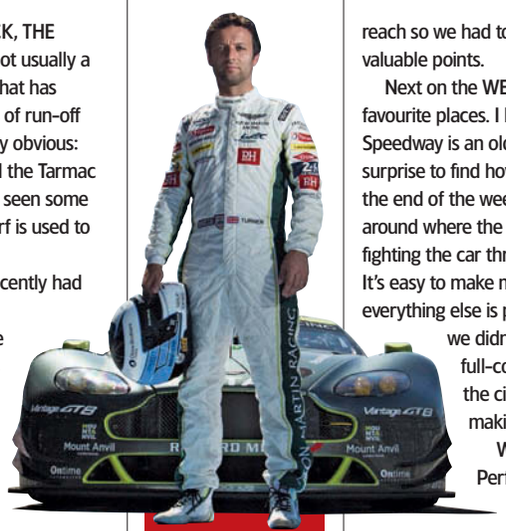
DARREN TURNER

LIVING THE AMERICAN DREAM, AND A FAREWELL TO AUSSIE GRIT

FOR A MODERN GRAND PRIX TRACK, THE Circuit of the Americas is great! I'm not usually a fan of the Tilke-designed tracks or what has happened to a lot of circuits in terms of run-off areas. Track limits used to be glaringly obvious: tarmac, kerb then grass. Now with all the Tarmac run-off, the lines are blurred and I've seen some huge shunts in places where AstroTurf is used to define the edges of the track.

But back to COTA, where we've recently had round six of the World Endurance Championship. Although it does have a lot of Tarmac run-off, the big kerbs keep you honest. With the elevation changes and the configuration of the corners they have made a classic Grand Prix track that is enjoyable to race on. This year was particularly hard as it was hotter and more humid than ever before. The first couple of hours of the race were very difficult and we all suffered in those opening stages, then when the sun went down it became a bit more manageable.

My regular team-mate, Richie Stanaway, was away on Aussie V8s duty so Fernando Rees stepped back in for the weekend. With a few technical issues before the race our practice time was foreshortened, so Fernando did a good job despite having little running. Ultimately, though, we ended up fifth, which isn't where we wanted to be. I'm sure we could have grabbed a podium but a few events during the race put that out of our reach so we had to be content with taking some valuable points.



"By the end of the weekend you get your head around where the grip is but before then you are fighting the car through each part of the corner"

Next on the WEC schedule was Fuji, one of my favourite places. I love going to Japan. Fuji Speedway is an old-school track and it is always a surprise to find how low the grip level is there. By the end of the weekend you get your head around where the grip is but before then you are fighting the car through each part of the corner. It's easy to make mistakes there even when everything else is perfect; it was a surprise that we didn't see any safety cars or full-course yellows during the race as the circuit naturally forces drivers into making mistakes.

We had a Balance of Performance change before the event with a smaller engine restrictor and they also increased our rear Gurney; you can see from our sixth-place finish that it had quite a big effect on our performance. It turned out to be one of the most processional races I have known in the GTE class of WEC since the championship started. The order went two Fords, two Ferraris, two Astons and Porsche, which is exactly how it was in qualifying. So, not an exciting race for us but it was a pleasure to race in Japan. It is so different to everywhere else we go and the fans there are so dedicated. It is always fun to go back.

In between the two WEC rounds I was at Spa for the penultimate European Le Mans Series event. That turned out to be a bizarre race for me. As the Platinum-graded driver I am limited to doing just over an hour in the race, so you usually do just one stint. As soon as I jumped in there were double yellows as a car had gone in the barrier and next time around we had gone to a full Safety Car period. I ended up doing 27 minutes all behind the Safety Car as it made sense to get Alex [MacDowall], the Silver driver, back for the final stint. I've never had such a short race. I hope at the final round in Estoril we can have a good run. We have a shot at the championship but we also need to make sure we don't lose second place – it's a bit tight at the top.

I was probably as surprised as anyone to see that Mark Webber had called time on his racing career. I first met Mark when he came over in 1996 to do Formula Ford and I raced against him a bit in 1997 when I did half a season of F3. In all that time he hasn't changed a bit. Twenty years later he is still the same stand-up fella. You always hope that you're going to be the guy who makes it to the top of the ladder and gets the opportunity to be a Grand Prix driver, but saying that it's been a joy for a lot of the guys who knew Mark back in the day to see how successful he has been.

I don't think many drivers could show sportsmanship to the level Mark does. He's a great team player, which was clear on his arrival at Porsche. He's one of the best ambassadors our sport could have and I'm sure he'll continue to be in this new chapter of his life. M

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TICKETS NOW ON SALE FOR THE 2017 MOTOR SPORT HALL OF FAME AWARDS DINNER

On June 7, 2017 the Motor Sport Hall of Fame awards returns to the picturesque Royal Automobile Club, Woodcote Park, Surrey. Now in its sixth year, this event attracts the finest names from the world of motor sport. 2016 guests included Tom Kristensen, Derek Bell, Sir Jackie Stewart, Ron Dennis and John Surtees.

Entry to this exclusive event is available to the public but numbers are limited to just 150. To purchase tickets for the 2017 Motor Sport Hall of Fame please visit: ***www.motorsportmagazine.com/hall-of-fame2017tickets***

The evening will include demonstration runs up the Captain's Drive of the Royal Automobile Club by celebrity drivers, and a display of vehicles rarely seen by the public.

One of the highlights this year will be a display of Team Surtees vehicles to celebrate The Henry Surtees Foundation, the Hall of Fame's chosen charity partner for 2017. The display will include race cars designed and built by Team Surtees, along with karts that have played their part in nurturing the talent of young drivers, keen to progress in motorsport.

As well as a champagne and canapé reception in the elegant grounds of the Royal Automobile Club, guests will enjoy a lavish three-course dinner during which this year's selection of motor sport legends will be inducted into the Hall of Fame in front of their peers.

VOTE WHO WILL BE NEXT?

Voting is now open to decide who should be inducted into the Hall of Fame for the Sports Car category. The short list was decided on October 14 when Ed Foster, *Motor Sport*'s online editor, sat down with Gary Watkins and five-time Le Mans winner and 2016 Hall of Fame inductee Derek Bell to pick the final 12 names. The list, after plenty of discussion read: Phil Hill, Andy Wallace, Hans-Joachim Stuck, Brian Redman, Jo Siffert, Bob Wollek, Norbert Singer, Pedro Rodriguez, John Wyer, Al Holbert, Vic Elford and Stefan Bellof.

To listen to the podcast visit www.motorsportmagazine.com/podcasts
You can also cast your vote on that link

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DATABASE *snapshot*



Phil Hill

Born: April 20, 1927
Died: August 28, 2008 (aged 81)
Birth place: Miami, Florida

Phil Hill has been nominated in our Sports Car category on account of his 14 victories in the World Sportscar Championship. However, he was also the first American Formula 1 world champion, in 1961, competing against the likes of Stirling Moss and Graham Hill. Here is how that season unfolded.

1961 SEASON RESULTS

14.05.61	Monaco Grand Prix *Winner: Stirling Moss*
22.05.61	Dutch Grand Prix *Winner: Wolfgang von Trips*
18.06.61	Belgian Grand Prix *Winner: Phil Hill*
02.07.61	French Grand Prix *Winner: Giancarlo Baghetti*
15.07.61	British Grand Prix *Winner: Wolfgang von Trips*
06.08.61	German Grand Prix *Winner: Stirling Moss*
10.09.61	Italian Grand Prix *Winner: Phil Hill*
08.10.61	US Grand Prix *Winner: Innes Ireland*

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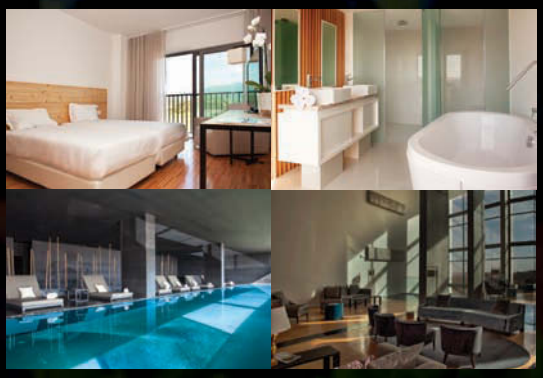
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TURISMO DE PORTUGAL algarve



Test rider Alex Hofmann prepares to get to grips with KTM's first MotoGP bike

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MAT OXLEY

NEW NAME JOINS MOTOGP FRAY

A NEW MANUFACTURER WILL JOIN THE GRID at the season-ending Valencia Grand Prix on November 13. Austrian firm KTM is hardly unknown in racing – it came out of the dirt-bike scene and has won more than 200 off-road world titles since the 1950s.

The brand – based in Mattighofen, north of Salzburg – is hugely ambitious and is backed all the way by well-known Austrian product, Red Bull. For some years KTM's directors have yearned for success under the brighter lights of MotoGP. They won their first world title in 2012, beating Honda at their own game to take the Moto3 title. Honda was not amused.

But KTM (an acronym of founders Johann Kronreif and Ernst Trunkenpolz, plus its home town) isn't afraid of upsetting anyone: it has poached several European staff from Honda, and the engine of its RC16 MotoGP machine is somewhat similar to Honda's RC213V.

The machine is also pretty fast for a beginner. "Technically, it is within one second of the top pace," says test rider Alex Hofmann, a former Ducati and Kawasaki MotoGP rider.

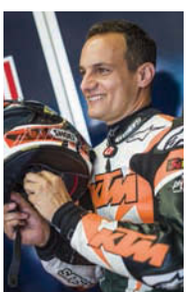
KTM has chosen its moment carefully. MotoGP switched to Michelin this season, after many years with Bridgestone, so while Honda and the rest are adapting bikes that were built to work on Bridgestones, the RC16 was engineered from day one for Michelins.

And KTM hasn't had to create its own electronics system, because MotoGP switched to a unified ECU this year. "The key for every new manufacturer coming into MotoGP is the ECU, because you can build a strong engine and a great frame, but collecting enough electronics information and data is almost impossible," says Hofmann. "A few years ago Honda brought in new sensors from F1, which took MotoGP electronics to a whole new level. Without the control ECU, KTM might have said no to MotoGP, because it would always have been several years behind the others."

The RC16 is an all-new machine, powered by a 90-degree 1000cc V4 with pneumatic valves. It is the fourth V4 in MotoGP, alongside the Honda (also 90 degrees with pneumatic valves), Ducati's Desmosedici (90 degrees with desmodromic valves) and Aprilia's RS-GP (65 degrees with pneumatic valves). Suzuki and Yamaha both run inline fours.

KTM engine designer Kurt Trieb, formerly of Porsche and BMW, is sure a V4 is the way to go. "There are many advantages in engine performance and mechanical reliability," he says. "In the end we didn't have many discussions about configuration, but more about the vee angle – a wider angle avoids the need for a balancer shaft; that sort of thing."

Hofmann likes the RC16 engine. "When we tested at the Red Bull Ring alongside some other teams, Cal [Crutchlow] told me the bike already accelerates like a Honda."



"When we tested at the Red Bull Ring alongside some of the other teams, Cal told me the bike already accelerates like a Honda."
Alex Hofmann

The German also believes that the relatively small size of the KTM operation may help in reacting to new trends and technologies. "I've worked for Aprilia and seen how they have to work within the Piaggio group," he says. "Their process of reacting in this fast-moving world is too slow. But if Pit Beirer [KTM's motor sports director] calls Stefan Pierer [KTM's CEO] and says, 'Look we have a problem, it'll take this much money to solve', Stefan might say, 'OK, go', and they'll start working right away."

While the KTM engine is similar to Honda's RCV, its frame is unique in MotoGP's modern era. It is a steel tubular-trellis unit, the same concept used by Ducati during the Italian company's most successful period in MotoGP, from 2003 to 2007. And there's an interesting question here: if Ducati hadn't abandoned its trellis frame, would it have endured all those years in the wilderness, failing with its carbon-fibre monocoque, then taking several more years learning to copy the aluminium-beam frames preferred by the Japanese?

The RC16 frame looks simple, old-fashioned even, but Beirer insists it isn't. "The frame is fabricated from a very special steel, though I can't say what kind." he says. "We can go very thin on wall thickness in some areas and still gain the stiffness we want. Also, how you weld each joint and how you bend each tube makes a big difference to how the frame behaves."

Hofmann was impressed by the bike's behaviour on corner exits. "From the first day it had great exit speed. Some bikes transfer the power too far to the outside of the corner, making them wobble and move. But it just hooked up and drove, straight as an arrow."

Corner-entry performance might be the area where KTM has the most work to do. "Now we have to make the front end steer, make it stick and get the maximum feeling," Hofmann says. They won't know exactly where they are in that crucial area until the factory's 2017 riders (Bradley Smith and Pol Espargaro) climb aboard the RC16 for the first time, just days after former Moto2 winner Mika Kallio gives the bike its race debut.

Hofmann believes KTM can go all the way. "There are many good people involved who know their game. The engine guys know it's not all about the engine, the electronics guys know it's not all about electronics and so on; they all know it's a package and they work together. They are as precise as the Japanese, but not so complicated, and they are as passionate as the Italians, but they're not blinded by passion. Theirs is a very interesting approach to MotoGP."

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Formula 1 & Monza

Enrico Mapelli

The title is slightly misleading, in that this stretches back to a time before anybody had coined the term 'Formula 1' and Grand Prix racing needed no other label.

The chapter on Monza's early days is brief, however, and for the most part this focuses on the world championship years at a circuit that has since 1950 appeared on the schedule in every season bar one.

It is largely photographic, with short Anglo-Italian texts to add context to time's passage (plus extended captions in both languages), and the images are largely wonderful. It is ripe with famous names that have graced Monza's royal park, but there are also many atmospheric shots that tell a fuller story in the way that a close crop never can.

The crowd has always played an important role at Monza – and the same applies within this ample tome's 360 pages. ***SA***

Published by Giorgio Nada
ISBN: 978-88-7911-655-8, £60

Sports Car Racing

In Camera 1960-69, volume two

Paul Parker

Change was relentless in the Sixties, especially in the realm of sports cars. Road-going racers gave way to prototypes, innumerable drivers came and too frequently went. Paul Parker's second volume of sports car photos from that era (the author unashamedly recommends the first in the opening lines) captures the decade with images from all over the world, and is chronicled rigorously.

The Targa Florio, as it so often does with its idyllic backdrop, steals much of the limelight. But there are other gems to be found like Mike Parkes changing his own tyres while Jack Sears peers through the viewfinder of a film camera.

While it's enjoyable to dip in and out of this as a photo journal, it can be laboursome for anything more thanks to some cold captioning. ***JP***

Published by Behemoth
ISBN: 978-0-9928769-4-4, £45

Britain's Toy Car Wars

Dinky vs Corgi vs Matchbox

Giles Chapman

We defy anyone with a soul not to love this, from the lavish illustrations to its appropriately period typefaces. Model car collecting is today highly specialised, with prices that reflect the subjects' pinpoint accuracy. It can be easy to forget that there was once a wide choice – aimed at kids rather than collectors – that were accessible to those whose income didn't extend beyond pocket money.

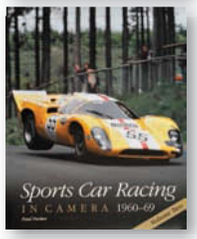
The A-pillars and wheel arches might not have been quite to scale, nor even close, but all were equally lovable.

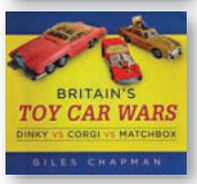
Author Chapman's affection for the species comes across in his prose, as he relates the histories of the industry's three most prominent manufacturers with passing references to such as Spot-On and Hot Wheels.

Grand Theft Auto might be infinitely more sophisticated, but that's not necessarily the same thing as 'better'. ***SA***

Published by The History Press
ISBN: 978-0-7509-6594-1, £20















Formula 1

The Pursuit of Speed

Maurice Hamilton, Bernard & Paul-Henri Cahier

A combination of the Cahiers and Maurice Hamilton, this book has 272 pages worthy of any coffee table. Jackie Stewart rightfully introduces Bernard Cahier, father to Paul-Henri, as a pioneer of photography, and that talent has been passed down to his son. He's so good, in fact, that he achieves the unlikely feat of making the current crop of machines look appealing.

Tracing Grand Prix racing via its rivalries, teams and circuits, rather than a simple chronology, it is the images of the people of Formula 1 that are most arresting. Each is captivating and poignant. A sweat-soaked Moss and Fangio, a pensive Clark moments after a rare mistake, Phil Hill laughing as Enzo Ferrari strongly makes his point... such are some of the highlight shots.

Unlike *1960-69 Sports Car Racing in Camera,* the captions are subtly informative. It's not groundbreaking, but that is the idea. It's a book that can be enjoyed by whoever and whenever. ***JP***

Published by Aurum
ISBN: 978-1-78131-583-5, £30

Works Cortina, Corsair & Capri in Detail

Graham Robson

'Detail' is prolific automotive writer Robson's watchword – and this drips with his trademark authority. Cortinas and Capris have been chronicled aplenty, but here it's the shortest chapter – on the competition Corsair – that catches the eye, simply because they didn't often have numbers attached to their flanks.

As well as a general overview of each model, Robson provides potted histories of every factory car – including the Corsair that set a number of long-distance speed records during a seven-day run at Monza in 1964, an achievement all too often overlooked. ***SA***

Published by Herridge & Sons
ISBN: 978-1-906133-71-9, £40

Ferrari 512 S/M

Owners' Workshop Manual

Glen Smale

If you spent the weekend in your garage with your Ferrari 512M trying to get all 12 cylinders to run evenly, you can stop worrying – Haynes is here to help with a 'workshop manual'. It was a bright idea for the firm to spin its famous manuals up from Mondeos to Wellington bombers and Sherman tanks, giving inside details of rarified machinery, and this one shows the 1970s sports-racer in intimate detail, augmented by comments from drivers, owners and fixers and full chassis histories of the 17 or so built. While the text is somewhat pedestrian, generous photos of 512s both undressed and in action tell the overall story adequately. But frankly there's little feeling of the old manuals left, barring a cutaway drawing or two. The idea was a good joke, but someone forgot to include it here. The result is a very conventional car book, from a firm that declared it was giving up car books. Still, I now can tell an S from an M. ***GC***

Published by Haynes
ISBN: 978-0-85733-787-0, £22.99

Formula 1 Circuits From Above

Bruce Jones

The second edition of a book first published two years ago, this has a few updated images – and the Nordschleife has been dropped to make way for the Red Bull Ring, recently restored to the Grand Prix schedule – but the alterations are few and far between.

It's a nice idea – using Google Earth to pinpoint the nuances of some of the world's best racing circuits, not all of them contemporary – but there's little here for those who bought the original.

If you didn't, however, the content might well appeal. ***SA***

Published by Carlton
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Race Retro 2017 will showcase *Motor Sport*'s Hall of Fame as well as spectacular race machinery

JEFF BLOXHAM

New look for Race Retro

***Motor Sport* teams up with UK's leading historic show** | BY PAUL LAWRENCE

RACE RETRO, THE INTERNATIONAL historic motor sport show, will be powered by *Motor Sport* magazine when it runs for three days (February 22-24) at Stoneleigh Park in Warwickshire.

In a new three-year partnership, the leading show for all branches of historic motor sport will showcase *Motor Sport*'s Hall of Fame.

Motor Sport's Hall of Fame Live will offer visitors the chance to meet HoF inductees, and take part in question and answer sessions across the weekend. Meanwhile, a major display will feature some of the cars and bikes used by star drivers and riders.

Show visitors will also have the chance to vote on the short list of potential inductees. The winner of each category will be announced at the next Hall of Fame inductions in June 2017.

Event director Daniel Nwaokolo said: "We are delighted to be working in partnership with *Motor Sport*. Having motor sport legends at the show has always been a highlight, and introducing the Hall of Fame as a new feature raises that to the next level."

Another new feature of Race Retro will give visitors the chance to drive a classic car from the HERO rally fleet on a special route within the grounds of the park.



JEFF BLOXHAM

■ **A rare front-engined U2 Mk3 has clinched the UK Historic FJ Championship this season for Scotsman Jonathan Fyda. Son of long-time racer John, he made regular long-haul trips to chase the title, sealing it in the penultimate race of the season at Castle Combe.**

■ **The first major historic festival on the Hungaroring is the key feature of the 2017 calendar from the Peter Auto team. The Sept 29-Oct 1 event takes a package of historic classes to Hungary, alongside traditional dates at Jarama, Spa, Dijon, Monza and Paul Ricard.**

Goodwood sets 2017 dates

THE RETURN OF THE SPECTACULAR Edwardian race for cars built up to 1923, the S F Edge Trophy, will be one of the highlights of the 75th Members' Meeting at Goodwood over the weekend of March 18/19.

The annual Gerry Marshall Trophy for touring cars of the 1970s is also confirmed for the fourth running of the event since its recreation in 2014.

The other dates for the major Goodwood events in 2017 have been confirmed, with the Festival of Speed running over four days from June 22-25 and the annual Revival Meeting scheduled for September 8-10.

Formula Ford reaches 50

THE HISTORIC SPORTS CAR CLUB will mark 50 years of Formula Ford during 2017, with a schedule of events capped by a major celebration at its Brands Hatch GP circuit meeting on July 1/2.

The Club's Historic Formula Ford Championship caters for cars built up to the end of 1971, covering the first five years of the formula. Entries of up to 50 cars are expected across the racing season, but it is the Brands Hatch event that will headline the campaign.

The first Formula Ford race was held at the Kent track on July 2, 1967.

Historic cars get younger

THE MSA HAS FOLLOWED THE FIA lead on historic rally car ages by adding Categories J1 and J2, for cars up to the end of 1990, into its 2017 regulations.

The newer cars have now been permitted by the FIA for two seasons, but the cars will not be allowed into the MSA British Historic Rally Championship, according to championship manager Colin Heppenstall.

"The BHRC does not need four-wheel-drive rally cars to bring the sort of problems and issues that happened in the 1980s," said Heppenstall. The BHRC will retain its current 1986 cut-off, thus ensuring that the Ford Escort Mk2 continues as the benchmark car.



PAUL LAWRENCE

Champions crowned again

WELSHMAN JASON PRITCHARD and Englishman Phil Clarke clinched the Mintex MSA British Historic Rally title for the second time on the final round, the Trackrod Historic Cup.

Pritchard and Clarke just needed to finish the Yorkshire event in their Ford Escort Mk2 to be crowned, but had a nervous day on the way to fifth place. "It was hard to find a rhythm," Pritchard said. "The car was perfect and I was just trying to drive in the middle of the road."

Pritchard and Clarke are only the second pairing to win back-to-back BHRC titles, emulating the achievement of David Stokes and Guy Weaver back in 2010/11.

Popular Manx hill returns

A RETURN TO THE HIGH-SPEED Sloc hillclimb tops the schedule for the three-day Manx Classic next April. Up to 100 cars will tackle three different

hillclimbs on three consecutive days over closed public roads on the Isle of Man.

The recently resurfaced Sloc will return after a break due to deteriorating road conditions and will be used on Thursday April 27 before the action moves to two sections of the TT course. The event continues at Creg Willey (1.39 miles) on Friday and Lhergy Frissell (1.48 miles) on Saturday.

The 1.06-mile Sloc hill was last used in 2013 and is now in superb condition.

Brits head to NZ

BRITISH FORD ESCORT DRIVERS Vince Bristow and Simon Tysoe head the entry for the Silver Fern Rally New Zealand, which runs from November 27 to December 4.

Bristow and Tysoe finished first and second when the event last ran in 2014 and head a 10-strong contingent of UK crews. The 2016 edition runs on the South Island, starting and finishing in Christchurch and heading as far south as Gore as it covers more than 600 stage miles on gravel roads.

Among the UK entries are Laurence Tysoe, Phil Squires and rapid Welshman Meirion Evans, all in Ford Escort Mk2s.



PAUL LAWRENCE

Stig hits Yorkshire stages

FORMER WORLD RALLY champion Stig Blomqvist returned to competing in the Yorkshire forests recently, when he drove an Opel Ascona on the Trackrod Historic Cup (above). Blomqvist, 70, was invited to tackle the event by the car's owner Chris Birkbeck but retired mid-event with axle problems. The 1984 world champion's last competitive run though stages like Dalby and Langdale was on his way to winning the 2004 Roger Albert Clark Rally in a Ford Escort Mk2.

— OBITUARY —

Tony Adamowicz

American racing star Tony Adamowicz has died aged 75, following a long battle with cancer. Once part of the communications team at the White House, Adamowicz raced successfully from the early 1960s through to the 1980s, career highlights including a double title conquest in 1969. At the wheel of his Eagle Mk5, he took both the US F5000 and SCCA Continental Championships. He also raced very successfully in TransAm and sports car events, finishing on the podium at both Daytona and Le Mans in 1971.



Josef Newgarden's Penske signing looks full of potential – at the expense of Montoya

LAT

GORDON KIRBY

NEW GROUND FOR NEWGARDEN

JOSEF NEWGARDEN HAS DEMONSTRATED that he's one of the most talented American drivers to come along in many years. He's also one of the most resilient and showed tremendous fortitude this past year, particularly in bouncing back from a big accident at the Texas Motor Speedway in June. Newgarden broke his right hand and a collarbone but returned to action two weeks later at Elkhart Lake before scoring a superb win on the Iowa oval only four weeks after his crash.

His performances this year have convinced Roger Penske to sign him for 2017. Newgarden replaces Juan Pablo Montoya, who had a tough 2016 season and finished a distant eighth in the points table while team-mates Simon Pagenaud, Will Power and Helio Castroneves swept the championship's top three places.

"We are always looking to build towards the future and, when we had the opportunity to talk with Josef, we knew he'd be a great fit with our programme," Penske said. "He is a fantastic driver on the track and will be great with our partners off the track. He is hungry to win more races and win championships and we hope to give him that opportunity."

Needless to say, Newgarden is delighted with his move to Penske. "There are a lot of amazing people here, from the ownership to the crew and sponsors," he said. "It's a fantastic opportunity and honour for a young guy. I think I can learn new things here and try to grow as a driver and try to open up my role by working with a great team and some great team-mates. I just want to integrate myself into a system that obviously works very well

"It's going to be a different challenge for me. You've got more cars, more drivers, more engineers to talk to. I'm excited about all that. There's so much to draw from. I hope I will learn some things I didn't know and it will push me to a new level. Penske is an American dream so it's great to be a small part of one of the best teams in the world."

Tim Cindric is Team Penske's president. "Josef has shown that he's a winner and that he can handle himself on and off the racetrack," Cindric said. "That's the core ingredient for us. It's all about how do we build the strongest team we can for the upcoming years.

"There's never a good time to make a change, especially when you've had success with the guys we've had. Replacing Juan Montoya with anybody is a difficult goal. I'm sure if he doesn't end up racing for us in the future he'll still be one of the guys winning races and one of the guys to beat."

If Montoya is unable to find a ride elsewhere Penske has offered him a car for next year's Indy. "We sat down with Juan at Toronto (in July) and told him we weren't going to make any decisions until the end of the season. We told him we wanted to understand where we were with Josef. We were very upfront about that whole situation.

"We told Juan we wanted him to be part of our team in the future, that we had a seat for him at Indy if he wants it. He said he wanted to drive at least one more season in Indycars, that he didn't want this to be his last season because he felt he had some unfinished business.

"It was a really difficult decision for us. Juan has been a big part of our success. He pushed the team and our other drivers very hard. He's been a great guy to work with and we would love to work with him in the future."

Team Penske finished one-two-three in IndyCar's 2016 championship after winning 10 races, taking 11 poles and 22 podium finishes. With Newgarden's arrival America's most successful racing outfit should be even more dominant in 2017.



STAR LOT @ MOTOSTALGIA

1967 LOLA T70 MKIIIB SPIDER
{Austin, Texas, November 5}

Prime specimen of Lola's great sports-racer with impressive history. Campaigned in 1967 Can-Am season by Dan Gurney, never qualifying lower than third (though the rival Chevrolet engine had the edge on its Ford V8). Later raced by Swede Savage, Tony Adamowicz and Vic Elford. Recently rebuilt in Gurney's livery with new tub; original tub included in sale. Ready to race. Estimate: POA

UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

Bonhams

@ LONDON SEPTEMBER 19

ROBERT WHITE SALE: PROCEEDS TO CANCER CARE



1930 Bentley Le Mans-style tourer
Sold for £315,000

1959 AC Ace Bristol
Sold for £254,000

1951 Vincent Black Shadow
Sold for £82,140

@ STUTTGART SEPTEMBER 27

1991 Ferrari F1-91
Type 642. Driven by Jean Alesi and Alain Prost. Sold for "more than £500,000"



@ LONDON NOVEMBER 4



1904 Renault Type NB 14/20hp
Very early four-cylinder; with detachable roof
Estimate: £250-280,000

1897 Daimler 4HP wagonette
Vertical twin; one of the earliest UK-built cars
Estimate: £200-220,000

AUTOMOBILIA
RM SOTHEBYS



Showroom bronze of Hispano-Suiza stork
Sold for $5405



Silver and bronze sculpture of Ferry and Ferdinand Porsche in their first car
Sold for $4600

@ LONDON DECEMBER 4

1914 Prince Henry Vauxhall
Often considered the first sports car; led to the desirable 30-98
Estimate: £500-600,000

@ OLYMPIA DECEMBER 7

1952 Siata Daina Gran Sport
Fiat-based 1400cc sports-racer
Estimate: £250-300,000



CCA

@ WARWICKSHIRE SEPTEMBER 24

1978 Datsun 260Z
Sold for £24,750

1993 TVR Griffith
Sold for £15,400

1977 Leyland Minivan
sold for £12,320

RM Sotheby's

@ HERSHEY OCTOBER 6-7



1948 Chevrolet 'Country Club' Aerosedan
Sold for $33,000

H&H

@ DUXFORD OCTOBER 12

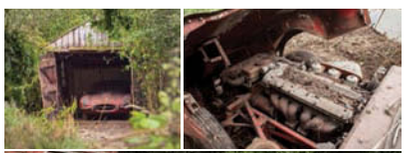


1954 Aston Martin DB2/4
Early sporting hatchback; recently restored.
Sold for £172,000



1930 Aston Martin International 1.5

Desirable short-chassis version; records going back to first owner
Sold for £110,000



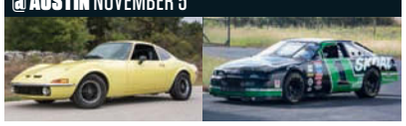


1964 Jaguar E-type coupé

True 'barn find', realised double the estimate
Sold for £78,400

Motostalgia

@ AUSTIN NOVEMBER 5



1973 Opel GT

Pretty 1.9-litre two-seater
Estimate: POA

1995 NASCAR Ford Thunderbird

Estimate: POA

Historics at Brooklands

@ WEYBRIDGE NOVEMBER 26



1957 Berkeley Sport

Cute microcar with 328cc Excelsior engine
Estimate: no reserve

1938/47 Dellow prototype

Built in 1947; trials, hills and race successes
Estimate: £16-20,000

1964 Mercedes 230SL

With hardtop and sideways rear seat
Estimate: £25-35,000

AUCTION CALENDAR

NOVEMBER

2 **MECUM**
Dallas, USA

4 **BONHAMS**
London, UK

5 **MOSTALGIA**
Austin, USA

12 **SILVERSTONE AUCTIONS**
NEC, UK

16 **H&H**
Donington, UK

17 **MECUM**
Anaheim, USA

25 **RM SOTHEBYS**
Milan, Italy

26 **HISTORICS AT BROOKLANDS**
Brooklands, UK

DECEMBER

1 **MECUM**
Kansas City, USA

3 **CCA**
Warwickshire, UK

4 **BONHAMS**
London, UK

7 **BONHAMS**
London Olympia, UK

5 **COYS**
London, UK

7 **H&H**
Château Impney, UK

13 **BARONS**
Sandown Park, UK

JANUARY

14 **COYS**
NEC Birmingham, UK

18 **RUSSO & STEELE**
Scottsdale, UK

19 **BONHAMS**
Scottsdale, UK

19 **RM SOTHEBYS**
Arizona, USA



FOR SALE @ **MARK DONALDSON** Harley Wintney, Hants www.markdonaldson.com

DREAM GARAGE

ALFA ROMEO 8C SPIDER

IT BEGAN AS A CONCEPT CAR THAT FEW expected to be built. Then Alfa Romeo decided that a bit of flag-waving would do it no harm, especially if they ran up one of the best-looking flags ever. Of course exotic cars are costly to develop from scratch, but conveniently the firm had a brother in the same business – Maserati.

The resulting 8C Competizione was *sensazionale*. Sitting on a trimmed version of the Maserati 4200 coupé floorpan, the carbon-fibre bodywork had all the swooping, athletic confidence of the great Alfas of the past, hurled along by a 4.7-litre variant of the Modena quad-cam V8, itself a co-production with Ferrari, tweaked to a lusty 444bhp. A quick rack and vast brakes kept everything in order – handy considering that in the marque's long history this is its biggest power plant.

Limiting it to a total production of 500 made it a collector's item – and who wouldn't want to collect this if they had the moolah? Not only rarer but better-looking than its sibling, it also made noises that eclipsed almost anything on the road, especially when you pressed the Sport button – as well as tautening everything up that by-passed part of the exhaust.

Those who missed out on the 40 that came to Britain got a second chance, though, when Alfa decided to lop the top off and build another 500 8Cs. That's what Mark Donaldson has on offer – one of the finest ways to muss up your hair ever invented. "Flawless," is Mark's description. "The build quality is better than you'd expect – no creaks or rattles – and there's a lovely engine tone." Unlike many supercars that have their tops chopped, the spider version of the 8C looks as though it was meant all along – compact, curvy and above all with the engine in the right place. "Entry and exit are easy, and even the electric hood works well," Mark says. It's a car for going places, nestled deep in the carbon-fibre and leather cockpit – though Mark adds "the boot's awkward lid means you're limited to a soft weekend bag". But wherever you take it, it's going to be an electrifying trip.

Despite being a three-dimensional invitation to burn up some road this one has not even broken 3000 miles on the odometer, so there's plenty of room for enjoyment before worrying about the resale value – because that is just going to rise and rise.

FACTFILE

YEAR 2010
ENGINE 4.7-litre V8, 444bhp
TRANSMISSION six-speed paddle-shift
SUSPENSION front and rear: double wishbones, coil springs
TOP SPEED 180mph
PRICE £170,000



Shape of things to come

Mercedes plans new hypercar with F1 powertrain | BY ANDREW FRANKEL

WE ARE QUITE USED TO CERTAIN manufacturers not showing up to second-tier motor shows. Since the emergence in size and importance of the alternating Chinese shows in Beijing and Shanghai, Japan's Tokyo show has diminished in importance. Likewise in the US, manufacturers have shown increasing willingness to forsake the frozen wastes of the Michigan winter and its Detroit show for LA's rather more user-friendly event in November. What we are not used to seeing, however, is manufacturers skipping one of the really big shows when no immediate alternative presents itself.

That's why one of the bigger news stories of Paris's Mondial de L'Automobile was the one its organisers would have least wanted to read: not who turned up with what, but who did not. Bentley, Aston Martin, McLaren and Rolls-Royce all chose to skip the show. Had it just been them then perhaps we could have concluded that it was not such a big surprise for such exotic brands to forsake such a mainstream show, but Mazda, Volvo and, yes, Ford didn't show up either. And that was shocking. It will be interesting indeed to return to Paris in two years to see if the number of desertees has risen or fallen.

Happily, and in the meantime, there was still plenty for the scrum of hacks from every corner of the world to write about, even if the most talked about car didn't even have a name and wasn't there on account of the fact that it's not yet been built.

This was Mercedes-Benz's new hypercar which, it was announced, would carry the powertrain from its current Formula 1 racer. That's the entire powertrain, mgu-K, mgu-H and all. The fact that Mercedes is even considering entering a market hitherto populated only by McLaren, Porsche and Ferrari is interesting enough, and speaks volumes for the new-found sense of confidence that now pervades the company, but it is that choice of powertrain that marks it out as something genuinely new.

Ferrari once claimed that the 4.7-litre V12 used in its F50 was in some way related to the 3.5-litre engine used in Alain Prost's 1990 F1 car, but declined to name how many components they had in common. I suspected then and now that the answer was none. With the Mercedes, if it's not the vast majority then the company will have some explaining to do.

Mercedes insists the project will be run by its in-house tuning company AMG, under the command of Tobias Moers, despite the fact that clearly its two UK-based F1 operations will be integral to the exercise, Brixworth for the powertrains and Brackley for the carbon-fibre expertise that will be required to build the two seat closed coupé.



"The most efficient car hypercar with an outstanding driving dynamic capability, not necessarily the most powerful." **Tobias Moers**

So far as the practicalities of bringing F1 technology to the road are concerned, Moers says, "Our F1 engine is far more durable than many people expect. If you look at the load it must take in an F1 race compared with how it's likely to be used in a street-legal machine, you can see it's going to have a lot less work to do." Even so, he does concede the engine will need to be at least slightly detuned from the current race spec (reportedly close to 1000bhp in qualifying trim).

According to Moers, the design target for the hypercar is to create, "The most efficient car hypercar with an outstanding driving dynamic capability, not necessarily the most powerful." When asked what he meant by 'efficient' Moers simply replied "in every respect", which indicates an unprecedented combination of power, light weight and low fuel consumption.

The car also poses questions to other manufacturers who already have hypercars to their name. With Aston Martin's Adrian Newey-designed and Red Bull-engineered car already announced and under development, the two most successful teams in recent F1 history are now aiming to do on the road what has already been achieved on track and overturn the might of McLaren and Ferrari. It remains to be seen whether Woking and Maranello will be happy to let its deadliest competition rivals trample all over such sacred turf.

Discovery in the spotlight

OF THE CARS THAT COULD actually be seen at Paris, it was the new Land Rover Discovery that was the undoubted star of the show. Visually it abandons the squared-off industrial design that has seen the car through two entirely distinct generations, each with its own comprehensive facelift. Instead it adopts the sleek design language that has been the hallmark of every new Land Rover product since the launch of the Range Rover Evoque more than five years ago. Some saw its new style as improving the premium feel of the Land Rover's family workhorse, others concluding the car looked less distinct and not so much of a Land Rover as a



result. Much to the chagrin of Disco devotees, the company has also decided to get rid of the Discovery's trademark split tailgate in favour of a single rear hatch and a pop out ledge.

Up to 480kg lighter model for model than the car it replaces, the Discovery will be available not only with a 3-litre V6 diesel, but also a supercharged petrol engine that pushes out 355bhp. However, for the most part sales are predicted to go to the new 2-litre, four cylinder 'Ingenium' engine that has 237bhp and is claimed to return 43.5mpg. Thanks to its reduced weight, this new Discovery is not just far more frugal, it also offers better performance with two litres than the old car managed with an engine half as large again.

Despite its reduced kerb weight, the new Discovery is larger than the car it is replacing in every significant dimension providing, says Land Rover, not just more space for seven occupants on board but additional luggage capacity.

The car is available to order now, with deliveries in the new year. Prices range from £43,395 for an entry-level 2-litre diesel to £68,295 for a fully loaded 'First Edition' 3-litre diesel.

Ferrari busy in France

FERRARI WAS ONE OF FEW supercar manufacturers to take a stand at Paris, and filled it not only with the Aperta convertible LaFerrari but also the 365GTC4 Lusso T, its four-seat coupé fitted with a 602bhp, V8 twin-turbo engine.

The car is significant for several reasons. Firstly, and for more than 40 years, Ferrari has drawn a distinction between its eight- and 12-cylinder models, the latter very much being the flagships of the range. The Lusso T represents the first time in Ferrari history a car has been offered with a choice of both. Also, Ferrari has elected to remove the four-wheel-drive system of the 12-cylinder Lusso despite the fact that, with less power but more torque, the V8 turbo engine is likely to require more and not less traction. Ferrari says deleting the front driveshafts saves about 80kg.

No performance claims have yet been made for the Lusso T, which uses a derivation of the engine that first served in the California T, but it will have at least to appear to be slower than the V12 Lusso. Given its additional torque and lighter weight, however, it seems likely that any apparent acceleration difference will simply be down to inferior traction courtesy of its rear-drive layout rather than a genuine performance deficit. No pricing has yet been announced.

New Land Rover Discovery stole most of the headlines in Paris. Below, Ferrari's exhibits included Lusso T four-seat coupé and, bottom, the Aperta cabriolet





New 5-series breaks cover

ONE CAR THAT DID NOT MAKE IT to Paris was the all-new BMW 5-series – and it seems likely we'd not be talking about it now had a full set of images not leaked onto a Chinese website, forcing BMW to go public.

As is increasingly common in these days of extreme stylistic caution, the newcomer features elements of the design of both the car it replaces and the new 7-series upon whose platform architecture (minus the expensive carbon core) it sits. It is an extremely conservative design, intended not to rock a boat that delivered record sales for the outgoing model.

The new platform has allowed a weight saving of up to 100kg, depending on the model, despite larger exterior dimensions and increased occupant and luggage space. The engine line up is too extensive to detail even at launch, but progresses from a 188bhp 520d up to a 455bhp 550i. But this is only the start; the range will expand to include a 518d at one end and at the other a 550d featuring a six-cylinder diesel with not one, two or even three turbochargers, but four to produce an astonishing 395bhp from just three litres.

Web leak forced BMW to release shots of new 5-series ahead of original schedule



As with previous generations, the new M5 will make its debut a year or more after most of the other models. It is believed to retain the 4.4-litre twin-turbo V8 of the current car, with its engine output kept to the 600bhp of the M5 Competition version of the existing car, leaving extra performance to come as a result of its lowered kerbweight. It is not thought that an estate version is currently on the cards.

www.motorsportmagazine.com/author/andrew-frankel



PORSCHE PANAMERA

Sports car traditionalist blends some big numbers with genuine opulence | BY ANDREW FRANKEL

AS WE KNOW, PORSCHE is a company that doesn't like to mess with a winning formula. Forget its decision to replace normally aspirated six-cylinder engines with fours in the Cayman and Boxster, for that was forced upon it. Look how its other cars have evolved over the years and you'll see that sticking to what's known to work is a mantra that's served Stuttgart brilliantly. Like nature, Porsche has always favoured the evolutionary approach.

So why this, a very different all-new Panamera? Why not a car visually almost indistinguishable from its predecessor with its hardware nicely upgraded but still tuned to do precisely the same job better than ever? Simply, and at least by big Porsche standards, the Panamera has been its least successful car. Indeed Porsche sold more SUVs last year alone than it has sold Panameras in the whole six years it has been on sale.

I was never quite sure what the problem was, save the car's obvious ugliness, and that never stopped Porsche selling early Cayennes. But look at what Porsche has changed on the new car, which is essentially everything, and you'll be left in no doubt at all what things Porsche felt needed fixing and, more importantly, the new direction in which it felt it needed to head.

The car is much better looking; if not yet quite a thing of beauty then at least no longer something to give the children nightmares. Inside it is now genuinely spacious, not simply by sleek four-door coupé standards, but those of genuine luxury saloons. I'm 6ft 4in tall and four of me could travel together for as long as it took to get bored of our own company. Then again, the car is enormous: wider than a 7-series BMW and not much shorter.

It sits on an all-new platform, and while motoring hacks are fond of banging on about such things to the general befuddlement and disinterest of many readers, this one matters because next year Bentley will use it for its entire future generation of Continental GTs.

Every engine is new and, in the annoying vogue of these times, they're being launched from the top down, with the 4-litre V8 Turbo and Diesel S models coming first, with the smaller V6 diesel and plug-in hybrid model that the vast majority will buy following on behind.

The V8 diesel is the one I want to drive most because the old car's bonnet line precluded the fitment of an eight-cylinder oil-burner and, with 416bhp and 627lb ft of torque, this new one is easily the most potent diesel-powered car in the world. But it's the 542bhp Turbo flagship that's now sitting outside Munich airport.

The interior is beautiful: simple, modern, airy and even quite easy to understand, despite the fiendish



FACTFILE

£113,075

ENGINE
4.0 litres, 8 cylinders

POWER
542bhp@5750rpm

TORQUE
567lb ft@1960rpm

TRANSMISSION
eight-speed paddle shift, four-wheel drive

WEIGHT
2070kg

POWER TO WEIGHT
262bhp per tonne

0-62MPH 3.8sec
TOP SPEED 190mph
ECONOMY 30.4mpg
CO_2 212g/km

complexities of its operations. Switchgear has been all but eradicated, replaced by touch-sensitive areas of the piano-black dash: it looks and works beautifully in this immaculately prepared car, but I wonder how it might appear once covered in fingerprints after a few thousand miles on the road. Certainly it provides one more area of an already huge car that most owners will feel the need to keep clean. All information arrives via TFT screens, save the rev-counter that survives in its central position as the car's only analogue dial. A cheesy olde-worlde gimmick in an otherwise state-of-the-art interior? Possibly, but I rather liked it.

The new engine is more powerful but less characterful than the last. Its manners are impeccable, its thrust undeniable. Yet hermetically sealed inside the Panamera's new shell, even this Turbo doesn't feel as potent as the figures suggest; it's only when you see how rapidly the numbers on the dial change from the legal to the licence- and then liberty-losing that you realise just how fast this thing is. I usually have little time for those who complain about getting caught because they simply didn't realise how quickly they were travelling, but this Panamera is so good at removing you from the sensation of speed that I expect it's going to be something of a problem.

So while you're out there failing to notice how fast you're going, the reasons why are equally hard to miss: this is the quietest, most comfortable Porsche I have driven. Compare it to an S-class Mercedes by all means or a Bentley, but not a Porsche. On standard air springs it glides around the place like a limousine, offering only the distant roar of immense tyres on coarse surfaces for company.

All of which is fine as far as it goes. But by now you would be forgiven for wondering what, save sheer speed, has been left of Porsche's identity on the car? To find the answer to that, you need to find a few corners.

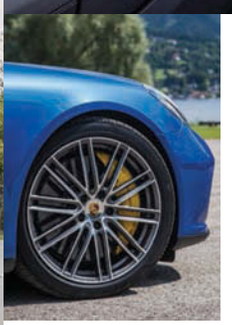
Then you will realise very quickly just how far and fast it distances itself from the traditional luxury car narrative it has so far seemed to espouse. The Panamera corners flat and, for a car of its size, weight and aspirations, phenomenally fast. It is poised, accurate and, in all objective senses, incredibly effective. But something is missing. True, you don't expect a car of these dimensions and this heft to handle like a Cayman, but I had hoped it might prove at least as involving as an old Panamera. But it's not: there's little or no steering feel, little or no impression that it has anything other than benevolent indifference to being driven this way. It will do it, it will look after you and forgive any mistakes you might make; just don't expect it to do so with a smile on its face. It's impressive, it's effective, it's even admirable. But enjoyable? Once you've come to terms with the sheer grip on offer, not so much.

Whether this constitutes any kind of failing depends on your perspective. If you're me and believe the first duty of all Porsches is to provide a landmark driving experience, you may see this as a sizeable missed opportunity. If, on the other hand, you're the kind of person with both the means and motivation to spend a six-figure sum on a new luxury Porsche I expect it will not trouble you at all, not least because you'll probably have a hot Cayman tucked away at the back of the garage as well. These are people who want the image of driving a Porsche but not the inconveniences, and to them its comparative absence of driver involvement on twisting country lanes will be of no consequence at all.

It looks better, it goes quicker and the cockpit's slicker – but you may need another Porsche in the garage to get your driving kicks







Think of the Panamera as Porsche once more broadening its portfolio. While the outgoing car tried to be a 911 for people who'd drive a 911 every day if they could, the new Panamera is Porsche's first attempt at true opulence, a luxury car first and a traditional Porsche a very distant second. And whether you like it or not, in that regard even the Turbo can only be seen as a success.

BMW M2 & BMW M4 GTS

With vastly contrasting prices, these BMWs could hardly be more different



THIS IS A TALE OF TWO BMW M-cars. They share the same basic platform and engine architecture, but one costs not far off three times the price of the other.

The more affordable car is the new M2, in real terms BMW's cheapest genuine M-car – as opposed to models from its deliberately tepid M Performance range – in decades. It is the car BMW wants you to see as the successor to the original 1980s M3.

The expensive one is the M4 GTS, a limited edition (700 units), powered-up, pared-back road-and-track warrior that comes complete with carbon ceramic brakes, titanium exhausts and a spanner to allow you adjust the dampers, ride height and aerodynamic trim.

As you'd expect, the M4 GTS with its £120,000 list price, near-500bhp output and stripped-out interior is a mightily exciting piece of equipment. Offering the best sounding six-cylinder turbocharged engine on sale, looks that leave no room for ambiguity in its intentions and the power-to-weight ratio to deliver fully on the promise of its appearance, this is nothing less than BMW's answer to the Porsche 911 GT3.

Few cars I've driven have a tighter focus. If you're not in a position to drive it very fast indeed, there is absolutely no point even firing it up because you will enjoy it far more if you just leave it in the garage and look at it. The aforementioned hot 911 is actually a perfectly acceptable companion on the long motorway journeys most of us must take to reach the kind of road or track where such cars are best exercised, but not this one. I concede the possibility that, knowing it was to be used on a circuit, someone at BMW put the dampers on their stiffest settings, but I can only report as I find, and I found the ride quality of the M4 GTS close to intolerable most of the time.

Perhaps you'd be more sanguine about putting up with it if the car offered some kind of landmark experience on the deserted mountain passes of your dreams, but it doesn't. On the contrary those suspension settings serve only to make the car skip over every significant bump you encounter, compromising traction and often requiring you to use the steering in a straight line.

On the track, of course, its behaviour is transformed. On sticky Michelin Cup tyres, such stiff suspension probably provides more pure grip than any other front-engined car in production, with the only possible exception of the Ferrari F12 TdF. Its brakes are tireless, its gearshifts near-instant, its engine note never less than thrilling and its response genuinely impressive for a turbocharged unit. You can also wrench the back loose and hoof it around on the throttle







BMW M2

FACTFILE

£44,080

ENGINE 3.0 litres, 6 cylinders, turbocharged

POWER 365bhp@6500rpm

TORQUE 368lb ft@1400rpm

TRANSMISSION six-speed manual, rear-wheel drive

WEIGHT 1570kg

POWER TO WEIGHT 235bhp per tonne

0-62MPH 4.5sec

TOP SPEED 155mph

ECONOMY 33.2mpg

CO_2 199g/km







with close to total impunity, too. But this is still no 911 GT3-basher. Even on what I always imagined was quite a smooth track, the car still jinked about at very high speeds and understeered a little too much in slow corners, as if the diff was working too hard to maintain traction. In truth the more I drove the GTS, the less I liked it.

By somewhat stunning contrast, the M2 is the best M-car I've driven since at least the E46 M3, and possibly the E30 original. I drove it on exactly the same roads and the same track as the GTS, and sitting here reliving the drives some days later, I really can't recall a single significant thing about the car I didn't like.



With the M2, BMW has recognised that making a fine driving machine actually has little to do with the provision of maximum power or grip. Yes, it needs to be quick enough in both a straight line and around a corner to be invigorating, but just as important is making the driver feel comfortable and confident. Without that the most exciting car on paper will turn out to be at best a disappointment, at worst a menace. And wherever you choose to drive the M2, comfort and confidence go with you. Despite its extended track and stiffened springs its ride is not only good enough to make the M2 an entirely sensible every day commuter car, when you drive quickly it's also sufficiently supple to soak up everything the road puts in its path. For all its extra power and expensive accessories, I'd be slower point to point in the M4 GTS and more scared, too. Critically, I'd have less fun.

Even on the track, an environment for which the M2 was definitely not primarily tuned, it remains endlessly amiable, indulgent and entertaining. Yes it feels a little soft in the really high-speed stuff, but in slower corners it understeers less than the M4 GTS and is even easier to drift. And it provides buyers with a choice of manual or paddle-shift transmissions, whereas the GTS is a resolutely two-pedal car.

As I mentioned earlier, it is possible the GTS I drove was poorly set up and failed to give a fair account of itself as a result; and for those who have bought one, I hope that's the case. Otherwise it's hard to see it's worth the outlay in any terms other than the fact it is a limited edition and will always have rarity value.

But for £44,000 the M2 is – in relative terms – a bargain and will I am sure already be making BMW wonder why on earth it waited so long to produce another proper, compact M-car. Put it this way, regulars will know I bow to no one in my admiration for the Porsche Cayman S but, while less blindingly capable, the M2 is cheaper, better equipped, has rear seats and is scarcely any less enjoyable to drive. It is, in other words, a triumph.

BMW M4 GTS

FACTFILE

£121,780

ENGINE
3.0 litres, 6 cylinders, turbocharged

POWER
493bhp@6250rpm

TORQUE
442lb ft@1960rpm

TRANSMISSION
seven-speed paddle shift, rear-wheel drive

WEIGHT
1510kg

POWER TO WEIGHT
326bhp per tonne

0-62MPH 3.8sec
TOP SPEED 190mph
ECONOMY 34.0mpg
CO_2 199g/km

www.motorsportmagazine.com/author/andrew-frankel

ASTON MARTIN VANTAGE GT8

Much ado about not very much? Don't be fooled by the modest spec sheet



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



UNDERSTANDABLY THE motoring press has lately been awash with words and images of the Aston Martin DB11: it is, after all, the first car in Aston's brave new future. But what about the last from its quaint and charming past?

That car is the Vantage GT8, believed to be absolutely the last model to be developed on the platform first rolled out for the DB9 back in 2003; and while it may boast a suitably stirring title, it is a run-out special as much as any other. Just 150 are to be made, each retailing for £165,000, some £70,000 more than the V8 Vantage upon which it is based.

But don't expect it to be 200bhp stronger or half a tonne lighter. The GT8 offers a mere 10 additional bhp and, at 1510kg, a weight saving of around one large-ish passenger.

It costs that much primarily because it will be rare so people will pay, but also because it has been extensively modified to ensure this is by some margin the finest-driving V8-powered Aston Martin there has been. Under the bonnet a new inlet manifold and new titanium exhausts work together to make the car breathe a little more easily. The bumpers, sills, front wings and splitter are all carbon fibre as standard, but if you want a carbon rear wing, hatch and roof, magnesium centre-lock wheels or polycarbonate rear screen, you'll need to pay more, a lot more: about £40,000, in fact. Perhaps more valuable in terms of how they affect the way the car drives are the wider track, bespoke spring and damper rates, revised geometry and sticky Michelin Pilot Sport Cup 2 rubber.

Depending on where you are at the time, it is either hilariously or catastrophically loud. Wherever you go, smiles and glares will follow in equal measure until you leave civilisation behind. Then it is simply superb.

There's nothing you can measure here – it's not very quick in a straight line and its roadholding is unremarkable in this era of 911 GT3s and their type.

But the GT8 offers a driving experience that's increasingly rare in its purity these days. No turbos, no front driveshafts, no flappy paddles, no hybrid system: it's just you wrapped up in that gorgeous shape, powered by a thundering V8 and having the time of your life.

Cars just don't steer like this any more, not even GT3s, and very few chassis are as communicative, either. The Vantage is so effortlessly easy to drive quickly because it is viceless, yet so involving in its every action, too.

Given its name and specification I'd hoped it would be even better on the track but for some reason, I expect because someone else had already had the best of the front tyres, it understeered more than I wished.

For myself I'd prefer the V12 Vantage S because it's cheaper, faster, sounds even better and is more usable, but as a theatrically thrilling note upon which to retire from the stage, the GT8 has ensured the Vantage will go out with the bang it so richly deserves.

FACTFILE

£165,000

ENGINE
4.7 litres, 8 cylinders

POWER
440bhp@7300 rpm

TORQUE
361lb ft@5000 rpm

TRANSMISSION
six-speed manual, rear-wheel drive

WEIGHT
1510kg

POWER TO WEIGHT
292bhp per tonne

0-62MPH 4.4sec
TOP SPEED 190mph
ECONOMY n/a mpg
CO_2 299g/km

Merry Christmas



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He was jokin', Jochen

I'm responding to comments Jochen Mass made in your recent podcast. I was employed by Cosworth from 1968-2005, directly involved with engine development, and feel I have to point out a regrettable inaccuracy.

Ed Foster, the interviewer, asked Mr Mass why he felt James Hunt held such an advantage over him at McLaren. The response was that many years later, Keith Duckworth told Jochen that in 1976 Mario Andretti, Jody Scheckter and James Hunt all benefited from, "special DFVs" producing some "70bhp" more than the standard engine. In 1976 a 'good' DFV produced about 450bhp. Should Jochen's claim be correct, which it is not, those three drivers would have benefited from DFV engines developing some 520bhp – a figure not achieved until circa 1983/4.

I can confirm that engines for Lotus, Tyrrell, Wolf and McLaren were built in the Development Department during that period, but the advantage they conferred was closer to 15–20bhp.

If the facts are not made clear, it will forever be claimed that Cosworth favoured certain drivers, which isn't true. Few outside Cosworth would be aware of Keith's wicked sense of humour; to that end I would suggest that Mr Mass was on the receiving end of a Duckworth wind-up, nothing more, nothing less.

Malcolm Tyrrell, Towcester, Northants

Auf Wiedersehen, petulance

Having watched Lewis Hamilton once again throw his toys out of the pram following his engine failure in the Malaysian Grand Prix, I find it impossible not to make comparisons between him and Guy Martin.

Martin, with his regular day job and feet firmly on the ground, seems to delight in anything and everything that comes his way and gets stuck. Hamilton, in contrast, leads an incredibly privileged life with a vast team of people dedicated to giving him what he wants when he wants it, yet he cannot cope with anything that's not in his script. The minute something goes wrong the sulks begin. Let's face it, it won't be the end of the world if he doesn't win a fourth world championship and he should appreciate what he has already got. Just think of the late Chris Amon with all his talent and little in the record books to show for it.

Dave Pegler, Bath

The Villeneuve legacy

It was pleasing to find *Lunch with...* still in business, especially given my liking for November's subject: Jacques Villeneuve. I remember his arrival on the Formula 1 scene for his flair, personality and dogged application. The latter characteristic almost enabled Jacques to take the world title first time out and his success the following season was all the more satisfying. I previously considered it a great pity that Jacques had so little subsequent success in F1, feeling that he'd never quite found the right next team/car at the right time. I believe he had at least another couple of championships in him.

But the value of the *Lunch with...* format and Adam Cooper's work on this specific occasion came to the fore with Jacques' comments about the building of a team around him. I can understand his viewpoint – that I had not realised before – that this enterprise was highly rewarding in its own right, even though it came at the expense of personal results. So the interview is important in drawing attention to the establishment of BAR, which became Mercedes, something Jacques (below) can count as a truly historic legacy.

David Buckden, Walmer, Kent

Memories of '97

Thank you for your interview with Jacques Villeneuve and his views on the events at Jerez 1997, which led to Schumacher's subsequent disgrace.



What is often forgotten is that on the same day as Schumacher's FIA hearing, the Williams and McLaren teams were also up before the FIA on a charge of collusion. The allegation (still denied) was that it had been agreed between the teams that both McLarens would be allowed to pass to avoid fighting Villeneuve in his damaged Williams. Third was enough to secure the championship for Villeneuve.

We thus had the paradox of Schumacher being charged with deliberately interfering with Villeneuve and McLaren charged with deliberately not interfering with Villeneuve.

Schumacher's disqualification from then 1997 championship was felt to be meaningless; I felt the punishment was correct, but they got the year wrong. Had previous history been considered, he should retrospectively have been disqualified from the 1994 title race.

Peter O'Donnell, Epsom, Surrey

Bunch of Charlies

Charlie Whiting and his fellow F1 operatives could resolve the nonsense that is the grid penalty system with a tape measure, pot of white paint, paint brush and the will actually to do something about it.

The 45-place grid penalty imposed on Alonso in Malaysia was a fiction, as have been previous grid penalties. By my reckoning, if the tape measure, white paint and brush had been used to mark out a 45-place penalty, Alonso would have started from the apex of the last corner. That would be meaningful.

Andrew Andersz, Aston Clinton, Bucks

Taking Roebuck to task

F1 has been heading in the wrong direction for some time and the fee promoters have to pay is excessive, but for Nigel Roebuck to be outraged at the 65/35 split of profits between CVC and the teams shows a lack of business understanding. Teams compete for their own benefit and for the prize money on offer, which forms part of CVC's costs. CVC was the owner and entitled to 100 per cent of the profits after costs, so to give the teams 65 per cent of the profits could be said to be very generous indeed – and way beyond what John Lewis distributes as profit share to partners.

Roger Gullen, Walkern, Herts

CIRCUITO MIKE G GUADIX













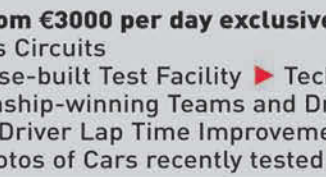
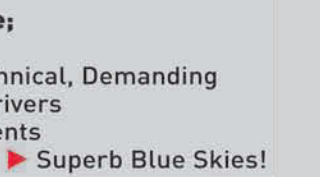











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Making plans for Nigel

Much has been written of CVC and its negligence in the control of F1, but in November Nigel Roebuck gave a very pertinent analysis and commentary of the period since Bernie sold out. Nigel also wrote of the lack of marketing undertaken by F1/CVC/Bernie.

A sport being huge doesn't equate to wider coverage beyond the narrow confines of its immediate audience. Football, for all its size and reach, has massive marketing activity across all forms of media platforms and reaps the rewards. Why should F1 be different? It surely can't be right that wider coverage only arises at times of scandal or crisis. It does appear that Liberty Media will be addressing these matters in its guise as a media company and investor in F1.

To improve the 'show' F1 needs to get rid of those horrendously expensive engines, forget about offering a sop to the Greens, reduce downforce levels to go with the wider tyres and allow drivers to control their cars at the limit rather than managing tyres and IT systems. Why, after much talk of reducing costs, did the FIA introduce such expensive concepts? Let's hope that Liberty offers better and more equitable financial solutions so we can have greater competition.

Neil Davey, Ivybridge, Devon

Oh yes he did...

David Cox does not believe the late Chris Lawrence painted his Cooper-Ferrari red for filming *Grand Prix* at Brands Hatch (*Letters*, October). Well, Chris himself told me it was true a few years ago. Moreover, he said it was done with water-based paint so it could be washed off easily.

It is still the best motor racing film ever, taken both as a work of cinema and as a record of the period.

Paul Mackness, Clanfield, Hampshire

Good times at Goodwood

I was delighted to see the double-page photo at the beginning of your *History Repeats Itself* feature on Goodwood, as I believe it shows the start of the Glover Trophy at the Easter Monday meeting in 1954. This was the first race meeting I went to, aged 9, and I remember it well. On checking my programme the race was won by Ron Flockhart (BRM), from Ken McAlpine (Connaught) and Leslie Marr (Connaught). Flockhart shared fastest lap with Roy Salvadori (Gilby Maserati 250F). Among the non-starters was Alberto Ascari in Tony Vandervell's Thin Wall Special.

David Edelsten, Cheltenham, Glos

Mistaken identity

Many years ago I was assured by a former Team Lotus mechanic that Colin Chapman had been seen holding court in the Brands Hatch bar in the late Eighties – years after his reported death. And now Kurt Ahrens has reportedly been talking to Trevor Taylor at Brands – p108 of your October edition. Sadly Trevor died in 2010. Do we have a motor sport equivalent of *The X-Files*? I think we should be told...

John Aston, Thirsk, North Yorkshire

Tauranac still going strong

Your recent interview with David Brabham contained some inaccuracies.

In the last paragraph it stated, "The 'T' from the 'BT' type numbers will be a notable absentee at the Goodwood celebrations, because of ill health." This is not true – I was not invited. I am in good health and reasonably fit for my age: I exercise each morning in the gym and attend exercise classes twice weekly.

I didn't mind not going as it's a long trip at 91, but I don't want my UK friends to wrongly think I'm in bad health.

Ron Tauranac AO, Bondi Junction, Australia

Thompson's twin

In Guy Martin's feature on his record attempt, the name of Danny Thompson came up with his car Challenger 2. Some may know this, but he is the son of legend Mickey Thompson (featured in *Motor Sport*, September 2001). Mickey set a one-way run of 406.6mph back in 1960 in his four-engined Challenger. In 1968 he was to try again with the Autolite Special, this with two Ford SOHC 427 NASCAR engines. This managed a 400mph-plus run, but never quite made it any further. A few years back his son Danny resurrected the car, fitted it with two Top Fuel engines and various updates and has made several good runs, culminating in a 406.7mph pass a few weeks after Guy's visit. While not breaking the outright piston-engined wheel-driven mark, this was apparently some sort of class record.

My interest in drag-racing and record breaking was fired by seeing Mickey Thompson and Dante Duce at Debden back in 1963, being one of the thousands who blagged their way in to the invitation-only meeting, a seminal event in the history of UK drag racing.

John Dickson, Sevenoaks, Kent

Don't cry for me, Argentina

In 1971 I was team manager at Team Surtees and my first GP was the two-part non-championship race in Argentina. Your recent article about Chris Amon reminded me of the pride I felt at being on pole with Rolf Stommelen, bless him.

During the second part, while we were leading, Chris punted the gearbox off the TS7 and caused its retirement. Later that evening he came over to apologise, leaving me with the impression of a real gentleman.

I must also mention Monza '71 and my pal Mike Hailwood – what a race, what a result [second]. It's worth mentioning that after an accident he had taken over Rolf's car – the latter was not too pleased and German TV threatened to go home!

Gavin Frew, via email

A cuppa with Chris Amon

Sporting heroes capture one's imagination for many reasons. With articles on Amon, Brabham, Sears and Stewart, for those of a certain age, your October edition was hugely evocative.

Chris Amon caught my imagination at Silverstone in May 1963. A bus trip from Derby seemed like an adventure that day, but here was a lad of my own age who had travelled halfway around the world to race cars.

Nearly 50 years later, while in New Zealand with my wife, it was with some temerity that I phoned Chris to ask if he would autograph my programme from that 1963 race. He had never heard of me until that day, but drove to our motel and sat with us for more than an hour, chatting amiably over a cuppa.

The sense of loss at his passing is palpable, but we are hugely thankful to him and others for enriching our lives.

John Spencer, Upton Scudamore, Wiltshire

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DAVID BURBAGE

Reader David Burbage was at Silverstone in 1967 and '68, to watch the International Trophy – two of the UK's seven non-championship F1 races during those two seasons 1 Bruce McLaren finished fifth in '67, in his M4B **2** Team owner Rob Walker to the left of Jo Siffert's Cooper T81, '67 **3** Brabham BT20s at rest, '67 **4** Graham Hill with son Damon and daughter Brigitte, '67 **5** Damon tries Dad's Lotus 33 **6** BRM pit in '67, Tony Rudd second left **7** Mike Spence aboard his BRM P261, '67 **8** Jacky Ickx in Ferrari 312, '68; Chris Amon used this car in the race, finishing third **9** Mike Parkes's winning Ferrari 412, '67



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POW without

Ended 30 years ago on safety grounds, the Group B era is still regarded by many as the World Rally Championship's apotheosis. Brutality, meet romance

writer SIMON ARRON

BARE NUMBERS RARELY TELL A FULL STORY, BUT IN this instance they offer a reasonable clue. When Lancia produced its first Group B rally car, the Beta Montecarlo-based 037 in 1982, its supercharged, four-cylinder engine developed about 250bhp. By the time it conjured its last, the Delta S4 in 1986, an evolution of that same unit had gained a turbo and was rated at the best part of 500bhp, or perhaps slightly more. But such was the spirit of the age. Rallying's power explosion coincided with a similar – but perhaps even more extreme – philosophy in Formula 1, where BMW conjured an estimated 1400bhp from a 1.5-litre turbocharged four-pot, essentially a grenade with a life expectancy of one qualifying lap. Motor sport and conspicuous consumption have always gone hand in hand, but perhaps never more so than during the mid-1980s.

Such was the backdrop to Group B's genesis. To encourage manufacturer participation the formula was introduced with relatively few technical restrictions – and the rules required entrants to build just 200 road-legal examples of a car to qualify it for competitive homologation. Lancia and Citroën ran GpB cars in the 1982 World Rally Championship, but from 1983-86 all factory teams embraced the new category. It was a period that conjured some of most iconic and/or distinctive cars this sphere of the sport has known: the Lancia 037 and Delta S4, assorted Audi Quattro iterations, Peugeot 205 T16, Opel Manta 400, Renault 5 Maxi Turbo, Nissan 240RS, Toyota Celica TCT, MG Metro 6R4 and Ford RS200 all spring to mind, though people might draw the line at the bulbous Citroën BX4TC.



We.R compromise

McKEEN

“WE DIDN’T UNDERSTAND WE WERE MAKING ANY KIND OF HISTORY. WE DIDN’T THINK WE WERE CRAZY, OR THAT THE CARS WERE CRAZY”



Bruno Saby on the 1985 Sanremo and, above, Markku Alén heads for second in New Zealand, 1986

McKLEIN

At the same time, the pool of driving talent was equal parts depth and breadth. The four period champions were Hannu Mikkola, Stig Blomqvist, Timo Salonen and Juha Kankkunen, while key rivals included such as Walter Röhrl, Markku Alén, Ari Vatanen, Michèle Mouton, Henri Toivonen, Jean Ragnotti, Miki Biasion and Björn Waldegård. Compare that with the number of potential winners in WRC events today and the era’s appeal seems obvious.

“It was more exciting then,” Kankkunen says. “You had the best drivers in the world and the standard was very high – anybody from the top 20 could win. It was not like today when only one or two drivers have a chance. It was more exciting. It’s better for spectators when cars are noisy and powerful. Nowadays the cars are not so spectacular to watch. The top drivers are really fast, but it has become more sanitised.”

And yet, and yet…

Given rallying’s natural terrain, GpB’s

potential risks seem all too obvious with hindsight yet were given little thought as the category evolved. Roland Gumpert, father of Audi's Quattro, says: "For me it was the greatest time in rallying and far more challenging than today. Perhaps it's unfair to make that comparison, because I'm no longer involved, but I do believe it was more interesting for spectators. We didn't really understand that we were making any kind of history – it just felt like normal work. We didn't think we were crazy, that the cars were crazy or that the spectators were crazy, even though at the time it wasn't unknown for them to congregate at the edge of the road."

There is a video clip of Röhrl's Audi in action on the 1985 Portuguese Rally and it encapsulates the zeitgeist far better than mere words could ever manage, a cocktail of wonderful car control and absolute faith that spectators would scamper out of the way as required.



In GpB trim, even a Renault 5 looked wild. François Chatriot, Corsica 1985

McKLEIN

"We started with 320bhp and tried to use Audi's advertising mantra – Vorsprung durch Technik – to develop the suspension, gearbox and, obviously, the engine," Gumpert says. "Versions of that same five-cylinder block are still being used today, so it must have been pretty good. It's difficult to be certain how much power we eventually obtained. When we went to Pikes Peak in the mid-1980s people were saying we had about 1000bhp, but I think 700 is a more realistic figure.

"Nowadays teams have electronics to smoothen the power delivery, but with our turbo we had huge lag. The biggest problem was that we had lots of power, but initially it was all between 5000 and 7500rpm. We were eventually able to produce some torque lower down the range, but it wasn't like today when there is no hole in the curve at all."

The line between dramatic brute force and disaster would, though, eventually be crossed.

❖

ON MAY 2 1985, WORKS LANCIA DRIVER Attilio Bettega perished after crashing his 037 into trees bordering the route of the Tour de Corse, although co-driver Maurizio Perissinot walked away without a scratch.

During the opening stage of the following year's Portuguese Rally, national champion Joaquim Santos lost control of his Ford RS200 and spun into the crowd, killing three spectators and injuring more than 30. Ford pulled out of the event as soon as it realised the calamity's scale and factory drivers from other teams also subsequently withdrew, issuing a statement that explained their decision was: "1) A mark of respect for the families of the dead and those injured. 2) There is a very special situation here in Portugal and we feel it is impossible to guarantee the safety of spectators. 3) The accident was caused by the driver having to try to avoid spectators that were in the road. It was not due to the type of car or its speed. 4) We hope our sport will ultimately benefit from this decision."

Writing in the April 1986 edition of *Motor Sport*, Gerry Phillips reported: "So crowded was that stage, and so unconcerned were the organisers that the road itself was crammed with a solid mass of excited, uncontrolled, almost hysterical humanity until seconds before a car arrived, that the responsibility must be theirs alone.

"Spectators crowd the roads completely and part only to form a narrow avenue for oncoming cars when they are just yards away, and even then they stay close enough to reach out to touch them as they pass, drawing applause from their fellows if they succeed; amateur photographers squat in the middle of the road, determined to get the business end of a rally car as large as possible in their frames before jumping clear; where a wall borders the outside of a bend, it will be completely hidden from a driver's view by a solid row of people sitting or leaning on it, and it is a point of honour not to get scared and move away: escape roads are blocked, and crews find it impossible to use pace notes because landmarks, junctions and verges are all invisible."

And then on May 2 – the first anniversary of Bettega's death – Lancia star Toivonen left the road while leading the Tour de Corse. His Delta S4 plunged into a ravine and burst into flames, killing the Finn and co-driver Sergio Cresto.

For the FIA that was the final straw. Group B would continue for the campaign's final eight WRC events – the last of which, the Olympus Rally in America, fell to the Delta S4 of Markku Alén and Ilkka Kivimäki – and would thereafter be canned. Its proposed future replacement Group S, for cars limited to 300bhp (so not too far removed from the World Rally Cars of the present day), was also scrapped and tamer Group A regulations were enforced from 1987.

Stuart Turner was Ford's motor sport boss at the time. "We were so focused on what we were doing that we probably didn't realise how mad rallying was becoming. It was a crazy formula, but very exciting for everybody involved. Until the accident in Portugal, I don't think it occurred to us that the sport might be getting out of hand. The cars were so advanced and unusual: I'm not sure I'd have wanted to drive one through the middle of Northampton, let alone a forest."

Gumpert adds: "I never considered that the cars were too fast – and as an engineer my main interest was to make them go ever more quickly. It was very sad that there were some bad accidents, but in Toivonen's case one of the contributory factors – to my mind – was the location of the fuel tank, just below the driver's seat. I thought that a stupid piece of design.

"And as for the spectators in Portugal, the problem wasn't so much the cars as the lack of control. There were crowd problems in Italy and Greece, too, but you didn't get that in Sweden or other countries, where the authorities did a better job of keeping people back.

"I couldn't believe it when they said Group B was stopping. The idea of switching to Group A seemed boring to me – they might as well have told us to run cars with only three wheels."

Turner, though, felt the news was inevitable. "In some ways it left manufacturers in the lurch at a moment's notice," he says, "but I could well understand the decision. I'm not sure I really understood why they'd allowed that sort of category in the first place. Ford had come to Group B later than other manufacturers, so



Juha Kankkunen in 2016. The Finn finds current-spec WRC cars quite easy to drive

MATTHEW HOWELL

"CARS WERE MOVING TOWARDS 700BHP. I WAS YOUNG, VERY KEEN TO DRIVE AND JUST DID MY JOB"

was always playing catch-up. In 1986 the RS200 had more than 400bhp, but with the planned evolution for 1987 John Wheeler [who co-designed the car with F1 engineer Tony Southgate] was talking about 600. Should stuff like that have been rallying? I'm not sure.

"For me the most memorable thing about the RS200 was not necessarily the rally side. We'd been used to so much success with Escorts that finishing WRC events third, fourth or fifth never really captured our imaginations. It was more what happened after the ban, when Martin Schanche and others used the RS200 to such good effect in rallycross. I think that proved the package was all right, but rallying had still become too fast. You can't just line special stages with Armco."

Watch Walter Röhrl's artistry as he guides his Audi Quattro towards third place on the 1985 Portuguese Rally
@ THE MOTOR SPORT DIGITAL EDITION

Four-time world champion Kankkunen recalls testing for Peugeot in '86. "The way things were developing," he says, "it was going to get quite difficult. The cars were moving towards 700bhp and were very light. I was young, very keen to drive and just did my job. When it was cancelled everyone was a little bit sad, but what can you do? It is a little bit like cancelling Formula 1 and making it Formula Ford.

"I was never really frightened, though. If you're frightened then you are in the wrong job and should do something else. I think horse riding is more dangerous than motor sport. It is up to you where the risk level is. There are drivers who go over the risk level while others can hold it just there."

The Finn, whose affection for the period is reflected in a private collection of Group B cars ("A Quattro S1, a 6R4 and some Peugeots, although I don't drive them often"), has recent experience of a current Ford Fiesta WRC – which he tested back to back with a Delta S4. "The Fiesta was nice to drive," he says, "very precise and simple. Physically the Lancia was 10 times harder, with double the power, a slower gearbox and worse brakes.

"Nowadays the cars are so much easier and safer, it is like being in a kart or sitting on the sofa and using a PlayStation.

"Could modern drivers handle GpB? Yes, but they would have to learn and there would definitely be accidents. When you are old like me, though, the newer car is preferable. I've had shoulder, back and knee operations and couldn't now manage a GpB car for three days – I think that's the same for all old GpB drivers.

"We could all drive the new cars, though."

HOW TO MAKE A MONSTER

The inside line on five key cars from rallying's most revered chapter

writer RICHARD HESELTINE
photographer LYNDON McNEIL

IF CAN-AM WAS THE ORIGINAL 'knife-fight rules' circuit category, Group B was rallying's closest equivalent. It wasn't quite 'anything goes', but close enough to fire the imagination of a generation of fans. True, the narrative that made it great continues to be clouded in myth, rumour and counter-rumour, and that is perhaps part of the appeal. For a few glorious seasons back in the 1980s, rallying was anything but dull and formulaic – and much of that was down to the cars.

The passing of 30 years hasn't lessened Group B's allure, either. If anything, its appeal has been amplified. Surviving cars tend to be highly prized, with values creeping into eye-watering territory. As such, it's almost unheard of to find what amounts to a 'full set' in one place, but *Motor Sport* uncovered just such a cache in Spain.

Gathered here – in a spotless workshop - are a selection of the best-known cars ever to light up a special stage during the Group B era. What's more, they belong to a man who campaigned such cars in period. Back in the 1980s Madrid native Teo Martín was a Spanish hillclimb champion aboard a Lancia 037. Today his remarkable 80-strong collection includes of circuit and touring cars – but pride of place goes to his select band of Group B monsters.

Thanks to: Teo Martín, Nuno Gama Rocha and Paul Baker

PEUGEOT 205 T16



KEY MOMENT
ARI VATANEN OPENING THE T16'S WRC ACCOUNT WITH VICTORY ON THE 1984 1000 LAKES RALLY

AT THE DAWN OF THE 1980S PEUGEOT wanted to shed its dependable but dull reputation and stake a claim for affordable and sporty. So in an effort to promote the forthcoming 205 hatchback, the company embarked on one of the boldest rally projects of all: the mighty Turbo 16.

In order to develop it, Peugeot initially turned to recently acquired Talbot. Operating out of a base in Coventry, the works squad had enjoyed great success with the Sunbeam prior to the birth of Group B. Nevertheless, this was a French brand and French honour was at stake so control passed to Peugeot Talbot Sport (PTS) in Paris, run under the aegis of Jean Todt.

Peugeot's budget was of the eye-watering variety. Seeking a four-wheel-drive supercar to represent the production 205, a turbocharged 1775cc four-cylinder engine was created out of an XU diesel, but with a 16-valve DOHC head to run on petrol. Under the FIA's equivalency regulations whereby displacement was multiplied by a factor of 1.4 for forced induction, the end capacity was 2485cc. This meant the T16 would slot into the 2000-2500cc category. There were one or two packaging problems, however. Plans initially called for the engine to be mounted longitudinally, but this meant vital elements would be inaccessible for rapid servicing. Instead, PTS engineers opted for a transverse set-up, although, unusually for a transverse installation, the engine and five-speed gearbox (a highly-modified Citroën SM unit) sat on opposite sides of the central driveshaft.

Distinct from some of its rivals, Peugeot homologated the 205 T16 without resorting to smoke and mirrors. Sub-contractor Heuliez made 200 road cars that in turn enabled the manufacture of 20 evolutionary competition variants. The T16 was thus rubber-stamped in March 1984 and went on to dominate the second half of that year's World Rally Championship. It continued to be developed, a six-speed 'box and a full-spaceframe rear end being added along the way, and became the most successful car of the Group B era with two WRC titles and 16 wins.

FORD RS200



KEY MOMENT
MALCOLM WILSON CLAIMING A DEBUT WIN FOR THE RS200 ON THE 1985 MARLBORO LINDISFARNE RALLY

BY DEFINITION, GROUP B CARS WERE built on the principle of purpose first, looks second. The Ford RS200 was the exception to the rule in that a degree of artistry was involved in its creation. Here was a bespoke machine rather than a cartoonish mash-up with token aesthetic nods to a production model, even if the use of cut-down Sierra doors (and tail-lights for that matter) lent it a slight air of 'parts bin special'.

The thing is, this Group B pin-up was nothing of the sort, although the Blue Oval's attempt at building a WRC winner for the 1980s could have been very different had legendary team principal Stuart Turner not had his way. Ford sank two years of development into the Escort RS1700T under former incumbent Karl Ludvigsen, but Turner opined that rear-wheel drive would render it uncompetitive. Four-wheel drive clearly represented the future so he was tasked with creating a prototype from scratch.

Tony Southgate, a man whose gilded resumé includes Indy 500 and Le Mans winners, landed the gig in early 1983 to design this brave new world. A 1.8-litre Cosworth turbo BDT 'four' was mounted amidships in a purpose-built platform, with double wishbone suspension all-round and twin dampers per wheel. Ford's Ghia styling studio was then tasked with creating a new outline. A drivable test mule was presented to the suits in March 1984 and a production run was approved soon afterwards.

The RS200 never really got into its stride. What's more, it played its part in GpB's downfall when during the 1986 Portuguese Rally, local star Joaquim Santos lost control of his Team Diabolique Ford and plunged into the crowd. Group B was doomed thereafter, as was the RS200.

With the axing of Group B at the end of the year, plans to introduce a larger-displacement RS200 died with it. There was also the small matter of selling the road-going versions. A factory fire almost claimed a significant chunk of them and when Turner was woken from his slumber to be told that they had been rescued, his response was that it might be better for all if they were pushed back into the inferno.



AUDI QUATTRO S1 E2

THE AUDI QUATTRO S1 MAY HAVE been visually similar to the company's previous and devastating all-wheel-drive rally car, but the Group B car was significantly different in just about every area. Bodywork comprised composite panels, with much wider wheel arches, and front bodywork robbed in part from the 80. Power came from an all-alloy 2133c 20-valve dohc five-cylinder unit that was good for up to 440bhp. Nevertheless, the 1985 season produced only one WRC win for Audi Sport, German legend Walter Röhrl claiming honours in Sanremo.

What's more, it was with an evolutionary model; one that in many ways came to define the craziness of the Group B era more than any other car. With its papercut-sharp bodywork add-ons, the thuggish S1 E2 looked every inch the iron fist inside an iron glove, and with good reason. Now equipped with a 2110cc five-cylinder unit, the big news was a KKK turbocharger that featured a recirculating air system. This kept the impeller blades spinning at a high rpm with a corresponding decrease in throttle lag. This steroidal monster produced up to 590bhp depending on boost, Audi also experimenting with 'PDK' transmissions, fore-runners to modern-day dual-clutch arrangements.

KEY MOMENT
MICHÈLE MOUTON BECOMING THE FIRST WOMAN TO WIN A WRC ROUND, SANREMO 1981

If anything, this variation on the theme is more widely associated with Audi's Pikes Peak assaults, Michèle Mouton storming to victory in '85 (having won the previous year's event in an S1). Indeed, the S1 E2 competed in only six WRC events, the German marque withdrawing from rallying following the tragic Portuguese round in March 1986.



LANCIA DELTA S4

LANCIA AND RALLYING WERE ONCE inextricably linked, and never more so than during the Group B era. The glorious 037 was the first car built explicitly to class regulations rather than adapted to fit, the Italian marque claiming the 1983 manufacturers' title among other gongs, but the arrival of the four-wheel-drive Peugeot 205 T16 blunted its challenge. Lancia already had a new weapon in development, though. What's more, the Delta S4 – or S4 Corse – was perhaps the most radical vehicle ever to compete during a period not exactly lacking for outré machinery.

Work began on the car in January 1983. While notionally related to the production Delta hatchback, beneath the Frankensteinian outline it was a different beast entirely thanks to a mid-mounted DOHC 1759cc four-cylinder engine that boasted a turbocharger *and* a supercharger – or 'volumetric compressor' in Lancia speak. The S4 was reputedly the first car ever to feature this patented 'twin-charging' arrangement whereby a bypass valve opened to allow the turbo to operate once it had 'spooled up' and the blower had provided charge at low rpm. Lancia initially claimed a power output of up to 480bhp, but 620bhp was available for the '86 Swedish Rally.

Performance-wise, the four-wheel-drive Delta S4 in full-house works spec could sprint from 0-60mph in less than 2.5sec – on gravel. As for homologating the model for production, Lancia engaged in a certain amount of chicanery. As few as 65 Stradales were made, which was someway short of the requisite 200.

KEY MOMENT
CLAIMING A ONE-TWO FINISH FIRST TIME OUT ON THE 1985 LOMBARD RAC RALLY

But the S4 was an instant winner at the end of 1985 and claimed three WRC wins into the following year. Sadly, the model is perhaps mostly remembered the Tour de Corse accident that claimed the lives of Henri Toivonen and co-driver Sergio Cresto. The passing of Group B at the end of the year also nixed the S4's successor, the Group S ECV1 – a machine weighing only 800kg and producing as much as 1200bhp when running on Avgas.

MG METRO 6R4



CHILDHOOD NOSTALGIA ISN'T THE BEST lens through which to view anything, but to a legion of British rally fans of a certain age the 6R4 continues to hold a magnetic pull. It conjures images of moustachioed works ace Tony Pond flying the friendly skies in the Kielder Forest on the Lombard RAC Rally. So if your formative years were the '80s, this most characterful of rally weapons continues to be held in great affection.

Sadly, it never quite lived up to the billing, but it had its moments. Popular wisdom has it that the 6R4 wasn't a winner; that unreliability hobbled its chances. This isn't strictly true as this British challenger did win rallies – championships even, just not in the WRC. What tends to be forgotten is that it had a long gestation period, the project stretching as far back as 1980. The Triumph TR7 V8 was coming to the end of its life as a works entry at international level so a new car was needed. British Leyland Motorsport (later Austin-Rover Motorsport) turned to Williams Grand Prix Engineering to create such a beast. Initial plans to create a V8 Metro with the engine in the *front* were soon rejected, though, the end result being a hatchback with a V6 where the rear seat and shopping would normally sit. That, plus four-wheel drive.

KEY MOMENT
DAVID LLEWELLIN WINNING THE 1986 CIRCUIT OF IRELAND IN AN R-E-D 6R4

The 6R4 made its debut on the 1984 York National Rally, Pond claiming eight fastest stage times and a lead of almost three minutes, only to be forced out by an alternator fire. The car was successfully homologated on November 1 of the following year, just in time for the Lombard RAC Rally which rounded out the '85 WRC. Pond claimed a magnificent third overall behind two factory Lancias (the Delta S4 also making its top-flight debut on the season finale), and great things were expected for the following year.

Unfortunately, the British challenger had a terrible finishing record in 1986. It wasn't until September's 1000 Lakes Rally that a works car made it to the finish, by which time Group B was heading for the embalming table. Nevertheless, the model triumphed at national level, with Didier Auriol claiming that year's French title. M



The world's fastest gift guide

From six-figure road cars to slot racers and an Aston Martin-styled powerboat, the *Motor Sport* Christmas gift guide should have something for every racing fan

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ART OF HISTORY

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Collector Studio in Toronto majors in original motoring memorabilia. Stock runs from small posters to large and delectable models, and rarities like as this enamelled Automobile Club de l'Ouest sign that hung above the Le Mans pits, complete with the pendant triangle identifying it as being from 1931, the year 'Tim' Birkin and Lord Howe triumphed in their Alfa Romeo 8C 2.3. What a conversation piece for your motor house, but you'll have to bid for it. ***www.collectorstudio.com***



THE PAST AND FUTURE ARE ORANGE

TAMIYA RADIO-CONTROLLED PORSCHE

This year marks the 40th anniversary of Tamiya's entry into the world of radio-controlled racing – and by way of commemoration it has produced a 1/10-scale 934 in distinctive Jägermeister livery. The main difference between this and the real thing? The scaled-down version features four-wheel drive. ***£199.99 www.hobbyco.net***

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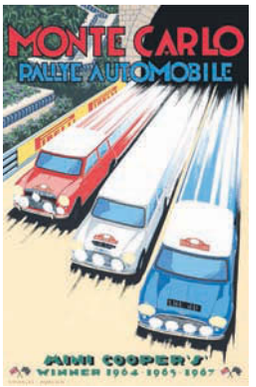
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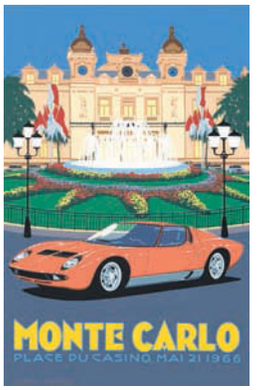
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Jacket: £649, helmet £75
www.flying-jacket.com







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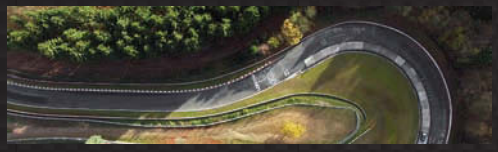
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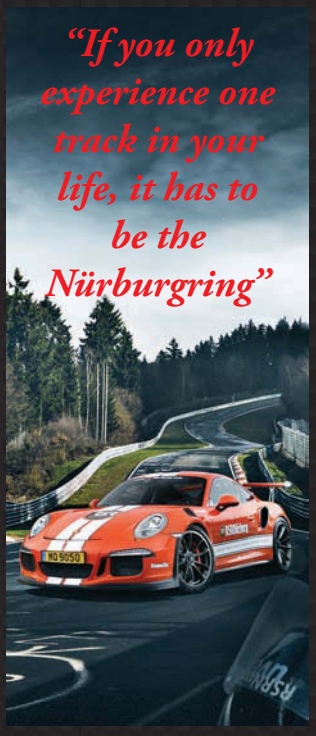
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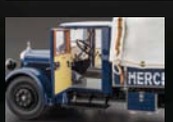
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{ LUNCH WITH }

NEIL OATLEY

He's been with McLaren for 30 seasons and has played a major part in the capture of several F1 titles, yet he's always maintained a low profile...

writer SIMON ARRON | **photographer** HOWARD SIMMONS

HE'S DESIGNED SEVERAL world championship-winning Formula 1 cars, he engineered both Alain Prost and Ayrton Senna during successful title campaigns and the 2017 season will be his 40th in Grand Prix racing, yet for all his achievements Neil Oatley has never courted the spotlight. Formerly McLaren's chief designer – and today the team's design & development director – Oatley says his preference for a low profile is partly a consequence of his own shyness, but more because he has always felt F1 to be a collective effort. "Even when I started, when teams were much smaller," he says, "you needed good people to prepare and build the car. Winning was never down to just one or two individuals."

And there has been no shortage of success. He was race engineer to Clay Regazzoni when the Swiss scored Williams's breakthrough F1 victory at Silverstone in 1979 and headed McLaren's design team from the MP4/5 chassis of 1989 to the MP4/17D of 2003 (working jointly with Adrian Newey from the MP4/13 onwards, in 1998). That period embraced a world title for Alain Prost, two for Ayrton Senna, a brace for Mika Häkkinen and 67 Grand Prix victories.

A man of deeds, then, rather than words – so it's time to redress the balance. It complements his understated personality that, given free rein to choose a restaurant, Oatley selects London House, West Byfleet, a purveyor of fine food in unpretentious surroundings adjacent to the local railway station. Run by former McLaren chef Ben Piette, it charges £32 for a two-course lunch. Neil selects pea velouté topped with cream and Parma ham curls, followed by a stilton and cauliflower pancake dressed in French beans, the whole washed down with sparkling water and an espresso.

"New Cross Stadium was quite close to home when I lived in London as a young boy," he says, "so I went there early in the '60s to watch stock car racing and, sometimes, speedway. It was right next to The Den, Millwall's football ground, but sadly like most speedway stadia in the London area it eventually disappeared.

"I've had an interest in racing for as long as I can remember, though – I recall watching the

Oulton Park Gold Cup on TV in 1961, when Stirling Moss won in the four-wheel-drive Ferguson. Even then, aged seven, somebody would buy me a copy of *Motor Sport* every month, which helped spur my interest at a time when there was very little racing on TV, and one of my uncles used to race an Elva Courier at grass-roots level.

"The first circuit race I attended would have been The Guards Trophy at Brands Hatch, August 1962. It was one of those typical British summer days, tipping down with rain for five minutes, then bright sunshine immediately afterwards, and Mike Parkes won in his Ferrari 246. The memories remain vivid, but I think that always happens when you visit somewhere for the first time. Very shortly after that my family moved to Kent and we were only seven or eight miles from Brands, which came in very handy over the next few years. My father was in the army and took part in a military parade there when the circuit hosted its first world championship Grand Prix in 1964. I recall being absolutely distraught that he wouldn't take me with him, which obviously he couldn't, but at the time I didn't really understand why. I finally experienced F1 for the first time at the 1965 Race of Champions – I was standing on South Bank and witnessed Jim Clark go off while Dan Gurney was chasing him, one of his very rare errors."

BEING ABOUT 45 MINUTES BY BIKE from his new home, Brands Hatch soon became a weekend staple for Oatley and a couple of like-minded friends – and he recorded some of what he saw in a notebook. "Even when I was very young, aged eight or nine, I was attracted towards the design element of cars and would make small sketches. These became more complex as I grew older and I think that did influence my direction in life. I guess I was formulating a plan from an early stage and eventually I was lucky enough to be able to push ahead with it."

Nowadays British universities offer many motor sport-themed degrees, but options were rather more meagre as the 1970s dawned. Loughborough was one of very few with a specific automotive engineering course, so Oatley duly enrolled. "I didn't have a job lined up when I graduated," he says, "but I attended an interview on my way home at the end of term and was asked if I could start the following Monday. That was with a small engineering company in Chesterfield – they made dynamometers and other testing equipment for cars and bikes. It was a good place to learn and you had to pull your weight from day one, rather than it being like an apprenticeship. That was a handy initiation into the engineering world, during the long hot summer of 1976, and I stayed there until I joined Williams.



NEIL OATLEY
CAREER IN BRIEF

Born: 12/6/1954, London, UK
1976 Graduated from Loughborough University with degree in automotive engineering **1977** Joined Williams as junior design engineer **1979-84** Williams; engineered the team's first F1 win with Clay Regazzoni, Silverstone 1979 **1985-86** Beatrice Haas Lola **1987-present** McLaren; worked as race engineer for Alain Prost & Ayrton Senna; oversaw design of title-winning chassis for Prost, Senna and Mika Häkkinen; currently the team's design & development director





"That came about because I saw an ad for a junior design engineer in *Autosport*. Ever since leaving Loughborough I'd been applying for jobs with volume racing car manufacturers such as Royale and Lola, but without success. When the Williams opportunity came up, Frank didn't have a particularly good reputation and the company was still tiny – I had to take a significant pay cut from my job in Chesterfield! – but fortunately I made a decent impression on Frank. There were two candidates in the running: Patrick Head wanted to take the other one, but Frank chose me and pulled rank. At that time, in September 1977, Patrick was the team's only other designer. I joined the day after the Italian GP and became employee number 13. There were two people in the machine shop, but that apart pretty much every other department seemed to have one person. The race team had a couple of mechanics and two truckies – it really was a tiny operation. When I joined, people were asking me, 'Why on earth are you going there? It's a dead loss.' My view was that I was only 23, and if things didn't work out I could always go back to what I'd been doing before."

Williams had started afresh as an F1 entrant after selling his previous, largely unsuccessful team to Canadian businessman Walter Wolf. In 1977 he ran a customer March chassis for Belgian Patrick Nève, but by the time Oatley joined Head's first Grand Prix car, the FW06, was starting to take shape.

"Patrick had done some work, mainly on the monocoque," he says, "and obviously in those days you bought a lot of parts rather than designing them yourself – the radiators came straight from a VW Golf, for instance, and we used a standard Hewland gearbox. For the exhausts, we had a bloke who would come in and bend the pipes as required. It was my job to do detail work on Patrick's designs – I can't claim to have had much engineering input, but it was a fantastic way for a young, inexperienced person to learn. Patrick would handle all the tricky stuff and I'd do everything else – a great general education. Then again, the whole landscape of the sport was very young then – most people seemed to be in their 20s or 30s. That has changed enormously, because nowadays there are lots of older people involved – me included.

"Patrick was a fantastic mentor and gave me a great deal of support. He was very patient and a good, practical engineer who was very unselfish when it came to passing on knowledge. Although the FW06 was at the genesis of the wing-car era, it was quite an old-fashioned design in that it was simple, light and very stiff, but still relatively competitive in Alan Jones's hands. Even with just two of us

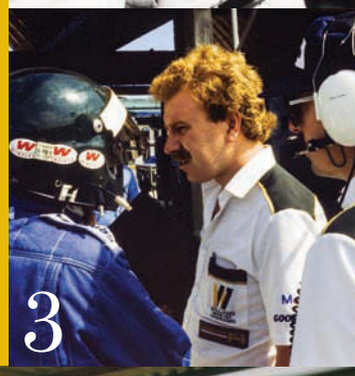
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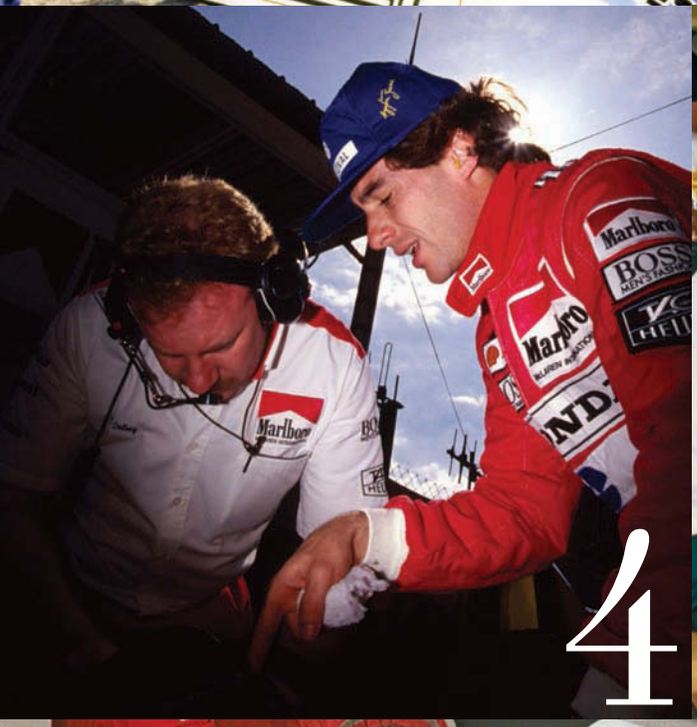


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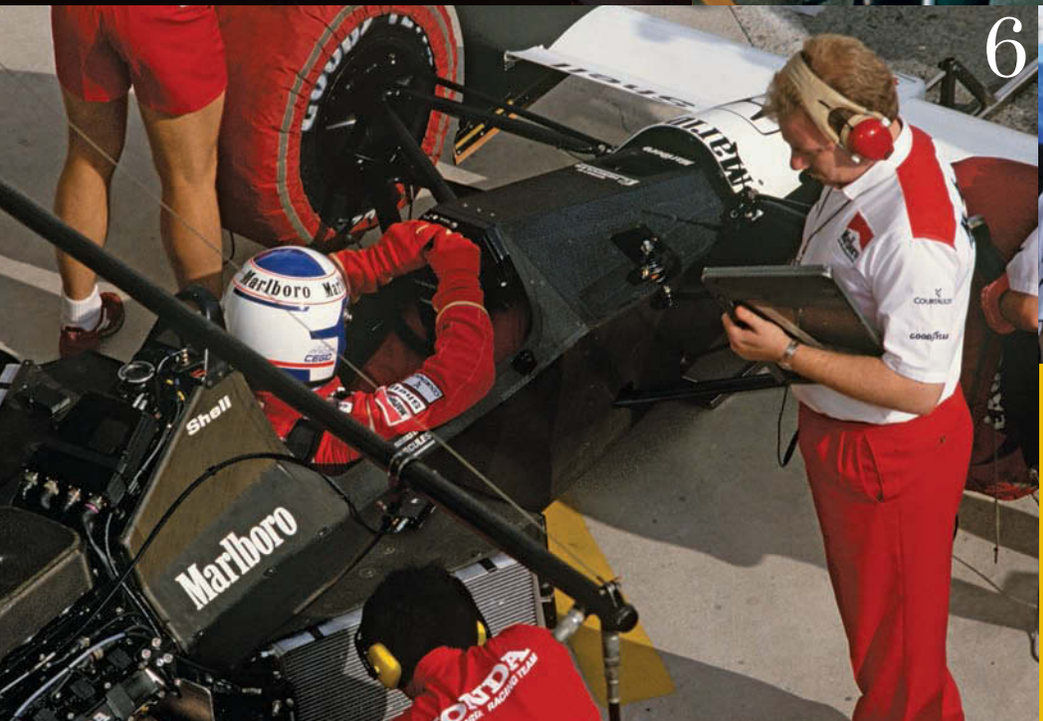
1 Oatley (with clipboard) looks on ahead of Clay Regazzoni's landmark Williams win, Silverstone '79 **2** With Frank Dernie, in 1979 **3** Jacques Laffite worked with Oatley for two seasons **4** Engineering Senna to the 1990 world title **5** 1984 debrief with Williams, Laffite, Head and Rosberg



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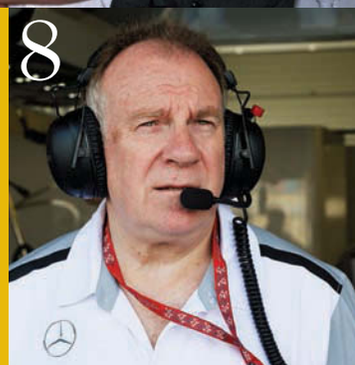
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6 Oatley began his McLaren career as Prost's race engineer – and designed 1989's title-winning MP4/5 **7** With Steve Nichols, Gordon Murray and Alain Prost, 1988 **8** Oatley always watches GPs on TV nowadays, but attends relatively rarely. This is from Silverstone, 2014





"GOODYEAR PAID TEAMS TO TEST COMPOUNDS. FRANK USED TO LOVE THAT WE KEPT GOING UNTIL NINE IN THE EVENING"

Watch what happened to cause the Prost/Senna relationship to deteriorate after Imola 1989
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working on the car, we had it ready to test before Christmas – it was designed and manufactured in a very short period of time, nothing like the way things are today, even though we had very little equipment. Saloon car racer Dave Brodie [who had lunch with Simon Taylor, *Motor Sport* August 2014] was a team director at the time and found this old printer, which we subsequently used. One day I noticed a sticker that said it had been made in 1910. That was the kind of stuff we worked with."

Oatley began to gain first-hand track experience during testing of the FW06. "I went to Jarama in the spring," he says. "I travelled down with the truck and we arrived on a Sunday, bizarrely while the Spanish motorcycle GP was taking place. We drove into the middle of all that, then spent Monday sorting out the barriers – quite a few of which were very loose. I spent three days there, then attended one other test at Paul Ricard. That was mostly a tyre evaluation for Goodyear, which paid teams for testing different compounds. Frank loved that – we got so many pounds per mile, which was quite a profitable exercise for a team of our stature. We covered about 750 miles and kept going until nine in the evening, by which stage it was quite dark, to earn a bit extra."

AND THEN, WHEN HEAD BEGAN TO turn his mind to the following season's FW07 during the summer, it fell to Oatley to engineer Jones's car for a few Grands Prix. "I don't think that would happen in this day and age," he says, "because in reality I had zero experience."

The presence of rugged Aussie Jones played a significant part in Williams's evolution as a serious F1 force. "Frank and Patrick had initially tried to sign Gunnar Nilsson," Oatley says, "but when he turned them down it actually proved to be a very good thing for the team. Alan was an excellent second choice, a great character and a very good fit. He had a terrific rapport with Frank and Patrick, as everyone knows, but that lifted the whole operation. He wasn't an engineer and never pretended to be, nor was he shy about getting blind drunk. That wasn't particularly unusual for drivers in those days, mind, because it was simply a different world. Going to the gym wasn't one of his priorities, but although he wasn't fit in modern terms he had tremendous strength and stamina. That made him particularly good in races, because he could keep up a fantastic pace from start to finish without any performance drops."

The FW06 had showed promise, Jones running second in Long Beach until his front wing collapsed, then finishing second in the penultimate race of the campaign at Watkins Glen, and Head's fully ground-effect FW07 made Williams a truly competitive force as it expanded to two cars in 1979.

"The team had by now added Frank Dernie to its engineering strength," Oatley says, "and Patrick didn't want to attend all the races. He



and Frank were to work with Alan, while Clay Regazzoni had joined us from Shadow and I'd look after him. That was really nice for me, because during his Ferrari days about 10 years earlier he'd been one of my teenage heroes. I'd never met him before and he was every bit what I'd expected from things I'd read in the press – a nice guy. He was much more interested in racing than testing or qualifying, so didn't always start from as high a position as he might have done, but he drove some great races that year."

The high point, for both team and driver, came at Silverstone, where Jones dominated until his car broke and Regazzoni picked up the pieces. "A cracked water pipe caused Alan's retirement," Oatley says. "We used to modify the standard Cosworth pipes to run higher up in the car, to improve underwing airflow, and this one hadn't been welded very well.

"The rest of that race remains a bit of a blur. As I'm sure anyone who's run a GP car will tell you, you are wracked with nerves because your mind keeps going over all the things that might go wrong – as they often did at that time. Clay had quite a big lead after Alan dropped out, so he was just keeping to a set pace. Obviously it was an unbelievable day for Frank, given all that he'd been through. I think that's the only time I ever saw alcohol pass his lips – whisky, rather than champagne, if memory serves."

Jones would win four of the next five Grands Prix, lifting himself to third in the final standings and putting Williams second in the championship for constructors. In 1980 he and the team would win both titles, with new team-mate Carlos Reutemann contributing one victory and seven podium finishes.

"Carlos was quite an unusual character," Oatley says. "At the start of a race meeting he'd focus on different parts of a lap, splitting it into four quarters. He'd start by concentrating completely on the first bit, drive that as quickly as he could, then cruise for the rest of the lap while thinking about how he might have done it better. On the pit wall Patrick would be going apoplectic, because Carlos was about 10sec off the pace, but gradually he'd move along to deal with other parts of the circuit and then, once he was happy that he'd worked them all out, he'd suddenly do a lap that was quicker than anybody else.

"Although he didn't try to engineer the car, he had a very technical mind. He could probably go back through a whole season and tell you which ratios he'd used at every corner of every circuit. He had a fantastic memory for set-ups and so on, but perhaps lacked a bit of self-confidence whereas Alan was very self-assured."

In his second year with the team, the Argentine went to the seasonal finale – a new venue for F1, on a track laid out within a car park at Caesars Palace, Las Vegas – with a one-point championship lead. He qualified on pole, but then sank almost without trace in the race. He dropped to sixth and fifth place was enough to give Piquet the first of his three world titles.

"I honestly believe that was down to the self-confidence thing," Oatley says. "About a week beforehand he seemed to have convinced himself that he wasn't going to win the title. Also, we'd switched from Michelin to Goodyear during the season [at the French GP, after the American company did a U-turn on its pre-season withdrawal] and he was very unhappy about that, because he had a big thing about tyres and felt very comfortable on Michelins after previously using them at Ferrari. The majority of Carlos's points that year were scored early on, using Michelins, and I don't think he could believe we'd done such a thing in mid-season. Goodyear's wet and dry tyres were of a different diameter at that stage, too. It rained in Montréal and when we stopped to change tyres during the race we also had to adjust the ride height. Carlos sat in the car laughing, because he thought it was such a ridiculous situation."

Reutemann stuck with the team in 1982, but after two races decided to quit the sport. "To this day I don't know why," Oatley says. "He was well connected politically in Argentina and perhaps had an inkling that the Falklands War was about to commence, but I don't know that for certain."

Having commenced the season with newcomer Keke Rosberg, recruited to replace the retired Jones, Oatley worked for one race with Mario Andretti and the balance of the campaign with Derek Daly, whose results didn't reflect the stellar form he'd shown in junior racing. "I struggled to find a mechanical set-up that suited Derek's style," Oatley says. "Keke had tremendous athletic ability to drive and control a car on the edge of a big accident, yet always come out on top. Derek wanted something slightly more comfortable and we never managed to give him a car that allowed him to showcase what he could do.

"When Keke joined, incidentally, his contract stipulated that he must pay his own travel expenses. He'd sit in economy on long hauls – probably at the back, so he could have a fag while playing backgammon with his mates."

FOR THE NEXT TWO SEASONS OATLEY worked with Jacques Laffite – and also, from 1984, Honda, his first acquaintance with the firm whose engines would in future power his championship-winning McLarens.

"Honda had been with the Spirit team in 1983," Oatley says, "and I recall looking under its awning at Monza. There were three engines completely stripped down and the guys were trying to find enough parts to build one good one from among all the bits that had failed. It was a tiny operation at that stage, and nothing like as big as it became. Honda's arrival in F1 coincided with the electronics explosion. With a Cosworth car, a good bloke could make a wiring harness in about a day, but suddenly you had 10 times as many wires and sensors. It was a culture change that could be traced back to Renault's arrival in 1977. It took a few years for everybody to adopt turbos, but I always wonder how things might have evolved if Renault hadn't appeared. Would Honda and others have been tempted in if Renault hadn't started the turbo trend?

"Jacques? He was a fun guy to work with and everybody on the team loved him. He could be laidback, though. At Dallas in 1984 [where the Frenchman turned up in his pyjamas, as a protest against the proposed 7am Sunday morning warm-up], the race was due to start early to avoid the worst of the afternoon heat. Jacques had wandered off somewhere and



had forgotten that little detail. He reappeared just in time and we were still tightening his belts as everyone else was setting off on their warm-up lap…"

LATE IN 1984 OATLEY RECEIVED AN approach from former Williams colleague Charlie Crichton-Stuart, to enquire whether he'd fancy working as designer for the new, US-funded Beatrice Haas Lola team, which was due to make its debut during the summer of 1985 prior to a full championship assault the following season.

"I was completely happy at Williams and loved all the people there," Oatley says, "but I felt this was a chance to stand on my own feet rather than be guided by Patrick all the time. And again, I was still young enough that I was sure I'd be able to get opportunities with other teams if things didn't work out. I decided to take the risk and see what happened.

"Ross Brawn and I moved from Williams to Haas at the same time and Adrian Newey arrived in mid-1986. He was by then reasonably well established as an engineer and would have been a great boost to the team, but the project folded before he was able to exert any influence There was a boardroom coup at Beatrice. The firm's president had been a big racing fan, but he was replaced and nobody else there was really interested.

"I got to know Adrian better later on, when he joined me at McLaren. He's exceptionally bright and is often cited as an aero genius, but to me he's also an extremely good engineer with a tremendous mechanical understanding of how components work. If something goes wrong in the field he's a very good bloke to have around – much more than a specialised aerodynamicist."

By the time it became apparent that the Haas F1 project would fold after a single full season, Oatley had already received an approach from McLaren. Initially he would be working alongside respected former Brabham designer Gordon Murray – although he didn't realise it at the time. "As I prepared to start in my new role," he says, "I went to visit Ron Dennis at his home and was surprised when Gordon opened the door – the first I knew anything about him joining. Obviously we knew each other from the paddock and we had common interests in motorbikes, music and what have you, so we'd always got along very well."

> "AYRTON ASKED ME ABOUT ALAIN'S CAR, BUT THEY DIDN'T TALK DIRECTLY"

Oatley started McLaren life as Alain Prost's track engineer in 1987-88, the final phase of F1's original turbo era, and between events focused on design, his first full-car project being to modify one of 1988's MP4/4 chassis to take Honda's new, naturally aspirated V10s so that the team could test it for several months ahead of its formal introduction. And in the background there was the simmering feud between Prost and team-mate Ayrton Senna.

"Alain was very straightforward," Oatley says, "and certainly at a different level from other drivers with whom I'd worked. Up until the mid-1980s you relied on intuitive engineering, but then data started to become available and it changed the way we analysed the car. And then Ayrton arrived, which raised things to yet another level. Alain had a good sense of humour, but Ayrton didn't really share that kind of mindset until later, when Gerhard Berger came along and educated him.

"But the atmosphere within the team wasn't as bad as you might imagine – Ron Dennis was very good at handling stuff like that. I think he had both drivers on the phone constantly, trying to manipulate things to their advantage, but he didn't let the rest of the team worry about it. We just got on with our jobs. For the first part of 1988 things were fairly cordial between Alain and Ayrton, but then there was a hint of trouble at Estoril [where Senna aggressively edged Prost towards the pit wall at about 170mph, as they started lap two]. The mind games had started the previous day. Alain was going particularly well and in qualifying, at a time when you could run whenever you liked, he did a stunning lap after about 30 minutes, then pulled into the garage, jumped into the transporter, changed into T-shirt and shorts and returned to the pit wall, looking at Ayrton. I think the manoeuvre on Sunday might have been a bit of payback.

"Things really deteriorated after Imola in 1989 [when Senna broke a pre-race agreement that whichever of them led into the first turn would be allowed to stay ahead during the race's early stages]. After that the two of them didn't speak for the rest of the year. I remember sitting in the engineering office and the debrief would involve me, Ayrton's engineer Steve Nichols, Gordon and the two race drivers. Ayrton would ask me things about Alain's car and Alain would speak to Steve about Ayrton's, but they didn't talk directly to each other."

Prost won that year's title in the Oatley-designed MP4/5 and then departed for Ferrari, after which McLaren assigned Oatley to work with Senna.

"I don't think he'd forgotten that I'd been Alain's engineer," he says, "but we got along fine. Ayrton elevated things in terms of commitment and technical interest. We'd

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been used to a quick chat with drivers and then, an hour or so after the session, they'd be gone. Ayrton had used Honda engines with Lotus, before he came to us, and had a good rapport with its senior engineers. Sometimes he'd talk to them for an hour before he came to talk things through with us. That was the world changing into an embryo of what we have today."

After coming so close to winning the title with Reutemann at the decade's dawn, he ended it by working with back-to-back world champions, although he wasn't on hand to savour either moment because by that stage of the season he'd be based in the factory, focusing on the following season's chassis.

"In 1990," he says, "I lived in Newbury and remember driving to the McLaren factory at about 3am to watch the Japanese GP live – and of course it was all over after about 30 seconds [when Senna purposely torpedoed Prost's Ferrari at the first turn, putting both out of the race and in the process securing himself the title]. We still had Gerhard Berger leading, but then he ran over debris from their accident and by lap two our race was done. I never spoke to Ayrton about that subsequently, but didn't really need to. I was fairly certain I knew what had happened."

THAT WOULD BE OATLEY'S FINAL YEAR as a hands-on track operative, because F1 was heading in a fresh direction."In the early days I'd work as a race engineer, then return to the office on a Monday to become a designer," he says. "I'd do that for a week and a half, then go back to track engineering. But as more data became available and analysis increased, the days of chief designers being track engineers became rather obsolete – teams started to become arranged in a new way and there was a greater distance between the racing and design departments. By the early 1990s you needed a different type of engineer to run the cars, someone who could focus 12 months of the year on data. My natural inclination was more towards designing and making things. I embraced the new technology, but teams were getting bigger and I had other people to handle that stuff for me.

"The Ford-engined MP4/8 was the first car we designed completely electronically, in 1993. After that drawing boards began to disappear. That was probably one of the most interesting engineering years because we were still allowed quite a lot of gadgets. We designed a simple active-ride system in about two months, with layout sketches, and then the really clever people did the electronics and it was on the car by the start of the following season."

Oatley continued to attend races until the mid-1990s, as chief designer, before moving



into the more factory-based role he holds to this day – and that has changed the nature of the relationship he's had with McLaren's drivers. There have been some wonderfully gifted racers on the team's books during the past 20-odd years, including Mika Häkkinen, Kimi Räikkönen, Juan Pablo Montoya, Fernando Alonso, Lewis Hamilton and Jenson Button, but the close relationships of the past are no longer possible. "We do get to know them in different circumstances, away from the circuit," he says, "but I am relatively distant from the drivers nowadays. Of the guys we've had since I stopped engineering, I don't think history gives Mika the credit he's due for his form in the late 1990s. He had an incredible ability to drive quickly while very rarely making mistakes. I felt Kimi was similar when he was with us, too.

"I wasn't at Suzuka in 1998, when Mika clinched his first title, but spoke to [special projects engineer] Tyler Alexander, who was. He told me Mika had trouble sleeping the previous night and seemed convinced he wasn't going to win, to the point that he didn't really want to get into the car on Sunday. But then once the race started he drove faultlessly and disappeared.

"ALTHOUGH I DON'T TRAVEL TO RACES any more, I'm still glued to the TV on Sunday afternoons to see how all the relationships are playing out. I went to a lot of Grands Prix in the 1960s and 1970s and lots of people my age look back on that as a golden era, but there were some incredibly dull races.

"You might get one or two good contests per season, but if that type of racing had been on TV it wouldn't have appealed. It wasn't unusual to have 30sec gaps between the first three cars with the fourth a full lap behind – and reliability used to be appalling.

"It is very different now, though I've often thought we should go back to a closer grid – certainly two by two rather than one by one, so there's more chance the field might shuffle itself a little on the run to the first turn. The worst races are the ones in which the field takes off in grid order – and then stays that way."

Could he ever have imagined the manner in which F1 would evolve, when he pitched up at Williams's old Didcot factory as junior design engineer. "No way," he says. "It's a very different environment now, by necessity. When I started at Williams we had two engineers, when I joined McLaren there were eight or nine of us and now we have about 160. It used to take about a week to design a wishbone, but now it takes several because they are a lot more complex. The most mentally rewarding periods were probably when you could design something yourself on the drawing board, give the sketches to the guys who'd make it and then bolt it to the car to see what happened. Nowadays you're investing incredible effort into relatively small lap time gains. Go back 40 years and a decent change might be worth half a second or so.

"It would be nice to have more freedom in today's regulations, but there are limits in terms of car speed. We also owe it to the people watching not to spend half a million pounds on a new front wing that looks very similar to the previous one. You have to do it to be competitive, unfortunately, even though nobody in the grandstands can tell the difference."

If a fledgling engineer from a small firm in Chesterfield walked into this environment today, would they struggle to land a job?

"If I'm honest," he says, "the answer is probably 'yes'." M

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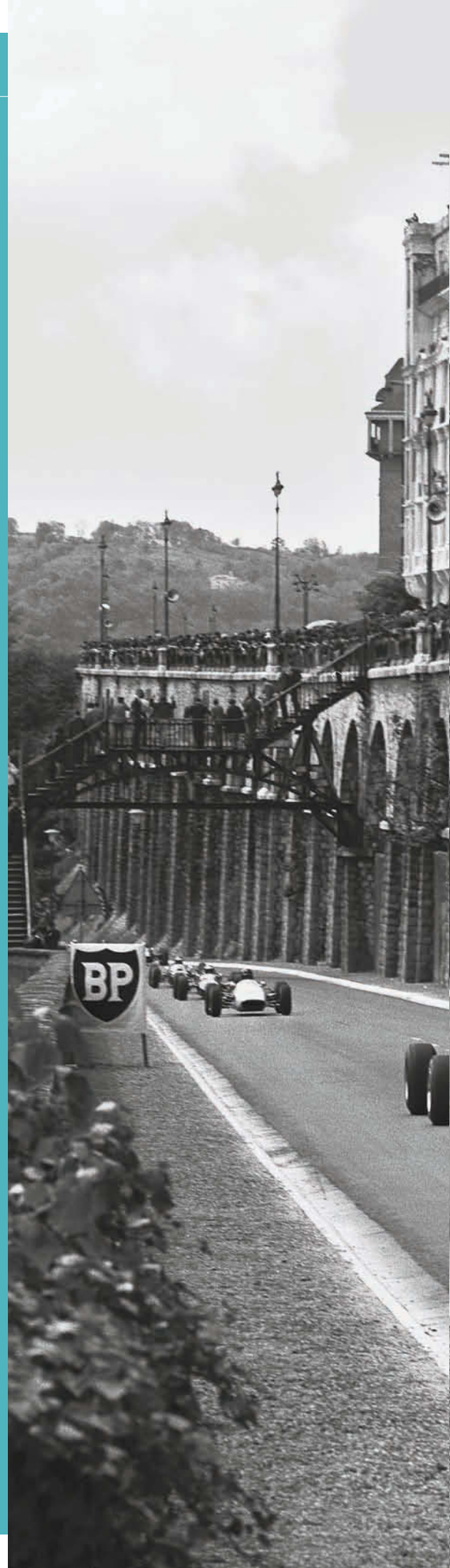
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When fruitful Kiwis blazed a trail

McLaren, Amon and Hulme were perceived as the ringleaders, yet were but the tip of a star-studded New Zealand racing community that swamped Europe in the '60s

writer PAUL FEARNLEY





The Brabham BT18s of Jack Brabham and NZ's only F1 champion Denny Hulme head for first and second in the '66 Pau GP

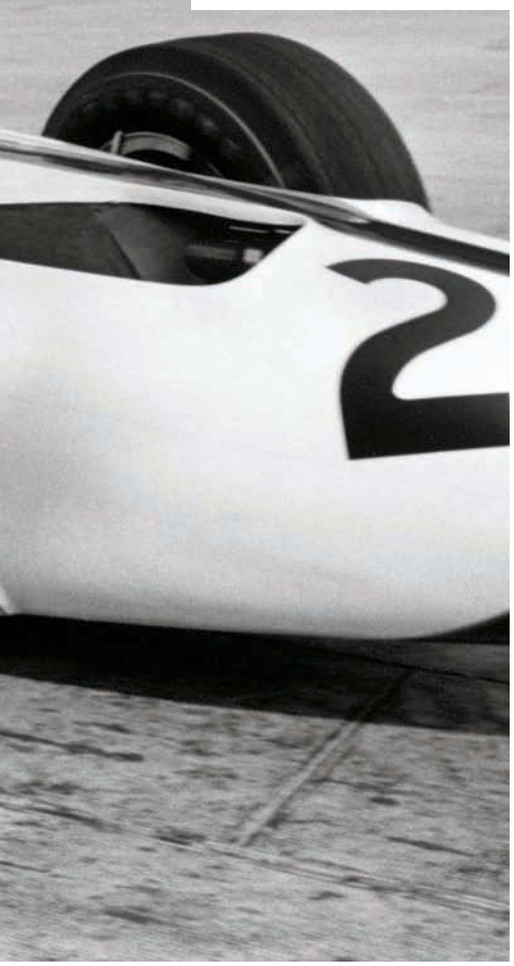
ALL IMAGES LAT



McLaren at the wheel of his team's first F1 car, the M2B – designed by Brit Robin Herd! – during the 1966 Monaco GP

"BRUCE WAS OUR LEADER. HE WAS FANTASTIC. I WOULDN'T HAVE REACHED FORMULA 1 WITHOUT HIM"





FIRST THERE WAS BRUCE. THEN DENNY. Then Chris. McLaren, Hulme and Amon: world class, from the furthest reaches of the earth. But they didn't come alone. Far from it. They inspired and persuaded, coaxed, convinced, conned their mates to come, too: driver/engineers, engine men who could race and mechanics who could turn their hands to anything. Young men with the knack and a burning ambition to discover how it was done in the real world. Kiwis – collective noun: tribe – taking flight. It's an unlikely story but, in the words of one British driver: "We Brits have a lot to thank the Kiwis for."

With the death of Amon, the last of the original three in August, it is perhaps time to take a trip back to the Motordrome Racing Team, founded in 1962 and based behind a bustling filling station in Hamilton on New Zealand's North Island. Here was a motley crew consisting of Zephyr MkII and Humber 80, plus a Lotus brace: a Formula Junior 18 and an 11 sports-racer. Yet three of its number would reach Formula 1. It was united by the national racing colours – dark green with a central silver stripe (and Team Lotus-like yellow-orange wheels) – and the enthusiasm and confidence, born of raw talent and naïveté, of its members.

Among them, Howden Ganley, just turned 20, owned the 11; John Muller fettled the Ford; and Pete Kerr, raised 60 miles away in Tauranga, tended to the Humber – and Ganley's father's Singer Gazelle. Just four years later Howden and John were building McLaren's first F1 car, while Pete prepped 'King of Formula 2' Jochen Rindt's Brabham. All three were sharing a house on, aptly, Brunel Road in Maidenhead.

"This is how it worked," says Ganley. "I went to England at the end of 1962 because I needed to swim in the Big Pond. And one of my conditions for going racing in 1963 with Falcon [in its neat, glass-fibre 515 GT] was to bring John over. Later that year we worked together at George Henrotte's Formula Junior team in Bexleyheath, running Geminis. But then John got a job at Roy Winkelmann Racing [an F2 team based beneath a Slough bowling alley] and brought Pete over when it expanded to two cars in 1965."

Half a world away from home, Kiwis looked after one another. It was Wellington-born Bill Gavin, editor of *Autocourse* and European correspondent for *Car & Driver*, who introduced a grateful Ganley – with £25 in his pocket after wrapping his Lotus around a Dunedin telegraph pole – to Falcon Shells of Waltham Abbey. And it was Motordrome team-mate Ross Grenville, gravely injured at Aintree in May 1963, who put Ganley and Muller in touch with Henrotte. Such courtesies, however, only took one so far. The journey – Ganley sailed "slowly" to Lisbon, then bussed it to London – was the first test. The second was: 'Are you any bloody good?'

The answer in the main was a resounding 'yes'. The adaptability and resourcefulness engendered and fostered by New Zealand's isolation was an ideal fit for the burgeoning, relatively simplistic yet labour-intensive motor racing scene of the 1960s.

"If you've got something to fix in New Zealand, the standard joke is, 'Get some Number 8 wire!'" says Ganley. "It's used for farm fences – but it'll hold the engine in, the body on, your house up… It was difficult to get new cars because of the import duties, so people had to keep their old ones running. Racing cars from England and Italy were an even greater challenge. But a Chevy con-rod would substitute for a Maserati 250F's. And we discovered with my Lotus that a Humber 80 valve, turned down slightly, matched a Coventry Climax's. That's our mentality."

Though it explains a lot, it doesn't do the Kiwis justice. Roy Billington, a perfectionist grinder of crankshafts from Whangarei, who "came over for a look" in 1962 and became mechanic to Jack Brabham, was "two men in one, with an abnormal capacity for work"; and Muller and Kerr, 'The Professor of Mechanics', created and maintained Winkelmann's reputation for immaculate presentation and superb reliability. Kiwis imbued this role with a new resolve and stringency.

"We didn't have strong unions in New Zealand and so everybody did everything," says Muller. "Plus, people who shift continents to have a go at something often end up being successful because of their much higher level of commitment. To fly to England was the equivalent of six months pay for the average mechanic. I was paid £20 per week and it cost me £90 on the boat. One way."

AND SO IT BEGAN: 'ANOTHER BLOODY colonial! Lock up your tools!'

Leo Wybrott, also from Hastings, joined Team Lotus in F1 in 1964 and was assigned

to Jim Clark in 1966, a role undertaken the following season by Auckland's Allan McCall. Both played an important role in the development of the Lotus 49 of 1967, as did Graham Hill's mechanic Dale Porteous, yet another Hastings man.

But it would be Cary Taylor from Rangiora who looked after the world champion's car of 1967: compatriot Denny Hulme's Brabham-Repco: "Because most teams back then didn't have big budgets they had to manage with a minimal number of very dedicated people, all working together for as long as it took. We would arrive with four mechanics for two cars, whereas BRM would turn up with an army."

Max Rutherford from New Plymouth and his Taranaki mate Roger Hill extended this champion's theme as Ken Tyrrell's joint chief mechanics to Jackie Stewart – "I felt that they were much better at their jobs than I was at mine" – in his title-winning 1969 campaign.

And that same season 'Bill' Stone of Ngaruawahia became ambitious March's first employee; Pete Kerr would soon join him.

Not all took the 'obvious' route. After a spell in the UK, Napier's 'Stainless' Steele Therkleson joined Carroll Shelby in SoCal and worked on the Ford engines that took his fellow countrymen McLaren and Amon to victory at Le Mans in 1966. And Kerry Adams of Palmerstown North had got as far Modena when he met Frank Williams and joined De Tomaso's new F1 project of 1970.

Most, however, were linked with McLaren. If they didn't wash up there initially, they tended to pass through: recently qualified auto-electrician Wally Willmott of Timaru, its first employee; secretary/PR and later influential *Autocar* columnist Eoin Young, also of Timaru; Bruce Harre of Hunterville, who joined Firestone and spent many days testing with Ferrari and Amon, his long-time friend and fellow Ditton Road Flyer; accountancy and business graduate Phil Kerr from Auckland, via Brabham, whom Bruce had beaten on his competition debut as long ago as 1952; engine builder and future two-time Formula Atlantic champion John Nicholson, another Aucklander; Sheffield-born schoolmate and former mechanic to Ganley, and future team manager to McLaren world champions Emerson Fittipaldi (1974) and James Hunt (1976), Alastair Caldwell; 1970 Tasman Series champion Graeme Lawrence from Wanganui, via Hamilton; rural Southland's George Begg, a subsequent constructor of eponymous single-seaters; Phil Sharp, Indycar mechanic to Johnny Rutherford; ace fabricator Peter Bruin; Adams, via Bernie Ecclestone's Brabham; long-termer Wybrott, later MD of Nicholson McLaren Engines; and Jimmy Stone, Chris Charles and Colin Beanland, plus McCall and Taylor, of the lucrative 'Bruce and Denny Show' in Can-Am.

"Bruce was our beacon," says Ganley. "And luckily he wasn't the sort to say, 'I'm on board, Jack. Pull up the ladder!' He was fantastic. If you proved that you were prepared to make a 110 per cent effort, he would support you. I wouldn't have reached F1 without him. And I don't think Chris would have got that drive with Ferrari either.

"But Bruce didn't yet have a team when I arrived and so I reckoned on paddling my own canoe. Denny Hulme was already over, going around Europe with a Cooper on a trailer, and I saw that as being the route. Though I knew him pretty well – and was in touch a lot with Eoin Young – I hadn't banked on help from Bruce; he offered me a job out of the blue. I would have skipped the mechanicking if I'd had more money. Its lack was a bit of a deterrent – but I saw that as the only problem in my scheme."

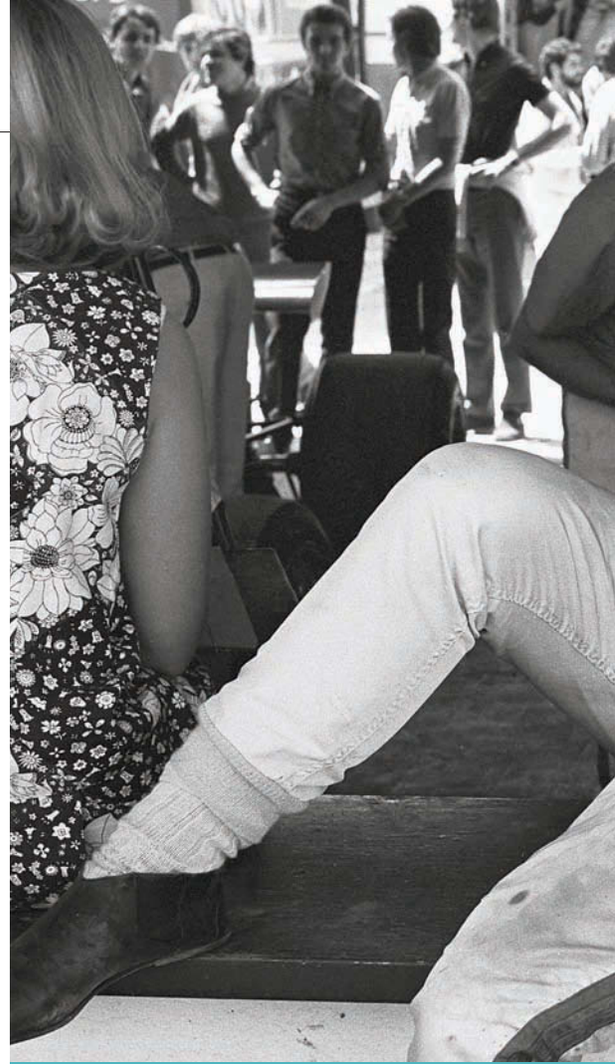
Ganley became McLaren's third employee, in 1964: "Call it the Kiwi Mafia!"

Bruce himself, however, had arrived in the UK in 1958, as his country's first Driver to Europe – a scheme intended to promote promising Kiwi drivers by giving them experience away from their homeland (he beat Phil Kerr who was also shortlisted to the honour). With only school his friend and Ford Anglia racer Beanland for mechanical and moral support, McLaren was amazed at the myriad sports cars buzzing about and underwhelmed by the weather, their digs above the Royal Oak pub, sited behind Cooper Car Co's Surbiton base, and the grub at the local greasy spoons. He was also surprised by the attitudes of his competitors. "If you wanted to find anyone, the best bet was the bar. This shook me. Surely there was a race on and work to be done?" he wrote after April's Aintree 200.

Dogged and versatile, astute and hard working, his rise was rapid alongside mentor Jack Brabham and in December 1959 he became the youngest winner of a world championship GP.

His age shouldn't have come as a surprise. "Bruce started racing at 15 and was pretty famous in NZ when very young," says Ganley. "His just seemed to be the way to do it. I was pissed with my father because he wouldn't buy me a racing car when I turned 15. I thought, 'Hey, I'm going to miss the boat here'."

QUIET ROADS – NEW ZEALAND'S population numbered 2.5 million in 1962 – plentiful private land and driving licences by 15 gave the local boy racers a head start. Ganley's Hamilton High School class-mate Jim Palmer, a four-time national champion in the 1960s, first competed on his 15th birthday. Amon, from Bulls, was still a teenage sensation when ace talent-spotter Reg Parnell brought him to the UK in 1963. And as late as 1980 Mike Thackwell, like McLaren, from Auckland, became the youngest to start a world championship GP. His and Bruce's records would last until 2009 and 2003 respectively.

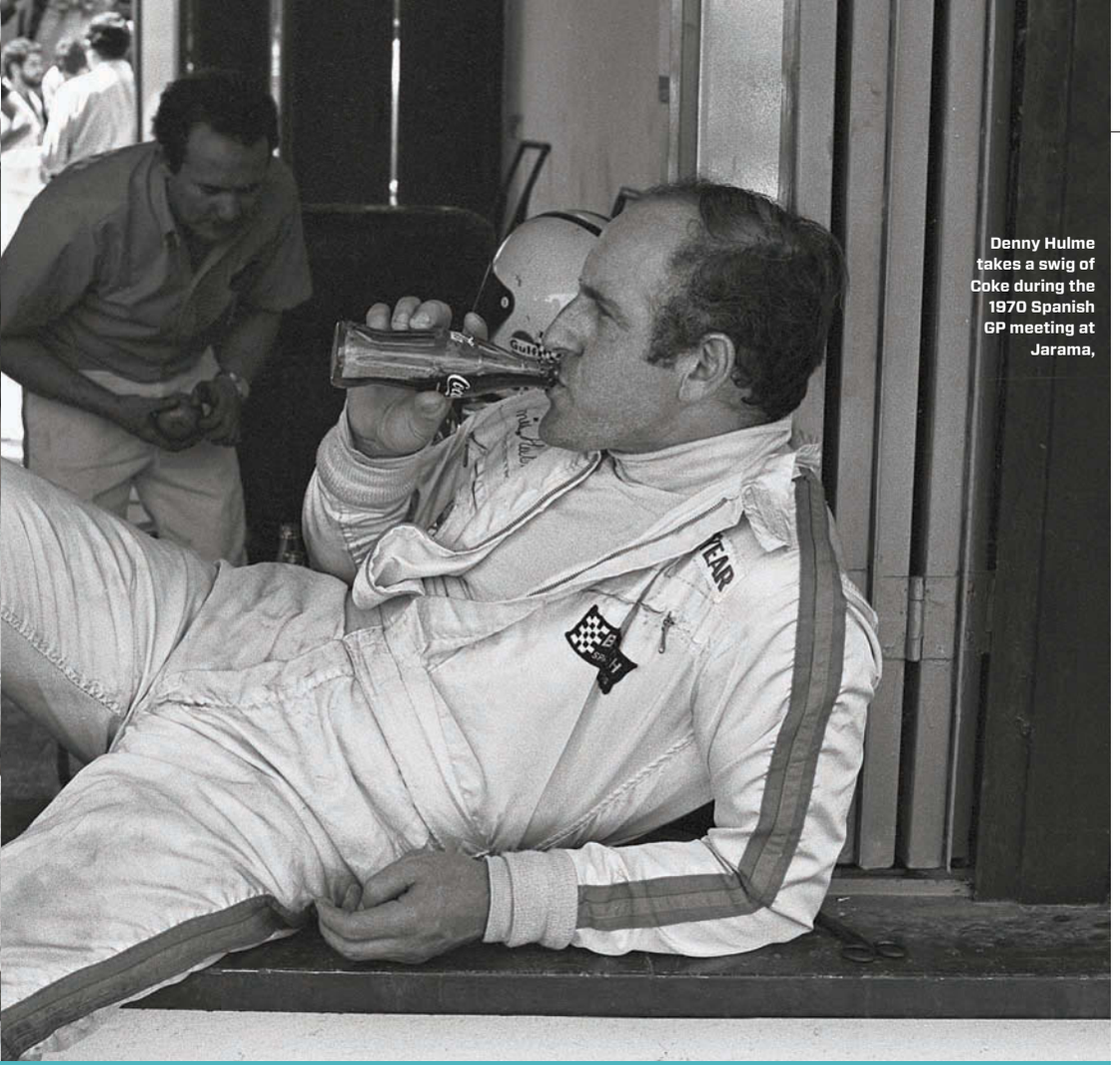


"The younger you start, the better," says Ganley. "You could have a lot of experience – I'd raced against some pretty famous names – by the time you were 17 or 18. That was a big help when we came to Europe.

"And because we were so young none of us was married. If you're single and living in a bedsit it doesn't matter if you are pulling all-nighters and working from dawn to dark and at weekends."

It would take 10 years for Ganley, by then a GP driver, to raise the cash, find the time and generate the will to return to New Zealand.

"Not everybody stuck it out," he says. "Roger Hill stayed at Tyrrell [almost to its bitter end] whereas Max Rutherford went home [after 1969]. John [Muller] met future wife Alison in the UK and decided to change his lifestyle [in 1969]. England was pretty sparse, its climate not nearly as benign as home, particularly the North Island. So I was fortunate in that I'd been to boarding school



Denny Hulme takes a swig of Coke during the 1970 Spanish GP meeting at Jarama,

"HULME'S COURAGE HELPED STEER A TEAM IN SHOCK THROUGH THE AFTERMATH OF BRUCE'S FATAL ACCIDENT"

– unheated dorms, cold showers in winter – and was hardened to it. And look how long Denny Hulme struggled before he cracked it."

His country's second Driver to Europe – awarded jointly with Whangarei's George Lawton, reckoned by many to be the better of two – Hulme finished runner-up to Lawton in only his second Formula 2 outing in 1960, won a Formula Junior race at the daunting Pescara road circuit and nursed the dying Lawton at Denmark's Roskilde Ring. Yet Jack Brabham, himself notoriously monosyllabic, reckoned this son of a WWII VC-winner from Te Puke too reserved, and was not yet persuaded by his stickability.

Phil Kerr, boss of Jack Brabham Conversions in Chessington, employed Hulme nevertheless in 1962, and when this racing driver who was a mechanic at heart won a vital Formula Junior victory for nascent Motor Racing Developments at Boxing Day Brands Hatch, Jack was convinced. So, too, was Kerr, and he would follow Hulme from Brabham to McLaren in 1968.

Taylor went, too: "My loyalties [at Brabham] had become divided between what Jack, the guv'nor, said and what Denny wanted. Sometimes there was a discreet manipulation of parts to ensure that Denny had the best possible chance of winning on race day.

"With Denny, what you saw is what you got: a tough-as-nails competitor who never suffered fools gladly, who didn't overly welcome the media's attention and who was most comfortable around the people to whom he was closest. Absolute trust between driver and mechanic is essential for success and I feel privileged to have had a very close working relationship with him.

"[Plus] the atmosphere at McLaren was like a breath of fresh air."

Muller passed the other way – joining Brabham's team late in 1966 and becoming Jack's mechanic the following season – and preferred it.

"It was a smaller, tighter-knit group. I had found McLaren's a more competitive atmosphere. I loved working for Bruce, but there was an American influence. Everybody was climbing the ladder and they would stand on your fingers if they could."

HULME WOULD SCORE SIX GP WINS and two non-championship F1 victories, plus two Can-Am titles – to add to Bruce's brace – for McLaren before his retirement in 1974. His courage and stoicism – he drove with hands badly burnt at Indy – helped steer a team in shock through the aftermath of Bruce's fatal accident of June 1970.

Ganley's F1 career, with BRM, Frank Williams and briefly March, also ended in 1974, his feet and ankles smashed when the hapless Japanese Maki – confidence or naïveté? – suffered suspension failure at the Nürburgring Nordschleife.

Meanwhile, Amon, also still seeking his first world championship GP victory, had from Ferrari passed through March and Matra before scoring a point on the debut of the McCall-designed Tecno, at Zolder in 1973. He then built an eponymous F1 car for 1974 that proved to be New Zealand's 'Maki'.

Ganley's own F1 car was to have featured side skirts, sidepods ending in diffusers and pullrod front suspension – note well, Colin Chapman and Gordon Murray – but though it was 50 per cent finished by the end of 1973, the project lost impetus when Williams declined it and Marlboro took its money elsewhere. To McLaren, actually.

Times were a-changing and the Kiwis – despite a glorious late burst by Amon with Ensign in 1976 – were beginning to falter.

Wellington's Graham McRae, 'King of Formula 5000' at the turn of the 1970s and boasting a temperament that bucked the national stereotype to earn him the nickname 'Cassius', had his 1973 Indianapolis Rookie of the Year performance marred by the deaths of STP Eagle team-mate Swede Savage and pit signalman Armando Teran. In July that year he contested his only GP, as Ganley's Williams team-mate, at Silverstone's 1973 British GP – and his Iso-Marlboro lasted less than a lap. And in October McRae Cars at Poole in Dorset was sold to Roger Penske. In truth, McRae had been on the back foot since 1969 when he was deemed too old, at 29, as New Zealand's Driver to Europe.

MORE FUNDAMENTALLY, OVER AT new-look McLaren – Bruce's beloved papaya orange replaced by sponsors' liveries – tyro British junior designer John Barnard was having "fearful rows" with the workshop 'stewards'.

"Kiwis come to Britain with a very different approach," he says. "But just because you make something yourself it doesn't mean that it's made to a very high standard or a very high technical input. That skill stood them in

good stead in the 1960s, but F1 was starting to move much faster now.

"I wanted everything drawn and controlled by the design office. That way you know where you are. If something fails you can go back to the design, analyse it and make a change on the drawing that goes out as Issue Two."

Unfortunately for Barnard, and according to Ganley: "We don't jump. There's nothing more stubborn than a Kiwi who thinks he's being picked on." And Caldwell, another in the 'Cassius' mould, won this battle of wills – "When details weren't drawn by designers but by the workers: the mechanics."

Barnard left for America in 1975 but returned in 1980 and, with the full support of Marlboro and Ron Dennis, and in the absence of Caldwell, now at Brabham, broke McLaren's 'unions'.

"I was at a recent McLaren anniversary celebration where lots of people were making little speeches," he says. "Leo Wybrott was there and quite surprised me when he stood up and said, 'It was John Barnard who changed the way we operated and forced the other teams to do the same.' Leo had seen it all. He was from that mechanics' culture. He'd been at McLaren before Ron and I and was there long after I'd left. So it was good of him to say that."

Ganley: "When I joined McLaren we were based on a dirt-floor corner of a slum-like building and surrounded by earth-moving equipment. There was a bench, a vice, some welding bottles and a small drill press. By the time of John's second spell teams were so much better equipped and had all the best materials. So, yes, you didn't need to be so practical."

But still it didn't hurt if you were. Dave Ryan, a former speedway rider from Auckland, spent 35 years from 1974 working through McLaren's ranks and was its sporting director when he fell on his sword because of 2009's 'Liegate' scandal. Ray 'Kojak' Grant, another Hamilton High School alumnus and 1970s mechanic-done-good, is there still, as a production engineer. Sharp returned from Indycar duty to be chief mechanic during Barnard's groundbreaking switch from aluminium to carbon-fibre monocoques. And Stephen Giles, who "popped over to the UK for six months" and stayed for 14 years, was mechanic to Mika Häkkinen when the Finn won his world titles of 1998 and 1999.

BEYOND McLAREN'S INCREASINGLY flashy walls, Dunedin's Dick Bennetts coached more than a dozen future GP drivers – Ayrton Senna and Häkkinen among them – as the boss of F3 team West Surrey Racing, and Auckland racer Rob Wilson has became the sport's most influential driver coach, with clients including Kimi Räikkönen and Juan Pablo Montoya. Allan Scott, also from Dunedin, for 15 years oversaw TWR's engine programmes, including the Jaguar V12s that won Le Mans in 1988 and 1990, and Bill Stone guided young Adrian Reynard through the early 1970s as a partner in Sabre Automotive, and would go on to become his first employee at British American Racing in 1998, helping to create the drawing office and R&D department that would spawn Brawn GP and the current all-conquering Mercedes-Benz.

As for Ganley, he and fellow Australasian GP driver Tim Schenken formed Tiga Cars in 1976 and over the next 10 years built more than 400 racing cars for a wide variety of formulae.

"Like Bruce, I favoured Kiwis because I knew that they would work hard and be diligent," Ganley says. "I was always happy if a good one turned up.

"For a long time New Zealand had three drivers in F1 – but it all stopped after Thackwell's brief spell. A long drought. There's been little since – until the recent WEC successes of Brendon Hartley and Earl Bamber with Porsche."

Oddly that isolation has swung from a positive to a negative as the world has got smaller.

Auckland's Brett Riley, more than a match for Unipart March F3 team-mate Nigel Mansell in 1979, didn't make it to F1, and nor did, cough, Brisbane-born Scott Dixon, a four-time Indycar champion with 40 victories to his name.

The days when the likes Ganley were able "to dodge into the F1 paddock" to chat with an influencial and helpful countryman are a world away. Particularly since Pete Kerr, retired from racing after long stints with Shadow and Arrows, developed Bernie Ecclestone's access-by-card paddock security system.

Make anything, them Kiwis.

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Just turned 20, Lola driver Chris Amon heads for seventh place in the 1963 French Grand Prix at Reims

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Meet the man who raided the parts bin and built his own Formula 1 racer

writer PAT MALONE

REAR WING Cannibalised from a Force India, purchased from a memorabilia site

ROLL HOOP COVER Hand-made in fibreglass (for £500) after the original mould was sourced from a collector in Holland

STEERING WHEEL The most expensive single part: tracked down to a collector in Australia and bought for £10,000

WING MIRRORS Found in the bottom of the chassis and bonded back on

WHEELS Acquired from a memorabilia site for £550

UPRIGHTS From a 2012 Caterham, bought for £300

CHASSIS Bought for £4460 from an auction after Caterham's bankruptcy

FLOOR AND ENGINE COVER Discovered in an outbuilding at the Caterham factory and bought for £2000 at the administrator's last clearance sale

JAKOB EBREY

IN THE GLASS TECHNOLOGY palaces of the Thames Valley, engineering geniuses are spinning their million-dollar wheels for Williams, Mercedes and their ilk to keep Formula 1 on the dizzy edge of automotive capability. Theirs is a billion-dollar business that creates the most sophisticated cars on earth on a no-expense-spared basis. What makes an electrician on a budget think: "I could do that"?

Many a wild ambition is born in the breast of the enthusiast only to founder on the unforgiving rocks of reality, but Kevin Thomas not only thought the thought, he did the deed. Today Thomas's F1 chassis, assembled from original race car cast-offs, is having an engine and gearbox installed by professionals, and later this month it will take to the track for the first time. And when Thomas says it will do nought to 100 in three seconds you have to believe him because in the classic tradition of amateur English enthusiasts, no matter what the hurdles, he gets there in the end.

Many motor sport fans will have a secret cache of car parts picked up from circuits or workshops or auctions stashed in their shed. A quick office survey reveals that the staff of *Motor Sport* magazine, boast, among other things, the front wing of a Aston Martin Le Mans car, the rear tyre of a 1987 works Porsche 962 and the nosecone of a 1971 March F1 car. Few of us dream of taking these parts and building a complete car, but that is exactly what Thomas has done.

"HE DREAMED HE MIGHT BE ABLE TO RUN THE CAR. LUCKILY HE HAD NO IDEA HIS GOAL WAS IMPOSSIBLE, SO HE PRESSED ON"

THE REMARKABLE THOMAS, A RACING fan from school days, was only 12 when he first went to Brands Hatch to see the likes of Barry Sheene and Phil Read race bikes. He soon graduated to F1, attracted not by 'superstar' drivers but the cars. "The drivers are paid to rag the cars to death, but my real heroes are the designers and engineers who create machines capable of withstanding the extreme stresses they are put through," he says. "These cars are works of genius that most laymen can't understand, and they fascinated me from the start."

He soon became part of the thriving collectors' market for F1 parts. "The urge to own these parts is strong because while you can see and smell and hear the cars, you can't really get close to the heart and brain of the engine, the technology. You were not allowed to touch them – and of course, you couldn't own a Formula 1 car.

"The first thing I bought was a tyre from Stefan Johansson's McLaren for £10. It came from an ad in the back of a magazine, with a phone number and 'allow 21 days for delivery', if you remember those days. For me it was a new dimension, to own this thing, to feel it, smell it, touch it, see whether it was light or heavy, all these things.

"I put it in the garage. I didn't think beyond owning it. But I began picking up other items – a bit of a wing, a piece of bodywork, old race suits, anything, in memorabilia shops and jumbles at the British GP. Generally I bought things if I liked the car. My first steering wheel came from Johnny Herbert's 1993 Lotus and it was pretty Stone Age by today's standards. It had only two buttons and a very early set of flappy paddles, and I paid £140 for it."

Most items were sourced indirectly from the teams themselves. They'd start off in car boot sales in the Oxford area, then filter into to the hands of dealers and collectors. The coming of the internet and eBay made parts more accessible and turbocharged the market. Still, owning a whole F1 car was beyond anyone but the unfeasibly rich. But Thomas is made of stern stuff.

"I used to go to see F1 cars whenever they were displayed," he says. "In 2009 there was a Renault in a dealership in Haywards Heath, so I went along. It was the yellow and black 2009 car, just beautiful, and I thought – I want one of these… all of it. Wouldn't that be something to achieve?

I didn't think about getting it running, I just wanted a show car. But it might have been worth £25,000 as a static exhibit, and of course that was far beyond the reach of my wallet."

He did, however, know of a 2001 BAR Honda chassis for sale online. It had never raced so he was able to pick it up for £3200. Despite decades of dedication to F1 he hadn't a clue how to build a car, and didn't even know enough to discourage him from thinking he could. Slowly he began assembling the parts he needed. "I was well wired into the network by then," he says, "and I put the word around for parts. You have to be careful because if people know what you need, the price goes up. I got an engine cover for £100 but couldn't trace any side pods. On the grapevine I picked up a pair of Williams sidepods, and it took me maybe 20 hours of work with composites to transform them into BAR sidepods.

"This is one of the major attractions for me – the chance to learn something completely new. I had no idea how to work with carbon fibre, but there's enough information on the internet or from people who know to get you started. Then by trial and error – lots of error – you improve your capabilities. I was trying to understand the details of the construction, too; you could look at pictures all day and not know exactly how it came together. My understanding of wet-wrap carbon, engineering, design, mechanics, computing, everything has benefited. And I learned something of the building trade, too, because I had to build a shed big enough to contain the car."

The car turned into a hotchpotch of adapted parts, most from various BARs, but back wheels from a Super Aguri, gearbox from a Jordan, and a steering wheel from a PlayStation with a Honda badge stuck on. Well, needs must. Then he got the chance to buy a fairly complete car, a BAR that had spent years hanging in a Leeds nightclub. It had been driven by Jacques Villeneuve, and Thomas sold his completed BAR, and much else besides, borrowed more money and managed to trade up.

This time, in his wildest dreams, he thought somebody might lend him an engine and he'd be able to run the car. Luckily he had no idea that his goal was impossible to achieve, so he pressed on. "It took a lot of cleaning – the alloy wheels were badly pitted – but I not only had a show car, but owned the car that Villeneuve drove to BAR's first podium finish in 2001. My friends would come to see it, stand in the shed looking at it, then we'd go for a beer and a curry."

THE REAL TRADE-UP CAME IN 2014 when the Caterham F1 team went broke and their assets came up for auction. The first two cars went for £57,489 and £38,515 including fees, so Kevin contented himself with picking up a few small bits and pieces. His biggest purchase was a stripped-down tub which the administrators said was from Kamui Kobayashi's car, which crashed in testing in May 2014 – they described it as chassis number three, despite the fact that number three had already been sold.

With interest limited, Kevin was able to buy it for only £4460, including fees, but he soon realised that he hadn't bought what he thought he'd bought – he'd got a much better deal. Research established that his chassis was in fact from Marcus Ericsson's car that had raced in 11 Grands Prix in 2014 and finished 11th in Monaco, the best result for Caterham that year. Ericsson crashed it on lap seven of the Hungarian Grand Prix when he touched the paint strips on the edge of the circuit, lost grip and hit the barrier with a force equivalent to 25g. Paintwork and decals, and particularly witness marks where a tyre had hit the bodywork during the crash, established beyond doubt that it was the Grand Prix car. The wreckage had been sent back to the Caterham F1 factory in Leafield, but the cash ran out before serious repairs had begun. The tub was supposed to be thrown in a skip more than once but survived in a corner of the factory.

"When I collected the monocoque the people who were clearing out the factory took me to an outbuilding where an engine cover had been dumped. I managed to get that for £1400, and later I was able to buy the floor, which had come up at a previous auction, for £2500. The roll hoop was missing, but I tracked down the man in Holland who had bought the moulds and he sold me the roll hoop mould for £500. You have to be cagey because a collector who needs something is an easy mark, but there are good people who want to see a project finished, who speak the language and understand the need to make it work. I had support from the hundreds of ex-Caterham people who worked on the car, some of whom are still in the pit lane, who gave me advice on everything from construction to paint codes."

Former Jaguar, BAR and Red Bull engineer Tom Sweet built Thomas steel wishbones for a very reasonable price, while he bought four wheels separately off memorabilia websites. Wheelnuts and uprights came the same way, and by a roundabout route Thomas managed to buy a copy of the datalogs for the car for less than the price of a pint of beer. These had been offered to the buyers of the first cars for £20,000 each.

"It comprises 107,000 files," Thomas says, "and apart from being very arcane and hard to understand it was difficult even to open – try to open it in Autocad there'd be nothing on it. The F1 teams use a type of CAD program that can be opened with a file called Inventor, which I had to acquire. Then you have the problem of finding out what you need to know when it's buried in 107,000 files, but luckily the data is batched into codes pertaining to specific parts of the car, so if you open the files for the nose you can look at, say, file 14LF799 and see what that is, and you'll know that file 14LF800 is the next component from that. So you can zero in on the data you want while you index the files. And of course, this is part of the joy of it. I vastly increased my knowledge and understanding of a PC's capabilities, how design programs work, and how to handle data."



Evidence indicates that Kevin's car scored Caterham's best finish in 2014 – 11th at Monte Carlo

"RESEARCH SHOWED THE CHASSIS WAS MARCUS ERICSSON'S MONACO CAR"

ONE OF THE BIGGEST HURDLES WAS THE steering wheel. "I thought I might have one 3D-printed from the data. So the next challenge was to learn about 3D printing. A lot of F1 teams use 3D printing for non-structural parts. First I had to work out how to convert the CAD data into 3D data, then I had to get the job done. I found a guy online who did 3D printing work and it turned out he was an F1 aficionado and willing to help. There are 15 components in the steering wheel, and once he'd printed them I stuck them together with superglue. And by the time we'd made a steering wheel I'd learned the basics of a whole new technology, and I knew what you can and can't do."

Then by chance Thomas discovered he might not need it. A contact in Brazil (this network spans the globe) who owned a Marussia contacted him to say he knew of a man in Australia who had a 2014 Caterham steering wheel. "I spend a lot of time talking to people, and once they know that you can explain what you need – which calls for a level of understanding most people don't have – then you've moved onto their wavelength. It's no use just saying, 'I need a steering wheel, or an upright.' You need to tell people exactly what you want, because asking them what you need won't get you anywhere. There are fantasists and dreamers and dealers and collectors and pests, and you can smell them a mile away. But I'd built my own website – caterhamf1.co.uk, another skill added to the armoury – so they could check out what I've done, and that helps them take me seriously.

"When I contacted this Australian he was quick to establish that I wasn't a trainspotter, that I knew what I was doing. And he was prepared to give me the steering wheel for what he paid for it, which was £10,000." Finding the money virtually cleaned Thomas out of F1 memorabilia.

He knew enough not to try to do everything himself. "It's important to know your limits," he says. "It had gone beyond the point where I could do all the work – I needed professional help. I can change the oil and the plugs, but I have no illusions about my engineering skills. Had I tried to do everything myself, the project would probably have run into the sand." The 'finished' car then went to Hillspeed in Derbyshire to have an engine fitted. It's a two-litre engine and gearbox from a 2008 Formula Renault – a slightly underwhelming choice but Thomas says there is no way around it: "Partly it is because of the size: a 1.6-litre F1 engine is not very big, but it is also for convenience. You can turn up and start a Formula Renault engine whereas an F1 unit needs pre-heating and draining down every time you use it, I just don't have that capability."

The completed car should take to the track later this year. Who will drive it for him? "I will drive it," says Thomas. "F1 drivers just destroy them. If someone like Jenson Button said he'd like to drive the car I'd be prepared to allow it, subject to certain understandings..."

Then Thomas and the car will go on holiday. "Years ago I went to the Goodwood Revival where there were a load of 1960s F1 cars," he says. "I got talking to a little old guy who owned one, and he was travelling all around the world showing his car, all expenses paid. He was permanently on holiday and it cost him nothing. That will do for me."

In the meantime though, Thomas's hobby has given him a broad understanding of aerodynamics, thermodynamics, mechanical engineering, detective work, research, computer programming and wheeler-dealing not to mention a fully functioning DIY F1 chassis. Not bad for a racing fan with a shed full of parts, a big idea and an eye for a bargain.

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Sandy Mitchell

He might still be a teenager, but the GT racer tells Jack Phillips that a maiden win this season is just the start

SANDY MITCHELL HAS MADE A HABIT of breaking records. Aged just 16 years and 41 days, he lined up on the Brands Hatch grid behind the wheel of a McLaren to become the youngest driver to start a British GT race. At Silverstone, 59 days later, he became the youngest person to claim pole and just over two months later he claimed victory at Snetterton with team-mate Ciaran Haggerty, becoming the youngest driver ever to claim a British GT victory. For good measure, the pair dominated at Donington Park in September, making Mitchell the youngest double race-winner, if we're still counting.

"Yeah, I've broken a few records this year," the relaxed Ecurie Ecosse teenager says. "It's been a positive season. We ended up third in the GT4 class of the championship and we have to be pleased with that."

Now 17, Mitchell had a conventional start to racing – success in karting led him to Formula Ford, albeit in a bewinged Mygale – though his route into karts was a little more rugged than knocking about in a simple four-stroke bambino.

"When I was four or five I was lucky enough to have a little off-road buggy, to run around the fields next to my house. It was from there that I got into competitive karting, when I was nine, and the whole thing took off. I started out in Scotland and won the national championship. The next progression was to the British championship, and I won the juniors in 2014."

Part of Arden's Young Racing Driver Academy during that title-winning year, he impressed in his debut car season. He was seventh in the MSA Formula, and second-best rookie, but he and Arden then parted. His focus turned towards forging a career, and that normally means racing with a roof over your head – where Arden has no presence.



LAT

CAREER IN BRIEF

Born: 07/03/00, Forfar, Scotland
2009-2014 Karting **2015** MSA Formula (2 wins)
2016 British GT GT4 (2 wins)

There's been plenty of progress in 2016, both for Mitchell and the brand-new McLaren 570S GT4, announced only on the eve of the season at the championship's media day in spring.

"GT4 provided a good platform to show my talent," he says. "You have the much faster GT3s coming through, another thing to get used to, and there's a certain way to race a GT. There's been so much to learn while developing the car, too.

"Reliability was a problem earlier in the season, but that was expected. We've ironed that out; the car is now really fast and feels absolutely amazing. There was pressure on us but the team has done a good job. To finish third in the development year is incredible, and I think there's now been a lot of interest from customers, too."

While that leap from a 160bhp single-seater to a 500bhp-plus McLaren is a big one, GT4's aim is to make the step as smooth and simple as possible. But that isn't to say it hasn't been a challenge. "There's so much more power and a lot more weight in the car," he says. "Being my first tin-top, it took some getting used to the big pit where the passenger would sit – and I'd never done pitstops before, either. We managed to get some testing in, so I'm in the swing of things now."

McLaren might well dictate what happens next, but the car clearly has some untapped potential – as demonstrated by its late-season form.

Mitchell has also enjoyed the support of eminent fellow Scots. "Dario [Franchitti] has mentioned me a few times on Twitter and I've had a few tweets from Ryan Dalziel. It's been great to have their support. GT racing and sports cars will provide me with my best opportunities and are also better for the budget.

"GT racing is definitely on the up, so this is where my future lies. Hopefully, I'll make it happen."

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TRACKING THE STAGE STARS

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Rolex and its proud aviation heritage

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THE AUTOMATICS

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TIMING IS EVERYTHING

SINCE MOTOR SPORT'S INVENTION during the 1890s, pinpoint timekeeping has been as much a part of its essence as braking points, tyre life or internal combustion. And things have become increasingly accurate over the years, with margins long distinguished in hundredths and thousandths rather than full seconds.

In this latest edition of our biannual *Precision* series we look at recent trends and developments in watchmaking, from exquisite one-offs to car-inspired timepieces via the manner in which some watch companies are becoming increasingly self-sufficient with regard to design and sourcing of parts.

Some parallels there, perhaps, with Formula 1, but then this is an industry that will ever and always have much in parallel with our own.

Precision is written and edited by Richard Holt



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www.certina.com

SPORTS WATCH BRAND Certina became timekeeper for the World Rally Championship in 2013, and since early 2015 has also been the official partner of Citroën's Total Abu Dhabi team. But the brand's involvement with the WRC goes back a lot further – from 2002 to 2005, Certina sponsored Petter Solberg and late rally legend Colin McRae.

The company dates back to the late 19th century, when a small workshop was established by the Kurth brothers in the Swiss town of Grenchen at the foot of the Jura mountains. It began by making parts for other watchmakers before moving on to make complete timepieces.

In the early 20th century, Certina was among the first brands to produce wristwatches and it won a reputation for high quality. In the late 1950s the company developed its Double Security (DS) system, so called because the movement was placed inside a highly reinforced case and was suspended to provide further protection from shocks.

In 1960 these DS watches, which were also water and pressure resistant, were taken on an expedition to the Himalayas in order to prove how durable they were. After they survived this expedition, Certina began an involvement with tough pursuits that has been the company's focus ever since, as befits its motto: Reliability, Precision and Innovation. As well as rallying, over the years Certina has been involved with yacht racing, hockey, boxing, motocross, motorcycle racing and Formula 1.

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RAPPERS – ESPECIALLY those not shy about bringing the bling – are known for theire love of watches. In the track *What Up Gangsta*, when 50 Cent has finished threatening to "have yo' momma picking out your casket", he boasts about how well gangsta life is treating him by saying: "I'm on the next level, Breitling baguette bezel."

Whilst you can indeed get Breitlings with baguette-cut diamonds adorning the bezel, to think of the brand as being all about the sparkle would be very wide of the mark. They are known principally as "tool watches", watches that are made to do a serious job rather than to let your homies know how much money you are making.

The brand was started way back in 1884, when Léon Breitling opened his first workshop in the Swiss Jura and quickly became known as a maker of high-quality, precise pocket chronographs. As watches moved from pocket to wrist, so Breitling grew and passed from father to son, and then grandson. Breitling became the watch of choice for many military and police forces around the world.

The arrival of military and commercial aviation meant the need for precise wristwatches was greater than ever, and Breitling won a contract to supply watches to the Royal Air Force. This link with aviation continues today, and Breitlings are worn by both professional and amateur pilots – there is even a Breitling Jet Team, pictured, which carries out daring displays of aerobatics around the world.

So there may be nothing shy and retiring about Breitling. But the watches themselves are very serious pieces of kit, even if you do decide to add diamonds.

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FARER

THIS IS THE MODERN WORLD

CONTEMPORARY PIECES INSPIRED BY ICONIC BRITISH CARS OF THE 1960S

ANYONE WITH EVEN HALF an eye on the watch industry will see that one thing is definitely not in short supply: brands. There are so many of them that sometimes it can feel impossible to keep up. So when you hear about yet another one joining the ranks, you need to fight the urge to raise an eyebrow and wonder whether there is any space left in the crowded market.

If you want to buy a lower-priced quartz watch, you are spoilt for choice. Equally if you have a few thousand to spend, there are many blue-chip brands competing for your attention. The one area that does feel a little underserved,







however, is reasonably priced, well-designed watches with proper mechanical movements.

And this is where the new London-based brand Farer comes in. Actually it is not completely new, as it brought out its first quartz watches in 2015. But if you are the kind of watch fancier for whom only mechanical will do, Farer is new, because it has just unveiled its first range of automatic watches.

The watches are designed in London, but built in Switzerland using ETA movements, which appear in watches costing several times as much as those offered by Farer. Fittingly the design influences cited by the company include Swiss watch brands such as Omega and Universal Genève, but also British cars from the 1960s like the Jaguar E-type and Aston Martin DBS. Those both happen to be cars owned by Paul Sweetenham, one of the founders of Farer along with Jono Holt and Ben Lewin.

Sweetenham talks about how during the design process the team was jumping in and out of his cars, examining all the fine details of the lights, dashboards and colouring to get inspiration for the watches. As well as acknowledging a debt to cars of the past, Sweetenham hopes that the British motor industry can serve as an inspiration for watchmaking in this country. "Many great British industries are back on their feet," he said. "Not least the motor industry. With strong British design working with Swiss movements and manufacturing, Farer would love this to be a step towards the British watch business emulating the car industry in years to come."

Farer takes its name from the latter part of the words like "seafarer" and "wayfarer", and the aim was to create watches with a sense of adventure, and the automatics are named Beagle, Hopewell and Endurance after historical British ships.

"We wanted to make watches that are one of the few important possessions you want to take with you when you travel, said Sweetenham. "That's why we invite people to take up our offer of free engraving, because a watch is a possession that you want to keep, not something temporary like a mobile phone."



■ Farer automatics have a 39.5mm case stainless-steel case housing a Swiss ETA 2824-2 movement. The crown is solid bronze and there is a domed sapphire crystal glass. The strap is made from Barenia bridle leather and the watch is water resistant to 50 metres. £875. *www.farer.com*



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CHOPARD

KEEP ON RUNNING

A TIME LORD WHO LIKES TO MAKE THE MOST OF HIS CLASSIC COLLECTION

YOU WOULD BE FORGIVEN for thinking that Karl-Friedrich Scheufele was in the car business, rather than the watch business. The co-president of the Swiss watch and jewellery brand Chopard is a regular participant in the Mille Miglia along with friend and Le Mans legend Jacky Ickx, and he has an enviable, and extremely tasteful car collection.

For all his love of cars, he has clearly never lost a second's focus on the day job. Under his stewardship, the family-run business has developed its own manufacture, which makes movements for the haute horlogerie L.U.C collection, a tribute to Louis Ulysse Chopard who founded the brand in 1860.

So of Scheufele's twin passions, cars and watches, which came first?

"It came in alternative waves," he said. "Cars were earlier than watches, as I plastered my bedroom wall with posters of all different kinds. But later the watches took over. My grandfather had a watch collection which I subsequently took over and expanded."

Not that his love for cars ever waned, and his collection includes such wonders as a Ferrari 750 Monza, an Aston Martin Ulster and a 1929 Bentley 4½ litre. A big Porsche lover, he also has a 911 2.7 RS, a 356 Carrera 2 GS and a 356 Speedster – fittingly seeing as Chopard has been the official timing partner for Porsche Motorsport since the German team made its full-scale Le Mans comeback in 2014.

Asked what he would do if he had to pick just one car from his collection, he answers without hesitation. "The Porsche Speedster, the 356. It was the first classic car I bought – I've had it for 30 years. I have always had a strong attraction to Porsche and I have driven them ever since."

Despite all the rare machinery in his garage, he tries to make sure he uses all the cars as often as he can. "The worst thing you can do with cars is not drive them," he says. "Cars need a lot more maintenance than watches. Not that you should disregard the need to maintain mechanical watches – it is still a machine with moving metal components that need to be looked after and serviced."

Does sharing a car with a legend encourage Scheufele to push the boundaries? "I enjoy driving fast but I have a natural instinct of risk reduction. At the Mille Miglia I like to drive – I am not slow but don't take unnecessary risks. It is a silent agreement I have with Jacky."

Chopard has sponsored the Mille Miglia since 1988. Every year a limited-edition Mille Miglia watch is presented to all the participants. This watch is also available to the public, as are a wide range of other Mille Miglia watches, both chronographs and time-only watches, with case materials including steel, titanium and rose gold. *www.chopard.com*

ROLEX

RETURN OF THE KING

FIRM PAYS TRIBUTE TO ITS SIGNIFICANT AVIATION HERITAGE

AFTER AN ABSENCE OF TWO years from the Rolex line-up, the Air-King has returned bigger and better. The watch has been brought back to pay tribute to Rolex's role in the pioneering days of aviation. And what a role that was. UK aviator Charles Douglas Barnard set a number of records, including a 5000-mile flight from Karachi to Croydon in 1928. After one trip he said of his Rolex Oyster: "The peculiar qualities of this watch render it eminently suitable for flying and I propose to use it on all my long-distance trips in future".

In 1933 Rolexes were worn by Flight-Lieutenant David McIntyre and Sir Douglas Douglas-Hamilton as they undertook a treacherous mission – funded by the philanthropist and former suffragette Lady Houston – to take to an open-topped biplane and make the first flight over Mount Everest.

Then the following year, Owen Cathcart-Jones and Ken Waller made a return voyage from London to Melbourne in record time with a twin-engine De Havilland Comet, using a Rolex Oyster as their on-board chronometer.

Towards the end of WW2 Rolex founder Hans Wilsdorf launched a series of aviation-themed watches to honour to the pilots of the RAF. These included the Air-Lion, Air-Giant, Air-Tiger and – the only watch that endured – the Air-King.

The new Air-King is, at 40mm, substantially bigger than the last one. It is also better-shielded from the elements, with a Faraday cage within the screwdown caseback that gives it the same resistance to magnetic fields as the redoubtable Rolex Milgauss. It is also more accurate and all of this, along with the new watch's prominent minute markers for navigational readings, presents the new Air-King as a pilot's tool watch, and a fitting tribute to Rolex's place in aviation history.



The Rolex Air-King has a Manufacture Rolex mechanical movement with bi-directional self-winding. It has a screwdown winding crown with Rolex's Twinlock system, and is water-resistant to 100 metres, £4150
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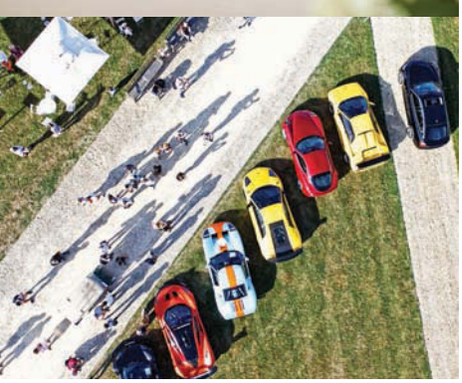
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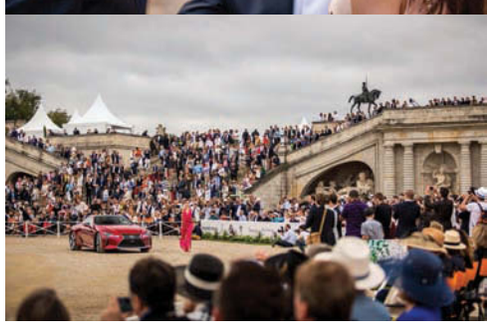












RICHARD MILLE

ONE PLACE, TWIN PASSIONS

GLAMOROUS GATHERING BACKED BY A GREAT INNOVATOR

FOR A THIRD YEAR, HORDES OF BEAUTIFUL cars and beautiful people made their way to the Château de Chantilly, the beautiful historical castle half an hour's drive north of Paris, for the Chantilly Arts & Elegance Richard Mille.

Richard Mille set up his eponymous watch brand in 2001, and had a seismic impact on the industry as he proceeded not just to bend the rules, but fling the rulebook out of the window, making audacious watches the like of which had never been seen.

For such a maverick, being involved with a refined concours d'élégance on the lawns of French château may seem like an unlikely fit. But Mille is a car fanatic without equal, having amassed an impressive personal collection of Formula 1 cars, and his company sponsors the McLaren-Honda F1 team and has a design partnership with Aston Martin. And he has always paid great tribute to the world of motor sport for influencing his approach to making the cutting edge "motors" in his watches.

So Chantilly is the ideal place for his twin passions to meet, as his latest creations are displayed among the endless lines of beautiful cars from every era. Over the course of festivities on a Sunday in early September, a jury consisting of 40 experts, including FIA president Jean Todt, was called upon to judge three competitions: the Concours d'Élégance for concept cars, the Concours d'État, and the Grand Prix des Clubs to recognise the owners' clubs that are doing the most to keep the history of cars going. The Richard Mille "Best in Show" prize was awarded to an Alfa Romeo 8C 2900B from 1938 with Touring bodywork.
www.richardmille.com



RM 67-01 in white gold. The flattest Richard Mille watch so far, the RM 67-01 has the brand's characteristic tonneau-shaped case. The case material is either titanium or white gold. The white gold is available, as pictured, with a full diamond set. £POA



RM 11-03 Titanium. Unveiled at Chantilly, the RM 11-03 Titanium has baseplate and bridges made from grade-five titanium, a material often used in the aerospace and automobile industries due to its combination of lightness and strength. £POA



Louis Erard

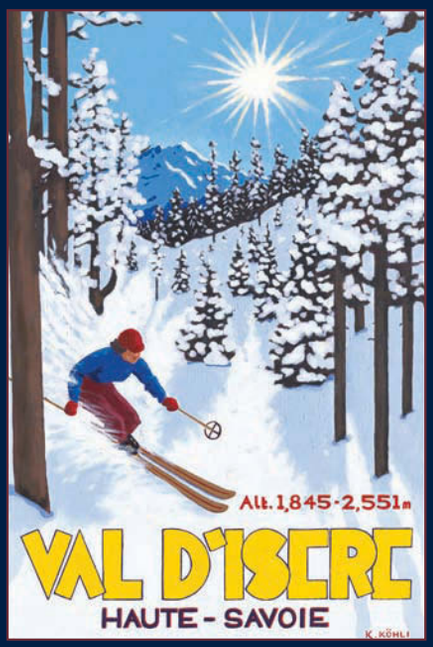
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MECHANICAL ATTRACTION

louiserard.ch

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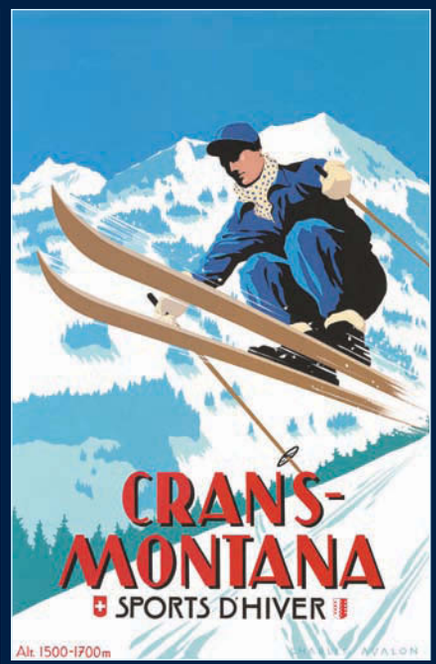
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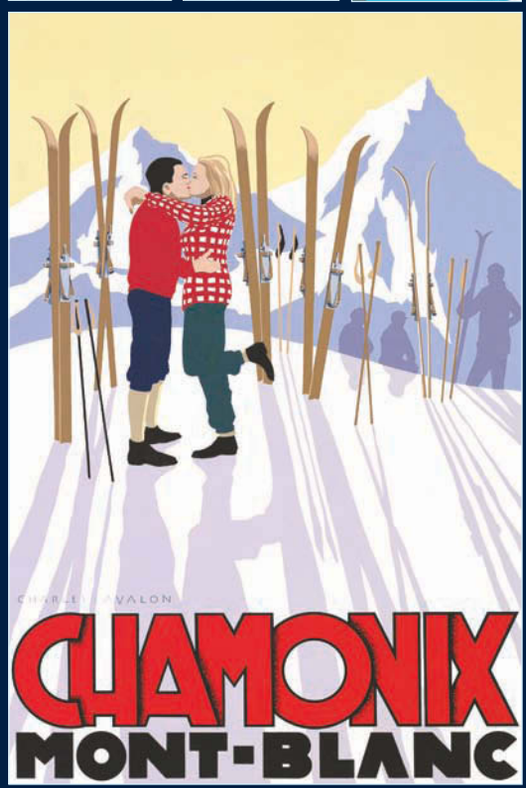




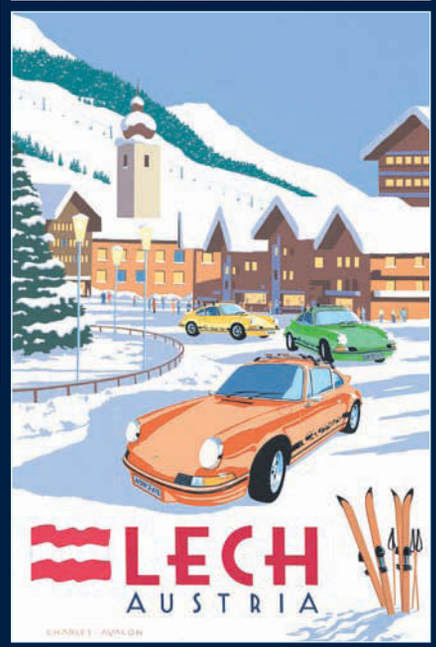






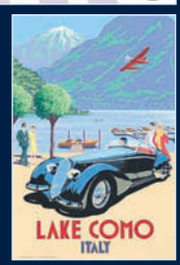












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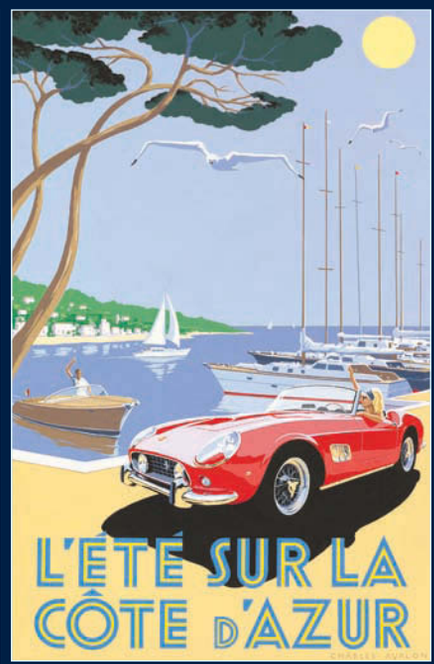


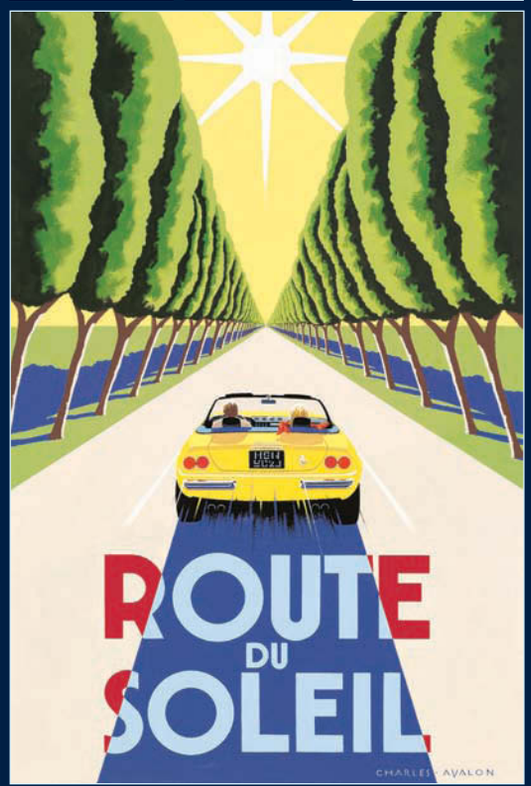




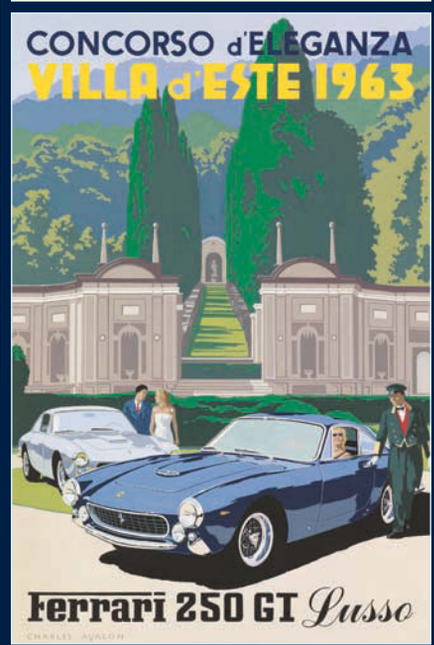




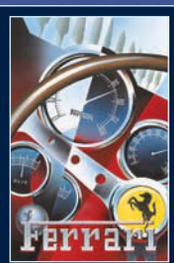


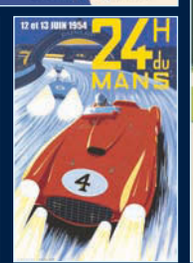












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£14,400, www.bellross.com

ARNOLD & SON
TB88

Arnold & Son, founded in 1764, is a great name from Britain's horological past. John Arnold and his son supplied marine chronometers to the Royal Navy and established several watchmaking patents. One Arnold & Son chronometer is considered such an important piece of history that it is displayed in the National Maritime Museum in London. The Arnold & Son name was revived in the early 21st century and the new watches pay tribute to the original company, include design elements from John Arnold's chronometers and pocket watches. The TB88 in available in either steel or rose gold. It has a hand-wound mechanical movement with twin barrels, providing 100 hours of power reserve.

£26,000, www.arnoldandson.com





PATEK PHILIPPE
5170R

This watch is newly released, but in true Patek Philippe style, it is not messing with a winning formula. The 5170 – how true fans of the brand love a reference number – is Patek's classic manually wound chronograph, with bi-compax dial showing a 30-minute counter at 9 o'clock, running seconds at 3 o'clock and chronograph centre seconds. New for this year, the watch is available in rose gold on a chocolate-brown alligator strap.

£58,850, www.patek.com

EBERHARD
Extra-Fort Grande Taille

New for this year, Eberhard has brought out a larger version of the Extra-Fort, one of the mainstays of the Swiss firm's range. Fitted with an automatic chronograph sourced from the Swatch Group-owned movement maker ETA, the watch comes with a stainless-steel case and a polished, engraved caseback that is locked in place with six screws.

£3900, www.eberhard-co-watches.ch





CHRISTOPHER WARD
C8 Power Reserve

Christopher Ward has built a reputation for high-quality watches at affordable prices. The C8 Power Reserve Chronometer continues this trend and offers a lot of watch for the money. The aviation-themed watch has a twin-barrel, in-house, chronometer-certified movement. The indicator at 9 o'clock allows you to see how much is left of the impressive 100 hours of power reserve.

£1550, www.christopherward.co.uk

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The Overseas collection was launched 20 years ago as Vacheron Constantin's answer to the growing public demand for luxury sports watches. This year the range has been refreshed with a handsome selection of watches that all come with anti-magnetic protection, Poinçoin de Genève certification and water resistance to 150 metres. Each watch comes with an easily interchangeable rubber and alligator strap in addition to the metal bracelet. The watch also has a sapphire caseback so you can admire the handsome automatic movement within.

£15,000, www.vacheron-constantin.com

MAURICE LACROIX
Aikon

Maurice Lacroix has built a reputation for making high-quality watches, a mixture of mechanical and quartz, that tend to be much more affordable then most of its Swiss rivals. The Aikon comes on either a leather strap or a stainless-steel bracelet. The movement is quartz and the Aikon has a 42mm stainless-steel case and sapphire crystal with anti-reflective coating. The dial is black with rhodium indices and the watch is water-resistant to 100 metres.

£600, www.mauricelacroix.com





JAEGER-LECOULTRE
Geophysic 1958

This watch pays tribute to the model created in 1958 for the International Geophysical Year. The Geophysic 1958, while having the appearance of a classic watch, has military and scientific origins, just like the original. Engineered to be accurate beyond chronometer standard, the Geophysic has an automatic-winding movement and is anti-magnetic, shockproof and water-resistant to 100 metres.

£6600, www.jaeger-lecoultre.com



BREMONT
Boeing 100

The Henley-based Bremont was launched in 2002 by the aircraft-mad brothers Nick and Giles English. They began by making pilots' watches, and have also made gorgeous E-type inspired watches with Jaguar's Ian Callum as a design partner. The Boeing 100, a return to their first love, has a case made from Boeing's aviation-grade Ti 6-4 titanium, a metal that is significantly stronger than titanium, and has carbon fibre composite from the first Boeing Dreamliner flying test bed incorporated into the crown.

£5495, www.bremont.com

TAG HEUER
Carrera Panda

The Original Carrera, named after the deadly Mexican road race the Carrera Panamericana, was developed under the leadership of Jack Heuer and launched in 1963. New for this year is a return of the Carrera Panda, a twin-subdial chronograph with white subdials on a black dial, or black subdials on a brushed silver dial. It has a 41mm polished steel case and is water-resistant to 100 metres, It is powered by TAG Heuer Calibre 17, an automatic chronograph that gives the watch a central seconds hand and a 30-minute counter at 9 o'clock, as well as date and running seconds. It comes on either a perforated leather racing strap with a red lining, or else a steel bracelet.

£4100, www.tagheuer.com





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Ultima Limited Edition

This limited edition from the independent Swiss watchmaker Louis Erard is produced is conjunction with the 240mph Ultima Evolution supercar. The watch has an automatic-winding chronograph movement and a black carbon-fibre dial with twin frosted gold subdials. It has a 42.5mm stainless-steel case and perforated leather racing strap.

£1995, www.montres-louiserard.ch

TUDOR
Black Bay Bronze

Tudor may have been launched in the 1940s as a cheaper alternative to sister brand Rolex, but in the last few years it has gained many fans who don't see it as playing second fiddle to anyone, even the mighty Rolex. The Tudor revolution began in earnest in 2012, with the launch of the gorgeous Black Bay Heritage range. The latest version, in bronze, is arguably the best of the bunch.

£2730, www.tudorwatch.com

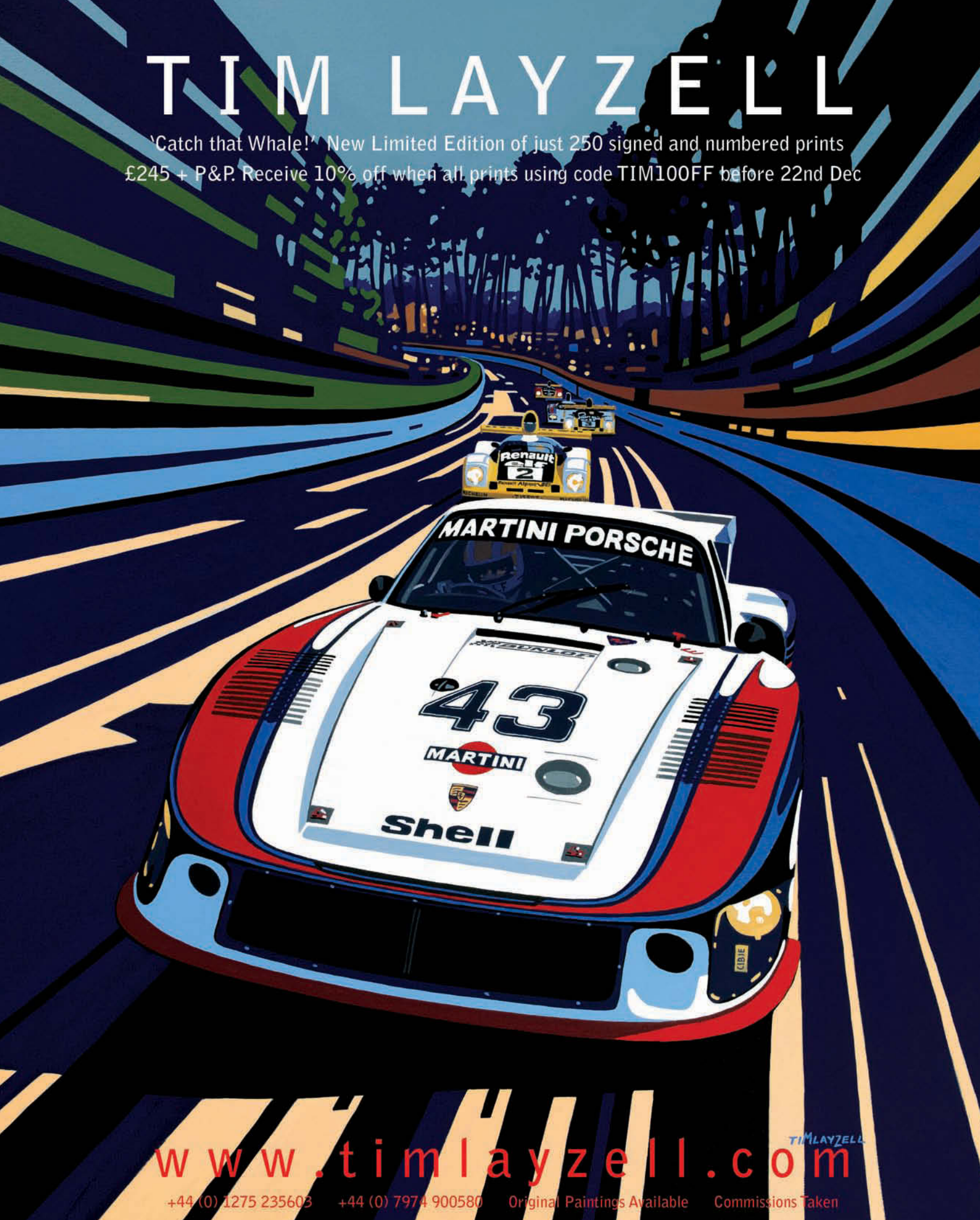




ZENITH
El Primero Range Rover Special Edition

In the 1960s Zenith was one of number of brands competing to produce the world's first automatic chronograph. The argument over who won that very close race has never been settled, but Zenith's watch movement, the El Primero, is the most enduring. It continues to be produced today with more than 600 movement variations coming along the way. Newly unveiled is the Range Rover special edition, part of new partnership between Zenith and Land Rover. Both the El Primero and the Range Rover were unveiled in 1969.

£6400, www.zenith-watches.com


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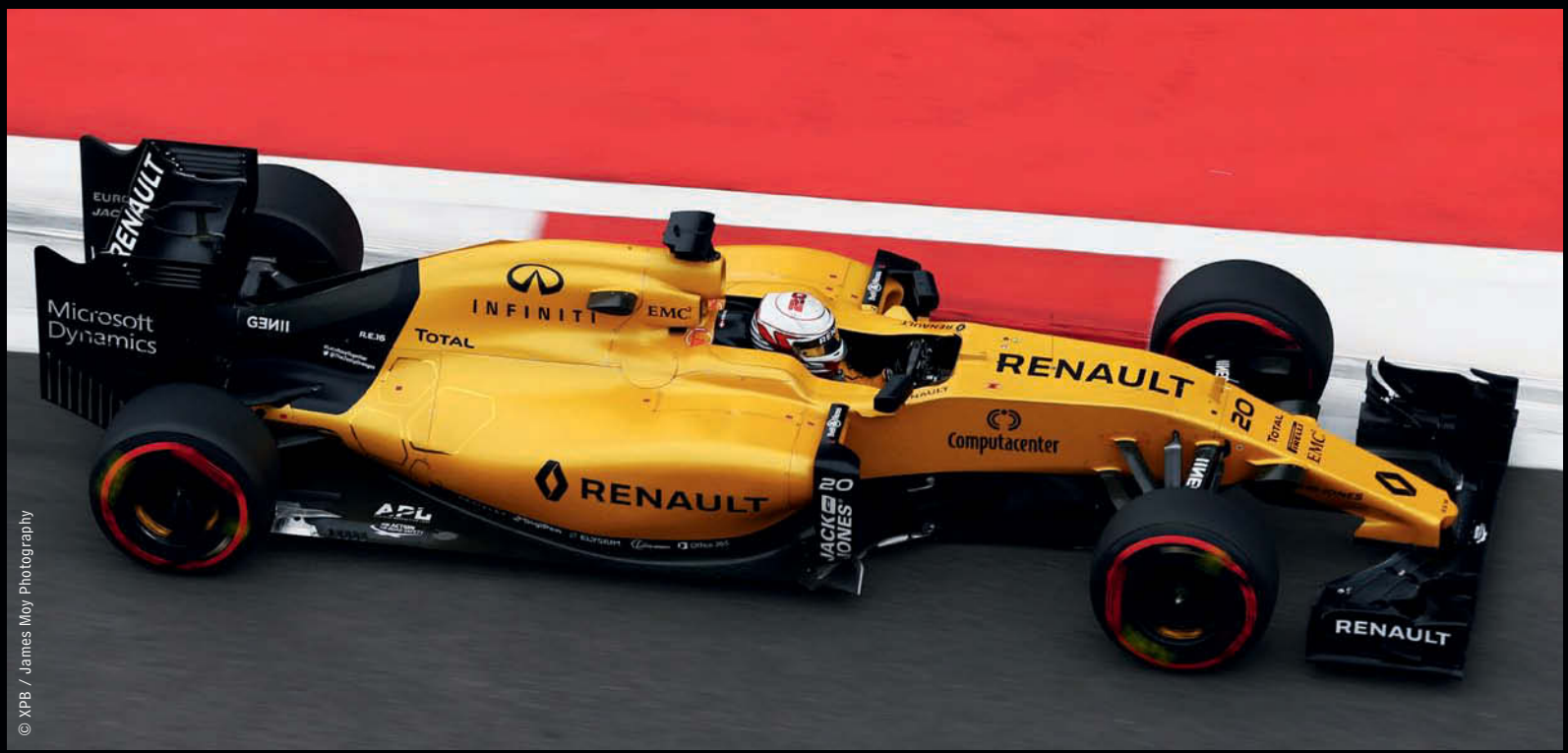
GOLDEN OLDIES

ORIGINALS CAN BE GOOD VALUE, IF YOU KNOW WHERE TO LOOK

FOR TOO MANY YEARS, THE international auction market has been dominated by two brands: Patek Philippe and Rolex. Fine and rare examples from these great marques set new records every year to the extent that a good collectable example is beyond the reach of a more modest collector.

The good news is that the choice for vintage collectors is finally beginning to widen with alternative brands being offered at more reasonable prices. The bad news is that the current passion for vintage means that they won't remain affordable for long.

Tool watches, especially sports chronographs, are particularly hot right now and while the Rolex Daytona is still the undeniable "king of the road", prices for vintage Heuer, especially early Autavias, are starting to rocket. Watches that might have sold for £3000 10 years ago are now making £30,000, confirming Heuer as the next big thing. The authenticity of these brands makes them more desirable – no marketing spin here, these were actual models worn by racing drivers in the '50s, '60s and '70s. From an aesthetic angle, these chronographs are in line with contemporary watches, whereas time-only pieces from the period tend to be too small.



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VINTAGE TRENDS

There is a cascade effect down to the lower-value brands. Some, such as Omega's Speedmaster or Universal Genève's Tri-Compax, are already well known to collectors, the same is true for Tudor and Breitling, but others such as Enicar, Gallet or Excelsior Park are not. Clean, original examples of these are a great buy, even if they have started to go up in price. They share the styling, heritage and often the movement of the more expensive brands, and yet cost a fraction of the price.

As the Swiss watch brands' re-issue mania shows no sign of abating, why not grab yourself an authentic original? If you are quick off the mark it might prove to be a canny investment, should the chronograph boom continue.

By Adrian Hailwood, Director of Watches at Fellows Auctioneers (*www.fellows.co.uk*)



Patek Philippe has, along with Rolex, dominated the international auction market

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Before he was famous

A new book celebrating James Hunt reveals an unexpected side to one of Britain's most flamboyant racing stars

writer MAURICE HAMILTON





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WRITING a book about James Hunt had one obvious difficulty; how to find something new to say about one of Formula 1's most recognisable and compelling characters on the 40th anniversary of his championship-winning season.

Everybody knows about the blond-haired lethario; the maverick world champion who seemingly couldn't give a toss about convention. Perhaps less well known is the story of James Hunt the grafter. While researching the book, I delved back to his early years and contacted a variety of friends and acquaintances, ranging from Sally Jones (James's elder sister) to team members and a neighbour of the Hunt family during his youth.

I also spoke with Ray Grant, the charismatic



Brands Hatch, Boxing Day 1968. Hunt (#16) en route to sixth in FF1600. Above, primed for F3 at the same venue in 1969





Hunt family album, including – centre top – a formal portrait of the future F1 champ, aged 10

"HUNT WAS NO MORE ADEPT AT DEALING WITH MECHANICAL MATTERS THAN HE WAS AT SEQUIN DRESSMAKING"

former mechanic who continues to work for McLaren but has never before spoken in public about his time with Hunt when they were very much kindred spirits. Grant's reflections from four decades ago help build the picture of how much motor racing has changed – particularly in the case of a determined lad from a middle-class family in Surrey trying to make his way to the top and becoming an international superstar only towards the end of a difficult and dramatic journey.

With the help of rarely seen photographs and private family pictures, the image that emerged was of a young man – who today would be considered past it – determined to make it as a driver despite the obstacles placed in his path. In 2014, for instance, Max Verstappen reached Formula 1 as a 17-year-old. At the same age in 1964, Hunt barely knew of the sport's existence

Instead he was busy writing off various family cars – from a Minivan to a Fiat 500 – to the point where his parents, Wallis and Sue Hunt, banned him from driving. His life was to change, however, when he accompanied friends to a club meeting at Silverstone and discovered a proper outlet for his desire to drive at breakneck speed.

❖

ACCORDING TO HIS SISTER SALLY, MUM and Dad did not know how to take it when their boy arrived back from Silverstone that day and immediately declared that, not only was he going to become a racing driver but he would also be world champion. Despite the obvious obstacles – zero experience and no money, to name just two – the Hunts were aware that, having made up his mind, James would do everything in his power to see this through.

Sure enough, Hunt scraped together enough to buy the shell of a crashed Mini that had seen better days. Money was saved by abandoning social life (including a drastic reduction in smoking) and taking on a selection of temporary jobs, ranging from hospital porter to delivery driver, the latter allowing visits to junkyards in the search for parts – including an engine.

But here's the thing. Hunt was no more adept at dealing with mechanical matters than he was at sequin dressmaking (I was going to say knitting but he had actually managed that when, anxious not to be beaten, he had successfully matched Sally's needlework when making a woolly garment for their baby brother).

Nuts and bolts were anathema and yet he taught himself how to build the car, a will to succeed being measured by hating every minute spent slaving in the garage at home. It took almost a year to – not complete the car, as such, for reasons we will come to – but to get the Mini moving under its own steam.

The engine's clanking and rattling was considered an irrelevance when judged against the miracle of the lump actually firing on all four cylinders. It was therefore a matter of great personal triumph when the proud owner, untaxed and uninsured, ventured out of the family driveway in rural Surrey and took to the road that, fortunately, was a private one and without the unsporting speed bumps evident today.

Rather than complain, his neighbour, Maire

Marlow, remembers how she and her family would run to the pavement and cheer on the dashing young man. "The Hunts were – how do I put it – an interesting family," she told me.

Unfortunately, officialdom would not share the residents' enthusiasm for the handiwork of their local racer. It says much about Hunt's complete ignorance of the sport that – when presenting the Mini for scrutineering at his first race at Snetterton – he thought the use of a penknife to cut a few grooves in the bald tyres would pass muster. Or that it would suffice to overcome a missing front passenger seat by appropriating a metal-framed canvas garden chair and bolt it into place with bits of a Meccano set.

"HE GOT OUT WEARING PLIMSOLLS – MY FIRST ENCOUNTER WITH JAMES HUNT"

Hunt eventually righted the technical wrongs but, frequently, the journeys to and from circuits would prove more eventful than the actual races – all of which ended in retirement. Sally recalls being persuaded to borrow their grandmother's Morris Minor to tow the Mini to Brands Hatch. And back again.

By this time, Hunt had his mind set on moving up to a single-seater, the newly instituted Formula Ford series having caught his eye despite not being able to afford it. By hook and by crook – in the latter case, through money raised as a salesman coaxing customers to sign long-term contracts for telephone answering machines – he gathered the deposit for an Alexis and left the worry of regular repayments for another day.

The learning curve might have increased in severity, but Hunt loved the thrill of driving what he termed a proper racing car – even if he did not look like a proper racing driver. Max Mosley, then an aspiring racer, recalls testing his Formula 2 Brabham at Snetterton and coming across a Formula Ford being hustled with indecent haste. "Back in the paddock, the driver got out wearing scruffy jeans rather than overalls and also wearing plimsolls. This was my first encounter with James Hunt."

Rarely did Hunt give any indication of a latent talent that, for now, was being masked by a determination coming close to desperation. Hunt appeared to have reached the end in every sense when the avoidance of a spinning competitor at Oulton Park resulted in the Alexis finishing upside down in the lake. With a seat harness not mandatory and considered by the driver as an unnecessary expense, the fact Hunt rose unharmed from the water was, in many ways, a parable of the times.

To most observers, however, much as they enjoyed his company, the truth was that Hunt's earnest self-belief and flashes of speed were not matched by the necessary consistency. The feeling of unreachable potential would increase as Hunt stepped up to Formula 3 and eventually talked his way into works drives. He even earned the now well known sobriquet – Hunt the Shunt. Research for the book revealed frustration among journalists and friends who, in all honesty, thought Hunt was on the road to nowhere when he joined Lord Hesketh to race his equally unknown Dastle F3 car at the end of 1972.



James Hunt, by Maurice Hamilton, is published by Blink and retails for £35. ISBN: 978-1-910536-76-6

In fact, as we now know, it would be the beginning of an exciting and colourful way forward, eventually leading to F1. And yet, when Hunt stepped into Emerson Fittipaldi's seat at the beginning of that eventful 1976 season with McLaren, the need to prove doubters wrong remained.

This he did in truly exceptional style. By then, of course, he had been through the process many times. Starting as an army of one when building and attempting to race that Mini.



Hunt and FF1600 rival Syd Fox in the Brands Hatch paddock, ahead of the 1969 Race of Champions support event

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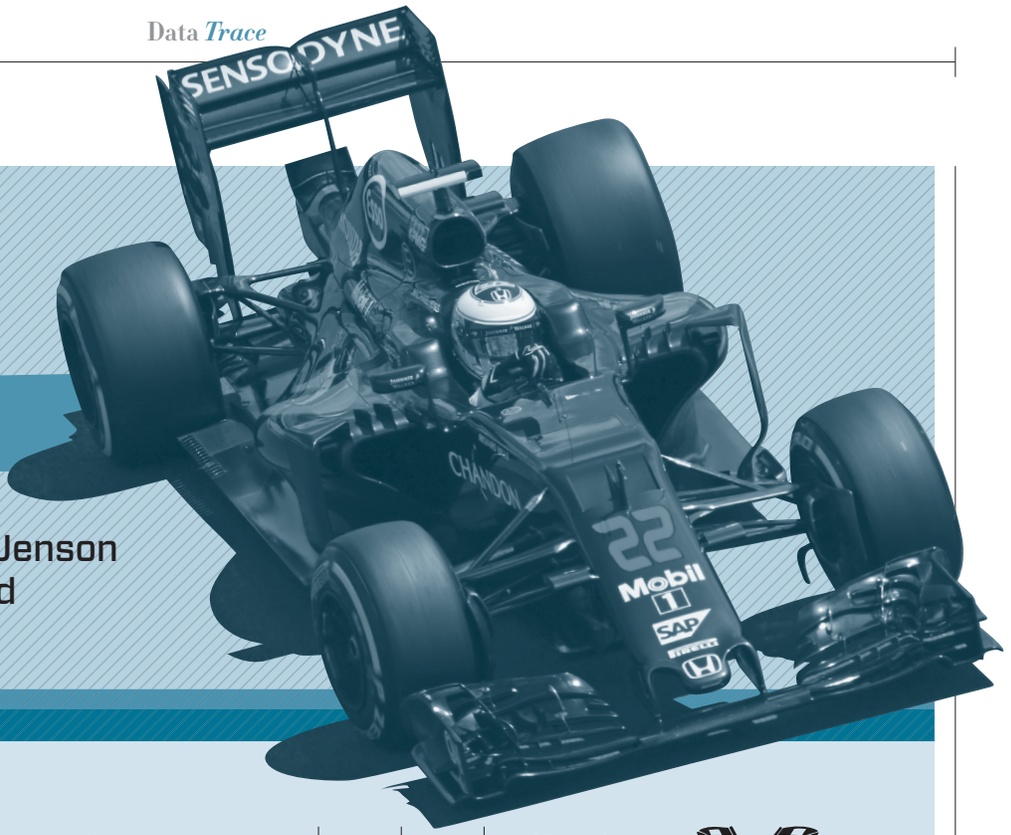
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300 GP STARTS

Rubens Barrichello was F1's first triple centenarian and Jenson Button has become the third

writer PETER HIGHAM



JENSON BUTTON BECAME THE third driver in F1 history to start 300 Grands Prix when the lights went out in Malaysia. It took him 113 races to win his first GP, but he went on to become a popular world champion in 2009 and had 15 F1 victories at the time of writing.

He joined Rubens Barrichello and Michael Schumacher as a member of this exclusive club, his erstwhile rivals starting 323 and 307 GPs respectively. Barrichello's absolute record includes 12 victories and finishing as runner-up in 2002, in an era when seven-time champion Schumacher was rewriting the F1 history books.

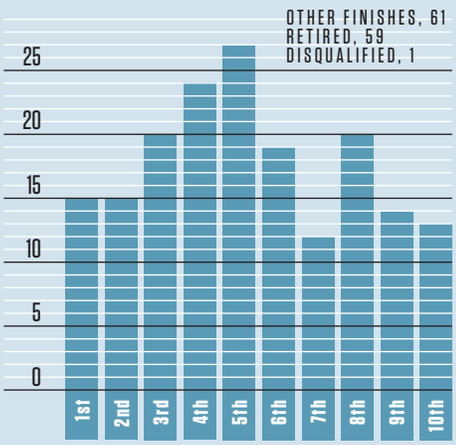
Button showed glimpses of promise as a relative unknown with Williams during his maiden F1 season in 2000, although subsequent campaigns with Benetton/Renault proved a struggle. It was with British American Racing and Honda that he established himself – scoring his breakthrough victory in Hungary 2006 after a typically canny drive.

Honda withdrew from the sport at the end of 2008, leaving his career in the balance, but the team's 2009 car was rebranded as a Brawn BGP 001 and – now with a Mercedes engine – he scored six GP victories to clinch the following year's world title with a round to spare. The team was acquired by Mercedes after that single successful season, but Button chose to move on and defend the championship with McLaren. Three years as team-mate to Lewis Hamilton delivered another eight victories as he more than matched his highly rated younger colleague.

DRIVER STARTS

	RUBENS BARRICHELLO	JENSON BUTTON	MICHAEL SCHUMACHER
AGE (AT 300TH GP)	38	36	43
CHAMPIONSHIPS	0	1	7
WINS	11	15	91
WIN RATE	4%	5%	30%
POLE POSITIONS	14	8	68
PODIUMS	68	50	155

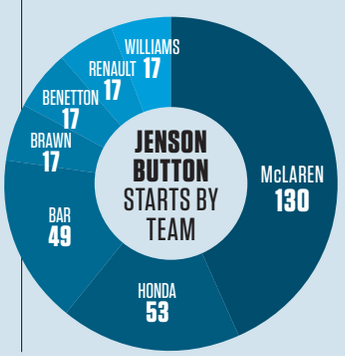
JENSON BUTTON F1 RESULTS



CONSTRUCTOR STARTS

923*	FERRARI
797*	McLAREN
708*	WILLIAMS
491	LOTUS
430	TYRRELL
416*	SAUBER
394	BRABHAM
382	ARROWS
340	MINARDI
326	LIGIER
316*	RENAULT

*as of 2016 Malaysian GP



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Beauty and the best

The DB3S is one of Aston Martin's most underappreciated racers. It's now time for it to claim its place as one of the company's all-time greats

writer ANDREW FRANKEL
photographer HAMISH GUNN

THERE MAY BE MORE exciting things you can do with a steering wheel in your hands than guide an Aston Martin DB3S around Goodwood, but few are more satisfying, fewer still that make you feel more lucky to earn your living this way. It is true that the DB3S was not suited to every circuit at which it raced and we'll get to the reasons for that, but as the car flows over Goodwood's crests you could easily be convinced that this car was made for this track, and vice versa.

You don't need me to tell you that the DB3S is beautiful. To me its Frank Feeley body is the best of an era that provided a greater concentration of heart-stoppingly beautiful sports cars than any other: Jaguar D-type, Maserati 300S, Ferrari 750 Monza… the list




UDV 609


HELMETS TO BE WORN
R.P.M. X 100
START

is long, but while the Italian shapes were more sleek and the Jaguar's more interesting, the DB3S tops the list for sheer, simple beauty.

Even among Astons, it is hard to beat. Improving the preceding DB3's flat-faced shape was perhaps not difficult, but not even the far more successful DBR1 was drop-dead gorgeous like this. But that's not why it's here.

It's here because to me the DB3S has as good a claim to being the most important Aston Martin racing car as the DBR1. That I concede is some statement, given that it ranks the DB3S alongside the only Aston to win Le Mans outright and the World Sports Car Championship. But if you look at where Aston Martin was before and after the DB3S, its contribution is clear. Before the DB3S Aston Martin had never won a premier league sports car race, its best cars only ever contenders for class wins at the really big events. The DB3S not only delivered that big win, but also took second at Le Mans three times in four years.

What's more remarkable is that the DB3S was derived from the DB3, Aston's first purpose-built racer, a car designed and engineered so conservatively as to be deficient in almost every area: weight, power, suspension configuration and aerodynamics. What a



DB3S provided Aston Martin with its first major victory, finished second at Le Mans three times in four years and changed the firm's attitude towards racing







largely unsung hero of the sport did in taking that unprepossessing raw material, and turning it into a car that made Aston Martin a credible force in global motor sport for the very first time, should never be overlooked. The DB3S was the car that gave Aston Martin the confidence it could cut it with the best, and that confidence enabled Aston Martin to go further still with the design of the DBR1, the car that finally delivered Le Mans and the title.

"It's a car that really has everything," says classic car dealer Peter Bradfield, who has brought DB3S/2 to Goodwood today and recently sold another non-works car. "It looks beautiful, sounds beautiful and, as you are about to find, out, is pretty beautiful to drive." As one of just 11 factory cars and with Peter Collins among its former owners, its value can be estimated in the many, many millions of pounds.

❖

THE DB3S HAPPENED BECAUSE, AS Aston's period competition manager John Wyer recalled, "We weren't happy with the DB3, it was too big and too heavy and had been rather disappointing." It had been designed by Dr Eberan von Eberhorst, whose pre-war reputation as the developer of the D-type Auto Union spoke for itself. But Aston Martin was a very different organisation and it's fair to say that a shoestring budget and Wyer's demands to get the car finished did not sit well with the methodical Eberhorst, any more than did its twin-cam engine, originally designed by WO Bentley for Lagonda. His natural caution and



Monza test, Peter Collins lapping about 4sec faster than the DB3 had ever gone despite having no more power. It also gave the distinct impression of being more reliable than the DB3. For the first time, it seemed Aston had built a car that could compete with the world's best.

"The car was more than good enough," says the voice on the end of the telephone, "but its engine never had the power to do the rest of it justice." I'm talking to Tony Brooks who, with Sir Stirling Moss, is one only two drivers alive to have raced a factory DB3Ss regularly in period. "It was lovely to drive: strong, balanced and competitive on circuits where power was not a priority, but at places with long straights, all you could do was sit there while Ferraris, Maseratis and Jaguars went flying past."

The car's first big win came in its first year, at the Dundrod Tourist Trophy in Northern Ireland. Facing three fully developed factory Jaguar C-types, one with Moss on board, the car of Collins and Pat Griffith won, with Reg Parnell and Eric Thompson's DB3S second. By contrast all three Jaguars suffered transmission problems, two terminal, the third sufficiently serious to restrict Moss to fourth.

Coming right at the end of its first season, the omens for 1954 could scarcely have been better,

"IT CAME SECOND AT AINTREE, BEATEN BY GREGORY'S MONSTROUS FERRARI WITH AN ENGINE HALF AS LARGE AGAIN"

Auto Union experience caused him to select heavy gauge chassis members onto which a large, unattractive body was bolted in traditional style. When the car was finished it was late, overweight, underpowered and unreliable. So it fell to one Willie Watson, a senior designer who'd worked for Bentley before the war, to find a solution.

I've always thought it a shame Watson's work merited no more than a single letter appended to the original name, for to think of the DB3S as merely an optimised DB3 is to misunderstand it completely. And unlike the DB3, the 'S' was done in quickly: five months from presentation of concept to a running prototype. The engine (now expanded to three litres), gearbox and front suspension survived the transition, but the rest of the car was new. Lower, narrower, shorter and with a chassis made from lighter gauge steel, it featured new sliding block rear suspension and a light alloy final drive. Feeley's bodywork was aerodynamically stable and also efficient in rejecting hot air from the engine.

The result was clear from the very first

but that promise was not matched by results. According to Wyer, it was "A complete disaster. The principal reason was we tried to do far too much with far too little." Le Mans provided the perfect example: Aston entered four DB3Ss, two with gorgeous coupé bodywork, and a V12 Lagonda. The Lagonda crashed first, then both coupés had accidents caused by their appalling aerodynamic instability, while the two open DB3Ss succumbed to mechanical failure. In the world championship, a single third place in Buenos Aires for Collins and Griffith was the only result of note.

But 1955 was far better. The DB3S became the car to beat in domestic sports car racing, winning at Silverstone, Aintree, Crystal Palace, Oulton Park and, best of all, the Goodwood Nine Hours. Internationally, the first of those second places came at Le Mans, albeit courtesy of the withdrawal of the Mercedes-Benz team after the infamous accident. Back at the Tourist Trophy, a DB3S was first car home behind the three rampant SLR Mercedes, and ahead of factory teams from Maserati, Jaguar and Ferrari.

As could be expected given this was its fourth season, by 1956 the light of the DB3S had started to fade, partly through age, partly because Wyer and his team had switched focus to the DBR1 with its lightweight spaceframe construction. But the 3S still came second at Le Mans and won its class, was still formidably competitive at home and was still beloved by all who drove it; but was no match for more modern, lighter Ferraris and Jaguars with their bigger, more powerful engines.

❖

SO JUST HOW SUCCESSFUL WAS THE DB3S? Given where it came from and how little money was available relative to that spent by other factory teams, I think it did just fine – and there are statistics to back it up. In Chris Nixon's superb *Racing with the David Brown Aston Martins*, Wyer put it like this: "In four seasons as a front-line, factory racer, the DB3S started 35 major races and scored 15 outright wins, 13 seconds and 7 thirds." Not a bad record for a car born out of an older, failed project.

And one of those victories belongs to DB3S/2, whose chassis plate is worn by the car you see here. Crashed on its debut by Reg Parnell at Le Mans in 1953, it nevertheless went on to win the Goodwood Nine Hours later that summer and come second in the Tourist Trophy. But the following year Parnell crashed it again, this time heavily on the Mille Miglia, and its chassis was scrapped, its body bolted to another DB3S. But, as was common practice in the day, its chassis number was simply transferred to a new works car, the one before you now. It was raced as a works car at Dundrod by Collins and Griffiths, where it retired with final drive failure, but it came second at the Aintree International, beaten by less than 2sec by Masten Gregory's monstrous Ferrari 373MM with an engine half as large again. It was then bought by Collins, who managed to race it five times in 1955, always finishing, and on the podium at both Oulton Park and Snetterton.

Being an earlier car, it comes with rounded curves and not the 'Gothic Arch' edges that became a feature of later works cars. Its engine has the twin-plug head that arrived in 1954 to raise power from a wholly insufficient 182bhp to a still scarcely adequate 225bhp. When you consider that the SLR Mercedes and big V12 Ferraris were beyond 300bhp, you have some idea of what the little Astons were up against. As its life as a works car ceased in 1954, it correctly lacks the disc brakes that appeared in spring 1955. Incidentally, when discs became available not everyone liked them, Collins in particular insisting his car stayed on drums.

It is wonderfully uncomplicated to drive. Bradfield explains the starting process – flick a switch and press a button – and the old twin-cam straight six spins into life, happy to idle evenly at 1100rpm. It's a lovely sound,

not symphonic like a Ferrari, nor hard edged and brutal like the Mercedes, but sweet, smooth and reassuring.

The cockpit is straightforward, too. It's reasonably spacious for what is actually quite a small car, far more roomy than a C-type Jaguar for example. It's dominated by a huge Jaeger rev-counter flanked by the usual scatter of minor Smiths instruments. The gearbox has just four speeds, laid out in a conventional H pattern, with reverse safely tucked away back and to the right. Bradfield has already warmed it through for me and time is short, so there seems little point in hanging about.

The engine note hardens as it sucks air through its trio of 45mm Weber carburettors, exuding a certain steeliness as you accelerate towards a conservative 5500rpm, but never quite resorting to the savagery exhibited by some race engines from this period to which modern tuning methods have been applied. It feels entirely standard, as it should, but quick enough probably to trouble one of the warmer modern Porsche 911s in a straight line.

I've been told the brakes are poor but, on a circuit with many high-speed straights and



curves to keep them cool, they work well for a car of this performance and vintage.

But a DB3S is all about the corners and while I've driven Ferrari, Jaguar and Mercedes sports racers from this era, from entry to apex to exit the Aston is the best balanced and most communicative of them all. Moss used to complain about the DB3S lifting an inside wheel and losing power, but I expect he was driving them rather differently. To a mere mortal it is simply sublime: it turns in with the merest hint of understeer and, if you like, will tackle the whole corner in this safe and secure stance. But what it's actually inviting you to do is lift a touch just to tuck the nose back into the apex before adding judicious amounts of power with your right foot. In a less classy car, this would wrench the back loose and you'd be flailing as you tried to contain the slide. Instead the DB3S flows gently from mild understeer to gentle oversteer. This is its natural state.

The problem is that within a couple of laps it's well on the way to convincing you that you're not just a middle-aged historic racer, but some kind of superhero. The temptation to make like Peter Collins and start drifting it around at more than 100mph is very evident.

But I'm not Collins and this is not my car: it's a near priceless jewel. I can see as clearly today as it must have seemed in the 1950s why the DB3S was never going to mount a consistent challenge to the fastest sports cars in the world, but almost a lifetime later none of that matters.

Visually the car is a work of art, and as a driving machine it is something more even than that. I hope I have spelled out its importance, too. As Brooks said to me: "If you could have put the engine and gearbox from a Ferrari into an Aston Martin, the result would have been the greatest sports car of its time." As a man who raced sports cars for both factory teams in the 1950s, his perspective is not only unique but, I suspect, spot on too. M

Thanks to the DB3S's owner, Peter Bradfield, Blakeney Motorsport and Goodwood Motor Circuit for making this feature possible.



Age has not withered the DB3S's looks. Its chassis also proved perfectly tailored to Goodwood's brisk sweeps

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EVENTS
OF THE MONTH

FORMULA E ❖ HSCC FINALS



Champion Buemi had a little luck on his side as he began his title defence with a victory

ALL IMAGES LAT

Formula E Hong Kong

IF SEASON TWO OF THE FIA FORMULA E Championship heralded the pivotal breaking of a new technical dawn, as individual powertrains were blooded by most of the teams, the third year of the visionary all-electric series marks a major upshift in its all-round credibility and exposure.

BMW, Audi and Jaguar have all joined the fray, while Mercedes has reserved an option to be on the grid in 2018, when the championship's technical focus matures to ensure one car per driver per race, doing away with the cumbersome half-distance swap.

This growing credibility, and the shiny addition of Hong Kong to the calendar, gave a distinct air of positivity in the famously affluent Incense Harbour just off the Chinese mainland.

Yet with the level of manufacturer interest at an all-time high there comes an increasing responsibility to keep a lid on costs and the series' future technical structure.

"I think the role of the manufacturers with the teams is very important," said FIA president Jean Todt in Hong Kong. "They are the ones, they are the actors that will develop the technology and they are also making road cars at the same time, so they can use that technology there. For example, we've seen at the Paris motor show a Renault concept car that uses its Formula E powertrain. So there's already an immediate example of Formula E technology going to a road car."





Jaguar signing Mitch Evans lunges inside José Maria Lopez. Left, Lucas di Grassi took second

On the track you could have been forgiven for thinking that season three mirrored the previous campaign, as Sébastien Buemi's Renault eDAMS led home Lucas di Grassi's freshly Audi-stickered ABT Schaeffler entry.

It was far from a straight fight between the two though, as Buemi benefited from poor strategy calls by the NextEV team of pole-sitter and early leader Nelson Piquet Jnr.

When Sam Bird's DS Virgin entry inherited the lead thanks to the Brazilian getting stuck behind a crashed José Maria Lopez, it looked as if the British driver was in line to take the opener. However, a poorly timed pit call and then problems starting his second car accounted for Bird failing to score.

All this left Buemi to race serenely to the flag, despite soaring temperatures. Behind, di Grassi benefited from the safety car and managed to recover track position after starting from the rear of the grid and taking on a new nosecone after a first-lap mêlée.

Mahindra's Nick Heidfeld took a well-judged podium position while Nicolas Prost completed a good day for Renault with a stealthy run to fourth.





Veteran Nick Heidfeld drove steadily to third. Above right, Buemi wasn't only flying on the track





Formula E newcomers had varying degrees of success. Venturi's Maro Engel was the only one of them to score points, in ninth position, while multiple Macau Grand Prix winner Felix Rosenqvist blotted an initially impressive copybook by wiping off his rear wing early on.

Panasonic Jaguar Racing had a low-key start, with a 12th position for Adam Carroll and a retirement for Mitch Evans. On its return to international racing, Jaguar's on-track performance may not have made a splash but elsewhere the manufacturer, like the race itself, was talk of the town. *Sam Smith*



Right, Neil Wood's smoky Ford Anglia, Below, David Heale's Hillman Imp in a Ford Mustang sandwich



HSCC finals Silverstone

THE CONCLUSION TO A STELLAR SEASON of Historic Formula Ford racing capped a thoroughly entertaining Finals Meeting for the Historic Sports Car Club's 50th anniversary season on October 15-16.

The Silverstone National circuit usually delivers close competition and a 50-strong Historic Formula Ford entry provided two epic contests from a raft of young, fast and sporting racers. Callum Grant arrived at Silverstone in the driving seat to repeat his 2012 title and duly won the opener to put the matter beyond reach of rival Rob Wainwright.

The second race was the real barnstormer as Grant and 2013 champion Sam Mitchell headed a leading pack that numbered 11 cars at its peak. In a championship for cars from up to 1972 it was like turning the clock back 45 years, and the racing was intense yet commendably clean.

Eventually, Mitchell and Grant wriggled clear of the pack and Mitchell used some backmarkers to grab victory by a quarter of a second. Benn Tilley, still only 16 years old, put a marker down for 2017 with a fantastic drive to third, having started 22nd on the grid for the qualification race after suffering a broken throttle cable.

Other season-long contests were won and lost in the autumn sunshine and Simon Benoy was a deserving historic touring car champion for the third time after a six-week project to restore his Hillman Imp to full health after a hefty shunt at Oulton Park.

The Guards Trophy was so close that Martin Richardson (MGB) and John Davison (Lotus Elan) ended the season tied for the title after an unpredictable final. Elsewhere, Jamie Brashaw thundered his March 73A to a first Derek Bell Trophy race win and Charlie Kemp, team boss of the modern HHC Motorsport squad, made a winning single-seater debut in his Historic Formula Ford 2000 Reynard. *Paul Lawrence*

Benn Simms (Jomo) leads second FF1600 race winner Sam Mitchell (Merlyn)



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Don Adams tackles the tranquil majesty of Loton in his Austin 7 Ulster Replica

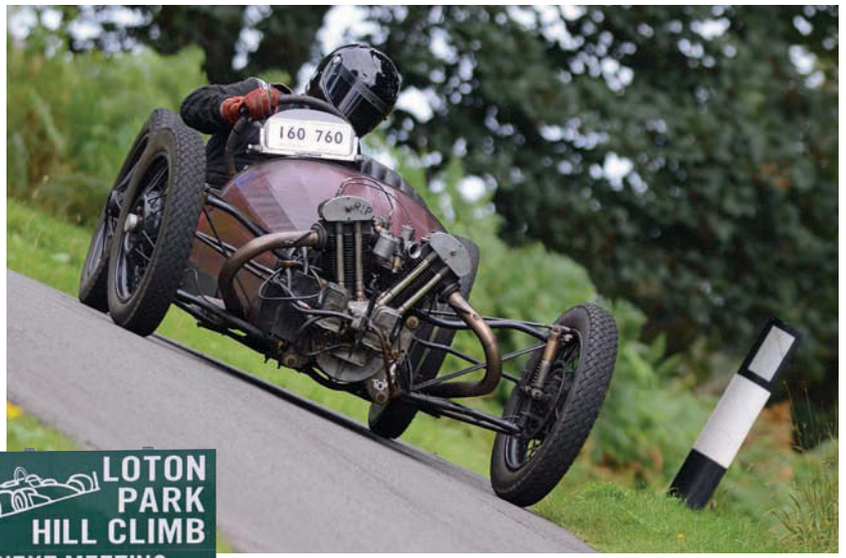
ALL IMAGES SIMON ARRON

RUNNING UP THAT HILL

Loton Park, September 10: Science is powerless to explain why Arron had never previously set foot here, but that foolish oversight is now rectified

IT LIES ONLY ABOUT 40 MILES beyond virtual homophone Oulton Park, host to a significant chunk of my adolescence, and yet somehow our paths hadn't crossed. Loton Park meetings seem always to have clashed with something to which I'm irreversibly committed – and it looked as though I might miss out once again this year. Mesmerising as the Goodwood Revival's opening day had been, however, the following morning I took a last-minute decision to abandon jacket and cravat for T-shirt and shorts. Next stop: the verdant lanes beyond the village of Alberbury, Shropshire. I'd been in the paddock for about 10 seconds when the scale of my absent folly became apparent.

The Vintage Sports-Car Club's presence added a certain elegance, but the venue would be tinged with magnificence if it were laced only with Morris Itals. Driving his GN-Ford 'Piglet' with customary verve, Dougal Cawley described Loton as an "unsung jewel". You didn't need to walk too far to appreciate that truth. Set in the grounds of a country estate that has been owned by the same family for more than 300 years, Loton is quite long by UK standards, at 1475 yards





(stop sniggering in Switzerland). The course might officially be described as a hill, but it also dips in parts and the adjacent bracken is ripe with free-roaming deer. The resident herd seemed unbothered by the passing rasp of 500cc F3 engines – but red flags were primed lest any should wander too close to the track's perimeter (which, by and large, they didn't). Up above, meanwhile, the soundscape was dominated by the siren caw of ravens, which nest in nearby cedar trees.

It isn't wholly bucolic, though. Between the trackside ferns are battered brickworks that once formed the foundation of munitions storage huts during WW2: today they provide a usefully solid platform for marshalling and/or photography.

This was only a practice day and the entry lacked a few VSCC staples – no ERAs, for instance, as several of those were otherwise engaged in Sussex (where it was by now very wet) – but that didn't dilute its competitive allure. Such as Chris Williams (Napier Bentley), various members of the Walker family (GN Thunderbug, Amilcar-Hispano, Darracq) and Julian Grimwade (Frazer Nash Norris Special) are always a treat to watch, to say nothing of the Edwardian cars that turned out in decent number. Fastest time on Sunday, though, would be set by Phoebe Rolt in her Formula Junior Elva, 1.1sec quicker than Tom Walker in the Amilcar. Closest contest of the weekend came in the pre-1941 class for 1100-1500cc racing cars, in which Robert Cobden (Riley Falcon, 65.0sec) beat Charlie Martin's Morgan Special by precisely one tenth.

It would have taken little more than an hour to get to Goodwood, as opposed to the three that separated me from Loton, but the extra mileage had been worth it for a day's sport infused with the cordial good cheer that is the VSCC's motif. It's true that my legs had been fairly well savaged by thistles and nettles, but I shall cheerfully return to let them be scarred thus again.



The paddock was customarily diverse. Above, Charlie Martin heads for second in class in his Morgan Special



Grant (43), Wainwright (31), Tilley and Simms in combat. Below, Rachel Green leads Classic Clubmans pack

LOW PROFILE, HIGH STANDARD

Brands Hatch, September 17: Proof that bigger isn't necessarily always better

TWO YEARS AGO THIS HAD BEEN AN event of significant stature – a full weekend of racing, several key French historic championships popping across the Channel to rub shoulders with their UK counterparts – but this time a relatively threadbare paddock told its own tale. The organising Historic Sports Car Club was simultaneously occupied with the Spa Six Hours and its traditional September Brands meeting was reduced to a single day, with a sprinkling of its own series and a couple of slightly more modern interlopers. It seemed somehow appropriate that temperatures had dropped from 20-plus degrees a few days earlier, so that autumn's full force could now be felt, but here was proof positive that one should never be fooled by appearances.

What followed was some of the best racing that is likely to break out anywhere on the planet this year.

In recent times Historic Formula Ford has become a byword for close competition – echoing the category's zenith 40-odd years ago, before the prefix of antiquity had been added. The championship features many talented youngsters for whom 'career' single-seater categories are beyond financial reach. They race hard, but they do so on a budget and their track manners are firm but scrupulously fair – far removed from some of the stuff you see on the professional ladder.



In the first of two races, Callum Grant (Merlyn) and Rob Wainwright (Elden) spent the best part of 17 laps side by side, rarely entering Paddock more than a couple of centimetres apart and frequently doing so side by side, with Benn Tilley (Merlyn) tucked in right behind as the top two swapped positions. It was breathtaking to behold and Wainwright eventually prevailed from Tilley and Grant, the three of them covered by four tenths.

Later on they came out again – and this time their duel was arguably even better, with Benn Simms (Jomo) joining in for a while before the top three edged clear. The recipe was pretty much as before, except that Grant won from Tilley and Wainwright, 0.4sec once again covering the top three at flagfall.

There was some other fine stuff, too, with Ian Pearson (Van Diemen) doing his customary giant-killing job and beating many theoretically quicker cars to take a brace of podium finishes in the combined Classic F3/FF2000 races (both won by Simon Jackson's Chevron B43) and the HSCC adding what was effectively a Formula Libre class for anything with closed wheels (Tony Bennett won twice in his Caterham 7, against varied opposition that included a Sunbeam Alpine and a few MGBs).

It was, in many ways, the very essence of how motor racing is supposed to be.

CHOICES, CHOICES

Thruxton, September 24: Hants or Leics? The UK's congested calendar creates another dilemma

IT WAS UNQUESTIONABLY ONE OF THE campaign's most difficult decisions: VSCC Mallory Park or HRDC Thruxton, the certainty of seeing Edwardian cars and Canada geese versus Austin A35s and the faint possibility of a red kite soaring overhead? In the end I plumped for A303 rather than A47, but either would have been a sage choice.

A folding bike is a useful accessory at Thruxton, given the site's layout, but getting anywhere is mostly a first-gear slog as the access routes are largely grass. It's worth it, though, because from atop the spectator bank between Segrave and Noble one can see most of the lap's 2.34 miles. It was just possible to discern that those dots in the distance were actually Lotus Cortinas attacking the chicane kerbs – although it was also quite hard to stand, given the force eight breeze. Might explain why I was the only soul up there.

Highlights included seeing Julian Balme's competing Ford Falcon being driven to (and from) the venue along the A303, in the manner of old, Andy Newall's spirited handling of an Austin A35, two marvellously manic Mini races (let down only by a shortage of starters) and a terrifically close finish in the HRDC Touring Greats race. Mike Jordan had been dominant in his Austin A40, but a red-flag interruption (to recover the latest of this year's many rolled A35s) threw the race into disorder. Jordan and other front-runners had still to make their mandatory stops prior to the restart – but the splendidly named Ding Boston (Riley 1.5) had already done so. That soon enabled him to establish an advantage, although Jordan caught him at the chicane on the final lap and made a bold bid to recapture the lead using an adventurous outside line.

Adventurous, but unsuccessful.

The meeting also featured former F1 racer Tiff Needell – a driver of pedigree in a properly grass-roots environment. Making a one-off appearance in the Toyo Production BMW Championship, Needell had a particularly strong second race and secured third spot after passing Harry Goodman at the final turn. It was a good, hard, clean contest, with frequent positional exchanges accompanied by swathes of tyre smoke.

It was also an entertaining way for former works Pilbeam FF2000 racer (we're talking early '80s) Goodman to retire from the sport for a second time. Having returned a few seasons ago after many years away, he bowed out with pole position, plus second and fourth places in the two main races.

A positive farewell, all in all.





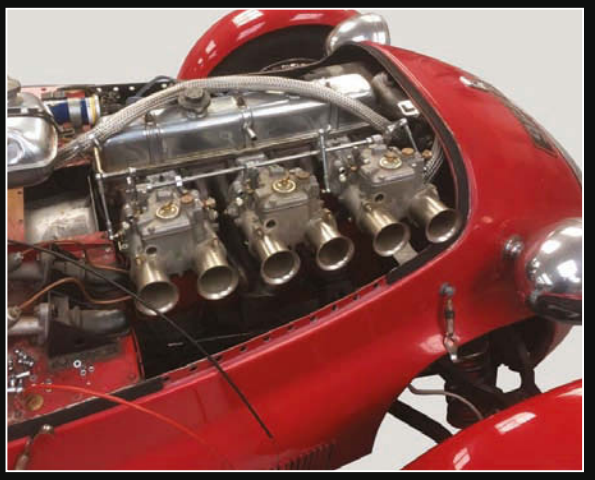
Ding Boston heads for victory. Above, Stuart Waite leads BMW horde, with Harry Goodman locking up at the rear

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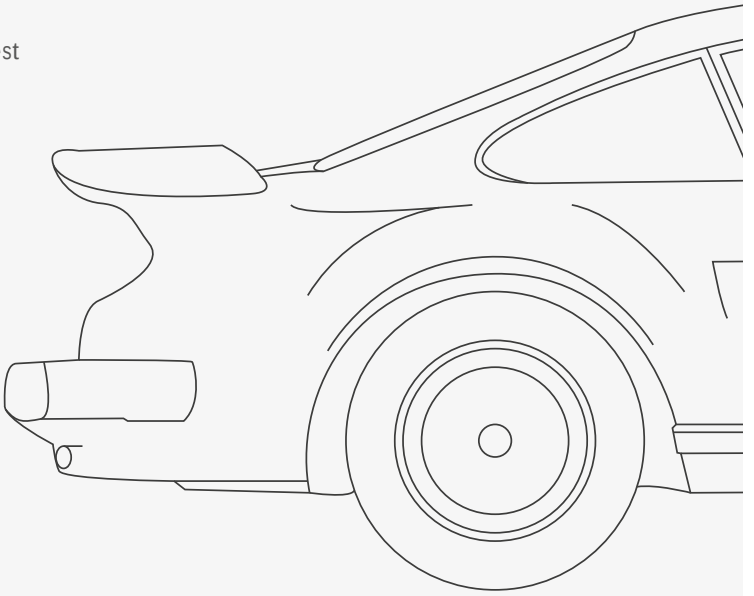
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One wheel in the past: searching out what's new in the old car world

www.motorsportmagazine.com/author/gordon-cruickshank



Forces personnel, drivers and volunteers pack Goodwood's grid before the Mission gets going

CHRIS BATCLIFF

MISSION VERY POSSIBLE

The Goodwood paddock is always interesting, but this time there are no onlookers: everyone participates

I KNEW ABOUT THE DAKAR Rally entries and the Defender Challenge rally team, enterprises that pitch injured ex-servicemen into the high-pressure world of motor sport. What I didn't know about was Mission Motorsport's invitation days, so I breezed down to Goodwood for the September one. There's no competition, it's not a race, yet the paddock was packed with brilliant machinery from Alfa 8C 2300 to McLaren P1. It could be a quality race meeting – but they were all here to give white-knuckle circuit rides to injured soldiers.

The driver briefing and the photo marshalling came from James Cameron, instigator and CEO of the whole thing, and as he stood on the pit barrier, cheerful, firm and highly audible, it wasn't hard to picture him addressing his tank squadron in Afghanistan. It was on returning from there in 2011, he tells me later, that he realised more could be done for injured soldiers. "I saw some of my own injured guys on *Top Gear* in the Paris-Dakar and it sparked something. There are guys who after their army life is cut short, can't find their way and get going again and this could give them a direction."

GORDON CRUICKSHANK











CHRIS RATCLIFF & MARTIN SPAIN

That spark has seen Mission Motorsport burgeon to a company with 15 staff, and more importantly a record of getting injured soldiers out of their homes and into jobs or education – 57 in the last two years. Yes, some injured service personnel do get into racing but Cameron is clear that it's not all about competing. "It's a pyramid; the racing is the elite level at the top. That's the Everest; it's for the gladiators and is not paid for by the charity. It brings good PR and shines a spotlight on our work but it's not the main thing. The middle layer is those who become really engaged: it might be motor sport, and that includes mechanics, managers, the whole crew as well as driving, but it may also be industry." One of today's sponsors is Jaguar Land Rover which has embraced the idea wholeheartedly – its stated aim is to get 1000 service people into jobs by 2020.

Men like Mike Burton, a sergeant in the Royal Lancers, who tells me he'd always been keen on cars and motor sport but never imagined being involved. Then he came to an MM day, volunteered as a helper, joined one of its courses, obtaining a diploma, and has just had his first work placement.

Or Mark Bartlett, ex-Fleet Air Arm, who says he was in "a bit of a state" until MM refocused him. Now he's building a mad Nissan 200SX and aiming for his ARDS test.

Rolls-Royce, too, comes here to scout for talent – it has brought along the brand-new 'Black Series' Wraith (complete with matt-black Spirit of Ecstasy!) – as do Bentley and Nissan. Why? "Forces people have qualities we look for," says JLR's Ed Tilston, in between lapping in a mean-looking F-type R. "Discipline, organisation, perhaps engineering skills."

"We know our men and women have these abilities," adds Cameron as a Carrera GT wails out of the pits followed by a thumping Invicta. "I spend very little time persuading companies of their qualities. The hard part is to convince the injured soldiers of it when their heads are down." Many injured personnel struggle with readjusting, whether to disability or the 'hidden injuries' that make the future look tough.

Which brings us back to today, Experience Day, the base of Cameron's pyramid. "Sometimes a guy needs shaking up, an excuse to get out of the house, meet a few faces. That alone is valuable for someone in a dark place." Considering few people get even to sit in a McLaren F1, Rolls-Royce, Ferrari 458 or GT3 Porsche, the chance to jump in a supercar, a race saloon or a classic GT and have a lap of Goodwood is something special, whether or not it leads further. The charity even runs buses to collect invitees. "We're spreading the net as wide as possible, meeting new faces we want to engage with. The detail work comes after," says Cameron.

Peter Swete, helming a lovely TR3, is the chap who has gathered the historics

Experience Day assembles supercars, classics and luxury cars like the Black Wraith to give injured soldiers a day to remember



in this impressive selection. "All the classics are actively raced," he tells me. "And I only invite people with an international race licence, people I can trust to drive at eight-tenths – enough to be exciting but not risky. And they have to have passenger belts. In fact some of them fit them just to be here."

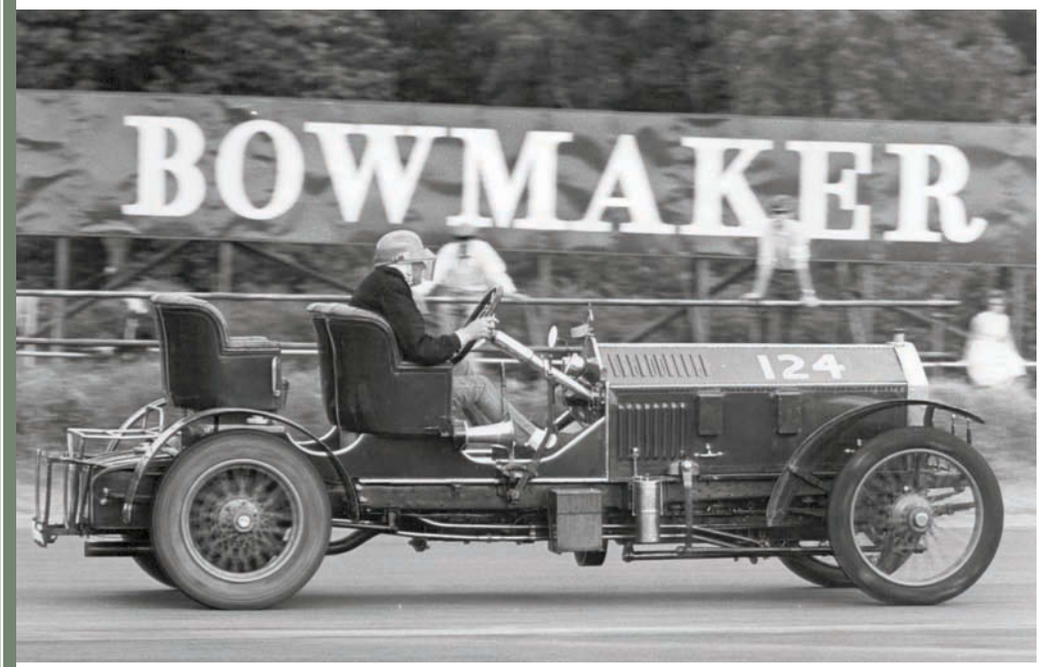
Just turning round I can see an ex-Mike Hawthorn works Aston DB2, four vintage Bentleys, William Medcalf's racing Mini, five McLarens, Mustangs, E-types… A young dad playing with his race suit-clad son turns to say hello. "I'm just here to support the wife," he grins. Le Mans driver Marino Franchitti, doing the domestic while Mrs F, Holly Mason, amazes her passenger with just how fast a pink A35 can corner.

I'm impressed that all these folk have given up their time for this, but the grins and whoops from the returning passengers have got to be a pretty good reward. For some of those it's a day's excitement; for others, a much-needed hint of a possible future. MM runs, or feeds, a huge range of vocational training (including classic vehicle restoration) as well as the competition angles, and today the Goodwood paddock is network central.

Cameron is keen to point out that they work alongside many other military charities and agencies, including Help for Heroes and the MoD's various care and resettlement organisations. "We're one of many cogs. We have a lifetime duty of care to these young men and women. Motor sport can provide that team framework injured soldiers miss, but it's not sport for sport's sake. I've turned down some very shiny sponsorship offers if they're not meeting the recovery goals of the guys."

Race, Retrain, Recover. That's Mission Motorsport's mantra. Cameron himself is a certified petrolhead – "when stationed in Germany I instructed at the Nürburgring" – so his direction choice makes sense. Yet he and his team, many of them veterans, do all this without any government funds, which is remarkable. It's up to James to lead the fund-raising, and at Goodwood he's cheerfully frank about it: his briefing ends, "For those of you who are fabulously rich – and you know who you are – there's a shopping list of things we need for our work…" The list runs from £1000 for software to £50,000 for a funded scholarship. I shouldn't be surprised if someone ticked off one of those boxes before driving away in their supercar.

www.missionmotorsport.org



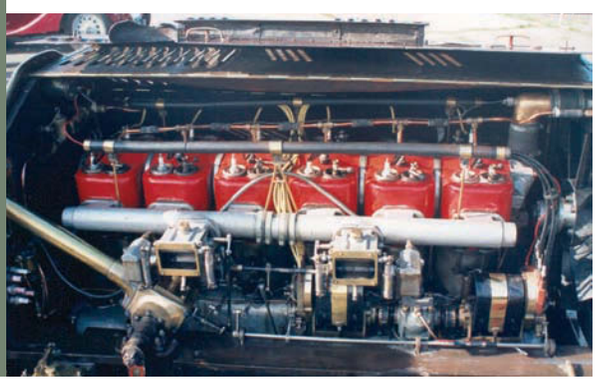
THE CASE OF THE 'HOT' CYLINDER

How a well-meant crime has kept a favourite old car up and running for 60 years

'D LIKE TO REPORT A THEFT. IT happened in the 1950s and no one has missed the goods yet, so keep it quiet…

If you saw Brian Moore in the Metallurgique-Maybach storming the hill at Château Impney then you were the unwitting beneficiary of some light-fingered work by a trio of students back in the days when old car owners were merely eccentrics. The massive device, built in 1907 as a 10-litre 60/80 record contender by Metallurgique and after WWI fitted with a six-cylinder Maybach airship engine, had in the early 1950s been rescued from dereliction by Douglas Fitzpatrick, the flamboyant inhabitant of Sheringham Hall in Norfolk. Fitzpatrick raced and toured extensively in the huge machine, including appearing in the opening sequences of the film *Chitty-Chitty-Bang-Bang*. There's footage of him and his mechanic firing the car up on the fascinating britishpathe.com website. (Careful – you'll be there for hours.)

Top: Douglas Fizpatrick on the MM, Silverstone, 1964. Below, the Maybach engine – but which is the 'liberated' cylinder?



In 1957 when he took the car to Silverstone, those three students got talking to him. Lamenting that one of the complex four-valve integral-head cylinders had a crack in it, he was amazed when the students told him they knew of a new, unused one.

Tom Boulton was one of the three, studying mechanical engineering at Imperial College in London. "We'd recognised it because we'd had to study the Maybach cylinder head as it was such a sophisticated piece of casting," he recalls. "There was a sectioned one and a perfect, apparently unused one in a cabinet which was neither use nor ornament to anyone else. So we told Fitzpatrick we'd liberate it for him."

A very happy Fitzpatrick invited them to one of the motoring weekends he sometimes hosted, so the three, having decided it was a poor idea to ask permission first, snitched the ancient casting and drove to the Hall in Tom's MG. After a drive in the vast car there was dinner with well-known collector 'Sam' Clutton and motoring writer 'Bunny' Tubbs, attended by the butler. Then they piled into Clutton's Type 46 Bugatti saloon and went to the pub, before a leisurely Sunday with champagne on hand. Fitzpatrick was a generous host.

He was also an avid collector. Before Tom Boulton's visit, Bill Boddy explored Fitzpatrick's coachhouse and reported a 1906 Wolseley-Siddeley and 1902 Achilles in the stables before they too went to the pub, in a Phantom III Rolls. Being a devotee of aero-engined machinery like the MM, WB was thrilled to ride in it, touching 97mph and recording an astonishing 0-60mph time of 11.7sec. That was during the Suez crisis and he feared petrol would soon be in short supply. He'd be delighted to know that 59 years on, helped by the mildly nefarious actions of Tom Boulton and his mates, the massive beast is still active. As long as Imperial College doesn't ask for its cylinder back.

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	ADR 2I4N	B3I6 HER	BUT 70N	DAC 6K	ELS 70N	GRE 66S	HEW I5H	KAN I3E	LAM 8E	LEY 50N	MAL 70N	NAJ 4T	PEY 770N	SI ACK	TUR I3Y
LEY 50N	AGA 7A	BEL 50N	C4II ARD	D4 DDS	EI VES	G23 GOR	HOA 2E	K4II SAR	LAM 80N	LI56 ETH	M4II UEL	NAL 50N	PI66 OTT	SLA 7E	TUR 70N
	AGA 7E	B3 NJY	CAM 42A	D444 HAR	ERN 35T	G236 ORY	HOI6 ATE	KAV 337A	LAM 870N	LOL 4H	M42 GOT	NAN 377E	POII AND	SI0 UGH	TUT 70N
BE55 ELL	AI DOO	I3 ENT	CAR 3N	DAM I4N	E56 OTT	GI20 VES	HOI2 OYD	K342 NEY	LAII NCE	LOR 377A	M42I ANA	NAN 5	POO IS	SMA II3Y	LUN I73D
	ALD 3N	BER 88A	CAR I55E	DAN 5	ESS 6X	GUB 8IE	HOL 5T	K342 RON	LAN 670N	LOU 5	M42 KUS	N47 LOR	9I4 POR	SNA 99E	VAN 35A
FAB 3R	ALL 606K	BE55 ELL	CAR I35S	D4 NBY	EVE 2T	GUY 3R	HOP 600D	K34 TON	LAR 2A	LOX I3Y	MAR 2Y	NCU 8E	POW I3Y	SOR 47A	V4 REY
	ALM 4N	BES 70N	C42 LEY	D4 NDO	EVE 270N	H46 KER	HOI2 ACE	KEE I3Y	I42 GE	I0 YD	MAS IIIH	NEA IIE	PRA 7T	SOW 328Y	VAS 3Y
	ALT 74F	B3 VAN	CAII ROL	D4 NNO	FAB 3R	HAL 3S	HOR 5I3Y	KEII OCK	L42I SSA	LUC I4N	M457 ERS	NEA 7E	RAF 4L	SPI2 UCE	VA55 ELL
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FUR 5E	AMB 233N	BI ANE	CAT 3R	DAR 7L	FAII OWS						MAY 606K	NEE 50N	I2 EED	STA 70N	V32 NON
	AND 234G	BIII OOM	CAT I4A	D4 SEY	F4 RGO						MAY IIE	NET 70N	REG 4A	STE 4R	VOG 4N
HEW 3R	AND 23S	BLY 70N	CAY I0R	DAW IIID	F42 HAN						MAY 570N	NEW 80ID	23 GAN	573 FAN	VOY IE
	AND 26W	BOL 4N	CEC IIE	D4 YES	F42 LEY						MCB 4IIN	NEW 80N	REN 70N	S73 PHO	W4I GHT
	TAN 63L	BOL ID	C3I3 STE	DAY 50N	F4 WKE						MCB 2I0E	NEW 8Y	2 EO	STO 88S	W4I NES
BOY 3R	ANG 3I4L	BOL IT	CEL IIIA	DAY 70N	FAY 3R						MCC 24E	NI ALL	RH04 DES	S7 OKE	W4I DEN
	AN66 ELO	BOO 606K	CHA IIG	250 DEB	FEG 4N						MC64 RRY	NOB 8S	ROI3 SON	STO 22IE	W4 LEY
SUJ 4N	ANH 4R	800 N	CHA 73R	D38 ORA	FEN 50M						MCG IIIN	NOD 3N	I2 OBY	570 RY	W4 NDS
	ANO 5H	BO55 LEY	CHE 573R	D33 GAN	FI0 REY						MC6I ONE	NOG 4N	ROD 4A	S724 NGE	WAN I35S
	ARM 50N	BOS 74N	CI34 TON	DEI2 DRE	FOL 4N						MCL 4IR	NUG 3I7T	ROG 32X	S72 EET	W423 HAM
F4 WKE	A777 HUR	V807 HAM	CLE 30S	DEI0 RES	FOS 73R						MCN 4IIR	NUR 70N	ROM 4IIN	S72 OUD	WAR IIIG
	ASH II0K	BOU 6H	CI0 AKE	D3 NBY	FOX 70N						M34 DON	NUS 24T	RON 4ID	STU 333Y	WAI2 NER
D3 NNE	ASK 3Y	BOU ID	CLU 3R	DEN I55E	FRA 23R						MEE 5E	OHA 64N	RON 50N	SUE 4	W4 TES
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PAI5 LEY	BAG I3Y	BOV 3Y	COA 7S	DEN 50N	FUL I32R						MEL 3K	OLL I3Y	JRO 55S	SU54 NNA	SWA 777S
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BO55 LEY	B428 OUR	B24 NCH	600 MBS	DOM 4N	G42I AND						MER 50N	OYS 70N	RUT 7H	T4I2 VER	NWE I5H
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PEN 70N	B42 NES	RBR I44N	COP I3Y	DOS 4I7J	G473 NBY						MOL I3E	PAG 6E	SAII RAS	T 34	WII ALE
	BAI2 RRY	82I LL	COT 73R	DO55 ETT	GAY 70N						MO53 LEY	PAG 3T	S4 KER	T3 ALE	WHA II3Y
ELS 70N	BAR 58Y	820 CK	COU I73R	DOT 5	G3 ARY						MOS 70N	PAI5 LEY	SAL IIIH	T323 NCE	WHA 270N
	BAI2 TLE	B206 DEN	COU I70N	DOU 5E	G33 SON						MOU IIID	PAM 4IIA	V54I MON	TES 73R	WIII COX
	BAS 50N	BR05 TER	COU 2T	DUB IN	G302 GES						MOW I4M	P42 ESH	S4I WAY	THE 235E	WIII LDE
MEL 70N	PBA 570N	820 WN	COW 42D	DUN 570N	GIII HAM	H42I AND	HU66 HES	KEII YON	LAW 73Y	LYD IIIA	MOY 3R	P4I2 KES	SAM 5	THU 2I0W	WOL 70N
	B45 TOW	820 WNE	COW 3N	DUR IE	X6I NNY	HAR 7E	HUL 832T	KER 573N	LEA IIH	LYN 4M	MOY II3S	PAR 70N	S4 MMY	7I BBS	WO05 NAM
LOU 5	84 TES	BRU 70N	COW 3Y	DUS 7Y	GI SBY	H45 HAM	HUII AND	KE55 ELL	L3 AKE	LYII NNE	MOY 2A	PAT 7Y	SAR 50N	R7I7 MUS	WOO 770N
	BAT 3S	82 YCE	CRA 88E	DUT 50N	GI3 NDA	HAW I3Y	HUS 4M	KES 50N	L3 ARY	MAC I3J	MUII ERY	PAU I50N	S4 YLE	TON IIIE	WOR 5I3Y
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D4 NBY	BAY 70N	BUII OCH	C200 KES	EDM 4N	60I DEN	H34 RSE	JAG 63R	KI25 TEN	LEN 2	M46 RAE	MYII ERS	P34 CEY	SEII WYN	TOW 5E	WYM 3R
	BEA 7A	BUII MER	CR05 HAW	EDW IIN	GOU IT	H347 HER	J4I MEJ	KOU 54R	LEN IE	M4 DGE	MYL 3R	P3 GGY	SES 70N	TOY 4H	YAS IIIR
	BEC 6K	BUN 73R	CRO 570N	EDY 7A	GOV 3R	H33 LEY	JAM 355V	KRE 5S	LEN II3E	MAL 80N	MYR 444A	PEN I5	SH66 HAN	724 CE	Y34 TES
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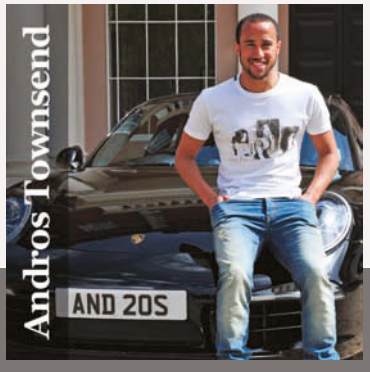
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	5 AEK	BG 72	2 CL	80 DN	5 EG	FB II	959 FS	2 GHE	59 HG	7 JK	8 KTF	54 LV	II NCP	2 PFT	90 PY	RY 9	TDT 2	VBS 2	9II WG
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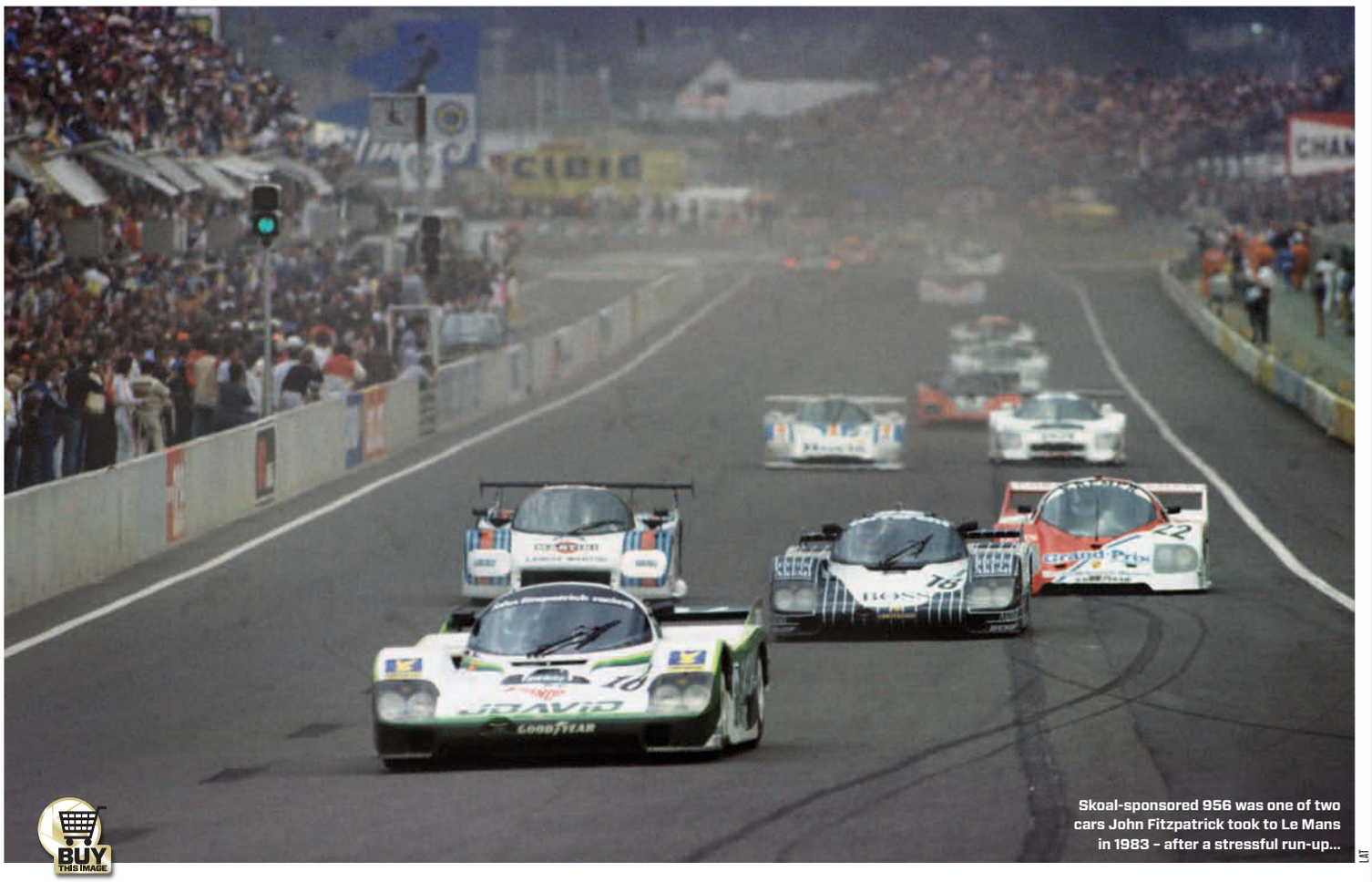


FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



Skoal-sponsored 956 was one of two cars John Fitzpatrick took to Le Mans in 1983 – after a stressful run-up...

LAT

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HOW MOTOR SPORT WORKS

New autobiography is a lively reminder that things aren't always as they seem on the surface

A FRIEND HAS A wonderful collection of Porsche 956/962 models, sporting almost every one of the many liveries the cars wore during their front-line lives. Among them, two caught my eye – the John Fitzpatrick/Derek Warwick JDavid car that humbled the Rothmans-liveried works Porsches in winning the 1983 Brands Hatch 1000Kms, and a Skoal Bandit-liveried version from 1984. I had just been reading about them in Fitzpatrick's new book *Fitz: My Life at the Wheel* (Autosports Marketing Associates – ISBN 978-0-692-72543-6).

Racing driver biographies are always worthwhile, not so much for any recital of past on-track triumphs but for any new behind-the-scenes anecdotes.

The US-based Fitzpatrick team's Group C exploits were funded by San Diego money man Jerry Dominelli, head of the JDavid investments enterprise. They ran the contemporary Porsche 956 that Fitz recalls – after first testing it – as performing like "Nothing I had ever driven before. It seemed glued to the ground compared to the 935… It was a difficult car to drive slowly, but as the speed built up it was amazing. It



LAT



J David 956 retired at Le Mans, but beat the works Rothmans cars in the Brands Hatch 1000kms, left. Above, celebrating Brands victory with Warwick.

seemed to me that I could just keep on entering the corners faster each lap, and the car just hung on. The gearbox was a dream, and the brakes felt like a huge hand had grabbed the car.

"It wasn't one you just hopped into and got the hang of after three or four laps. It was probably easier for an experienced F1 driver to master it quickly, as they'd had massive downforce for several years." In testing Fitz also found, "After 10 laps I could feel the strain on my neck muscles of holding my head up straight. Obviously I was going to have to work on a fitness programme."

Subsequently Fitz was contacted by ex-F1 driver Guy Edwards, who was building quite a track record for himself as a sponsor finder. He told Fitz he had someone interested in sponsoring a car at Le Mans. Might Fitz be interested in running an extra 956 for himself, Guy and Rupert Keegan? The sum mentioned riveted Fitz's full attention. The would-be sponsor was US Tobacco promoting its Skoal chewing tobacco brand, seeking European exposure.

Fitz spoke to Porsche and took over a cancelled 956 order, intending to run one JDavid car and one Skoal car at Le Mans in '83. The team's prime backer Dominelli was a an avid Porsche fan who had founded his investment company in the basement of a Mexican restaurant in 1979, while promising returns of 40-50 per cent. JDavid & Co attracted some 1500 eager investors, but in reality it became a massive Ponzi scheme...

In early 1984 Dominelli would flee to Montserrat to evade Federal investigators, only to be turned away by the island authorities. Landing in Antigua, he was promptly deported back to Florida and arrested by US officials. He was indicted in May 1984. While in jail that October, he then suffered (according to US sources) a stroke – Fitz says a heart attack – but survived to plead guilty to four felony charges in March 1985. He was jailed for 20 years that June, and ordered to pay $82million restitution. In 1996 he was paroled to live in Chicago, but died on August 2, 2009.

Back in 1983, meanwhile, just pre-Le Mans, Fitz was feverishly trying to pay Porsche for the new Skoal 956 but into the last week before the race Porsche was still telling him that no such payment had arrived. Dominelli wasn't answering 'phone calls, so in desperation Fitz went to his office, only to be told his elusive backer was in London. "I went home, found my passport and drove to Los Angeles. I took the overnight BA flight to London, took a taxi to Duke's Hotel in Mayfair where Jerry always stayed, and found him in the dining room having breakfast.

"'Hey John, how's it going?'– his usual greeting, as if it was nothing unusual for me to walk into his hotel in London at 9 o'clock in the morning…"

Fitz explained that he needed the Porsche payment urgently or it would be too late to run at Le Mans. "'No problem. Why didn't you tell me it was urgent?' What could I say? He opened his wallet, took out a folded-up cheque, wrote it out for $250,000, signed it and gave it to me. I thanked him, ran out of the hotel, took a taxi back to Heathrow in time to catch the BA flight back to LA. I called the bank manager from LA and told him I was coming with a substantial cheque and would he wait for me. Our truck was waiting at Porsche and the next morning picked up the car, took it to the paint shop and then set off for Le Mans. We made it…"

In that 1983 race, the 956 Fitz was co-driving with David Hobbs and Dieter Quester ran fourth, best of the privateers, until a fuel system problem forced them out. He then joined Edwards and Keegan in the new Skoal car, and they finished very respectably, fifth overall. Skoal was delighted and began talking of a full two-car team for 1984 – while Fitz had his work cut out extricating his team (successfully) from Dominelli's liabilities.

There has always been a great deal more to top-tier motor sport than merely what happens on track.

ON A WING AND A PRAYER

A few of the late, great Phil Hill's recollections about the early days of Can-Am

IT'S NOW 50 YEARS SINCE JIM HALL'S Chaparral 2E Can-Am cars focused motor racing's attention upon the download benefits of tall, strutted wings. Phil Hill came within an ace of winning the inaugural Can-Am Championship for the Texan team, driving as Jim's team-mate.

I had the pleasure of working with Phil for many years. He was just a wonderful bloke, and a far more formidable driver than he gets credit for. He was also one of the most intelligent and thoughtful people I have ever known, and for more than 10 years now I have been working to finish a series of books for him, including his detailed autobiography. They are illustrated predominantly by the magnificent colour photographs he took from 1950-62 and anyone interested can follow progress on the internet, at phil-hill-book.com.

Regarding the futuristic high-winged Chaparral-Chevrolet 2E, with its wonderfully organic, fluid lines, Phil recalled: "I had great faith in everything Chaparral did. The car was great to drive."



Phil Hill in Chaparral 2E at Las Vegas in '66, with Jim Hall to the left. Bottom, Hill's car after first-corner tag from Parnelli Jones

These winged Chaparrals made their racing debut at the 1966 Bridgehampton Can-Am round, but it went badly after "Hall had set the Bridgehampton lap record the previous year but now he went out and lowered it by about six seconds. That was fantastic, but when I took my car out during practice it suddenly just flew off the road up onto a hillside.

"And then something occurred that happened to me twice with Chaparral, which I thought was remarkable, yet terrible and awesome at the same time. First, Jim said 'OK, take my car out.'

"By then it was late afternoon. There were shadows from the sun behind and I remember going down the straight seeing my own shadow stretched out in front of me and all of a sudden seeing the two wing uprights sort of go 'Voomp.' I immediately pulled over and stopped. The wing had collapsed.

"It always amazed me with Chaparral that whatever happened to one car would happen to the other in short order. I mean it says a lot for their consistency in approach or their ability to be accurate. Those two cars were just prepared as alike as any two team cars ever could be."

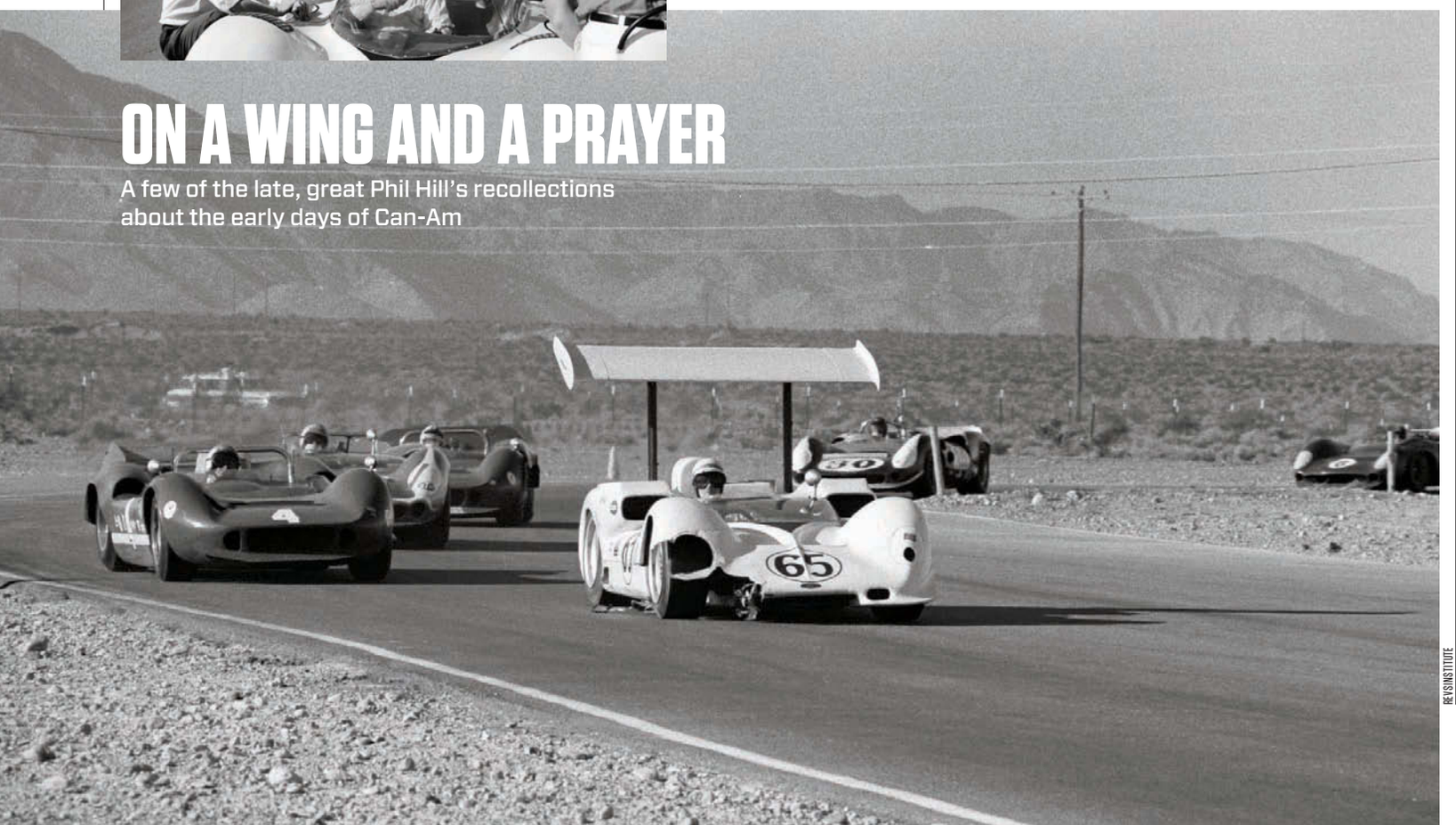
Phil finished second at Mosport, then at Laguna Seca led a wonderful winged-Chaparral 1-2 finish. Problems intruded at Riverside, but in the deciding race at Las Vegas Phil recalled: "John Surtees and I were tied for the title. Hall and I kind of ganged up on John during practice, going out as a formation pair and lapping together...

"We lined up on the grid with our two white Chaparrals side by side. On the next row were Amon and Surtees, but no way were they going to stay there, because off the startline the Chaparral with its auto transmission was just hopeless. The 2E would go off the startline like a '41 Dodge Fluid Drive... I mean they were just dead because of that darned automatic gearbox. Probably the altitude of Las Vegas didn't help either."

And in Turn One Parnelli Jones's charging Lola T70 promptly took a huge bite out of Phil's right-front fender. "Thereafter my car just understeered like a pig. Hall's wing actuation rod snapped and he pulled into the pits [and] soon after, that Chaparral identical-twin characteristic happened again, and the same thing happened to my wing system.

"I asked Jim what should I do, give it up or press on. He shrugged and said 'It's entirely your decision.' I rejoined, then came in again for them to remove the wing completely. They replaced it with a spacer bar just to brace the empty uprights. But only an idiot would want to go out there then, because without the wing the 2E was the most diabolical-handling car I have ever driven in my life. I finally finished seventh – and John Surtees and Lola took that first Can-Am title.

"I remember Hall and Sharp and the crew guys being really down and terribly apologetic. No need – we really did sink or swim as a team. At that moment, despite my disappointment at losing the championship, I felt comfortable to have become a Chaparral guy."



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A cheery wave from Swede Hakan Dahlqvist, ahead of the European FF1600 series race supporting the French GP. He'd finish second in the championship, behind Brit Mo Harness. Check the background carefully and you'll spot future world champions Alan Jones and Jody Scheckter, to the left of the AIRO F3 transporter.

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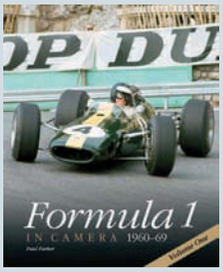


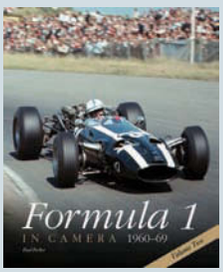
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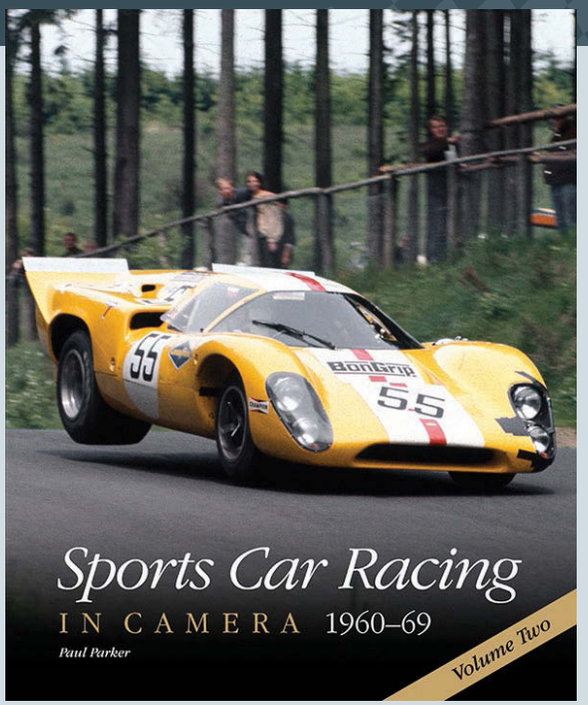
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1966	**ASTON MARTIN DB6 MK1 AUTO** Silver Birch/Black Hide, Great Providence, 42,000m, Just Had Major Service By A Leading Aston Martin Specialist	**£POA**
1995	**ASTON MARTIN VIRAGE VOLANTE 'WIDE BODY'** British Racing Green/Parchment, 22,500m, Great History File	**£129,950**
1970	**PORSCHE 911 2.2 T** Light Yellow/Black, Completely Restored, Massive History File Including Books & Tools, Great Investment	**£104,950**
1980	**PORSCHE 928 S AUTO** Casablanca Beige Metallic/Beige, Sunroof, Recoil Bumpers, Massive History File, 15,000m, 1 Owner, Unbelievable Condition	**£49,950**
1983	**LAMBORGHINI JALPA P350 TARGA** Red/Cream, 1 Of Only 35 RHD Cars, Featured In Many Articles, Original Tools, Books & Spare Wheels, Award-Winning Example, 40,000m	**£109,950**
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61	**SLS AMG ROADSTER** Silver/Black Designo H/Seats, Comand, Carbon Interior & Exterior Mirrors, 20" Alloys, R'Camera, Huge Spec, 22,000m, As New	**£139,950**
62	**SL350** Iridium Silver/Black Leather, H/Seats, Comand, Sat Nav, Memory Pk, 9,000m, 1 Owner, As New	**£29,950**

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97	**F50** Rosso Corsa/Black & Red, Original Tools, Books & Roof Flight Case, Classiche Certified, 12,000m FSH, The Best Available	**£1,200,000**
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14	**458 SPECIALE** Rosso Scuderia/Black & Rosso Alcantara, Sat Nav, Suspension Lift, 20" Forged Dark Alloys, Red Calipers, Carbon Rear Diffuser, Massive Spec, 6,700m FSH	**£319,950**
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54	**360 SPIDER MANUAL** Rosso Corsa/Nero Hide With Red Piping, Red Carpets, Challenge Rear Grille, 1,200m, 1 Owner, Just Serviced, The Very Best Available	**£149,950**
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03	**AZURE FINAL SERIES** Crystal Silver/Nautic Blue, Unstained Burr Walnut, Many Bespoke Features, The Last RHD Bentley Azure To Ever Be Delivered, Only 3,000m	**£119,950**
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15	**AUDI R8 SPYDER V10 5.2 QUATTO S'TRONIC** Suzuka Grey/Bordeaux Red Leather, Sat Nav, B&O Sound System, Parking System Advanced, 8,000m FSH	**£89,950**
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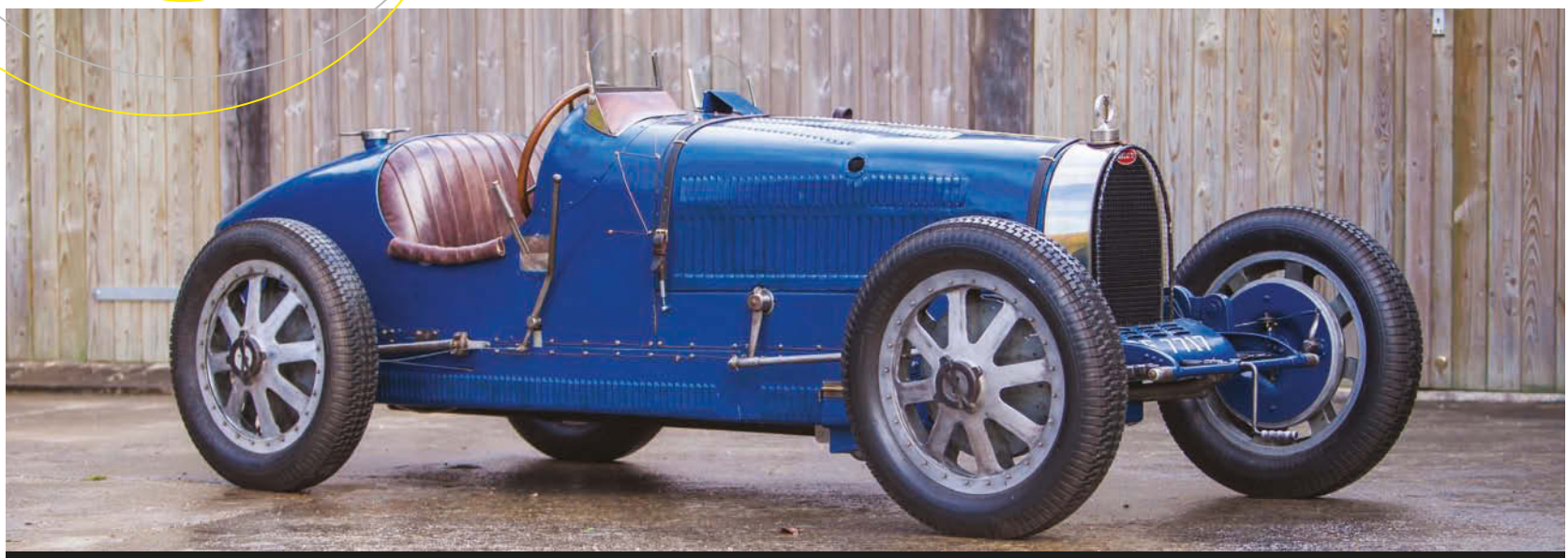
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Outstanding specification, magnificent V12 engined Ferrari, 29,000 miles. Blu Tour de France with Crema hide, blue piping and stitching.



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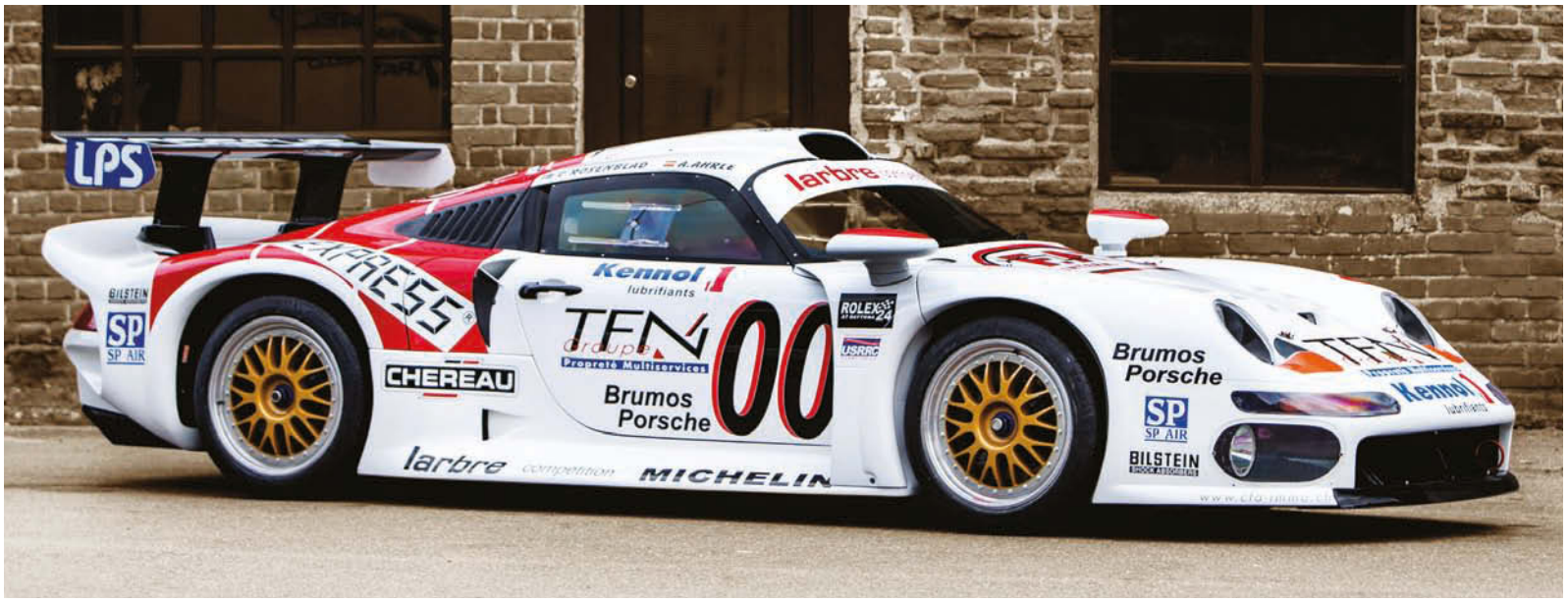
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1997 PORSCHE 993 GT1 CUSTOMER RACECAR (ROAD REGISTERED)











Chassis 993-104 is one of the extremely rare and desirable GT1 racecars developed by Porsche for use in International Sportscar racing during the mid/late 1990s. Thanks to an enticing rule requirement; each manufacturer wanting to compete in the GT1 class had to produce a minimum of 25 examples. As such, the outrageous creations that it spawned made for the last era when the exotic, homologated road variants shared direct pedigree to their racing brethren. Porsche's GT1 became and remains the 'King of the 911 '; an engineering work of art it is a direct descendent of its legendary namesake, as can be seen when the front bodywork is removed.

Delivered new for handover testing at Mugello in March 1997, initially run by the Kremer team, this (more attractive and rare) 993 variant successfully competed for three seasons across the globe. Not only did it compete at Le Mans in 1997 but also in a further six rounds of the FIA GT Championship that year. 1998 saw 104 compete at the prestigious Daytona 24 Hours where it came an extremely credible 3rd overall, for the remainder of that season it entered four rounds of the British GT Championship, winning at Croft. In 1999 it again ran in British GT with strong results but with the GT1 class outlawed at the end of the season it was retired from racing though retained for limited track use until being sold to the second owner in 2010.

Since arrival in the UK earlier this year we have treated 104 to a thorough and sympathetic overhaul and as part of the remit we opted to prepare the car for road use. With works almost complete and the registration process underway this offers an exciting opportunity to acquire this stunning 993 GT1 which is widely regarded as one of the best of breed.

Finished in the colour scheme it wore at Daytona in 1998 it is EU taxes paid, available immediately and welcome to any inspection.

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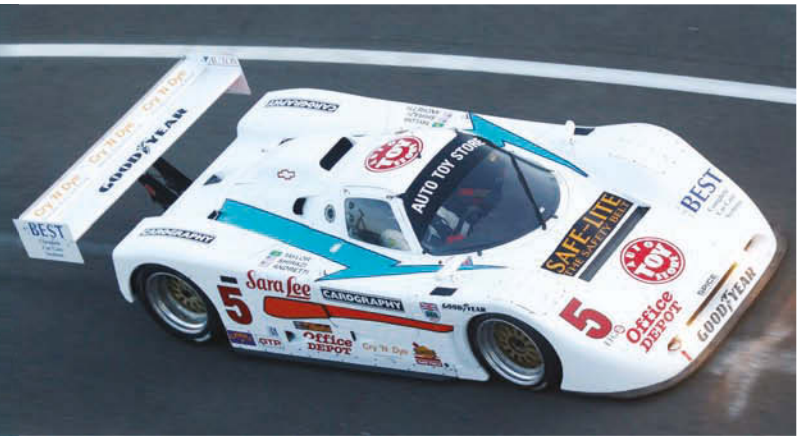
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(962-006BM)

Ex-Brun Motorsport Jägermeister 962C. Latest spec w/ Thompson tub and 3.2 liter water-water engine w/Motec. Race-ready. Iconic and competitive entry for Group C.

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1972 McLaren M8F (6-72)

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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.**



1967 Chevron B6 (DBE-3)

Genuine, well known B6 with continuous history. Fresh from a 2 year rebuild on original chassis. As new and needs nothing. Spares & new FIA HTP. Exceptional! **GBP 295,000.**



1967 Lola T70 Mk3 (SL73/109)

Mk3 spyder converted to coupe in late 80ies. Continuous history and 100% race-ready. Good Spares & current FIA HTP. Priced-to-sell! **P.O.A.**

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ROD LEACH'S NOSTALGIA

1964 AC COBRA 289 MK 2 - R.H. DRIVE - 11,900 MILES FROM NEW

Chassis No. COB 6034 is one of just 48 R.H. Drive examples built by AC Cars Ltd. at Thames Ditton, Surrey between 1963 and 1965. The second owner registered it in Nov. 1966 and kept it for 45 years, during which time he stored it in Monaco from the 1980's till 2010. Cosmetic improvements to his specification – e.g. the engine-turned aluminium fascia, fared-in trim panels and fully carpeted boot etc. - were carried out by AC Cars Ltd./ Autokraft at Brooklands over 30 years ago. Full tailored weather equipment in dark blue mohair plus tool-kit is provided. Since my acquisition in 2011 it has been a Salon Prive Concours entrant, outright winner 'Peoples' Choice' at the Goodwood Revival Earls Court MotorShow and 3rd overall in the London Excel Classic Car Show. It has also had multi-page front cover features in 'Classic and Sports Car' and 'Classic Cars' magazines. The substantial file that accompanies the car contains the original green logbook from 1964 and the Factory Sales Leaflet etc. Recorded mileage presently stands at 11,900 from new, endorsed by odometer readings in the 1980's of 10,700. Eligible for all major international historic events it is unquestionably one of the finest examples of its type and a unique opportunity indeed - which incidentally also drives as well as it looks! P/Ex considered. More photos etc. on www.pistonheads.com



1993 AC COBRA 'LIGHTWEIGHT' - R.H. DRIVE

One of the last of the 26 genuine, original 'Lighweights' with short-nose bodywork, roll-cage, bonnet scoop, 15" Halibrands, flat dash (no heater), no headrests, wing-mounted 'Monza' fuel filler, blue-printed and hand-built SVO 5 litre engine.This example also has full suspension mods with front/rear anti-roll bars, AP brakes, 3.31 diff., tweaked engine giving c. 370 bhp, Hurst gear-shifter, and 1960's period cosmetic features. Full weather equipment, alarm and immobiliser. Just serviced by Thunder Road with fresh MOT. 10,500 miles and superlative condition throughout.
The 'Lightweight' is the most desirable of all latter-day AC Cobras and has excellent investment potential.



ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~ E-Mail: info@rodleach.com

AMX BIZZARRINI 1971

Uno squalo alla livornese

Dalla collaborazione fra l'ingegnere Giotto Bizzarrini di Livorno e l'American Motors di Detroit sta nascendo una delle piu poderose e tecnicamente avanzate granturismo del mondo

Torino, febbraio

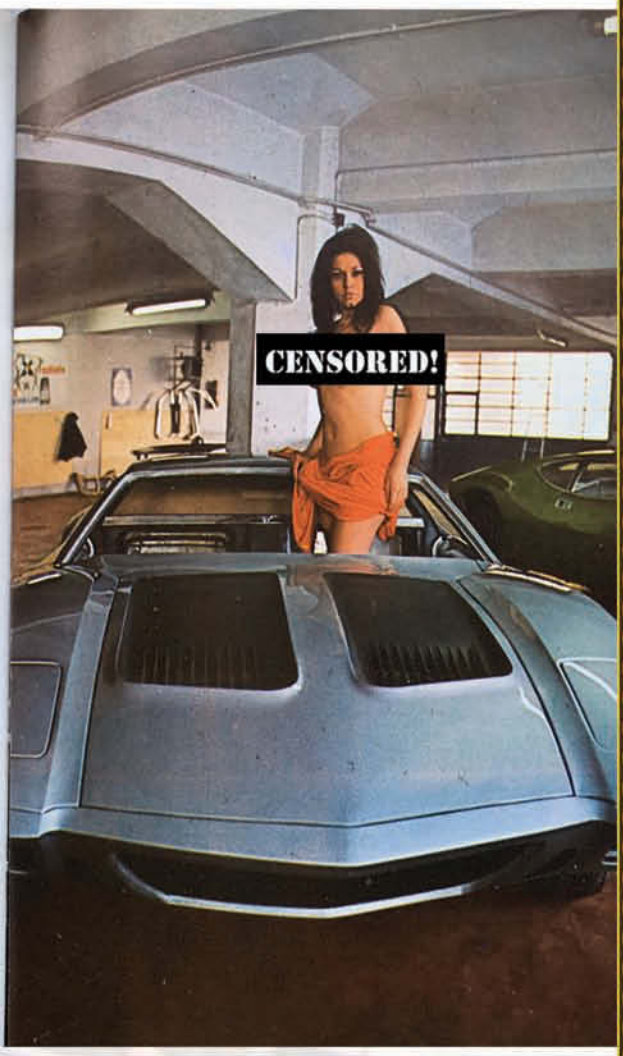
Nel 1966 ero il fortunato (e felice) guidatore di una vettura Bizzarrini "5300 Strada". Una granturismo insuperata. Forse la più bella del mondo. Non soltanto in quegli anni, ma ancora oggi, se fosse in produzione. Credo proprio di essere stato uno dei primi in Italia ad entrarne in possesso. E non fu una cosa semplice. La macchina veniva realizzata tra grandi difficoltà in piccolissima serie mentre le richieste, anche dall'estero, erano pressanti, superiori a ogni aspettativa. Le eccezionali qualità di progettista dell'ingegnere livornese Giotto Bizzarrini, si rivelavano soprattutto nel telaio. Leggerissimo, concepito come quello di un prototipo da competizione (non per niente Bizzarrini con una "Iso Grifo" aveva ottenuto a Le Mans una folgorante affermazione), perfettamente bilanciato, in grado di reggere con la massima disinvoltura le sollecitazioni del poderoso motore Chevrolet "Corvette" di 5300 centimetri cubici di cilindrata.

Questo ottimo propulsore di oltre trecento cavalli, poteva imprimere alla vettura una velocità massima di circa 250 chilometri orari. Ma la cosa più stupefacente (ed è stato questo, a mio avviso, il maggiore merito del progettista) era la sua collocazione. Pur essendo situato anteriormente, con trasmissione tradizionale sul ponte posteriore, era in posizione talmente arretrata rispetto all'avantreno da potersi considerare, a tutti gli effetti, un motore davvero "centrale".

La prima granturismo, sul mercato mondiale, con motore al centro. Certo gli inconvenienti non mancavano: l'enorme calore che si sprigionava dal motore e invadeva l'abitacolo senza trovare sufficienti feritoie di sfogo. Alle volte pareva proprio di avere un lanciafiamme puntato addosso. Inutile dire che cosa diventava il viso dell'eventuale compagna di viaggio: un mascherone felliniano, quasi tragico, a causa del trucco in liquefazione. Anche il calore che usciva dalle fessure dei pedali (incernierati in alto) era tale che la suola di para delle scarpe da guida fondeva, restando incollata agli stessi pedali. Piccoli guai, insomma, che però davano alla vettura un carattere rigorosamente, spietatamente sportivo. Se uno la voleva era così. Se no, poteva andarsene a comprare un'altra, molto più comoda. Senza fare tante discussioni. In realtà, chi avrebbe mai osato mettersi a discutere con l'ingegnere Bizzarrini? Il suo "caratteraccio" era proverbiale. Ricordo che dovetti affrontare pesanti e costose conversazioni telefoniche per farmi montare gli alzacristalli elettrici. Secondo Bizzarrini non erano una cosa seria. Un'auto sportiva con gli alzacristalli elettrici (non parliamo poi dell'aria condizionata) era una cafonata bella e buona. Solo uno che non aveva sensibilità sportiva (in questo caso io) poteva fare una simile, assurda, inconcepibile richiesta. Feci montare gli alzacristalli elettrici in gran segreto. E mi auguro che Bizzarrini non l'abbia mai saputo.

Comunque, queste e altre difficoltà erano ampiamente ripagate dal piacere di guidare una vettura come la "5300 Strada". Automobile straordinaria. La sua tenuta, anche alle alte velocità, non aveva confronti. Così pure la sua maneggevolezza, anche nei percorsi più tortuosi, o in città. La sua docilità, la sua frenata, ti davano un senso di costante sicurezza e di fiducia. E poi il suo styling. Progettata per la parte stile sempre da Bizzarrini in collaborazione con la Bertone, aveva un taglio, un'impronta inconfondibile. Starei per dire "impressionante". Ricordo che una sera d'estate mi trovavo sulla piazza principale di Riva del Garda. Come sempre, attorno alla vettura grigioargento si raccolse immediatamente una folla di giovani e meno giovani. Io ero andato a bere un'aranciata al bar. Francamente soffrivo nel vedere quei bravi ragazzi un po' troppo addosso alla macchina (che tra l'altro aveva la carrozzeria in alluminio) ma non c'era niente da fare. Niente. Era già previsto che almeno una volta ogni due mesi dovessi correre in carrozzeria per ridare forma ai parafanghi, rimettere a posto bolli e acciaccature prodotte dai curiosi e dagli appassionati. Ma un tratto la calma notte di Riva del Garda venne frantumata da un sibilo. Mano a mano che si avvicinava si aveva la sensazione che qualche cosa di eccezionale (motoristicamente parlando) stava per accadere. Ed ecco che come un'apparizione da fantascienza fa il suo ingresso nella piazza un "Miura" Lamborghini. Una delle prime. Tutti levarono un altissimo e prolungato "oh!". Si staccarono dalla Bizzarrini e si precipitarono a fare ressa attorno al "Miura" arancione. Temetti per un attimo di passare in secondo ordine. Ma non fu così. Superati i primi legittimi stupori, qualcuno cominciò a dire che tutto sommato la Bizzarrini (anche per via di quelle sue ruotone da competizione) aveva più grinta, era più "cattiva"; era più bassa. Qualcuno (io avrei abbracciato) disse giustamente che era più "seria", senza troppi e inutili compiacimenti stilistici. Insomma, Riva del Garda si divise subito in due fazioni. Beh, ora non saprei dire se i sostenitori della Bizzarrini fossero più numerosi di quelli del "Miura". Resta il fatto che la mia "5300 Strada", resse il confronto a testa alta. E quando a un certo punto ci saltai sopra per ritornare a Torino, e misi in moto, la vettura scattò in avanti nel migliore dei modi, sprigionando ondate di fumo bianco dalle feritoie anteriori. Tutti si fecero da una parte senza più badare al "Miura" arancione.

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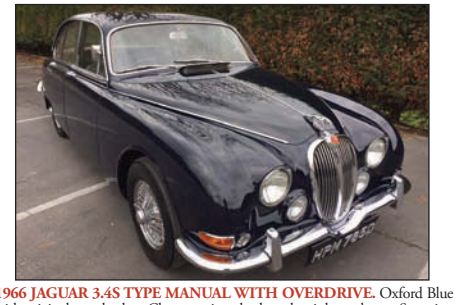
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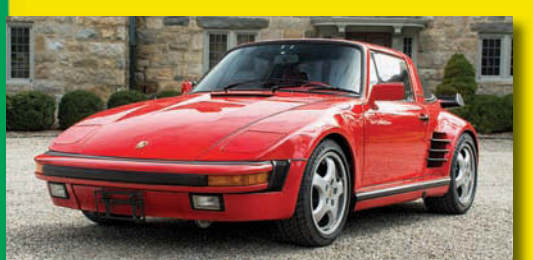
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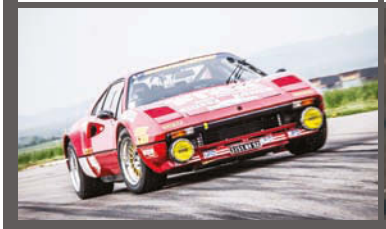


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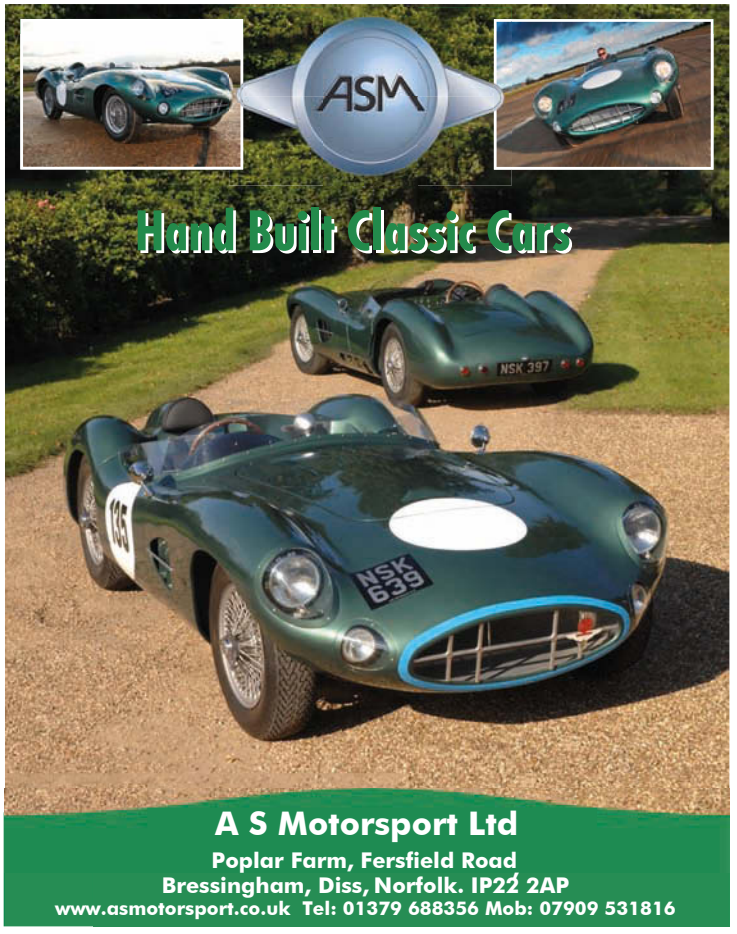
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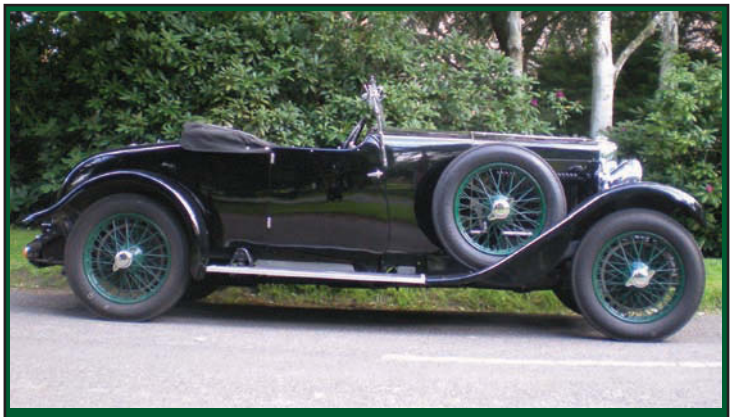
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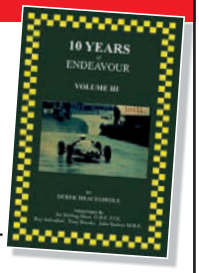
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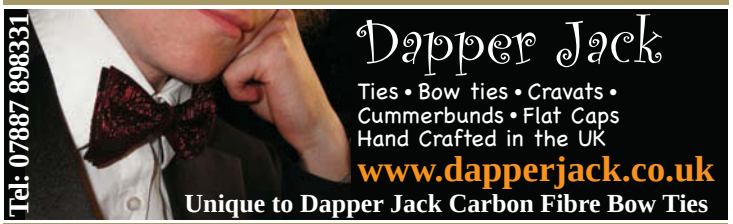
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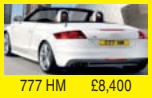
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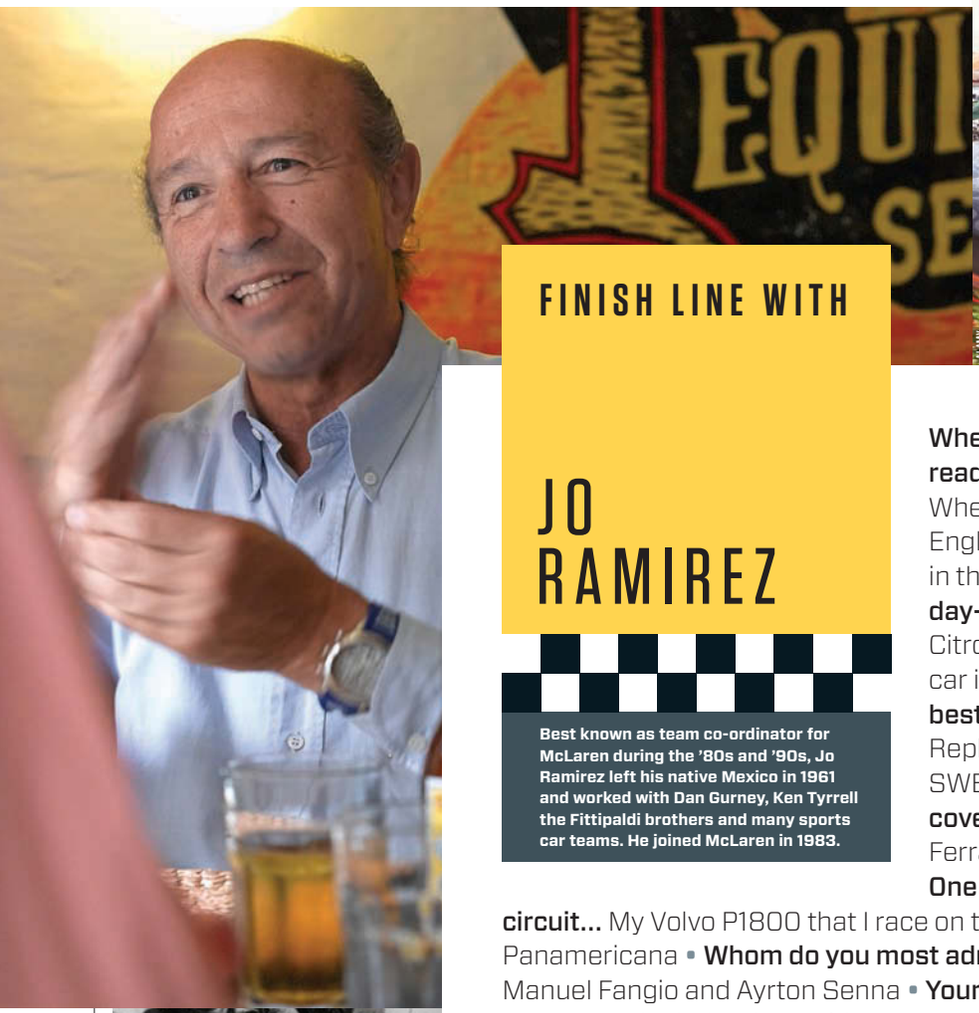
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When did you first read *Motor Sport?* When I came to England from Mexico in the 1960s • **Your day-to-day drive** Citroën C2, best town car in the world • **The best car you've owned** Replica Ferrari 250 GT SWB • **The one you covet most** A genuine Ferrari 250 GT SWB • **One racing car, one circuit...** My Volvo P1800 that I race on the Carrera Panamericana • **Whom do you most admire?** Juan Manuel Fangio and Ayrton Senna • **Your best friend** Everyone who helped me with my career when I followed the Rodriguez brothers to Europe • **Your best character trait** Making friends – I am a party animal – and being polite • **Most prized possession** My Grand Prix steering wheel collection • **Your greatest extravagance** My house in Spain and my replica Ferrari • **Your favourite place in the world** My hilltop house overlooking the Mediterranean • **The perfect holiday destination** Andalucia, Spain • **Your restaurant recommendation** Anywhere on Copacabana Beach, Rio • **The music you're listening to** Frank Sinatra, Rod Stewart, Shirley Bassey • **The movie you love** *The Racers* with Kirk Douglas • **The last thing you read** *Motor Sport*, I buy it every month • **The best advice you've been given** Ron Dennis told me never to take 'no' for an answer.



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