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

EDITORIAL
020 7349 8484
editorial@motorsportmagazine.com

Editor Nick Trott
Deputy Editor Joe Dunn
Editor-at-Large Gordon Cruickshank
Features Editor Simon Arron
Grand Prix Editor Mark Hughes
Art Editor Damon Cogman
Digital Editor Jack Phillips
Digital Designer Zamir Walimohamed
Designer Andy Coates
Photographer Lyndon McNeil
Filmmaker Hamish McAllister
Contributing Editors Andrew Frankel, Doug Nye, Mat Oxley, Dickie Meaden, Richard Williams
Special Contributors Paul Lawrence, Gary Watkins, Paul Fearnley
Picture Library LAT Photographic 020 8267 3000

ADVERTISING
020 7349 8484
sales@motorsportmagazine.co.uk

Commercial Director Sean Costa
Commercial Manager Mike O'Hare
Senior Sales Executive Yasmin Laggoune
Sales Executive Kit Brough
Classified Sales Executive Marc Butler

PUBLISHING
Managing Director Giovanna Latimer
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Event & Content Manager Camilla Royce
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SUBSCRIPTIONS
UK & Overseas subscriptions
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In the spirit of Bod and Jenks

This month we have produced four special edition covers each reflecting a different part of Niki Lauda's personality and all on sale now.



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SUPERFAST

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15/08/2017 13:48

NICK TROTT



Editor

@NickTrott27

When the time comes for TV stations around the world to edit their 2017 F1 season montages, it should open not on the moment when two Ferraris collided in a shower of sparks in Singapore, but should instead show the heartbreaking image of the young boy in tears at the Spanish Grand Prix. It could, and should be, the defining moment of the year.

You may recall it. As Kimi Räikkönen climbed from his broken car following a first-corner collision, Formula One Management's world TV feed zeroed in on the child, resplendent in Ferrari team gear, in floods of tears in the grandstand. Räikkönen was the unlucky victim, having been pushed into Max Verstappen's car by Valtteri Bottas.

I find it hard to shake this image, and not for the obvious reasons of seeing a child in distress. No - I can't shake it because it highlights just what poor value F1 is to the spectator, and how it has always been thus - certainly in my lifetime.

As a child in the '80s, I remember begging my dad to take me to a British Grand Prix weekend - and I couldn't quite understand why we never went. Now I'm a father myself, I understand a little more the economies of such undertakings. As a parent you look for maximum value for money in any outdoor event that involves your children. You don't want your kids to taste these experiences, you want them to feast. The greater the exposure, the more likely it will leave an impression - certainly in this age of electronic distractions - and the more likely it will have a positive effect on them.

My dad 'got' this, so instead of taking me to the British Grand Prix he would pack me into the family Citroën and whisk me off to test days, the (more affordable) Race of Champions and the fantastic Tribute To Williams Day at Brands Hatch in 1986. The cost-per-lap ratio (of seeing my heroes on track) was far better at these events, especially the test days, and today I have little doubt that without these events I wouldn't have matured into the F1 enthusiast I am.

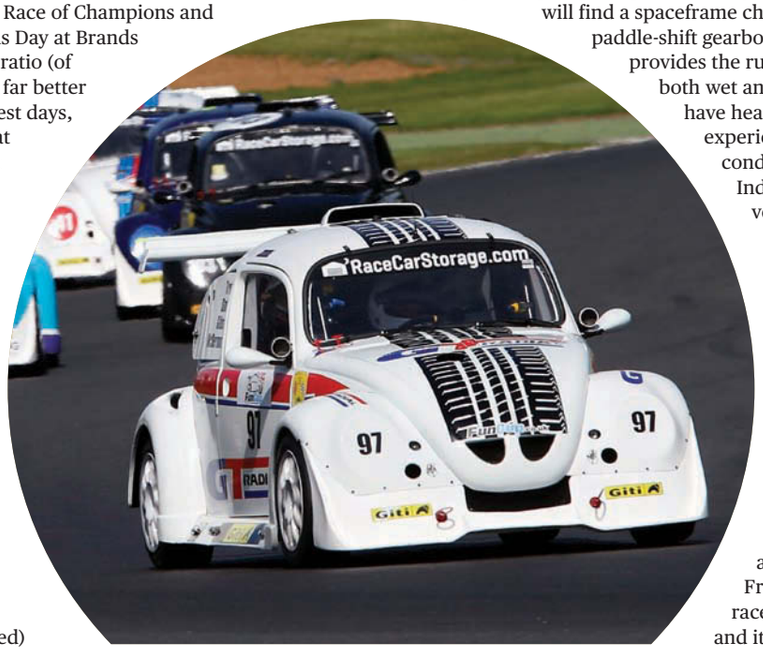
The Ferrari collision in Singapore reminded me of the young lad in Spain. Imagine being trackside in Singapore as a Ferrari superfan - and I mean a proper superfan and not a dead-eyed VIP on whom the world TV feed often focuses - and imagine the feeling of crushing disappointment as your team is eliminated on the spot. A lump rises in my throat just thinking about it. This superfan would have been counting the days to the race, saving for months for (overpriced) memorabilia, and might perhaps know that it would be years before they could afford to go to another Grand Prix. And all to witness their team crash out five seconds after the start.

Formula 1 is promising a shift in fan engagement, and while there are undoubtedly various options available I hope that it remembers the young Spanish fan - or those real Ferrari fans in Singapore, undoubtedly crushed by the first lap accident. I hope it looks seriously at the woeful cost-per-lap ratio of seeing cars on track, and I hope it looks at qualifying races, the return of warm-up sessions, more practice sessions and anything else to significantly increase the amount of time the cars spend on track. Then with this achieved it should look at reintroducing testing, seriously consider non-championship races, and attract more city demonstrations of the sort that so rocked London in the summer.

The enabler, of course, is cars that are cheaper to run and offer greater reliability, and F1 has it in its power to achieve this when it sits down to establish the future engine rules in the coming months.

AWAY FROM THE BRIGHT LIGHTS OF SINGAPORE, TO A RAINY Brands Hatch and a qualifying session for a Fun Cup race. I'm sitting in the car, still a rookie racer, having never competed at Brands, never driven a wet qualifying session, and surrounded by a field of hard-charging rivals. Gulp.

Purists may be a little sniffy about the Fun Cup, but having found myself behind the wheel of a car for a four-hour race with three team-mates I can wholeheartedly recommend it. The recipe is simple; tough cars, reliable engines, lottery grids and no performance modifications allowed. And they are proper racing cars, too - look past the pumped-up Beetle bodywork (or underneath it) and you will find a spaceframe chassis, central driving position, paddle-shift gearboxes and pit-to-car radio. Giti provides the rubber - a single tyre used for both wet and dry conditions. You may not have heard of Giti tyres, but having experienced them in soaking wet conditions on a slippery Brands Indy circuit I've been left with very favourable impressions.



The grids regularly top 30 cars in the UK, and top drivers such as Anthony Reid and Nigel Greensall regularly compete. Remarkably, the series - born in Belgium - has spread to France, Spain, Italy, Germany and the Canary Islands, with a signature event bringing competitors together from the various series at Spa. Being the Fun Cup, this event at the Circuit de Spa-Francorchamps is no ordinary race. Grids are capped at 155 cars and it runs for 25 hours...

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CONTINUITY REWARDED

Lewis Hamilton and Mercedes take three straight wins, but rivals have been less stable

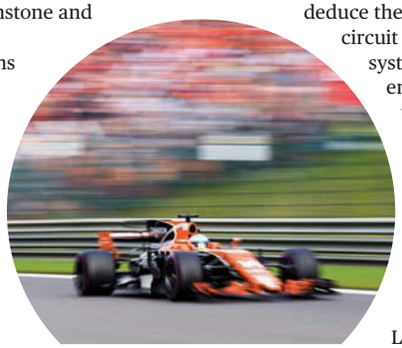
Mark Hughes

The post-Ron Dennis evolution of McLaren under Zak Brown's direction had simply lost faith in Honda. What had last year looked like light at the end of the tunnel turned out to be an oncoming freighter, an onslaught of trouble, foreshadowing a season in which the McLarens have been outpaced or broken down. As we came to the end of the European phase of this season, the marriage was in its final death throes, with the decree nisi confirmed in Singapore. It wasn't pretty.

Honda was being pushed out; but it had a contract and was reluctant to leave, especially without another partner to go to. So, with the McLaren board in agreement that it was prepared to fund the divorce (surrendering a partnership said to be worth $100 million annually, in addition to the engine supply), the summer months had been spent desperately trying to facilitate an alternative for Honda so that an alliance with Renault could be struck. There was a deal to be done with Toro Rosso, the junior Red Bull team that costs its owner more to operate than the senior team because it attracts far less in terms of external sponsorship or FOM payments.

With Mercedes and Ferrari having been ruled out as McLaren's saviours, Renault was the only one left - and it *was* prepared to supply, but not to a fourth team. As Renault Sport special advisor Alain Prost said in Monza: "We can supply either Toro Rosso or McLaren [in addition to Enstone and Red Bull], but not both."

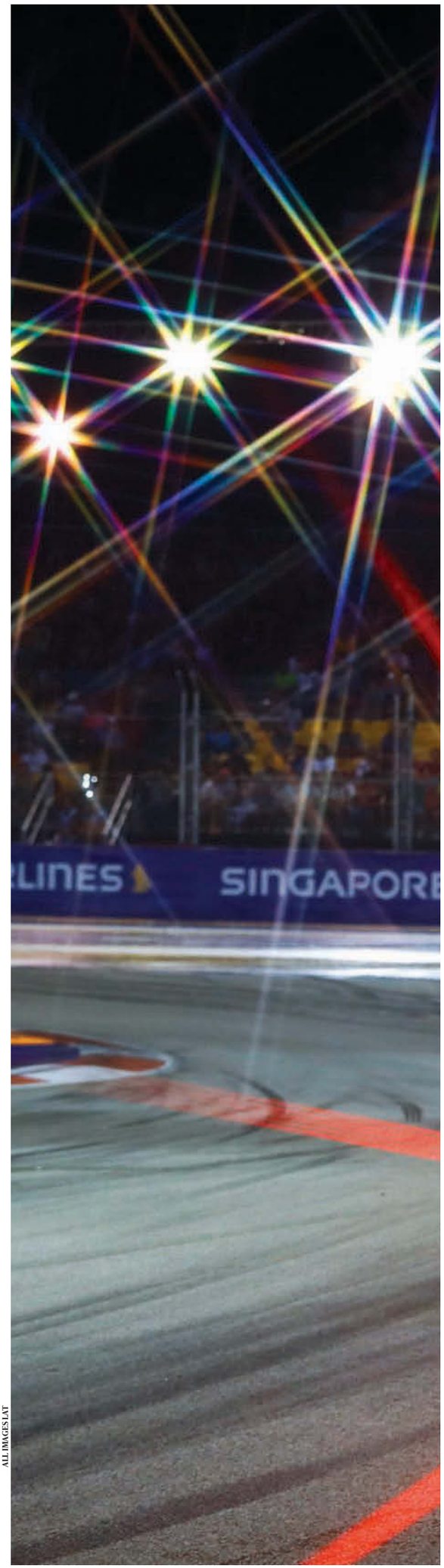
By that time, negotiations between Honda, Renault and Toro Rosso were well advanced. Liberty's Ross Brawn and FIA president Jean Todt were both enlisted to the cause of making the switch happen - the last thing they wanted was to lose a valued automotive player.



Meantime, McLaren and its driver Fernando Alonso continued to highlight the engine's shortcomings in public - as if trying to embarrass Honda into going elsewhere.

From that perspective, Spa was a fairly typical 2017 weekend: under-delivery, multiple penalties and public criticism from Alonso. Scheduled as the race in which the 'spec four' engine would be introduced, Honda hadn't completed reliability trials to its satisfaction and so only certain components of that package were fitted. This had entailed another replacement power unit for Vandoorne, and additional new ERS-h and other components meant he faced starting his home GP with a 35-place grid penalty before he'd turned a wheel. Another engine and gearbox change took that to 65! Alonso was, for once, starting unpenalised. With a bit of towing co-operation to ease the pain of their end-of-straight speed deficit, they each qualified for Q2, with Vandoorne then giving Alonso the benefit of another tow down the Kemmel Straight for Fernando's final Q2 lap as he made a bid for Q3. It was all going well until he took Pouhon flat for the first time all weekend. This confused the algorithm of the Honda's electrical power deployment system. Because he'd not lifted, the system assumed it was on a different part of the track that didn't require the electrical energy assist. It lost him 0.5sec and he failed to make Q3 by 0.09sec. Using only throttle position and selected gear to deduce the car's whereabouts on the circuit was never a bomb-proof system and McLaren engineers had months ago warned Honda it made them vulnerable to this.

It happened on Saturday afternoon at Spa. Alonso stormed out of the garage after climbing from his car. During the Q3 session in which he took no part, Lewis Hamilton's



ALL IMAGES LAT

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Mercedes took a stunning, Schumacher-equalling 68th pole ahead of title rival Sebastian Vettel, each with career stats that Alonso will probably never match.

Next day, as the Mercedes and Ferrari fought out the lead on the Kemmel Straight on the opening lap, Alonso had the McLaren up to a remarkable seventh after a great start. But the early surrender of its deployment (because the engine can't power the ERS-h as effectively) made him easy meat on the straights - Hülkenberg's Renault flying by on the first lap, Ocon, Pérez and Grosjean in quick succession afterwards. "Embarrassing," he fumed over the radio. After sinking out of the points positions, Alonso asked if there was any rain forecast. Shortly after being told there was none on the way, he claimed he felt an engine problem and retired. Honda later said it could find no problem... Vandoorne finished 14th. Hamilton won, under pressure all the way from Vettel, with Daniel Ricciardo an opportunistic third for Red Bull after mugging Valtteri Bottas at a safety car restart.

CONTRACTUAL CHESS

At Monza there were several urgent-looking meetings between McLaren, Renault, Toro Rosso and Ross Brawn. But still no confirmation. It was about who was paying whom, and how much? Why would Toro Rosso surrender its Renaults for Hondas? Because of the multi-million dollar improvement to its budget, for one thing. Yes, but why should Honda have to pay McLaren-level money to a much smaller, less capable team? Both those parties were playing hardball. Perhaps McLaren would like to contribute towards the budget Red Bull's owner was asking to accept the Hondas for his junior team? Such intrigue almost overshadowed the fact Ferrari had produced a very ineffective low-downforce package, meaning its home race would be by far its least competitive of the season. Hamilton took a dominant pole on a wet track, 1.2sec faster than Max Verstappen's Red Bull, with the Ferraris only seventh and eighth. McLaren? Alonso was taking a 35-place penalty for an additional engine and associated components. Vandoorne qualified for Q3 but suffered an ERS-k failure that couldn't be replaced in time without changing the whole engine - thereby incurring a 10-place penalty. He ran 10th in the race before another ERS-k failure. Alonso, slowed by an upshift problem, made little progress before retiring. Hamilton and Bottas breezed to a Mercedes 1-2, with Vettel a very distant third and under big pressure from Ricciardo.

PARTNER SWAP

The split with Honda and new relationship with Renault were finally confirmed in Singapore. Brown was adamant that the commercial considerations were overridden by the sporting ones, and that ultimately they were one and the same. "The best thing for McLaren is to make the best sporting decision possible. Then the business will follow suit. We're here to win, that's what makes us commercially successful.

"The start of the pre-season test was when we knew we had a big problem. Ninth in the partnership's first year was understandable and sixth was an improvement, but 2017 needed to be better than that and this year has been like year one, so that wasn't going to work. We tried everything we could up until this point to work with Honda, help Honda, get them some help... but three years is as much time as you can give a programme without seeing the results we needed."

McLaren and Honda spent the Singapore weekend presenting a picture of bonhomie and 'no hard feelings' after the McLaren-Renault/Toro Rosso-Honda announcements had been made. But no one was fooled: this has been deeply frustrating for McLaren, highly embarrassing for Honda. Its overall boss Masashi Yamamoto was present at Singapore, said all the right things about being disappointed the partnership had ended before reaching its potential and how much he was looking forward to working with Toro Rosso. "The team has a young factory and is growing, which for Honda is very important because we can work with the same mentality and have the same approach. If we compare both teams with different cuisines, let's say McLaren is a very sophisticated French cuisine, that's the way it is. Toro Rosso is more



WORD ON THE BEAT

Rumour and gossip from the F1 paddock

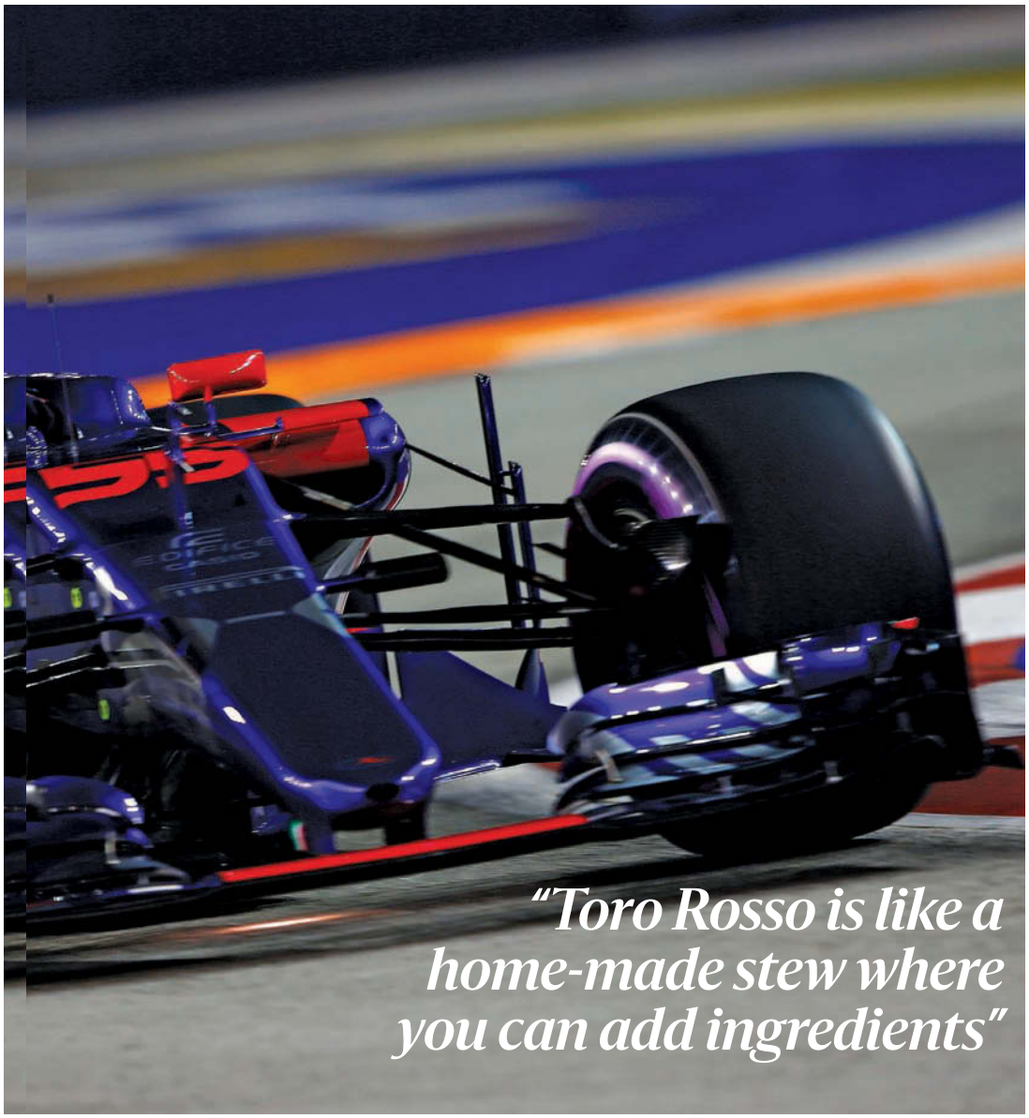
WILLIAMS is understood not to have succeeded in its bid to recruit FERNANDO ALONSO for 2018. In the wake of the annulment of the Honda partnership, his new McLaren deal was expected imminently at the time of going to press. The focus of Williams's attentions then became ROBERT KUBICA, who was initially going to test the team's 2014 car at Suzuka immediately after Singapore, the day after LANCE STROLL so as to give a direct comparison. The Strolls - who are understood to favour Paul di Resta as a potential Felipe Massa replacement - didn't agree to make their cars available to test another driver. In theory the ultimate decision on the 2018 driver alongside Stroll would rest with PADDY LOWE. NICO ROSBERG has agreed to become part of Kubica's management team and might well becoming involved in discussions with his former employer (he drove for Williams between 2006-09). Kubica has also been mentioned in connection with SAUBER and TORO ROSSO for 2018.



MERCEDES, HONDA and RENAULT want to retain ERS-h in the post-2020 engine formula. There is also a move to have electric motors on the front wheels, making the cars four-wheel-drive. Renault is against this on the grounds of weight. If the 2021 engine regulations are simplified, both McLAREN and RED BULL would consider independent engine programmes. Red Bull's would potentially be a COSWORTH-BUILT/ASTON MARTIN-BADGED power unit, though with rumours of PORSCHE planning to enter from 2021 with Red Bull, such a plan might not reach fruition.

FOM is aiming at imposing a BUDGET CAP OF $150 MILLION (less than half of the top current budgets) by 2021 - but there is as yet no unanimous agreement from teams on either the number or how it will be controlled and policed. McLaren's ZAK BROWN

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like a countryside, home-made delicious stew where you can add new ingredients. We're excited by that."

The engine had been further improved but still not to 'spec four' level. Around a track with one of the lowest power sensitivities on the calendar, the quality of the McLaren MCL32 chassis was quite evident, with both cars comfortably making it through to Q3. Unfortunately Alonso was caught up in the first-lap shunt triggered by Vettel, Verstappen and Räikkönen, his super start ensuring he was there to get involved. Instead of exiting the corner third, which he'd otherwise have done, he was way down the pack with a terminally damaged car. Vandoorne hung on for his best finish so far, seventh (three places behind Carlos Sainz's Toro Rosso-Renault). The early retirement of three of the top four qualifiers flattered those results, of course – and also laid the way for Lewis Hamilton to win his 60th Grand Prix from fifth on the grid, putting himself in command of the title fight.

With rumours that Renault Sport had given Red Bull notice to terminate their agreement after the end of 2018, there seemed every chance that Honda's Toro Rosso agreement would expand into the senior team from 2019. With a little help from its friends (Ilmor), could Honda become competitive enough to make McLaren's decision look foolhardy in hindsight? Maybe so, but when the trust and belief has gone, it invariably becomes just about settlement terms. Hopefully, both parties can go on to better marriages.

said, "We're a fan of budget caps. We think it's important. Most other sports have it and it will equal the playing field. We recognise that we're one of the four teams that [currently] get special payments and that might mean some compromise – but we feel if the sport is healthier ultimately that will benefit all of us... The $150million number sounds in the right ballpark." Red Bull's CHRISTIAN HORNER sounded caution, however. "We see things slightly differently. We're fully in favour of reducing costs. I think the problem if you just introduce a budget cap with the current regulations is that we'll end up employing teams of accountants to find smart ways of circumventing the current set of rules. I think the biggest cost-drivers are the technical regulations – and I think the FIA and FOM need to get those under control... and, of course, a key part of that is the engine. We're sitting here today with enormous engine bills because of the technology involved in these power units."

Zak Brown was keen to inspect the BENETTON B194 that MICK SCHUMACHER demonstrated at Spa, to commemorate the 25th anniversary of his father Michael's first Grand Prix win. The McLaren boss was in negotiation to purchase the car and had asked the current owner if he minded him bringing a couple of people to inspect it. The owner was fine with this, but was surely surprised at the identity of the two would-be inspectors: ROSS BRAWN and PAT SYMONDS. "Hey Ross, is it possible to check if the traction control is working?" joked Brown. "I don't know anything about that," replied Brawn, deadpan.



As the McLAREN-HONDA split was finally confirmed in Singapore (along with the related McLAREN-RENAULT and TORO ROSSO-HONDA partnerships), rumour was rife that Renault had informed Red Bull it was going to annul its partnership after the end of next season – potentially leaving Red Bull extending its Honda partnership to include the senior team in 2019-20. This could have a serious impact on Red Bull being able to retain DANIEL RICCIARDO and/or MAX VERSTAPPEN. With the second drivers at both Ferrari and Mercedes on one-year extensions, a serious shake-up could be coming for 2019.

Although HAAS has already announced that its ROMAIN GROSJEAN/KEVIN MAGNUSSEN driver line-up will be unchanged, rumours persist that FERRARI is trying to reach terms with the team to slot in its junior CHARLES LECLERC – the impressive 2017 F2 pace-setter. If this happened, Magnussen is expected to be the casualty and it would allow Ferrari to place its other junior ANTONIO GIOVINAZZI at Sauber. GENE HAAS is reportedly striking a hard bargain, though, and at Monza said: "I don't think we rule it out, but from a business model it doesn't really make a lot of sense. There's no secret that it costs $60m to put a car on the track for the season. If someone gives you a driver – not just from Ferrari, from anybody – and they're going to pay you five or six million dollars, there's a $55m deficit there somewhere, so it doesn't make sense to want to run let's say a partner or a paid driver for compensation. I think our point of view has always been that we need to obtain points and that's how we generate moving forward and making money, so that's our business model. I think Ferrari respects that. If we could come to some mutual agreement, we would probably be more open to that."

It was announced at the Singapore Grand Prix that the organisers have reached agreement with LIBERTY for a four-year extension to the contract, taking the race to the end of 2021, a year into what will be the new Concorde Agreement between teams, Liberty and the FIA.

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RIVAGE & POUHON, SPA

TRACKSIDE VIEW

Sound as well as sight drives home the power unleashed here

The bump in the Rivage braking zone is in the most inconvenient place imaginable - halfway across the width of the track and smack-bang in the middle of the line at a point where the cars are braking and cornering. So there's a regular rubber smoke haze and, a few seconds later, its accompanying stench as those cars struggling for downforce or front tyre temperature exceed what is feasible.

Romain Grosjean is, predictably, the first to lock up, his ongoing battle with the team's brake-by-wire system well into its second year. His attitude remains that the car should be able to be braked this late and hard and he refuses to accept its inept limitations. You can sense the frustration boiling within as his line and exit speed are compromised.

Using exactly the same brakes but a different brake-by-wire system and covered in more downforce, the Ferraris look fantastic, particularly that of Sebastian Vettel. Even though he's on the medium tyre at this stage to the soft of Räikkönen, it's Seb who carries a huge amount of entry speed, probably 4-5kph faster than a Mercedes at this point. When he encounters that awkward bump, the Ferrari just dips its nose slightly, as if in salute, then bobs back up. No tyre smoke, no visual drama - just the eye-opening entry speed. Lewis Hamilton's Mercedes is less lithe, a little clumsier, not as pinpoint precise, but he's getting everything it has to give. Earlier in the weekend he'd explained how he's been trying lots of different things through the season, trying to find the most appropriate way for this 'diva' of a car. He's relying more on momentum than Vettel, not able to brake quite as late or as hard. In the sister car Valtteri Bottas is not coping as well, repeatedly locking the inner front as it hits that bump, pulling him out wide.

There is one car that looks comparably good to Vettel's - Daniel Ricciardo's Red Bull, but some of this is probably because he's on a softer tyre. His confidence is building by the lap, each time around more adventurous in the braking zone and still the RB13 is taking it. Max Verstappen comes out as Ricciardo is already five or six laps into his run - and is straight up to speed, his dominance of the car instantly finding its grip limits.

A couple of corners on lies the challenge of Pouhon. With the more aggressive 2017 cars, is this now flat in eighth? It's not quite so for the Mercs, Hamilton using a downshift to seventh but no brakes, just to trim the excess entry speed. Most others are doing the same - but not the Ferraris.

Late in the session, Vettel and Räikkönen are doing their first ultra-soft laps and there's no hesitation from either. Down the hill they charge, flat in eighth on the approach, sparks flying, and the loud pedal stays nailed, only the grinding cornering forces upon the car pulling the engine note down, but still under full load. Attuned neurons and the limits of physics among the ancient valley.

CORNER COMPARISON



Lewis Hamilton constantly fine-tunes his style to suit the W08. It's less lithe than the Ferrari, but he gets the maximum from it



Max Verstappen is up to speed from the moment he hits the track, immediately establishing the RB13's limit of adhesion



Valtteri Bottas can't match Hamilton's fluency – and the harder he tries, the more frequently he compromises his own speed



Sebastian Vettel is wholly at one with the SF70H, carrying 4-5kph more entry speed into Rivage than Hamilton's Mercedes

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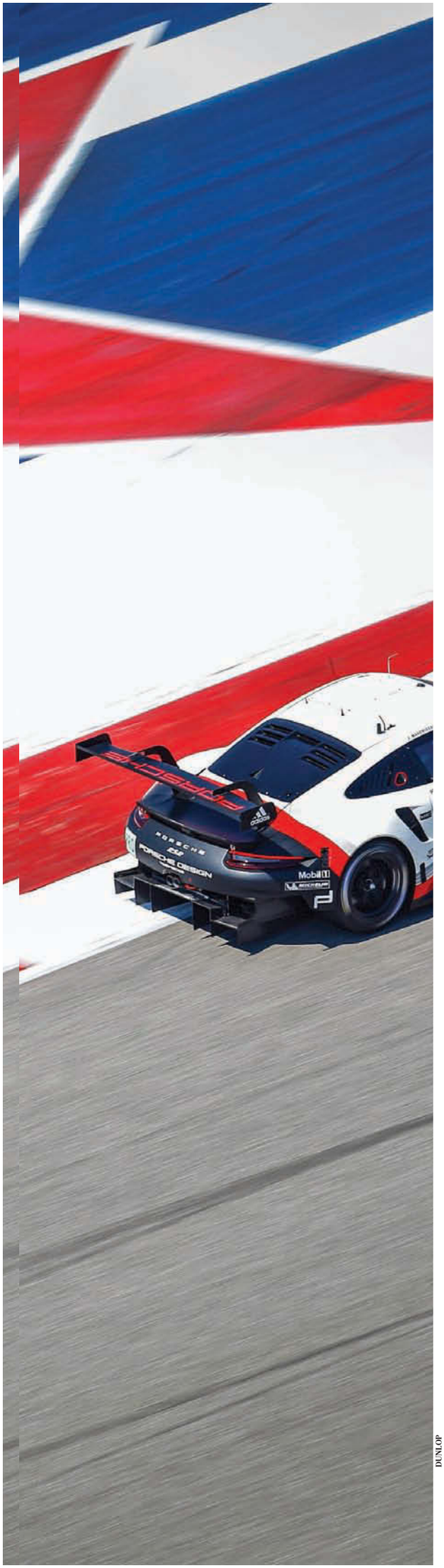
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CAN WEC REGAIN ITS STAR APPEAL?

A new plan for the WEC is supposed to save the series but does it go far enough?

Gary Watkins

A radical blueprint for the future or a case of rearranging deckchairs? The World Endurance Championship dropped bombshell after bombshell as it unveiled a road map that will take it into the next decade and, hopefully, out of the malaise it faces after the withdrawal from LMP1 of first Audi and now Porsche.

Series boss Gérard Neveu and his bosses at the Automobile Club de l'Ouest, the WEC promoter and organiser of the Le Mans 24 Hours, needed to say something when the circus reconvened in Mexico City in September for the first race after the confirmation of Porsche's exit. Its solution? Announcing that it had revived the grand plan of a winter season, running across two calendar years and climaxing with the Le Mans 24 Hours. This switch and a return to Sebring, the spiritual home of sports car racing in North America, gave it some good news to shout about.

But did it address the real problem, namely the shortfall in factory P1 entries after the withdrawal of Audi and Porsche? And in the face of lack of manufacturers, the needs of the car makers racing in GTE Pro appear to have been largely ignored.

A RADICAL FORMAT

The switch to a winter season - a northern-hemisphere winter, that is - could be the required tonic for the hangover that follows Le Mans every season. Maintaining interest in the series after a race that dwarfs every other round in prestige and profile has been one of the on-going problems for the WEC since its rebirth in 2012. No one is going to forget about the championship in the future as it approaches its climax at the race that really matters.

The winter season appears on face value to be a simple - and certainly pragmatic - solution to a difficult problem. But a switch to a season that ends with Le Mans could also be counterproductive. It could ultimately detract from the WEC and pile yet more importance on the 24 Hours.

Who will be celebrating hard on Sunday night and who will take the press adverts on Monday morning after Le Mans - the winner of the championship or the winner of the race? The answer to that question is obvious. Aston Martin has provided the answer over the past year or so: the UK manufacturer bought space in the papers after it claimed GTE Pro honours in the 24 Hours this year, but not after it sealed the GT title for drivers in Bahrain.

How to transition to a winter series was one of the hurdles that forced the WEC to shelve such a move when it was first mooted more than three years ago. Its solution is the so-called 'superseason', which will incorporate two editions of the 24 Hours at Le Mans over a season stretching from May 2018 to June 2019.

Keeping costs under control was uppermost in the minds of the WEC and the ACO, which is why there were initially only eight races over the course of the superseason - one down on the present nine (though things have since changed, see sidebar). A drawn-out season will allow the WEC grid to be sea-freighted around the world - there will no jumbos involved as there are now. That brings a massive saving in transport costs.

The problem is that a racing team brings in money by going racing. Cars sitting in workshops - or more pertinently in containers in the hold of a ship - aren't earning, but the money is still going out. Rent and salaries need to be paid.

Four races over the course of 2018 appeared to be a bit light, though that has changed with the reinstatement of Silverstone (which replaces an originally blank date set aside for February 2019).

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BACK HOME IN AMERICA

A return to Sebring, where the series was reborn in 2012, has to be positive for the WEC. The circuit might be bumpy and the facilities modest, but the Florida airfield circuit has a historical importance in endurance racing. Don't forget it was the scene of the very first world championship sports car race in 1953.

A double-header with the IMSA SportsCar Championship means the WEC will race in front of a ready-made audience of the kind it could only dream about when it has turned up at the Circuit of the Americas in Austin.

The WEC fixture was announced as another 12-hour race, which will kick off two hours after the 'real' Sebring 12 Hours. That could change, perhaps, to a 10-hour race.

THE P1 QUESTION

Uppermost in the minds of the ACO, as it was formulating its road map, was saving the LMP1 division. Its plan is to offer the privateers competing with non-hybrid machinery further breaks to allow them to match the performance of the high-tech factory cars, should any remain, over the course of the superseason in 2018/19 and the first winter season in 2019/20.

This is very much as stop-gap solution, but one that threatens to alienate its only potential factory representative in P1. It arguably makes Toyota's position untenable. Would a manufacturer spending in the region of €100 million on a twin-hybrid P1 really want to return in the knowledge that it could be beaten by a team spending a fraction of that?

The ACO and the FIA, which jointly write the P1 rulebook, have admitted that they will need to look again at the rules announced this June for 2020. They have already said that the zero-emissions requirement, one racing kilometre using only electric power after every refuelling stop, has been abandoned.

A much lower level of technology is likely, though the ACO has insisted that it remains committed to hybridisation. There appears to be something approaching a blank canvas as it begins the process to formulate a new set of rules to attract in new manufacturers ahead of the 2020/21 season.

NO FOCUS ON GTE

There will be no manufacturer representation in LMP1 next year should Toyota decide against continuing. There will be five car makers in GTE Pro, with the arrival of BMW, but the needs of the newcomer and the four incumbent marques have been largely ignored in the revamp of the WEC.

Most pertinently, plans for a qualifying sprint on the Saturday, before the regular six-hour races, have been put on the back-burner. The idea will not reach fruition at any time during the transitional superseason.

The logic of the WEC and the ACO is that it would be wrong to introduce something that adds additional costs at a time when it is trying to keep a cap on budgets over the superseason. It also points out that it wouldn't be possible to have qualifying events at three of the eight races, the two editions of Le Mans and the Sebring round.

That's fine, but these are manufacturers with healthy finances, not privateers struggling to survive. They need to get a return on their investment. There's a feeling among the GTE manufacturers that they have been neglected by the WEC and the ACO.

The on-going dialogue between the WEC, the ACO and the GTE manufacturers appears to remain healthy. Neveu has admitted that there's a lot of water to pass under the bridge before many of the ideas presented in Mexico are firmed up.

A season climaxing at the Le Mans 24 Hours grabbed the headlines, but won't save the WEC on its own. ◙





HOT TOPIC

SILVERSTONE REPRIEVED

Traditional UK enduro dropped... but not for long

While Silverstone cannot match the sports car history of Le Mans or Sebring, it has been part of the World Endurance Championship since the concept's reintroduction in 2012 and has a long, proud tradition of hosting top-class long-distance races.

That's why its initial omission from the new-look WEC schedule came as such a surprise.

The will-it-won't-it saga of its place on the calendar was finally resolved in the British track's favour – little more than two weeks after it fell off the schedule.

Silverstone thought it had a deal for an August date, but that went out of the window as series bosses firmed up their ideas for the transitional superseason with two races apiece at Le Mans and Spa. The British fixture was regarded as collateral damage.

But WEC chief Gérard Neveu remained complimentary about a track he called "a temple of motor sport". The door was open for a return to Britain in 2019/20, he said. Then it emerged that Silverstone was on stand-by in case the WEC couldn't fill the February TBA date on its original 2018/19 calendar.

As a consequence, Silverstone will be back on the schedule late in August 2018. It will be a double-header event as in the past, with a round of the European Le Mans Series on Saturday and the WEC event on Sunday.



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AUDI PIPS MERC IN SHOWDOWN

The Belgian WRT squad retained its Blancpain GT title in a dramatic series finale

Gary Watkins

Audi factory driver Robin Frijns and Briton Stuart Leonard came out on top after an intra-team scrap between three R8 LMS GT3s as the second of the two one-hour races drew to a conclusion at the Nürburgring in mid-September.

Three-time Le Mans 24 Hours winner Marcel Fässler and Dries Vanthoor were leading the full-points main race, and on course for the title, when the car was awarded a drive-through penalty for a pitstop infringement. That handed the advantage to former Grand Prix drivers Will Stevens and Markus Winkelhock, but the German driver was struggling with a brake issue as he strived to hold off Frijns.

The Dutchman, who had been given a fresh set of Pirellis at the pitstop, was able to pass the sister Audi R8 LMS with 13 minutes of the one-hour race to go. That gave him and Leonard the title by an eight-point margin.

"At the beginning of the race, with Dries and the Mercedes [the HTP entry driven by Franck Perera] ahead, I thought it was done for us," said Frijns. "But it is never finished as long as you have a chance.

"When everything changed, I decided to go for it. On the radio, they were telling me not to do anything risky, and I think I did well: the move on Markus was very clean."

Perera and Maximilian Buhk appeared to be on course for the title during the first half of the race. Perera led, but Vanthoor was able to get out ahead of the HTP Motorsport Mercedes-AMG GT3 during the mid-race pitstop cycle.

A win for Fässler and Vanthoor and second for the Merc crew would have left the two pairings tied on points at the top of the table, but the Audi duo would have taken the title on countback. Any chance of the Mercedes drivers taking the title disappeared when Buhk went off track, sustained a puncture and was forced to retire.

No fewer than seven driver pairings went to the Nürburgring event with a mathematical chance of taking the title. That was reduced to five after Buhk and Perera triumphed in the qualification race.

WRT retained the title for drivers, won by Belgian Enzo Ide in 2016. WRT also sealed a fifth consecutive crown for teams, extending a run that began when the championship was known as the FIA GT Series in 2013.

ROSBERG'S GT RETURN

The team that bears the name of 1982 F1 world champion Keke Rosberg will return to the ADAC GT Masters series in 2018.

Team Rosberg, which has represented Audi in the DTM since 2006, will field a pair of Lamborghini Huracán GT3s in the German series next year. The move marks the team's first ADAC Masters programme since 2009 and comes against a backdrop of uncertainty for the DTM, in the wake of the announcement by Mercedes that it will quit the German tin-top series at the end of 2018.

"We want to have a broader base," said team principal Arno Zensen. "We were already thinking about expanding towards the end of 2016 and subsequently had some discussions with Lamborghini.

"Because we race with Audi in the DTM, it was important for us to remain loyal to the Volkswagen Group. We are looking forward to a fresh challenge."

The team, which is based near Hockenheim, has already taken delivery of its first Huracán and will begin testing in the autumn. Drivers have yet to be announced.

Team Rosberg was set up for an assault on the 1995 DTM, its founder racing one of a pair of Opel Calibra V6 4x4s alongside Klaus Ludwig. The team subsequently represented Nissan in the German Super Touring Cup in 1997 and 1998, before returning to the DTM with Mercedes on its relaunch in 2000.



SUPPORT FOR SUZUKA

Honda, Nissan and Toyota have committed to fielding factory cars in the inaugural Suzuka 10 Hours round of the Intercontinental GT Challenge next year.

The three Japanese manufacturers made the pledge at the official launch of the race in August. They have yet to reveal how many cars and which teams will represent them in the new Asian round of the IGTC for GT3 machinery, which is scheduled for August 26 next year.

Stéphane Ratel, boss of the IGTC and the architect of the GT3 category, said: "Cars and drivers travelling from all over the world to race against Super GT teams for the first time, and at a circuit as respected as Suzuka, makes for a mouth-watering prospect. It will be a truly special occasion."

Nissan will field the new-for-2018 version of its GT-R NISMO GT3 and Honda the NSX GT3, which will race for the first time outside North America next year. Toyota is likely to be

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represented by the GT300-spec Prius GT V8-powered hybrid.

A ¥100 million (£700,000) prize fund has also been announced for the event.

BENTLEY WINS AGAIN

Bentley continued what its motor sport boss Brian Gush is calling a "summer of success" in the GT Open International series at Silverstone.

The Jordan Racing team, based in Crewe near the British manufacturer's headquarters, claimed its second GT Open class win of the season on home ground at the start of September. Michael Meadows and Jordan Witt followed up on third in the pro-am class in the first of two races with victory in the second.

"After winning the British-based GT Cup championship in 2016, Jordan Racing stepped up to GT Open, which is one of the top GT3 series in the world," said Gush. "To be taking race wins in their first season of GT Open is testament to the strength of the team, the drivers and the Continental GT3.

"This latest win continues the Continental GT3's summer of success, which includes victories for Bentley Team Absolute in both Asia and America, Team Parker Racing in British GT and Bentley Team M-Sport in the Blancpain GT Series."

Absolute, a regular in the China GT Series, has announced that it will contest the final two rounds of the Blancpain GT Series Asia.



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WELCOME TO THE FAST SHOW

The Germans were out in force at Frankfurt, but reborn TVR also made its presence felt

Andrew Frankel

The Frankfurt Motor Show was not so much stolen by the unveiling of the Mercedes-AMG Project ONE hypercar as ram-raided and taken hostage. For lovers of interesting cars it could have been mistaken for the only show in town - which is why we have done a technical deep dive into its complexities, starting on page 118. But while this was a quieter Frankfurt than most, the mad Merc was far from the only point of interest.

Bentley, for instance, chose Frankfurt to reveal its most important car of the last 14 years. Or, perhaps without the usual avalanche of important product at its home show, the VW board decided as much for its subsidiary. In any event, the new Continental GT appeared to strike the right chord with showgoers, who welcomed its more attractive shape, slight (80kg) weight drop and spectacular interior.

I still don't buy into the brand's insistence on having large inner headlights and smaller outer units (a nod to the way it was done on Bentleys of the 1920s, as if anyone cares), but the rest is very fluently executed. And the way the cabin marries state-of-the-art digital technology and huge high-definition screens with traditional wood and leather materials is something I have yet to see done better elsewhere.

It has a 6-litre, twin-turbo W12 engine and permanent four-wheel drive, which makes it seem remarkably similar to the last car when it was launched in 2003. It is anything but: the engine is descended from the old unit but actually entirely new and the new four-wheel-drive system has an infinitely variable front to rear split. It also runs through an eight-speed double-clutch gearbox, the first Bentley not to use a torque converter automatic since the 1950s. In its 'Dynamic' driving mode it limits front axle torque to just 17 per cent and, I am assured, drifts beautifully as a result. The last one only ever understeered.

The new engine develops 626bhp and pushes the car to 207mph - and remember this is just the start: with 'Speed' and other more sporting versions to come, power outputs far above 700bhp can be expected and, thanks to the size and modernity of the engine, easily achieved. However the next Continental GT we'll see will likely be the V8-powered GT3 racer that should make its debut with the works team early next year.

The other luxury VW brands were conspicuously quiet at Frankfurt. Audi broke the habit of a decade, however, and unveiled a new R8 that directs power to its rear wheels alone. The deletion of the front driveshafts saves 50kg and should result in a more focused, better balanced car, albeit at the cost of on-paper performance - traction issues means the 0-62mph time increases from 3.2 to 3.6sec.

Just 999 cars will be made in coupé and convertible formats, the closed car retailing for £110,000 when deliveries begin early next year, representing a saving of £13,350 over the most affordable all-wheel-drive R8.

Porsche of course had the new Cayenne at the show, but as regulars may already have seen I've driven and reviewed the car, so we can hardly call that news. However, the unveiling of a new 'Touring' specification for the GT3 undoubtedly is.

Fans of old 911s will remember the fabled 1973 2.7 Carrera RS was sold in 'Lightweight' and 'Touring' specifications and this appears to be a return to that philosophy. The new car



is mechanically identical to a standard GT3 with a manual gearbox, but trades the vast rear wing for something far more subtle. Inside, the Alcantara cabin has been replaced by leather. Customers unlikely to be knocked out by this news will be those who paid wildly over the odds for last year's limited-edition 911R, because the Touring appears to be a production version of this car in all but name. Whether it will have any effect on the hitherto extraordinary residual values of the 911R remains to be seen.

Ferrari took the chance to show its all-new Portofino - a hard-top convertible replacement for the successful California T. There is, of course, a further development of its 3.9-litre twin-turbo V8, which means the cheapest, least powerful Ferrari now has no fewer than 592bhp and a top speed a single mile per hour short of 200mph. It is also a much better looking car with a cleaner shape adding both prettiness and presence.

But the real news lies unseen in the car's brand-new structure which, while still all aluminium, has been rationalised and simplified. The total number of components in the chassis has fallen from 200 to about 120 and in the A-pillars from 21 to just two. The result is a car that's 80kg lighter yet 35 per cent torsionally more rigid than before. The Portofino also follows the recent adoption of electric power steering by the 812 Superfast flagship and finally gets the electronically controlled differential other Ferraris have enjoyed for years. UK deliveries of the car are not expected until next summer.

TVR RIDES AGAIN

For those who missed the Goodwood Revival, TVR is back in business. It was at the West Sussex event that the company decided to unveil its all-new Griffith, a two-door, rear-drive, manual transmission 5-litre V8 powered coupé engineered and designed for TVR by Gordon Murray's company. Deliveries are expected to take place from 2019, with cars being built in a factory in the Welsh valleys (TVR hopes to have the keys in the second quarter of next year).

The motor, based on that of a Ford Mustang but breathed on by Cosworth, develops 500bhp, enough says TVR to push the Griffith to more than 200mph while light weight comes courtesy of Murray's innovative iStream production process, featuring a spaceframe chassis to which structural carbon fibre panels are attached before the body - also made from carbon - is added. One result is that the car is said to weigh just 1250kg, making it far lighter than the likes of the Porsche 911 GT3 or McLaren 570S.

Initial production will extend to 500 cars priced at £90,000. Thereafter cheaper and more expensive versions will become available. The hope is that annual production will in time stabilise at about 2000 units.

STOP-START TRAFFIC

Away from the Frankfurt Show, Bugatti staged its own publicity stunt by inviting Juan Pablo Montoya to climb into its 1500bhp Chiron hypercar and see how long it took to accelerate from rest to 400kph (249mph) and back to a halt again.

The answer is 42 seconds, with just over half a minute required to reach 249mph and 10sec flat to lose it.

Next up is an attempt on its own homologated road car top-speed record, held by the 1200bhp Veyron Supersport at 268mph. With a further 300bhp under the driver's foot, something over 280mph could be possible. ◙

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MEMORIES OF COLIN McRAE, 10 YEARS ON

The spirit of Britain's most famous champion still stalks the Welsh forests

Anthony Peacock

It was one of those 'JFK' moments. Everyone remembers where they were when they heard that Colin McRae had died (I was having a picnic with friends in Oxford), although there was so much initial uncertainty: both premature speculation and false hope.

More than 10 years have since passed - hard to believe, that - but it's perhaps even more stupefying to realise that it's been a whole 20 years since Colin McRae won the Rally GB - an event he truly made his own.

In the foggy corners of those dank Welsh forests, it feels as though he never went away. Go and watch the rally this year and you'll still find Scottish blue hats and scarves keeping spectators warm (or at least less cold), while parked at haphazard angles on the access roads will be ageing, mud-spattered Subaru Imprezas, many sporting gold wheels and Saltires.

Britain's rally might run through Wales these days, but for a while it was the national sport of Scotland, making front-page headlines and packing forests with the sort of fanatical crowds reminiscent of the Group B era. And those days, though distant, seem far more recent than two decades ago. If you ask the proverbial man in the street to name a rally driver - any rally driver - they are unlikely to say 'Sébastien Ogier'.

McRae burst into the public conscience in 1995, when he became the youngest world rally champion (aged 27), and the first Brit to take the title. Those who were there in Chester to witness him accept the honours (complete with bagpipe soundtrack) will never forget scenes that have never been repeated in this country. A star was very definitely born.

But if the 1995 championship was his ultimate triumph, the 1997 Network Q RAC Rally, as it was known back then, exemplified McRae at his very best. It was a majestic performance that swept him into a lead he wouldn't lose. Of the 26 stages that were run on the season-closer, from Silverstone to Margam Park, McRae won 15 and beat Juha Kankkunen by almost three minutes.

Even that wasn't quite enough to win him the world title: he finished second to Tommi Mäkinen by one point, despite having been on a seemingly unstoppable roll by winning the last three rounds of the world championship (Italy, Australia and Britain).

Nicky Grist, alongside McRae on the 1997 RAC, says: "We'd led after the first day, through all the stately home stages, which meant that we were first on the road for the first proper day in the forests. That was nearly a disaster: it was still dark for us for a few minutes of the opening stage, whereas everyone else had some daylight, and then on the high ground it was foggy. Colin was trying everything, flicking the lights on and off, and sure enough we ended up in a ditch. I think it was at that point that I told him to leave the lights either on or off, but not both... Richard Burns took something like 30sec out of us on that stage. Richard was always brilliant in fog, partly because his pace notes were so comprehensive, whereas Colin tended to rely a lot more on what he could see. But afterwards we made all that time back over Richard - and then some. The reception we got when we returned to the service park after winning the rally a few days later was like nothing I have experienced before or since."



There would be other wins of course, and many more close calls, but this would be the last victory for McRae on home turf, although nobody would have suspected it at the time. And it's funny how circular everything is, because the Subaru Impreza that won in Britain exactly 20 years ago, P12 WRC, was back in action at Goodwood this year - and Goodwood 2007 marked the last occasion that McRae drove a Subaru in Britain.

By all accounts, the Scot could have been back at Subaru in 2008: it was a deal he was pursuing at the time of his death (along with a possible move to Ford to replace the retiring Marcus Grönholm). He might even have driven on the 2007 Rally GB, probably in a Subaru. We'll never know how that would have worked out, but when he appeared for the last time on his home event, with a Skoda in 2005, there was no doubt who was the star of the show. It wasn't Sébastien Loeb, at the dawn of his incredible run of nine consecutive titles.

McRae, of course, came nowhere close to mind-bending statistics of that kind, but for him it was never about the numbers. How he won was far more important than how much he won, with no room for modulation. If in doubt, flat out. Just four years after his 1997 triumph, for example, McRae could have guaranteed himself the 2001 title on Rally GB by finishing in front of Richard Burns - who was some way behind him during the opening stages. But with his lead growing, McRae had an enormous accident on the Rhondda stage, after mishearing a corner cut that he had no need to take. "That's probably been the most disappointing moment I've had so far in my career, because it was completely my fault," he said in an interview shortly afterwards. "That's the thing with this place: I've had my best and my worst moments here!"

One of McRae's most endearing characteristics, often forgotten in the face of such a forceful personality, was his ability to make a joke out of more or less anything. Including himself, when the occasion warranted it. For a driver with such towering self-confidence, he had a brilliant line in self-deprecation. That confused a few people, but the two sides to his personality were absolutely connected: it was because he was so self-confident that he was able to make jokes about turning cars into balls of scrap.

But when it all came together, McRae was untouchable. That's why the crowds loved him - and that's why he's remembered on the Rally GB. As memories fade and fact blurs into fiction, the legend will only grow.



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Chassis Number One and Body Number One. The first left-hand drive Series III 2+2-seater made and the only example fitted with a 4.2-litre XK engine. Referred to by Jaguar Enthusiast magazine as 'A Ghost of an E-Type' and 'the one missing link'. Offered from the collection of music producer Pete Waterman and in his care since the late 1980s.







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Motor Sport's Meaden qualified third, but didn't last the distance. Race included the sight of drivers topping up at trackside fuel station rather than in the pits

(ALMOST) SIX HOURS OF SPA MAGIC

GT40s led all the way in one of the heritage racing calendar's annual highlights

Jack Phillips

The contrast between the order, control and theatre of the Goodwood Revival and the general disorder and chaos of the Spa Six Hours, one week later, could hardly be starker. One is a one-and-quarter-minute thrash, the other a high-speed rollercoaster of saving moment after moment, any of which could end painfully against the barriers.

Off track it's similarly a world apart. The eclectic paddock of Spa, with GT40s squatting in garages beside MGBs, Elans and 911s, being squeezed into the narrow historic pits that once held the same cars 50 years ago or else nestling beneath pop-up gazebos, is a world away from the staged period paddock of West Sussex. There's no pomp, no circumstance, just old-fashioned racing between some grand old racing cars.

Safety cars and delays in earlier races meant the Spa Six Hours failed to live up to its name – a late start and a 10pm curfew meant it was more like the Spa Five Hours 10 Minutes. But it could go on for days and never grow tiresome.

A mere 115 cars lined up, down and around La Source for the start, with no fewer than eight GT40s at its head.

A snap of oversteer out of La Source for the third-placed Dickie Meaden dropped him to fourth and allowed Georg Nolte and Chris Ward to break away. A lap later Meaden was back in third, but Nolte and Ward were already into the distance before a wheel weight problem twice sent Meaden shuddering to the pits, leaving it a two-car race.

So big was the field that the leaders were making their way towards the braking point at the end of the Kemmel before the tail had even entered La Source on the opening lap, and backmarkers were in play by lap three. Watching the leading two GT40s scything through traffic was breathtaking at times, the pair splaying either side of cars at Raidillon almost every lap. The traffic played into Ward's hands and he capitalised to lead. "The Nolte car had too much pace at the start," he said, "but by the end of the first stint we led by a minute and a half."

There was entertainment throughout the 115-car field, with the Mustangs belching out flames under braking, the Falcons sawing in and out of every bend, the MGBs and Elans slipping and sliding all ways. And the traffic... there was just so much to navigate.

A flurry of safety cars proved disruptive during the middle stages of the race, and a slow fuel stop for the Ward/Andrew Smith GT40 allowed Frank Stippler to lead in the Nolte car. It's all down to the luck of the draw at refuelling times, for it's not done in the pits but at the petrol station at the foot of Eau Rouge. Queues are likely at peak times.

Things evened out during the second stops. The Nolte car was this time delayed and Ward and Smith took the lead into the darkness and carried it to the flag, looking utterly spectacular sliding out of La Source, lit up evocatively by the lapped cars.

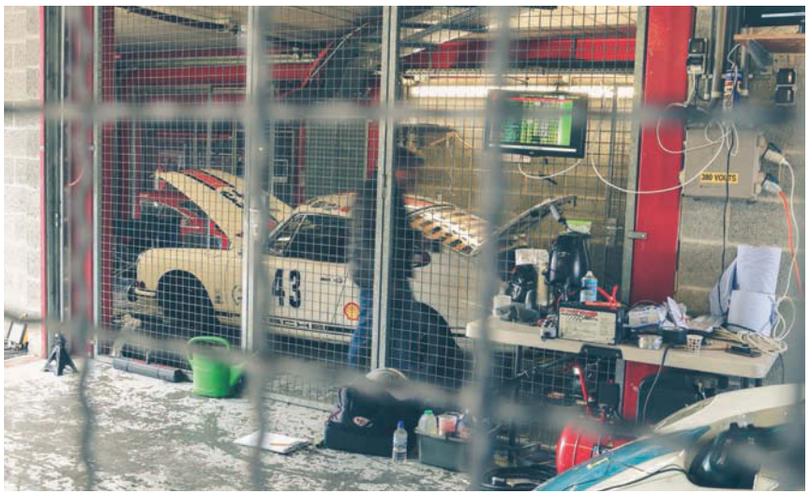
The margin when the flag fell was the best part of a lap, and Ward and Smith had their second win of the day in the combined



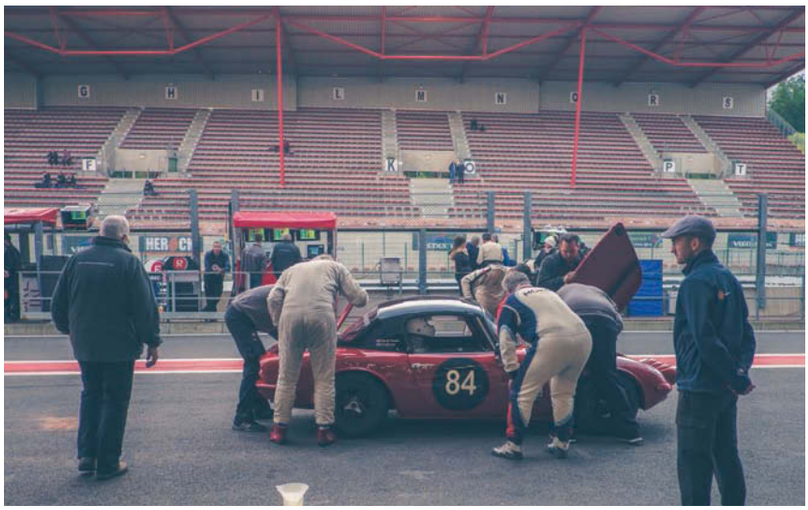


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Woodcote Trophy & Stirling Moss Trophy race.

"The car was faultless throughout," said the victorious Ward. "It means a lot to have won, especially after Goodwood. It goes some way to making up for what happened at the TT." He'd been stripped of a race win at Goodwood following contact with the Cobra of his Spa team-mate Smith.

Third was inherited by the Wright/Wolfe/Gans GT40 after 2015 Spa winners Roger Wills and James Littlejohn retired late on. Wolfe and Gans, who won the TT seven days beforehand at Goodwood, later took their AC Cobra to victory in the Pre-66 GT race after the Bryants were penalised for overtaking under yellows.

REBORN ERA DAWNS

Earlier on in the cool autumn sunshine, the Masters Endurance Legends series made its bow – a tantalising one-off race before a full season in 2018. A Peugeot 908X and Audi R8 were the headline acts, ably supported by a Pescarolo, a brace of open-top LMP2s, the Rollcentre Dallara and a gaggle of GT cars including three Venturis (right).

It was the first European outing for the R8, owned since 2009 by American Travis Engen. "I've been racing it in America and it's probably done 40,000 miles. I've never run it in the rain, though," he said. Until Saturday, that is. The green flag lap started in the dry, but the day's only spate of drizzle set in and put the mockers on the race. Kriton Lendoudis, sharing the Peugeot with Nicolas Minassian, suffered a spin at La Source and then pitted for wets, while the R8 continued to tip-toe around until things dried out. When Minassian took over the Peugeot it began to fly, but not enough to unlap itself, so the modern LMP2s reigned with Sean Doyle and Jonathan Kennard finishing one-two.

The tentativeness of the amateur drivers made for an odd sight as the P1s failed to cope with P2s with pros within. But it bodes well for the concept's future, and the R8 is a confirmed entry for 2018.

If it's worth staying up for the main event, it's also worth hanging around for the following day – though few do. Sunday's opening 'one-hour' – won by the Bryants' Morgan – brought together a wide mix of saloons and GTs, before a stunning array of '60s and '70s sports-prototypes blew any bleariness from the campers with their wall of sound at the start. It was Leo Voyazides and Simon Hadfield who claimed victory in a Lola T70, adding to their Historic Sports Car Club win the day before in the Gitanes T282. Eric Mestdagh's GRD won the event's concluding HSCC race.

Loïc Deman and Michael Lyons shared Masters Historic F1 wins, while the Andrew/Max Banks Alfa twice denied Steve Soper's Cortina in the U2TC races, the second time by just four tenths. Sam Wilson (Lotus 18) doubled up in the Historic Grand Prix Cars Association races, Graeme and James Dodd dominated the Jaguar celebration and Mike Gardiner and Phil Keen (Ford Falcon) won the fog-delayed Pre-66 touring car encounter.



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NEW PRE-63 GT GRID

Following a successful season for pre-1966 cars, the team behind Equipe Classic Racing are launching a new initiative for pre-1963 GT and sports cars in 2018.

The series will cover FIA Period E and some early Period F cars. The provisional 2018 calendar has eight races, including Silverstone Grand Prix, Donington, Brands Hatch, Oulton Park and Zandvoort.

Running at all the existing Equipe GTS events - which provides what the organisers call "a competitive yet gentlemanly" series for pre-66 cars - the pre-63 races will follow the same 40-minute format for one or two drivers, with mandatory pitstop. Eligible cars include Austin Healey 100, 3000 and Sprite. Jaguar E-type (Period E) and XK, MGA, Morgan, Lotus Elite and others. The new grid will run to FIA Appendix K specification. FIA papers are welcome but not mandatory.

John Pearson, Equipe Classic Racing Partner said: "This grid is a natural extension to Equipe GTS and we think the car choice will produce some very close racing. The '50s and early '60s represent the last period of production cars that could be driven to the racetrack and then to work on Monday. The later cars were more developed and cost far more to run today."

RETRO RALLY CARS

Rally cars spanning four decades will be the warm-up act before cars from the World Rally Championship arrive in the grounds of Cholmondeley Castle on the Saturday of the Dayinsure Wales Rally GB (October 28).

Building on the success of the inaugural RallyFest in the grounds of the Cheshire castle, cars from the 1960s to the 1990s will entertain the crowds ahead of the arrival of Kris Meeke, Elfyn Evans and Sébastien Ogier for a special stage on Britain's round of the World Rally Championship. It will be the rally's only competitive mileage outside Wales.

Before the arrival of the WRC crews at 15.30, cars from four decades of rallying history will be in action on the 1.1-mile asphalt stage. The line-up will range from Minis and Ford Escorts from the 1960s and 1970s to later Group A, Group B and WRC cars. Examples of the Lancia Stratos, MG Metro 6R4 and Subaru Impreza will all be demonstrated.

The event has become Cholmondeley's only motor sport activity this year, following the cancellation of June's Power and Speed event, which would have used the same course.

"Everyone loves historic rally cars, and it was no surprise that they proved to be hugely popular with the thousands coming to Cholmondeley last year," said Ben Taylor, managing director of the Wales Rally GB. "We are now serving up an even more comprehensive collection as part of what will be a much enhanced RallyFest."

ROVER'S RETURN

An ex-Steve Soper Rover Vitesse, once saved from a scrapyard in Holland, has been returned to immaculate condition and raced by Ken Clarke, the man who originally built it for Tom Walkinshaw Racing in 1983.

Clarke, who is a renowned Rover touring car expert after his time with the Walkinshaw team, took ownership of the bare shell a decade ago and has rebuilt it into an immaculate racer. Finally this season, Clarke has raced the Hepolite-liveried Rover in the Historic Touring Car Challenge.

After being raced by Soper in the 1983 British Saloon Car Championship, it was used as a show car by Bastos but then disappeared. It was found when a Dutch Rover enthusiast in went to buy an engine from a scrapyard.

"Had he not turned up when he did, it would have been crushed," said Clarke, who completed the final stage of the rebuild by refitting the original steering wheel. He had been given that as a memento at the end of the 1983 season and had kept it on his workshop wall.





HOT TOPIC

STAGE CONCERN

Opinion from the world of historic motor sport

How old is old enough? It is a question that has sparked debate among followers of historic special stage rallying following confirmation that 1990 cars can now be classified as 'historic'.

Taking the lead of the FIA, the UK's governing body the MSA has moved the cut-off date for historic rally cars forward from 1985 to the end of 1990. This group of cars, known in the UK as Category 4b, will allow four-wheel-drive turbocharged cars running to Group A regulations to compete as historics.

The Ford Escort Mk2 remains British historic rallying's performance benchmark and some enthusiasts believe four-wheel-drive cars will damage support for their sport and drive competitors away. The Ford Sapphire Cosworth, Mitsubishi Galant and Subaru Legacy are all eligible.

Among those preparing a Category 4b car is former asphalt ace Andy Fenwick, who plans to enter a Subaru Legacy in next year's BTRDA Historic Cup. Such cars will run with a 38mm engine restrictor in line with FIA regulations and some experts believe that will allow cars to run with at least 300bhp.

Feelings are running high. Some argue that regulations and classes must stay open to newer cars in order to keep the sport relevant. Others believe class structures should allow drivers to compete fairly against cars of a similar age and performance, but that the playing field will no longer be level if one class straddles an era of innovation.

Some of the UK's major historic rally championship have already taken matters into their own hands. "We are not going to permit four-wheel-drive cars into the MSA British Historic Rally Championship for at least the remaining two years of our current contract," said Colin Heppenstall of the Roger Albert Clark Rally Motor Club.

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FASTEST GAMER

McLAREN ON A MISSION

The race is on to join one of the world's most famous teams... as a simulator specialist

Jack Phillips

The wide net cast by McLaren to find its next development driver is closing in, and there's still not a race track in sight.

McLaren's World's Fastest Gamer search is nearing its sharp end, with just a couple of seats left vacant at the interview table. Once the finalists have been selected, they'll go head to head in the race to win the prize of a simulator driver contract at Woking. Two Brits so far occupy final spots, as McLaren continues to whittle down the best gamers in the world to just 10, four from head-to-head competition, six selected on form and reputation.

As you'd expect, the new more liberal McLaren regime signed the project off - within a week - but even before that Ron Dennis was engaged. "We'd been in talks," reveals creator Darren Cox, "but when Zak [Brown] came in it was sorted quickly."

No surprise, given that Brown's protégé is keen gamer and McLaren junior Lando Norris.

Once the 10 are finalised, a week of racing, interviews and tests in November at the MTC will cut the figure to one, McLaren will have a new employee and Oliver Turvey, the firm's test driver, will have a lighter workload.

The Le Mans class winner and Formula E racer translates the work done on the sim and considers its effect on the race track, something the World's Faster Gamer won't be able to do. But McLaren development engineer Michael Rackstraw, who will be working day to day with the victor, believes it could still give the team an edge.

"You're always looking for innovation in Formula 1," he says on the evening of one of the finals hosted at Silverstone. "Other teams will certainly be taking an interest in what we're doing, and if it works then you'll see the other teams copying and finding their own.

"The problem with finding a traditional development driver is they want to be a racing driver. So if they could spend a race weekend at the track or a weekend in the simulator, they're obviously going to choose the track. But if simulator driving is what they're interested in, then it has a different perspective. We could be the first to do something that takes off."

This run of the World's Fastest Gamer is secured for five seasons, according to Cox, and only with McLaren. His links with the Ojjeh family ensured that, so other teams will have to do it their own way.

McLaren is also a good fit for the project, believes Rackstraw, such is its simulator history. "We've been doing it for a long time but haven't advertised as much. We were one of the first to adopt it, back in the Häkkinen and Coulthard days. It was in place before the MTC, where we moved in 2003."

With the changes coming at McLaren, not least in the back of the car, the simulator driver is going to have a tough job this winter. And pressure is not something that can be simulated. ◘



To watch gamers compete in one of the finals visit *www.motorsport magazine.com/esports*



HOT TOPIC

DRIVING AMBITIONS

Games with similar principles, but alternative philosophies

Two games, two very different propositions: the similarities between F1 2017 and Project CARS are all but non-existent. F1 2017 is the latest in a long line from gaming giant Codemasters and is firmly in the arcade mould of old, aimed at all ages. Indie success story Project CARS 2 (from £34), meanwhile, blurs the line between sim and game, bringing a more realistic experience inside gamers' homes.

F1 2017 offers the prospect of racing a Formula 1 car as Lewis Hamilton and the game will be a success, as its market is wide and assured. But it doesn't get close to Project CARS 2 for graphics, variety, feel and sheer entertainment. Mastering, or failing to master, an XJR-9 is far more obsorbing than tackling a Tilke-drome in an F1 car. Like all F1 games the latest is entertaining enough, but it lacks the eyes-on-stalks challenge of Project CARS. But that is the point.





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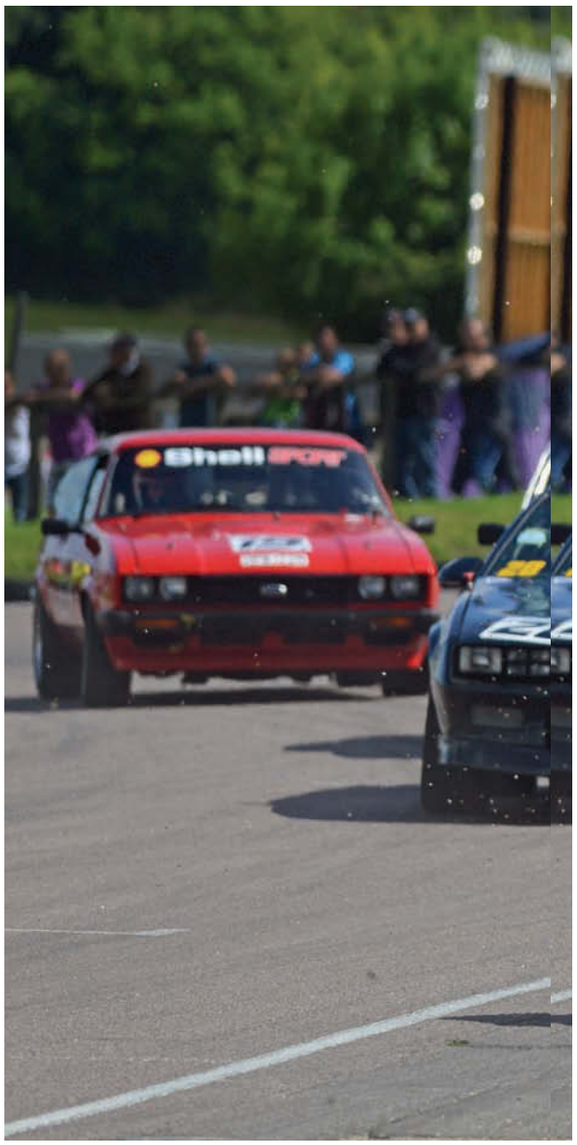
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WELCOME RETURN FOR DOVER SOULS

An old favourite is back – and swallows aren't the only things to fly at Shelsley Walsh

Simon Arron



It isn't the most famous corner named Paddock in Kent, but as a showcase for older cars' fluid body language it has few peers. And it was nice to see it restored to its proper purpose, for August 12 heralded the first car race meeting at Lydden Hill for more than two years.

LYDDEN HILL

Inconveniently located it might be (unless you happen to live in Canterbury, Dover or France), but Lydden has always been worth the trip and is presently trying to re-establish itself on the nation's sporting conscience. World RX has been taken away (though the 2017 posters remain) and drifting - a staple in recent years - seems to have, well, drifted, which leaves track days, the occasional motorcycle event, a couple of national rallycross fixtures and, hopefully, a growing number of car meetings from next season.

The Classic Touring Car Racing Club was at the helm for the venue's 'rebirth'. It was curiously uplifting to pass a trailer-borne Alfasud en route - and even more so to see a Mini Countryman special saloon in the paddock. Such things, surely, are among the principal reasons for the world's invention...

"I caused a bit of an internet storm last year," said Countryman driver Bill Richards, a Lydden veteran. "I won the Fastest Mini in The World race at Brands Hatch in 'Bessie', my old Metro. That triggered lots of complaints, because it wasn't really a Mini, so I did a bit of tape measurement, found the Countryman was the same length as a Metro and made a new body to drop onto the chassis." Result: no more complaints. A split hydraulic pipe sidelined the car after a couple of practice laps, so he popped home to collect his steel-shelled Mini Clubman and obtained dispensation to start from the back. As you do.

In an era when tight timetables and overly obsessive use of red flags tends to compromise old-fashioned concepts such as lunch, this was a refreshing throwback. With five healthy grids of cars racing twice apiece, practice was over by 11.00 to create a civilised two-hour break - albeit peppered with historic kart demos and classic car parades.

On a day ripe with Vauxhall Firenzas, Morris Minors, a Saab 9000, a Ford Cortina Mk2 and at least a whole year's production run of Escorts, much of the racing was good - though admirably tough refereeing was required when Honda Civic drivers AJ Owen and Luke Allen tangled at Paddock. Owen shoved his rival through the corner and off onto the adjacent rallycross track, as a consequence of which he was excluded from both the race result and the balance of the meeting. Stewards at other events, take heed.

Escort drivers Pete Winstone and Jason Christie demonstrated how things should be done, competing fiercely but fairly while but a couple of millimetres apart - a perfect illustration of grass-roots racing's essence.





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BRANDS HATCH

Mathematically it was possible for Lamborghini Huracán drivers Phil Keen and Jon Minshaw to wrap up the British GT Championship in Kent on August 6, but... "Just you watch," said one leading entrant. "The way the Balance of Performance parameters have been moved around, I'd be amazed if anything other than a Bentley won today."

And so it came to pass. The Continental GT3 might not be at its best in the wet, leaving the Team Parker Racing entry of Rick Parfitt and Seb Morris sixth on the grid, but Parfitt worked his way efficiently to the front in the dry and built a safe advantage that Morris was able to maintain during the race's second phase.

A bigger talking point, though, was the championship's future shape, following the announcement that GT3 and GT4 cars will race separately from 2018. One doesn't foresee a problem filling a GT4 grid, but GT3 numbers have been dwindling in the face of high costs: championship promoter SRO hopes it will be able to draw at least 16 entries, but there were only 10 on the 29-strong grid at Brands. The sight, sound and sophistication of a contemporary GT3 is a perfect complement to the wooded contours of Brands Hatch (ditto Oulton Park, come to that) - a breath of fresh thunder that needs to be retained on the domestic calendar. Most of Kent shook whenever a Continental passed by - and the tremors might well have been felt in Bruges.

The diversity within the GT ranks (10 marques present) highlighted the one-make nature of the support categories. In times of yore, F3 cars were distinguishable by a flat-sounding engine note that vacillated whenever a rear wheel rode a kerb. Nowadays, they tend to smell of burning wood as a consequence of bottoming out through Paddock. Enaam Ahmed (profiled in *Motor Sport*, May 2015) won two of the three races and would wrap up the BRDC F3 title later in the month, with a victory at Snetterton.

And there was a fortuitous escape for VW Scirocco racer Paul Ivens, the innocent victim of a chain-reaction VAG Trophy shunt that sent him toppling across the infield. Most of us love cars that have drinking straws for A-pillars, but - no matter how good modern rollcages might be - there are times when a stouter frame is also a distinct advantage.







SIMON ARRON/BRITISH GT

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SHELSLEY WALSH

One assumes there were swallows twittering aloft when Shelsley Walsh exhaled its first internal combustion vapours 112 years ago, but irrespective of historical accuracy they make a splendid welcoming committee as you peel into one of Britain's – actually, make that the world's – most original sporting theatres.

The occasion? The Championship Challenge meeting (August 13) – a celebration of 70 years of the British Hillclimb Championship, complete with a gathering of many past title winners and their steeds. They completed a traditionally diverse tapestry extending from a P-reg Subaru Impreza estate via the customary assembly of Caterhams to Keith Bristow's gorgeous Ralt RT1 (a bygone winner on French hills in the hands of Christian Debias).

For most of the past champions, participation amounted to no more than a gentle lunchtime demonstration *sans casque* – a pleasing contrast to the vim of the current BHC pace-setters, who challenged the mind's perception of what's possible on a strip of asphalt barely any wider than the average domestic staircase. Will Hall (Force) took FTD, covering 1000 very steep yards in 23.21sec, while Trevor Willis (OMS) was clocked at 148mph through the Esses speed trap. Think about that for a moment... then ponder that Scott Moran had been 3mph brisker at the same point the previous afternoon. Small wonder that swallows gather to watch.

OULTON PARK

On paper the ingredients looked ideal. The Fosters Circuit was pressed into service for the only time this year on August 19, for another in MotorSport Vision's summer series of Mini Festivals, and its tight confines tend to keep cars closely knit.

Sometimes too close, perhaps.

I'm not sure I've ever experienced a race meeting quite like this. It began with the first practice session being red-flagged, due to a stray MINI running amok at Old Hall, and continued in a similar vein thereafter. The safety car driver probably completed more laps than anybody else on a day of constant interruptions. Ironically, the first (and just about only) race to run without significant delay was the first for the MINI Challenge's



Cooper Pro/Am classes, which took place during a deluge that should have caused havoc, yet somehow didn't. The changeable weather might have played a part in the chaos, but there is always the option of driving to the conditions.

There was some very good racing – Se7ens and Miglias will ever be a delight to watch, despite their relative antiquity – but that couldn't mask the fact that there wasn't very much racing...



CLUB RACING SPOTLIGHT

Nick Savage, his '69 Camaro and the spirit of racing's past

"How did I get started? It was a bit of Walter Mitty syndrome at the age of 40," says Nick Savage. "I was always interested in the sport and thought, 'Don't wait until you are retired to have a go – do it now'."

That was 1991, when he acquired an Alfa Romeo Giulietta Sprint and began competing in road sports events – driving the Alfa to meetings and, usually, home again. "Back then about half the competitors did that," he says. "I thought it the essence of club racing – and it's what I've always done."

He went on to race several historic Alfas, including a 2600 Sprint Coupé. "It was the only car of its kind then competing in Europe, which led to my being invited to compete at the first Goodwood Revival in 1998. I actually crashed it at Goodwood the following year, but was still able to drive home. I've usually been able to get back under my own steam – and the AA has agreed to recover me on the three or four occasions I haven't."

Savage's ethos hasn't changed since he began racing a '69 Camaro in 2012. "I was absolutely bewitched by the power from day one," he says. "On the Hangar Straight in an Alfa, you had time to open a newspaper, flick to the crossword and answer a couple of clues before Stowe. In this, you change up and the next corner is already there. It's fantastic."

The same can't be said for its fuel consumption. "I get 12mpg on my way to races," he says, "and about five once I'm there..."



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OCT/NOV 2017

COMING ATTRACTIONS

IN THE UK ***Sep 30-Oct 1 – BTCC, Brands Hatch Grand Prix*** **The climax of a fierce season. Reigning champ Shedden is on the back foot and Ash Sutton is primed to clinch a first title, but will Turkington steal his thunder?**

ODDBALL ***Oct 14 – Barbados Festival of Speed*** **Jenson Button will headline this year's celebration of motor sport in the sun. Action takes place at Bushy Park circuit. For more information visit motorsportmagazine.com**

INTERNATIONAL ***Oct 20-22 – MotoGP, Australia, Phillip Island*** **The self-styled home of Australian motor sport is one of the calendar's quickest tracks. With average speeds of 110mph, this is one for the committed.**

5-8	WRC	Rally Spain, Salou
6-8	F1	Japanese Grand Prix, Suzuka
13-15	WEC	Fuji 6 Hours, Fuji Speedway
20-22	MOTOGP	Australian GP, Phillip Island
26-29	WRC	Wales Rally GB, Deeside
27-29	F1	Mexican Grand Prix, Mexico City

IN THE UK ***Nov 4 – Regent Street Motor Show*** **Last year F1 roared up the capital's streets for a James Hunt celebration and this time Regent Street will showcase 125 years of motoring (and a bit of the future). And it's free...**

ODDBALL ***Nov 5 – London to Brighton Veteran Car Run*** **More than 400 pre-1905 vehicles take part in the world's longest-running motoring event, driving 60-miles from Hyde Park to Brighton.**

INTERNATIONAL ***Nov 16-19 – Macau Grand Prix*** **Four prestigious races on the ultimate drivers' circuit. The F3 Grand Prix is the main draw, but the WTCC season will also conclude. There are bikes and GTs, too.**

3-5	WEC	6 Hours of Shanghai
10-12	F1	Brazilian Grand Prix
10-12	MOTOGP	Valencian Grand Prix
10-13	WORLD RALLYCROSS	South Africa
16-19	WRC	Rally Australia
24-26	F1	Abu Dhabi Grand Prix



SHORT BREAK

FERRARI AT 70

Festivities may be drawing to a close, but not before Ferrari's 70-year heritage exhibition visits London

For Britain-based tifosi, a new exhibition is bringing Ferrari's 70th anniversary celebrations to the heart of London.

From November 15 to April 15, the Kensington Design Museum will offer an unprecedented insight into the secretive world of the Prancing Horse, showcasing the evolution of Ferrari from its earliest classics to modern hypercars. Moving to London from the Museo Ferrari in Maranello, 'Ferrari: Under the Skin' will present a rare glimpse into the life of Enzo, with personal memorabilia and archive material unveiling the story of this enigmatic man.

Race cars will take centre stage, with examples from the Scuderia's pioneering early days to more recent models. Taking pride of place alongside a Ferrari 500 that Alberto Ascari took to back-to-back F1 world titles will be an F1 2000, raced by Schumacher and Barrichello during one of the team's most dominant periods. The successful 250 GT Sperimentale will also be on show – a car that contested Le Mans in 1961 – as will Stirling Moss's 1960 Tourist Trophy-winning 250 SWB.

Technical drawings, engines and wind-tunnel models help trace every stage of the Ferrari production process, while hand-sculpted models present cars that never made it to the road. An original 250 GTO is guaranteed to turn heads, as are the striking F40 and a 275 GTB/4, the most beautiful Ferrari in the eyes of many. 'Ferrari: Under the Skin' is a once-in-a-decade event. Entry costs £18 for adults, £9 for children over six and is free for Design Museum members.

https://designmuseum.org/exhibitions/ferrari-under-the-skin
Dates: November 15 2017-April 15 2018

HOW TO GET THERE

If you haven't been to the Design Museum in a while, take note: it has moved from Shad Thames. Now located in Kensington, the nearest Overground station is Kensington Olympia while there are several nearby tube stops including Kensington High Street and Holland Park. Alternatively, it's just a 30-minute walk from Westminster.

ALSO GOING ON

For the more dedicated tifosi, consider a journey to the Museo Ferrari in Maranello. The 'Infinite Red' exhibition runs until the end of the year, showcasing F1 and road machinery. Closer to home, next month sees the release of a new film - Ferrari: Race To Immortality, which tells the story of the team's troubled early years in the 1950s.

DON'T MISS

There will be more than a dozen Ferraris at the show, but don't miss the 1957 250 GT Cabriolet. An open car with Pininfarina bodywork, it once belonged to Peter Collins. It also represents Ferrari's move into useable road cars. It was the first Ferrari to have disc brakes, developed by Dunlop, after Collins persuaded Enzo Ferrari to adopt the idea.

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Mark Hughes

Why the current imbalance in engine performance could cause Red Bull to lose the best driver pairing in Grand Prix racing

Looking ahead one year from now, it's quite a feasible scenario that Red Bull Racing could lose current drivers Daniel Ricciardo and Max Verstappen. Mercedes and Ferrari have each extended the contracts of their second drivers for just one season - and there's a sniff of opportunity in the air for the two hugely rated Red Bull men, who continue to be thwarted by a less than stellar Renault engine.

Red Bull was, of course, Formula 1's dominant team for four straight years before the introduction of the hybrid formula. That was back when the naturally aspirated V8s were spec-frozen into near equality. Engines had almost become plug-in components, like steering wheels - essential that you had one, but fairly unimportant *which* one.

The hybrid formula changed all that by introducing a complex and infant technology, then standing back and observing who did it best. The resounding answer to that was Mercedes. The unfortunate thing for the sport is that Merc has continued doing it best.

Thankfully Ferrari got itself within sniffing distance of power parity by the second year, but Renault has remained a step or two behind. With such a complex technology the development cycles have proved to be damagingly long for Red Bull (and McLaren - but that's another story). Essentially F1 has four top teams - and two have been taken out of the competitive equation. Red Bull has done amazingly well just in winning a few races here and there with an engine that loses them about 0.5sec per lap. At just the points their respective career trajectories should be making the final steps into the stratosphere, Ricciardo and Verstappen are potentially staring at an under-powered 2018 and a yet-worse 2019, based on the current form of the engines.

Renault Sport has been progressing, but the length of the development cycle relative to the others cannot be predicted - and a driver's career cannot be considered with the same development cycles as an engine manufacturer's programme. So Red Bull's drivers are getting itchy feet. This has surely only been intensified now that Renault has seemingly decided that, with McLaren on board and as it strives to build up its own works team (see page 86), it can do without Red Bull from 2019. Which in turn appears to narrow Red Bull's 2019-20 engine options down to just Honda.

Now, it might be that Renault and Honda both make the crucial competitive leaps and the F1 landscape ceases to be so dominated by differences in power units. But that's not something that Ricciardo, Verstappen or the McLaren drivers can rely upon as they make their plans.

Mercedes and Ferrari have each massively enhanced their value to drivers by their mastery of these hybrids, because there are only four truly competitive seats.

Two of those seats currently look under-utilised in having support drivers rather than aces in them. It could be that both Ferrari and Mercedes are quite happy operating with a number one and a support in the form of Valtteri Bottas and Kimi Räikkönen. That's a much more straightforward way to run a campaign.

But could either of those teams feasibly continue with that policy if its rival gives itself two aces? Ricciardo and Verstappen, two gunslingers for hire, are due on the market little more than a year from now. If, say, Mercedes gives itself a Hamilton-Ricciardo superteam, would Ferrari really stand by and continue with Vettel and a number two? Or would it consider such a Mercedes line-up to be nuclear escalation and respond in kind by pairing Vettel with Verstappen?

From having the strongest driver line-up of all, Red Bull could be left scrabbling around looking for someone of the required standard to partner Carlos Sainz - who would surely be recalled from the Renault team with whom he's due to spend a loan period from 2018.

Through developing its own line of super-talents - Vettel, Ricciardo, Verstappen - Red Bull has enjoyed Formula 1's strongest driver line-up over the last four years. But the engine situation is steadily squeezing the oxygen out of that and the migration that began with Vettel will surely spread. So we will have one of F1's best teams starved of top quality engines and drivers.

Unless of course Renault and Honda somehow deliver fully competitive power units. On the one hand, a frozen spec, equalised engine formula - like that in the V8 era - removes an entire dimension of competition from Formula 1 and dumbs it down. On the other, a technology too complex for F1's competitive timescales also does the sport a disservice. While Ricciardo and - particularly - Verstappen probably feel there is still time in their careers to get a fully competitive engine behind their back, it would be best for all concerned if Renault could provide that for next year. As an added bonus, we'd then have the likely prospect of Fernando Alonso in a fully competitive McLaren-Renault. But it's a fragile thing for F1 to be leaning upon.

Like turkeys voting for Christmas, the current manufacturers are pressing to keep the ERS-h element in the post-2020 engine regulations being formulated. That is the single biggest complicating technology and, coincidentally, the biggest contributor to the lack of engine noise so unpopular with fans. It has enabled truly amazing gains to be made in thermal energy efficiency. But it's also deprived the sport of seeing all the best drivers in the best cars.

> ***"The migration that began with Vettel will surely spread. One of F1's best teams will be starved of top drivers"***

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

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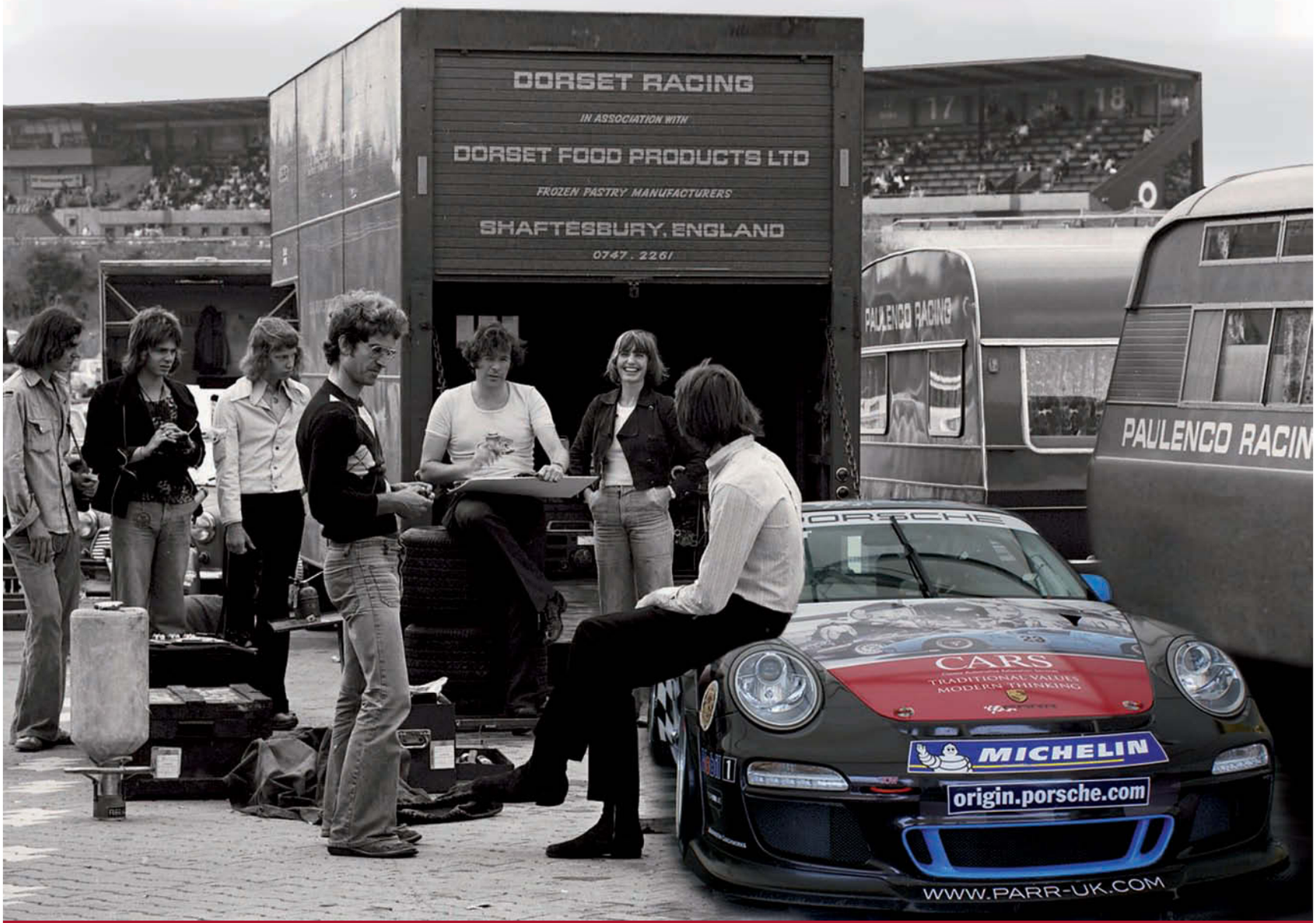
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Dickie Meaden

Historic racing cars are faster now than ever they were in period, so what can be done to control escalating performance?

There's an unseen battle being fought in historic racing- and it's fiercely contested both on and off the track. But it's not what you think. Indeed it's probably quite the opposite. The fight is to make the cars slower. You need to understand just how quick modern historics (I know, the phrase 'modern historic' is a paradox) have become in recent years. To do that you need to compare period lap times with those set now.

That's not as simple as it sounds, because very few circuits - one, actually - can claim to have retained its original configuration over the last half century. That this same venue - Goodwood - sits at the heart of the historic racing scene makes the comparisons all the more valid.

Have a rummage through Google for archived race results and it really is startling how much quicker cars are in 2017 than when they raced as state-of-the-art machines back in the day. Tin-tops provide an excellent illustration. In the 1963 St Mary's Trophy, Graham Hill lapped his 3.8 Mk2 Jaguar in 1min 39.0sec. At this year's Revival, Frank Stippler's best effort was in the 1min 34sec range. In 1964 Jim Clark took pole with a 1min 35.8sec in his Lotus Cortina. In qualifying for the Whitmore Cup last year I put a Lotus Cortina on pole with a high 1min 29sec. Proud as I am of that achievement, I ain't Jim Clark.

So why are cars so much quicker? And what can be done to rein them in? To answer the former question you only need to look at a few grainy black and white images. The cars aren't fundamentally different, but the way they sit when stationary and, more tellingly, their stance when loaded through a corner reveals a lot. As a breed historic race cars are much more expressive than moderns. They lean and slide, hop and twist, dive, squat, spin rear wheels and lock fronts. In period few were more exuberant than the aforementioned Mk1 Lotus Cortina. We've all marvelled at shots of Clark, Sears and Whitmore three-wheeling in dramatic style, outside rear wheel squashed into the arch while the inside front hangs in the air.

As fans we look at those images and think 'awesome', but if you're a chassis dynamics expert blessed with half a century's knowledge you say something about diagonal pitch, measure the car, run some simulations and arrive at a set-up that tames the handling traits for which those cars were famous. And of course they corner much more quickly as a result.

Today's historic race cars are driven hard. With the possible exception of GP cars, probably much harder than they were in period. Not because drivers of the day couldn't push them to the limit, but because they knew the cars would break if they did. Modern materials and machining processes mean engines can generate more power and the transmissions can handle it, while brake pad and shoe materials bite more and fade less.

There was a time not so long ago when even the most significant historic competition cars would race with the same engine that propelled them to their landmark victories. I'm sure there are still a few cars like that. You can normally spot them because they'll be towards the back of the grid, pulling 1500rpm less through the gears. Nowadays it's possible to have an all-new motor for pretty much anything, so owners can take out the original engine and place it safely on a shelf - history preserved so the cars can race on.

Whether some of these engines are of greater swept volume is one of the most contentious topics. As it's not practical to open up engines for detailed inspection it's very hard to police. I don't think anyone believes the paddock is free of bored and stroked engines (I'm sure it was the same in period), but neither are they as prevalent as some suggest.

Improvements in safety also play their part. Roll cages offer protection and stiffen car structures, while full harnesses, bag tanks, proper racing seats, Nomex suits and carbon-fibre helmets are developments yesteryear's drivers didn't enjoy. Smoother, safer circuits and shorter races also encourage harder, faster driving.

Promoters and organisers haven't been standing idly by. Lots of methods are being tried, from rev limits and a variety of control tyres to increasing minimum weights and raising ride heights.

All are effective in the short term, but just like modern branches of the sport, good intentions can easily become mired in politics and bureaucracy. The FIA controls the issuing of all-important Historic Technical Papers (HTP), which confirm each car is in period-correct specification, but motor sport's governing body doesn't have the same blanket control of individual historic series. Most agree this is a good thing, but given the main race promoters all tend to run their series as benevolent dictatorships, finding consensus on how best to tackle the speed of the cars is problematic.

Is there an answer? Bluntly, there has to be. I love racing as much as anyone, but sometimes drivers need protecting from themselves. Similarly it would be a brave preparer who pinned their business on the principle of building cars that are slower than they were last season...

Perhaps it's time for promoters, preparers, racers and, if necessary, the sport's governing body to sit down and discuss the issue, before the glorious tightrope we tread in the desire to go faster actually becomes a knife-edge. Until that happens we can be sure of one thing: the pace race will continue.

> *If you're a chassis dynamics expert, you arrive at a set-up that tames the famous handling traits*

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

DickieColumn SA GC.indd 1 21/09/2017 14:06

MAXTED-PAGE

HISTORIC RACING PORSCHE



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This car has continued to race througought its whole life up to and including historic events such as the Tour Auto and Tour Britannia. In 2012, it was acquired by the present owner who completed an extensive rebuild, including removal of out-dated roll-cage and equipment, plus metalwork repairs to the shell and a bare-metal repaint in original colour. More recently, in 2017, the engine and gearbox have also been freshly re-built in house by ourselves and the engine has been re-fitted with new OEM 2.7 RS camshafts and replacement 90 mm Mahle pistons and barrels all to correct capacity and spec.

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Mat Oxley

Why an electric motorbike could beat its fossil-fuel counterparts around the Isle of Man... and really ought to sound like Led Zeppelin

It had to happen: MotoGP will have an electrically powered support series from 2019. Electric motorcycle racing isn't new, but has never really caught on. The FIM organised a world championship in 2013, but the response was anything but electric and the series was quietly dropped. Motorcyclists, it would seem, like race bikes to be noisy.

Nevertheless, Carmelo Ezpeleta, CEO of MotoGP rights-holder Dorna, seems determined to go ahead. "It is the right time to have an electric support class," he says. "Now we are talking with different electric bike makers and then we will see. We have had a lot of interest. Our aim is to start the series the year after next, with races at five MotoGP rounds."

Surprisingly, Dorna is planning a one-make series, which removes most of the racing-improves-the-breed benefit of such a project. To those suspecting a greenwash, Ezpeleta says there aren't enough companies making fast electric bikes to form a competitive open grid. And he's right.

Just one company is at the cutting edge of this technology. Mugen Motorsports has utterly dominated the world's only high-profile electric race - the Isle of Man's TT Zero - for the past four years. Last June Bruce Anstey rode a Mugen Shinden Roku to TT Zero victory at 117.7mph, comfortably ahead of team-mate Guy Martin. The third-placed finisher came in 90sec behind Anstey.

Mugen effectively goes racing against itself at the TT, but the company's engineers have made dramatic improvements to the race speed, which started out at 87.4mph in 2009. If petrol-powered superbikes had improved at the same rate, the outright TT lap record would now be nudging 190mph.

The latest Shinden Roku produces 120kW, an impressive 160 horsepower, from its oil-cooled, three-phase, brushless motor. Batteries are heavy, however, so the bike weighs 250 kilos, 70 more than a superbike. Mugen believes that a 125mph TT lap should be possible in the next few years, as motor and battery performance improve further, but they would prefer some competition to speed things up.

"There needs to be a stronger depth of field to push it on," says Mugen Europe's Colin Whittamore. "Mugen is a relatively small company with fewer than 250 employees worldwide, and the Shinden programme is internally funded, so while we can do a good job with what's available to us, what we really need to fuel development are at least a couple of major manufacturers who can commit the level of finance and resources necessary to take EV bikes to the next level."

So far there are no takers, with the Japanese industry in no rush to go electric. Most new projects are American, but several have already gone bust. Thus Mugen continues alone.

"We have made remarkable progress," adds Whittamore. "Year on year we have moved into uncharted territory, and when you are doing something nobody else has done, then you deal with each technical issue as you encounter it. Over the years we have dealt with cooling the battery, the motor and the inverter, which are all separate systems, and battery management. When we started our TT Zero project in 2012 it took a full eight hours to charge the batteries. Now we can recharge the batteries and condition and balance the cells in about 90 minutes.

"The battery is the common limiting factor. However, the issue isn't always ultimate battery capacity, but more the rate of discharge and heat management. The faster you pull/push energy out of/into a battery the more heat is generated, which is why your mobile phone gets hot when it's working hard. Managing the heat is as much a consideration as battery capacity. We carry enough capacity to go faster, but currently we are restricted by battery temperature."

Whittamore doesn't expect the breakthrough to come from Mugen, but from within the electric motor and battery industry.

"I think there will be a 'eureka' moment when a boffin will come up with the next generation of battery, for want of a better word. Think back to the early mobile phones and their 'satchel' batteries, or even the effect that going from NiCad to lithium batteries has had on power tools. They took a huge leap when technology allowed them to blossom.

"If all things were equal, if the technologies were available to make it so, an electric bike would almost certainly lap quicker than a petrol bike. Electric motors provide instant and constant torque, the power delivery is totally linear and there's no need for gearchanges that unsettle the bike, so the rider can concentrate more fully on riding the optimum line and maintaining corner speed. Also, EV makes a lot of sense when there are issues with noise and emissions, which nowadays affect most circuits, motocross tracks, karting venues and so on."

Reduced noise is certainly a benefit, despite the disapproval of petrol-head race fans, but the jury (although not the government) is still out on the overall pros and cons of electric vehicles. Reduced emissions in cities is another positive, but not so much if the energy is created elsewhere by dirty/non-renewable means. And no one seems to be certain if electric vehicles are better for the environment over their full life cycle.

Dorna could easily fix the noiselessness issue: require all bikes to play a bassline, ideally something like Led Zeppelin's *Kashmir*.

> ***We need a couple of manufacturers who can commit the finance to take EV bikes to the next level***

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

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Richard Williams

Now 90, French singer Juliette Gréco has written subtly about an affair with one of France's most distinguished bygone racers

The first half-century of motor racing was filled with the faces of bereaved beauties, from Elly Beinhorn-Rosemeyer and Erica Seaman to Louise Collins, Sally Courage and Nina Rindt. Here's a story I didn't know before I read the autobiography of Juliette Gréco, the chanteuse who bewitched the Left Bank existentialists in the immediate post-war period, and who turned 90 earlier this year.

Until recently she was still captivating audiences with the songs – "*Déshabillez-moi*", "*Je hais les dimanches*" and "*Les feuilles mortes*" – that evoked her emergence in liberated Paris, where she became the lover of the great jazz trumpeter Miles Davis and the powerful film producer Darryl Zanuck, her long hair and oversized sweaters making her the model for a new generation of beatnik girls.

In her memoirs she discusses her greatest loves, starting with the one that she describes as "the most beautiful, my first, the love of my twenties". He was a racing driver whom she identifies only by his initials. But those initials are distinctive enough, along with the circumstantial details, to leave no doubt that she is writing about Jean-Pierre Wimille.

Born in Paris in 1908, the son of the motoring correspondent of the *Petit Parisien* newspaper, Wimille made his big-time debut in the 1930 French Grand Prix, at the wheel of a Bugatti. Considered by Enzo Ferrari to be the most gifted of his generation of French drivers, he won the majority of his pre-war successes, including the Le Mans 24 Hours in 1937 and 1939, in cars from Molsheim. In 1938 he became an Alfa Romeo works driver, and 10 years later he was re-engaged by Alfa Corse to drive its Tipo 158s, alongside Nino Farina and Achille Varzi, on the firm's return to GP racing.

By then he and Gréco had met at the Tabou, a club in Saint-Germain-des-Prés where Jean-Paul Sartre and Jean Cocteau were among the regulars. She was 19 and had survived imprisonment by the Gestapo at the notorious Fresnes. He was 39 and had worked, like his friend Robert Benoist, for the SOE's ill-fated 'Clergyman' network in Paris. "He was handsome, with blue eyes and a fine face, and with long, strong fingers," she writes. "He was twice my age and he was married, but that didn't bother me."

His wife, Christiane 'Cric' de la Fressange, a skiing champion and a society figure, had also survived Fresnes.

Every time her lover left for a race, Gréco writes, she listened anxiously to the radio, waiting for news. When he returned safely, they went dancing or drinking at the Tabou. "One day he invited me to go with him to Italy, where he was visiting the Alfa Romeo factory," she writes. "I threw a few clothes into a small bag. It was the first time I had stayed in a luxurious hotel. Since then nothing else has seemed quite so beautiful."

In Milan he gave her money and told her to go and buy some shoes. When she came back with a pair of pretty thonged sandals, made in Capri, he was surprised that she hadn't chosen something fancier. "I hadn't thought about that," she says. "He was there, close to me, and that's what I wanted. Nothing more."

In his Alfa road car – a Touring-bodied 6C 2500 – they headed for the Côte d'Azur and the celebrated Hôtel du Cap. On the final day of their stay, Gréco took a last opportunity to sunbathe on the hotel's secluded private beach. She was stretched out on the sand and feeling completely happy when suddenly, without realising that he had joined her, she felt his finger on her nose.

"How long it is, that beautiful nose," he said. Her reaction was dramatic. Unthinkingly, he had touched a vulnerable spot: "The axe falls. I'll hate forever this nose that I've never liked," she writes. And a woman who had never considered herself beautiful, but had only wanted to feel comfortable in her skin, was now compelled to take action.

The first surgeon botched the job. A second operation, an attempt to rectify the damage, also failed. It was third time lucky, however, at the hands of Archibald McIndoe, the celebrated New Zealander who spent the war at the Queen Victoria Hospital in East Grinstead, reconstructing the badly burnt faces of RAF men, including the fighter aces Richard Hillary and Geoffrey Page, whose injuries had required 15 separate operations. After the war McIndoe set up in private practice in London, and Gréco was among his grateful patients.

But Wimille would never see the result of his throwaway remark. One day in January 1949 Gréco waited, in her usual state of anxiety, when the news came through from Buenos Aires. During early-morning practice in Palermo Park for the Gran Premio Juan Domingo Perón, he had lost control of his little Simca-Gordini on a fast curve, crashed into a tree and died in an ambulance on his way to hospital.

Gréco was told that he was avoiding children running onto the track. Others would suggest it was a dog, or maybe a low sun blinded him.

Cric, his wife, had made the trip with him. When, half a century later, she supplied material to the two authors of his biography, the book contained no mention of a lover.

"I live with the sadness of his departure," Gréco writes, "hidden deep within me. Forever."

> *He was handsome, with blue eyes and a fine face, twice my age and married, but that didn't bother me*

Richard Williams is a former editor of* Melody Maker, *was* The Guardian*'s chief sports writer and is the author of several books on Formula 1

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Doug Nye

Twin memories of 30 years ago: making Enzo Ferrari laugh before being dismissed, and enjoying Michele Alboreto's good humour

Blink and you'd miss it. All of us among what's now the greybeard generation probably share the same experience of looking at an arbitrary date, which in our minds seems almost like yesterday, and then suddenly - hey - that's 30 long years ago...

For this month's disconnected ramblings I thought I'd take a look at October 1987, and what do I find? It was then that I filmed an interview with several greats of our motor racing world for a BBC TV series which had been proposed by a Pebble Mill, Birmingham, producer named Phil Franklin. We were teed up to do an entire series on the history of motor racing, but this turned out to be one of the last series commissioned by the then Director of Programming, Michael Grade, before he abandoned Auntie to become Director of Channel 4. His replacement at the BBC was Alan Yentob - the celebrated arty-farty executive who immediately, it seems, shut down anything that Grade had commissioned. What would have been our history of motor racing - I think entitled 'The Chequered Flag' - was replaced by an outside production who appropriated the title of William Court's great book *The Power & The Glory*. I won't explore from whom William appropriated the title, because - unlike the outside production's leading light - I quite liked him...

But there's another aspect to this recollection which still makes the back of my neck go hot. This phenomenon happens surprisingly infrequently, but when it does I know I am about to detonate. I had done quite a lot of preparatory work for that Pebble Mill motor racing series, and BBC Enterprises had arranged a book deal to accompany the documentary. When the entire thing was coal-boxed by Yentob, I assumed that was it... something else to stick in the box marked experience, and to forget. Well, far from it. I guess I shouldn't really complain, but the next thing I knew was contact from BBC Enterprises telling me to expect imminent payment of the full fee as compensation.

As a jobbing journo and author I should have been thrilled at the news. Here was money for old rope. But in fact I was disgusted. As a BBC licence payer I was absolutely outraged by such profligacy with public money and I said as much. "But we have to settle with you," they said. At which - I will confess - cupidity took command, I swallowed my social-conscience outrage - and cashed the cheque.

Looking back now I think I was more upset by the loss of a body of work - and some of the 35mm colour film interviews that we shot on that October trip that I have never even got to see- with Fangio, GiovannBattista Guidotti and Consalvo Sanesi of Alfa Romeo, with 'Lofty' England at his then home up a mountain in Austria, with Rudi Uhlenhaut at Mercedes-Benz, Stuttgart, and finally with Mr Ferrari in his office at Fiorano, adjacent to Maranello of course, in Italy.

But part of that trip was the Ferrari 40th celebration meeting - 1947-1987 - at the Imola Autodrome, where we also interviewed veteran Ferrari and Maserati works mechanic Giulio Borsari, standing right there in the pit lane. I had been a great fan of smiling, genial, stylish Borsari for many years. In contrast to Borsari's humble yet straightforward and illuminating responses, Mr Ferrari had been typically - well - the most apt word is 'evasive' but in fact at his great age he began by simply going through his well-practised this-is-another-ball-breaking-foreign-TV-interview routine and trotting out all the very well-rehearsed responses that he had honed over decades through simple repetition.

"What has been your greatest race?"

"The next one."

"What has been your greatest car?"

"Our next one." Et cetera.

Yes, you are right, some of the questions asked were as hackneyed as the answers, but when in the presence of such an awe-inspiring legendary personality - with maybe just 20 minutes on offer - you have to start somewhere...

But then I managed to make him laugh - probably at my lousy Italian which I'd tried to interject helpfully while The Old Man's long-faithful secretary Franco Gozzi was generally translating for us. The Old Man had two gold teeth in his lower jaw which flashed in the camera lights, and for another 10 minutes or so we got on famously - until I asked a question too far.

I was interested to hear first-hand how he could have been such a prominent sporting personality of the Fascist Mussolini era through the 1920s and '30s, and still manage to emerge safely postwar - especially in Communist partisan-dominated Modena - as such a prominent sporting personality of the democratic new Italian Republic.

Well, poor old Gozzi's eyes went big as dinner plates at the question, and he said to me in English - "Doug - I can't ask him that." But I thought "In for a penny..." - and urged him to try. Well, although I think too slowly to indulge in much conversational Italian, I do in fact understand quite a lot of the language, and can read it pretty well. And what Franco asked The Old Man then was "Mr Nye seems to think that your company was nationalised postwar and he wants you to tell him more about that?"

To which The Old Man's response was "Pah - I've had enough. Basta! That's it - get rid of them...".

And BBC TV's finest - travelling in true 1980s Beeb style with yours truly as reporter/interviewer, then producers, producers'

> *"Poor old Gozzi's eyes went as big as dinner plates and he said 'Doug, I can't ask him that!'*

DougColumn GC DCN SA.indd 1 21/09/2017 14:08



Michele Alboreto, here piloting a Ferrari F187 in 1987, was a vibrant raconteur



LAT

secretaries, cameraman, assistant cameraman, electrician/lighting man, sound recordist – I think a crew of nine in all – bade him farewell as he left the office, and we set about tidying up the myriad kit boxes. And to my astonishment the lead producer, without a hint of irony, declared "Well done, Doug – I think that went really well and we'll have some great footage..." Thirty years ago. And I still haven't seen it. Blimey!

BACK THEN IN 1987, MICHELE ALBORETO WAS one of Ferrari's works drivers. I always remember him as a friendly, beaming, warm and gracious Italian star driver, very much from a similar mould to smiling Daniel Ricciardo today.

At the Goodwood Festival of Speed one year he drove an Auto Union and was sitting submerged in the great car's cockpit in the top paddock giggling about how he had to look through the steering wheel, not over the highest point of its rim. "Eh!" he cried pointing through the wheel "I sitting here driving like my gran-muzzer, looooking through da steering wheel..." He thought it was a wonderful machine, and said he would love the chance to push the car really hard on a proper circuit to explore just how it really felt at speed, near the limit. "That..." – he beamed – "...would be wunnerful!"

Michele Alboreto was indeed good fun to be with and was a great raconteur, who seemed to have a particularly deep fund of Brambilla brothers stories from his early days in Italian Formula 3. The elder brother Ernesto – Tino – was once running a Tecno with brother Vittorio as his mechanic. They were testing alone one day at Monza when Vittorio heard the engine cut dead, out on the back of the road circuit. He suspected that Tino had simply run out of fuel so he despatched their young gopher boy Pino to take some fuel, probably to the Lesmo curve where Vittorio believed his brother to be stranded.

Sure enough, young Pino with his can of fuel found Tino waiting beside the parked car, at Lesmo – they poured the fuel into the car's tank, Tino hit the button, the engine fired and Tino said "Get on the back, and I'll take you back to the pits."

Making all the appropriate sound-effects Michele would then tell how Tino set off from Lesmo, down towards the Ascari Curve, then the back straight – towards the Parabolica. First, second, third gear – then (forgetting Pino on the back) fourth, then fifth. He swept into the pit lane where he was met by Vittorio, declaring "You were right, out of fuel, thanks for sending Pino out to me."

To which Vittorio – not unreasonably – responded "No problem... but where is Pino?" Michele would describe how Tino then clapped his hand to his forehead and exclaimed "*Dio mio*! He was on the back!"

It reputedly took the Brambilla brothers the best part of an hour to find their poor young helper, face down in the run-off flanking the Parabolica. Michele would tell how the poor kid survived the experience, though at that time – in 1987 – maybe some possibility remained of minor brain damage, since the boy was still working for the Milanese brothers...

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

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Gordon Cruickshank

Joining a road trip to commemorate a spectacular triumph for British – and Scottish – sports car racing six decades ago

It was back in April I received a call - "It's 60 years since the D-type 1-2-3-4-6 walkover at Le Mans and we're getting as many of the cars together as we can." A hard task, yet in August a spectacular convoy of curvaceous blue bolides homed in on Jaguar Classic Works, where the new Lightweight Es, Ds and XK-SSs are built, before visiting Wappenbury Hall, one-time home of Jaguar founder Sir William Lyons. There was a nice family connection here as Lyons' grandson Michael Quinn was part of the party.

After a lap of Silverstone and a visit to Silverstone University Technical College, which provides engineering courses that bridge school and university, the convoy blue-streaked down to Williams F1 where I caught up with them in time for a tour of the advanced engineering shop, eloquently guided by Claire Williams, the outfit's deputy team principal. Apart from its Formula 1 racing activities, the firm through its associated arms develops a huge range of prototypes and technologies for others: a team was just finishing the FW-EVX electric chassis module - a sort of electric skateboard with integrated batteries and four motors that can carry a wide variety of stuctures - for its public announcement, while nearby sat a pair of Nissan BladeGliders. Never seen one? You're unlikely to - these sporty three-seat EV concepts, wedge-shaped in the idiom of the Japanese firm's DeltaWing and ZEOD Le Mans experiments and sporting a Williams-developed 246bhp powertrain, were a Nissan flag-flier at the Rio Olympics to show that battery power can still be fun. But while those built were fully working vehicles they were exploratory studies, not pre-production prototypes, so you can expect your shopping Nissan to continue having a wheel at each corner for a while yet.

Elsewhere sat the scorched form of a C-X75, the gorgeous sports car Jaguar decided not to build (and which would have been assembled here in the building where we are standing). This wasn't the result of problems with the mooted gas turbine power unit; this was the stunt car that featured in the explosive Spectre Bond film - hence the charred finish. Photos on the wall showed Daniel Craig 'driving' behind a bonnet filled with cameras while attached to the roof is a cage where a fearless stunt driver is actually controlling the vehicle - the only double-decker Jaguar known to science.

Along with the expected 'you can't look at that' four-wheeled secrets, Williams has developed its lightweight Babypod, a hi-tech portable incubator that benefits from F1 survival cell technology, and it's also testing an aerodynamic spoiler for supermarket freezers which saves 30 per cent on electricity and means you don't have to wear thermals to buy your frozen peas.

From future to past, in the shape of the Williams Heritage museum. Through its theatrical entry you are guided sinuously from start-up to today via the great, the disappointing and the occasional ugly - I'm pointing a rude finger at the sabre-toothed FW26 and the broken-nosed 34 - as well as a Metro 6R4 and quarter-size BMW V12LMR wind tunnel model, which both enjoyed Williams involvement. It's a magnificent show of racing glory, as is the trophy cabinet upstairs, a dazzling wall of gleaming silver justifiably boasting of 16 world championships.

On the way out Sir Frank came to admire the Jaguars - apparently the noise of their arrival stopped all work - and we exchanged memories of Stoke Mandeville hospital as we're both 'alumni'.

This was my first chance to inspect the Bedford van that Clive Beecham, owner of XKD 603, has restored into a faithful copy of the 1950s Ecurie Ecosse service van - a perfect accompaniment to the main dish, consisting of the 1957 Le Mans winner from the Louwman museum, Beecham's second-placed car, the bright blue short-nose privateer that came third, plus XKD 504, the prototype long-nose car, and Jaguar's own works long-nose from its Heritage collection. All four of the Europe-based long-noses in one place, and the first three cars over the line at 4pm at the Sarthe in 1957 - an amazing feat of organisation, and all about to hit the road just as the team would drive to Le Mans 60 years back. In a touching gesture, Sir Frank was by the gate to see the convoy off. A proper racer.



Likewise the shimmering blue D-types as their rounded rumps disappeared down the road toward the next rendezvous, the RAC's Woodcote Park clubhouse where there was to be a gala dinner. It was a brilliant sight to see these five historic machines upstaging everything else on the road, even if they did get jammed on the M25. Not a fair test for

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a car designed to do 175 down the *ligne droite des Hunaudières*; yet all made it without exploding, a tribute to the robustness of the D and to the attention of their present carers.

At Woodcote Park (venue for *Motor Sport*'s Hall of Fame events) the Ds posed on the lawns among a large array of Jaguars of all types, while inside speeches and films lauded that extraordinary 1-2-3 achievement and Ecurie Ecosse's part in it. Hugh McCaig, who reinvigorated the team in the 1980s, attended along with senior Jaguar figures including design chief Ian Callum, who briefly silenced the room by declaring he had probably already designed his last pure petrol car.

Ron Gaudion, mechanic for all three D-type Le Mans wins, related his memories and swapped recollections with the evergreen, bootlace-necktied Norman Dewis, Coventry's test driver when the D-type was a twinkle in Malcolm Sayer's eye. Remarkable to have two people from those heady days, both with pin-sharp recall, discussing something that seems history to us but which was their live experience.

On the next day the Ds paused at Brooklands to pose on the banking, a nod to the Race of Two Worlds, or Monzanapolis, of 1957 when the Scottish team sent a trio of cars to that lop-sided event on the Italian track's high banking.

From there this *convoi très exceptionnel* made a blaring midday arrival at the Hampton Court Palace concours, where in front of Wren's baroque frontage it formed the centrepiece display among some magnificent machinery stretched up and down the gardens. Among the 8C Alfa Romeos, V12 Ferraris and Bugattis old and new, unexpected treasures included a chunky but good-looking Fiat 1100 barchetta, Piero Frua's first car, a truly lovely 1954 Siata 208S spider concealing Fiat's 2-litre 8V motor within a svelte Motto body, and a swooping streamlined Castagna body on a Lancia Astura.

Duncan Hamilton Ltd showed a Can-Am Ferrari 712 that grew out of a 512M, while Abbeyfield brought an Arnolt Bristol Bolide, its surging Bertone lines hiding a Bristol engine about three storeys high.

Returning to the Jaguars' location you had only to turn your head to see both an 1896 Arnold Benz and a McLaren P1 GTR, six decades each way of extraordinary automobile development all arrayed within lush green lawns. It was a fine close to an eventful week.

> ***It was a brilliant sight to see these five historic machines upstaging everything else on the road***

AN IMPRESSIVE 21 WORKS COMPETITION MINIS REUNITED IN August at the Abingdon, Oxfordshire, base where BMC's motor sport team once hand-assembled the giant-killing vehicles for their attack on races and rallies around Europe. The 1930s building, now reclad as a mail distribution centre, held many memories for the likes of team chiefs Stuart Turner, Bill Price and Peter Browning, Monte winner Paddy Hopkirk, co-drivers Paul Easter, Willy Cave and Mike Wood, Mini racers John Rhodes and Christabel Carlisle and mechanics Den Green and Dudley Pike, who all contributed to the Mini Cooper legend. More than 70 race or rally Minis came out of this place between 1959 and 1970, and survivors are keenly sought after.

Appropriately the weekend wrapped up in the nearby Dog House pub, which was the team's drinking hole in period.

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

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LETTERS

Write to: Motor Sport, 18-20 Rosemont Road, London NW3 6NE
or e-mail: editorial@motorsportmagazine.co.uk

Trans-Europe express

I guess I'm one of the few Brits still around who watched the 1957 Pescara Grand Prix. Prudently taking a friendly welder with me, we set off in my home-made 1172 side-valve Formula car with the intention of visiting as many circuits as possible in two weeks, but also to follow much of the Mille Miglia route, not realising that the race held two months earlier was to be the last. The other objective was to pause on the way at Pescara to take in the GP. Delayed slightly by a gearbox rebuild in the Swiss Alps, we made it in time for practice, which we watched up in the hills with Denis Jenkinson, before bedding down on the seashore and cooking fish dragged onto the beach by the locals. Up in good time for the early start, we took our seats in the grandstand opposite the pits - and when we cheered the Vanwall victory I thought we'd be lynched!

Continuing along the Mille Miglia route over the Appenines to Rome then up towards Pisa, we made a detour to Monza where we collected large chunks of tyre from the recent 'Monzanapolis' race, then across to Monte Carlo to explore the circuit I planned to race on, though it took me another seven years to do so. Then up the still war-damaged roads to Paris, where major welding was required to reattach the rear suspension to the axle. The Pescara GP certainly left an impression on me.
Tony Goodwin, Warlingham, Surrey

Lost weekend

September's feature on Pescara brought back a lot of memories for me. In 1959, four of us in our early 20s decided a visit to the GP was a must, so my friend Bill Pinckney (of Lotus 11, 20 and Elite fame) persuaded his mother to lend us her old Hillman Husky. After 10 days of camping across Europe, we finally arrived in Pescara ready for the GP, only to be told it had been cancelled two weeks beforehand.

Crestfallen, we sat on the beach for a few hours, then decided to go over the mountains to Rome and Naples, but that is another story.
Tony Barrett, Wellesbourne, Warwick

The good old days

Simon Arron's piece on Formula 2 in the '70s brought back memories. I worked for the YPF team of Carlos Reutemann and Carlos Reutsch in 1971, running Brabham BT36s (with two BT30s as spares). I was mechanic, truck driver, interpreter... You name it. I had lunch with John Watson in Sweden and got to know the late Alan Henry, as well as Andrew Marriott.

Simon mentioned Tulln-Langenlebarn. I remember it well: it rained all weekend, we had to do an all-nighter to change an engine and during the race I was standing in pouring rain with 22 cars slithering towards me and only a straw bale for protection. Later, I got back in the truck - still soaked - to drive to the next round. Motor racing can be glamorous...
Jeff Heselwood, Hong Kong

Flying Scotsmen

I was very touched to learn the full story of Gerry Birrell's short life (October).

My friends and I used to be hugely entertained by the Birrell brothers racing at Ingliston in the 1960s, especially in their highly modified Ford Anglia. Returning home to Glasgow in my mother's Mini Countryman after one meeting, we were overtaken at some speed by the Birrells - with Graham towing Gerry in said Ford Anglia on a very short rope. Needless to say, we never caught up.
Graeme Brown, Symington

When the boat comes in

I have a fond memory of Shadow founder Don Nichols, who died recently. At Silverstone in 1975 I got talking to Don and his wife in the paddock. I think it was his wife's first visit to the UK and she was asking about London and sights to see. At the end of the conversation Don asked if I was going to the Monaco GP, to which I replied 'yes'. He told me I must visit his boat and, assuming this was perhaps a throwaway line, I thought nothing more of it.

Courtesy of Page & Moy I duly arrived in Monaco and was walking along the harbour front when a voice shouted from one of the larger yachts: "Hi - come on board." It was Don. I was welcomed aboard and royally entertained. I don't know how he remembered me, but it certainly made my trip.
Michael Cookson, Audlem, Cheshire

Racing with added Spice

Your *Lunch with... Gordon Spice* took me back to Brands Hatch in the late '70s. I was watching a great dice between Gordon and Tom Walkinshaw, both in Capris. On the final lap Spice led into Paddock. From my vantage point it appeared that Walkinshaw made no attempt to turn in and rammed Spice amidships. Spice retaliated at Druids and the pair continued their stock car tactics for the rest of the lap. Vettel/Hamilton powder-puff stuff it wasn't!

I saw Walkinshaw in the pits a few minutes later and thought of saying that I hadn't been impressed with his Paddock approach, but thought better of it when I saw the steam coming from his ears. About 20 years on I met Gordon socially and reminded him of this battle. He told me that he and Walkinshaw had to concoct a story to explain the 'incidents' and thus preserve their competition licences.
John Hindle, Penshurst, Kent

A book at bedtime

What a lovely surprise to see Gordon Spice as your *Lunch with...* guest. In 2011 I was fortunate enough to be invited to race at Bushy Park in Barbados, where I met Gordon - he was there as a special guest to commemorate his own racing trips to the Caribbean some 40 years earlier. A few polite words were exchanged and we continued on our different ways. Some hours later I was summoned by name from a hotel balcony - it was Mr Spice who, with a bottle of rum in hand, invited me for a drink. I sat in complete bliss and a growing level of intoxication listening to Gordon's stories, every one of them more fantastic than the previous. Eventually, with the Bajan sun reappearing, it was time to call it a night and Gordon offered me a signed copy of his autobiography - "£20 please". As he says himself, businessman first!
Barry Rabbitt, Tara, Co Meath

Tales of Spa... and the M62

Here's a little-known fact that helps explain Spa's fickle weather: Eau Rouge, which is the lowest part of the track, is 40 metres higher than the most elevated point of the M62 motorway near the Yorks/Lancs border.
Jonathan Moorhouse, York

Reactions to our new look...

I like it. Congratulations to you and your team, Nick. When I read that you were 'tweaking' the magazine I have to admit to a certain amount of unease. What was considered broken enough to require fixing?

I like the cover; it reflects a magazine that I have been buying for some 45 years but has an up-to-date feel about it.

I am impressed that the two people I enjoy reading the most, Doug Nye and Gordon Cruickshank, have been given slightly more editorial space - along with Simon Arron, who always has something to say that I appreciate. The *Garagista* feature I can see becoming another new favourite, too.

The actual content of the magazine has not been sacrificed in the slightest and, again reflecting the 45 years I have been reading, the typeface is excellent for eyes that are not as sharp as once they were.

So hearty congratulations to you all, from one very relieved and pleased subscriber!
Paul Butler, Codsall, S Staffordshire

The new cover is fine, but why oh why does the magazine keep on having to change from time to time? The original was fine and a magazine of *Motor Sport*'s quality can stand proud without the need to constantly change its identity. Having been a reader for more than 40 years, I would love to stay!
Mike Menhenitt, by e-mail

[From a packed mailbag about the magazine changes, we have picked one representative message each way - go to the website to read many more. However, the overwhelming view was positive by a good margin. Ed]

Further letters and images may appear in our digital edition only. Please include your full name and address when corresponding

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GRAND SEIKO

What are you thinking about when you decide whether or not to buy a certain watch? You might care about the ingenuity of the little mechanism that makes the hands go around. Or about the brand's rich history. The deeper a person gets into watches, the more complicated things become. But in reality most of a watch's appeal can be understood by answering two questions. Is this watch interesting and attractive? And will it make me a more interesting and attractive person?

However much we might pretend otherwise, there is a large element of plumage-primping to how we choose watches - but something sophisticated and understated conveys a subtle message about the wearer.

This raises the question about the type of person who is prepared to drop £10,000 on a Seiko. However you look at it, that is a lot of money, especially for a brand that sells very good automatic watches for less than £100.

In Japan people understand perfectly well that Seiko makes extremely well-crafted watches that sell for premium prices, while at the same time offering watches that cost less than a short flight on a budget airline. But elsewhere this is less well understood, and people like to think of a brand as occupying only one market segment - you don't get a cut-price Patek Philippe any more than you get a budget Bugatti.



In a sign that Seiko has taken this on board, its *haute horlogerie* pieces are now branded entirely separately, with the Grand Seiko logo appearing more prominently. The watch pictured, the Grand Seiko Hi-Beat 36000 Professional Diver's, has a high-frequency automatic movement that beats 10 times a second. This highly accurate in-house motor is housed in a titanium case and the finish is in keeping with a watch of this level.

There is recognition within the industry that Grand Seiko watches are of such high quality that they are worth every penny. It might not be the watch you choose to let people know how well your portfolio has been doing, but if that is your priority there is no shortage of flashier names to choose from.

Grand Seiko Hi-Beat 36000 Professional Diver's has an in-house automatic movement and is water-resistant to 600 metres: £10,000. www.grand-seiko.com

WATCHES

KEEPING AN EYE ON TIME

Powerful players in the watch world

Richard Holt



Jaeger-LeCoultre Master Control Date

JAEGER-LECOULTRE

There is no mistaking the blue-bloodedness of Jaeger-LeCoultre, despite the fact that the English-speaking world has yet to decide how to pronounce it. The Swiss firm can trace its origins back to the early 19th century and is rightly considered one of the best watchmakers in the world. The watch pictured is one of a number of vintage-inspired special editions celebrating the 25th anniversary of the Master Control series.
£4800, www.jaeger-lecoultre.com



Briston Clubmaster Diver

BRISTON

The Briston is a much less hardcore diver than the Seiko described above, but it does have a connection to the Japanese company. Briston was founded four years ago by a Swiss watch industry veteran and produces a smart range of affordable retro-look watches. The Clubmaster Diver is the first Briston to come with an automatic movement, which is supplied by Seiko. It has a rotating inner bezel and is water-resistant to 200 metres.
From £440, www.briston-watches.com

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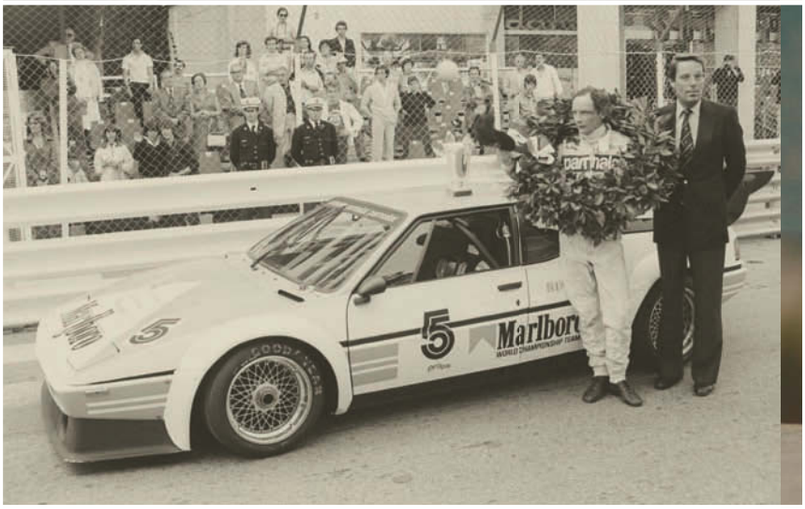

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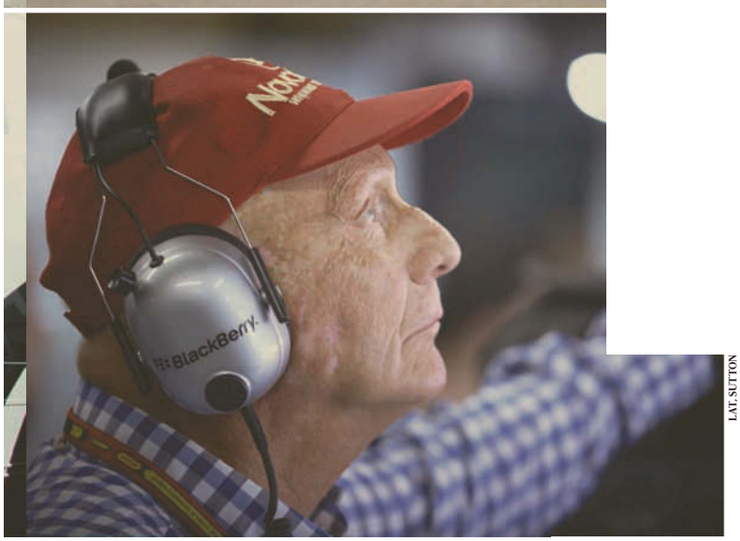

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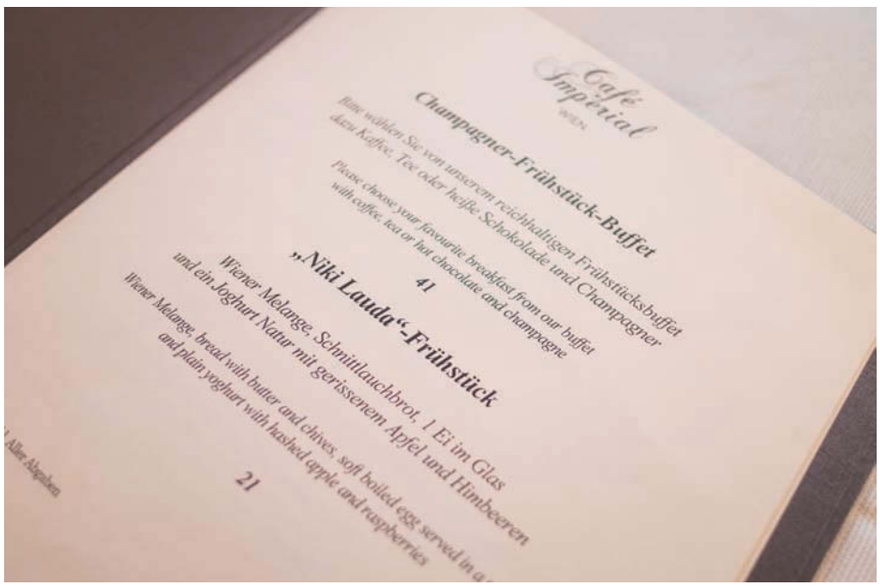
Niki Lauda

BEEN THERE DONE THAT

Eggs, toast, Vienna and one of the most distinguished figures in motor sport history: a perfect recipe

WRITER Simon Arron

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Many drivers have a corner named in their honour, rather fewer a breakfast. For those waking up in central Vienna, however, the 'Niki Lauda Frühstück' is a €21 option at the Café Imperial - creamy whipped coffee, a boiled egg, toasted local bread and natural yoghurt with fresh raspberries and stewed apple. It is so called because the Austrian has for many years started his day here whenever he's in town - a perfect location, then, for an earlier-than-usual version of *Motor Sport*'s traditional 'lunch'. The setting is grand, the mood informal. Lauda might be a national treasure - a three-time world champion who has played a key role in Mercedes' recent run of F1 success (not least by persuading Lewis Hamilton to defect from McLaren) - but today he is simply a detail in rush-hour Vienna. Ever one to do things his own way, he has already eaten by the time we arrive so we sit and chat while tourists and businessmen choose between *à la carte* or buffet options. Many acknowledge Lauda's presence and he responds to all with a nod and a smile. As the only diner wearing a sponsored red cap, he isn't too hard to spot. "I always choose the same thing and have been coming here for many years," he says. "It's far longer than I care to remember - probably forever."

AS A YOUNGSTER, ANDREAS NIKOLAUS Lauda developed an interest in matters mechanical while helping out at one of his industrialist grandfather Hans's factories. "From the age of about 12 I was fascinated by the tractors and so on and, as I was the owner's grandson, they'd let me drive. One day a guy said to me, 'When it snows, come here at 5am and you can use the plough.' I'd do that for a couple of hours, until the factory opened up, and clear all the roadways. After that I wanted to drive the trucks - big things with long trailers. I was told to turn up at 4am, because they'd be on the road at 4.30. They said I could drive, but only in the dark because once it was light the police would spot me. As soon as the sun came up, I had to move aside and let the official driver take over. I guess I was 16 or 17 by then.

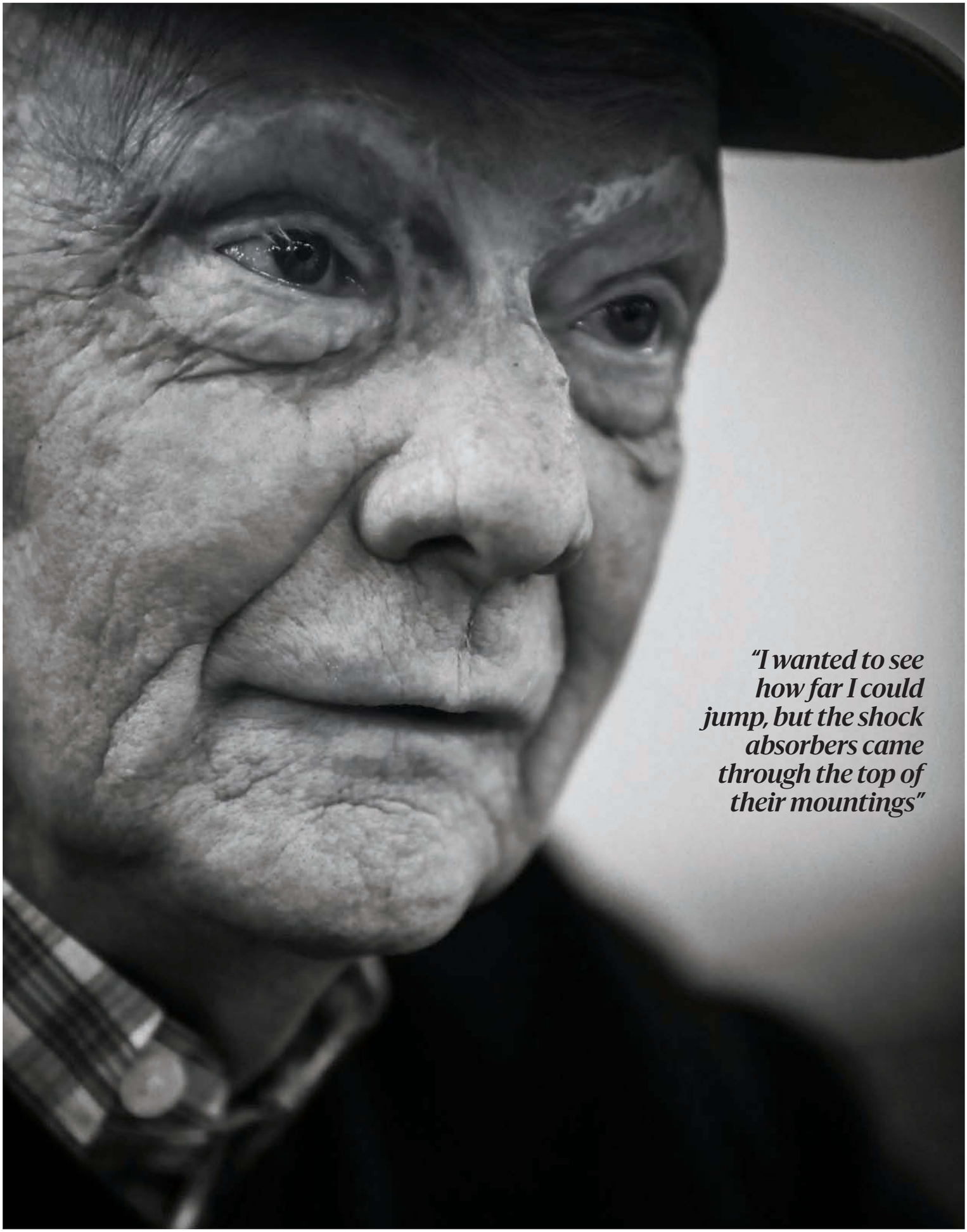
"I also picked up a VW cabrio for next to nothing in Vienna - it was a wreck when I bought it, but I took it to my grandfather's place and made a ramp - I wanted to see how far I could jump, but after a few attempts the shock absorbers came through the top of their mountings so that was that."

It wasn't too hard to see how this might develop...

"I used to watch racing on TV," he says, "and one of my uncles did some karting. Whenever he bought a new chassis, he used to take me along and ask me to run it in - I just had to drive around at a constant 3000rpm, no more, no less, and I think he was impressed that I did as I was told. He also took me to the Nürburgring to watch the German Grand Prix. It was wet and miserable, the year Jochen Rindt finished third in a Cooper-Maserati [1966]. While we were there I was introduced to Kurt Bergmann, who built Kaimann Formula Vee cars."

The Lauda family's wealthy background enabled Niki to make a start in the sport on his own terms, initially with a Mini Cooper S from 1968: funds weren't bottomless, but strong results led to him being offered drives. "My parents were fairly neutral and let me race," he says, "but my grandfather was absolutely crazily against it. When I was 18 I moved from Vienna to Salzburg, living on my own, and started having some success in touring car racing. I renewed my association with Mr

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"I wanted to see how far I could jump, but the shock absorbers came through the top of their mountings"

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Lauda at Casino Square in 1975, en route to the first of five victories in a year that brought him the first of his three Formula 1 titles

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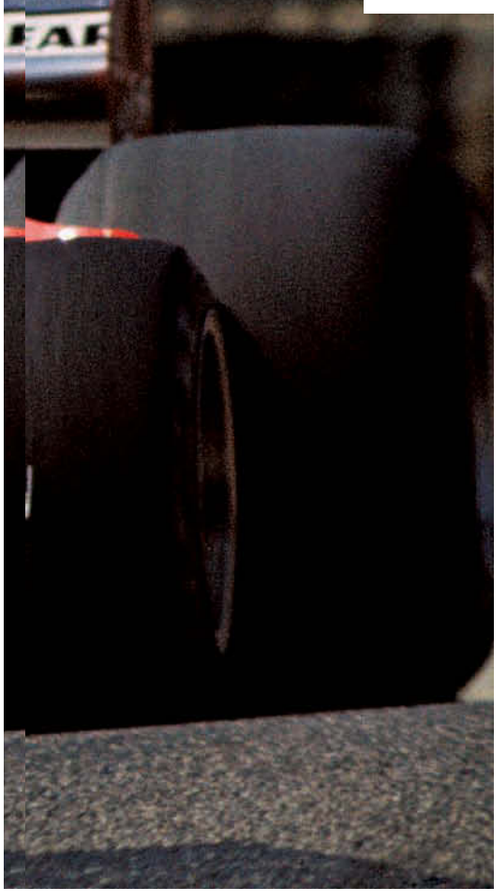




Bergmann in 1969, driving in Formula Vee, then tried F3 with a McNamara, though that was a disaster." After a series of mishaps, he switched to sports cars and took a victory at Diepholz in the Bosch Racing Team's Porsche 908.

IN 1971 HE SCORED SEVERAL POINTS finishes in European F2, at the wheel of Bosch's March 712, and made his Grand Prix debut on home soil at the Österreichring, again in a March. He qualified next to last, more than 6sec off the pace, and dropped out early with handling problems. "That was a one-off because the organisers wanted an Austrian in the race. They organised everything, but the result didn't deter me because I knew it was a shit car. Later in the year, Max Mosley asked whether I wanted to do F1 with March in 1972. I needed to find 2.5 million schillings to secure the seat and the CEO of a bank agreed to loan me the money,

"He couldn't speak English and Louis Stanley spoke no German, so I translated. It was two hours of bullshit on my part"



but then called to tell me there was a problem because the deal had to be approved at board level - and that involved my grandfather. When he found out that I was 'his' Niki Lauda he said 'no way'. He refused to approve it, so I went to see him and said it was none of his business if the bank was happy to lend me the money, but he told me I should be working in business and not getting involved in a stupid, dangerous sport.

"I now had a problem, because I'd signed a deal with March but had no money. That's when I went to a rival bank, Raiffeisen, and explained that I had an opportunity to enter F1. The guy in charge asked what would happen if I died in an accident. He wanted me to take out life insurance, which I did, so they agreed a five-year, interest-free loan, which I eventually paid back, and that got me into March. It was a tricky time, because if I hadn't been able to repay I'd have been in serious trouble, but I had no choice if I wanted to get into F1. I was eventually able to repay it..."

As his F1 career began to take shape, Lauda continued to compete in sports and saloon cars. In 1971 he won the second round of the European 2.0-litre Sports Car Championship at the Salzburgring, in a Chevron B19. "The organisers wanted me there and sorted out the car," he says. "I'd never previously driven anything quite like it, but I really enjoyed the weekend because Helmut Marko was the series benchmark in his Lola and I beat him. I still sometimes remind him about that..." He finished third in that year's Nürburgring 24 Hours, sharing a BMW 2800 CS with Günther Huber, took fourth place with Jody Scheckter in the 1972 Kyalami 9 Hours, won the opening round of the 1973 European Touring Car Championship at Monza (with Brian Muir, BMW 3.0 CSL) and raced works Ford Capris several times in the 1974 ETCC, even though he was by then with Ferrari in F1. Contracts were a little less proscriptive in those days...

And besides, he needed extra work where he could find it because his early days in F1 were a struggle. He won the 1972 John Player British F2 title and finished fifth in the European equivalent, but at the sport's top tier the March 721 wasn't terribly effective (ditto its 721G and 721X evolutions). Lauda failed to score a point and team-mate Ronnie Peterson, second in the championship a year beforehand, slipped to ninth.

"Max Mosley called late in the year, told me the team was running out of money and that there wouldn't be a seat for me in '73. This was November, so most of the deals were already done and it looked as though there'd be no way I could continue - and I still had that loan to pay off. So I called Louis Stanley at BRM and told him I might have a sponsor if there was a car available. I met him at an airport and was accompanied by the

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financial director of the bank that had lent me the money. He couldn't speak much English and Louis spoke no German, so I translated between the two. It was basically two hours of bullshit on my part, but in the end we struck a deal and Stanley agreed that I could pay the first instalment of my sponsorship in Monaco. I knew I had no money, but had to find some way of getting in the car.

"During testing at Kyalami I was quicker than my team-mates Beltoise and Regazzoni, so Clay asked if he could try my car. We swapped, I adjusted his car the way I felt it should be and was still quicker, so was performing well against a couple of experienced drivers. When we got to Monaco I was running third, ahead of Jacky Ickx's Ferrari until I retired with a gearbox problem. That evening Stanley said to me, 'Let's sit down at the Hotel de Paris and talk.' Over dinner he said, 'D'you know what? You don't need to pay money any more, because your performances have been outstanding. You just need to sign a contract for 1974 here and now.' I was happy with that, signed and returned home.

"At the time my cousin's secretary also worked as my PA and we had a little joke between us. I'd always say, 'Let me know when Ferrari calls.' On the Monday after Monaco I got back and she said, 'Ferrari called...' I didn't believe her, but she insisted that Luca di Montezemolo had phoned. I rang him and he confirmed that the Old Man wanted to see me, so I drove down to Maranello. Ferrari wanted me to sign, because of my Monaco performance. I told him that I'd love to, but that I had just committed to a new deal with BRM. He said, 'Don't worry about that, I'll fix the legal issues.'

"It was a risk because at that time Ferrari was a bit of a disaster - but when I saw the facilities at Fiorano, with the circuit and all the other technology, I couldn't believe that they weren't winning. Nobody else had a set-up like that and as soon as I saw it I decided to sign with them.

"Dealing with Enzo Ferrari was both easy and difficult. If he liked you it was fine, but you had to earn that. When I first drove the car at the end of 1973, in testing at Fiorano, it was understeering terribly and didn't work. I told them the car was shit. I was advised not to say that because I'd get in trouble with the Old Man, but it simply didn't work and I told him as much.

"He asked how much quicker I could go if they sorted the front end and I replied 'half a second' - I probably should have said three tenths, but once Mauro Forghieri had revised the front suspension I found eight and from that moment I had Mr Ferrari's respect."

It took just four races with the team for Lauda to secure his maiden F1 success, in the Spanish GP at Jarama. "The conditions were slippery and difficult," he says, "I could see Montezemolo standing next to the race director for the final three laps and wondered what the hell he was doing, but he was apparently trying to get the race stopped while I was still ahead! That evening I received a phone call in my hotel room from Emerson Fittipaldi, whom I didn't know well at that stage. He told me that the first win was always the most difficult and that the rest would come easily - he was right.

"I screwed up in 1974, though. I had a couple of spins and incidents, so wasn't quite ready to challenge for the championship, but in 1975 I was quick and the car was perfect, so my first world title actually felt relatively easy. When I won that first race I suppose there was some sense of emotion, but as soon as it was over I was already thinking ahead to the next event. I always said to myself, 'This is why I'm paid and this is what I have to deliver.' I only worried if I didn't deliver. I didn't waste time thinking about how well I'd driven - even on the podium I'd be thinking, 'Shit, what could I have done better today and what can I do in the next race?' I never looked back at the past, just drew on the experiences I'd gained if I thought they'd serve me well in the future."

Was there any reconciliation with grandfather Hans? "No," he says. "I ignored him after he stopped that bank loan and unfortunately he died before I became world champion."

THE 1976 SEASON HAS BEEN WELL chronicled in *Motor Sport*. It was the year of Lauda versus James Hunt, their friendship tested by a close title contest that involved protests, counter-protests, disqualifications, reinstatements and the Austrian's astonishing recovery from life-threatening injuries. Formula 1 made headlines at both ends of the newspapers and it was a season that paved the way to the sport's adoption by mainstream TV.

Lauda's decision to withdraw from the sodden Fuji finale enabled Hunt to sneak the title, but the Austrian insists he has never regretted his decision not to continue that day.

"At Fuji the rain was relentless," he says. "As it was starting to get darker, they said, 'Right, we have to race now because of TV.' I thought it was idiotic - why hadn't we started earlier when the light was better, because the rain was no different? This stupidity, because of TV, meant conditions were wholly unacceptable. And anyway, I didn't lose the championship because of Fuji - I lost it because I missed three races after my fiery accident at the Nürburgring.





Lauda has never regretted withdrawing from the 1976 Japanese GP – but feels he made a mistake leaving Ferrari a year later

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"I have some memories of that day. I recall walking to the funny old paddock and a German guy approaching for an autograph. I was in a bit of a hurry, but signed, then he asked me to date it. I asked why he wanted it dating and he replied, 'It could be your last.' I was stunned. 'You think I'm going to die?' 'Could be,' he said. I walked off without adding the date. I remember that, then the start, pitting to change tyres, rejoining the track... and that's all."

Has he ever revisited Bergwerk, where the accident occurred?

"Only once," he says, "and it was many years later. I returned with [long-time F1 motorhome chef] Karl-Heinz Zimmermann, Bernie Ecclestone and one or two others. They thought I should go back to celebrate my survival with a glass or two of schnapps. While we were there, three Germans came past and spotted me, 'Hey, it's Niki Lauda... What are you doing here?' Karl-Heinz replied, 'He's looking for his missing ear.' They were horrified by what they perceived as his disrespect - I thought one of them was going to hit him. He then whispered to me to go and look in the grass, where - and I didn't know this - he'd hidden a pig's ear that he'd brought with him. Five metres ahead I saw it in the grass, shouted, 'Look, I've found it' and the Germans went away, now even more upset with our sense of humour..."

Lauda crashed on August 1 and was back in a car by early September, despite having been given the last rites on his hospital bed. "A nurse had asked whether I'd like to see a priest - and I nodded, because I thought any bit of help might be useful, but nothing really happened. He just touched me on the shoulder and left without saying anything.

"Returning at Monza shouldn't have been a problem. I felt fit enough and tested at Fiorano, to make sure my wrists didn't hurt and that I could cope with any pain where my helmet was rubbing against damaged skin. Ferrari then called and advised me to miss another race, largely because he'd signed Carlos Reutemann and didn't want to run three cars. I told him I had a f**king contract and was ready to go. He didn't like that...

"I wasn't bothered that the Old Man had signed Reutemann, because he hadn't known when - or if - I'd be coming back, so he had to do something. But I desperately wanted to know if I could still do it and Fiorano had been positive, so I felt I could race again.

"When I got to Monza the organisers told me I'd need a medical check. I said, 'What? I've had one in Austria - why do I need another?' For half a day they bothered me, making me do tests - and I'm sure Ferrari was behind it because he didn't want me in the car. The whole of Thursday was wasted, because I couldn't speak to my engineers to get prepared for the weekend, but I returned on Friday, went out - and then felt as though I couldn't drive. I'd experienced no fear at Fiorano, but now I was terrified. I stopped, went back to the hotel, thought about things and decided to treat Saturday practice as a test session. I asked the team not to show me any times - I didn't want to be compared with Reutemann or Regazzoni, I just wanted to drive. I pounded around, not paying attention to anything else, and suddenly I was quickest of the Ferraris. I thought, 'Shit, no practice on Friday and I can still blow these two idiots away... That's not bad.' My confidence quickly came back.

"On Sunday I had another problem, because I was sitting on the grid, looking for a man with a flag, didn't engage a gear and then suddenly saw a light - nobody had told me they were using lights, so I made a terrible getaway and dropped to 10th or something. Then it started to rain, which made things difficult, but I fought back to fourth and everything felt fine again.

"AT THE END OF 1976 I CALLED FERRARI from Japan, told him of my decision to withdraw from the race and he said, 'I respect what you've done, don't worry.' He seemed fine. I needed another eye operation, so was out of action for a month, then returned feeling ready to resume. I was told I could go to Fiorano to test some new brake pads. I said, 'Why the f**k should I do that?' and was informed that Reutemann was now heading our development programme at Paul Ricard. I argued backwards and forwards, pointed out that my contract made me number one driver and that I should be heading the test programme. The Old Man said, 'It's a simple decision - Reutemann will test.'

"I then asked whether my contract was still valid, to which he replied 'yes', and I told him if Reutemann was testing it meant my contract wasn't valid - and that I had an offer to drive for McLaren instead. It was bullshit, because I'd never spoken to them, but I repeated that if he didn't fulfil my contract then I could go to McLaren. I left the office and he later called me, saying he would respect my contract and that I could attend the Ricard test, but only on the last day. I went down and watched Carlos testing my car, then jumped in on the Saturday. Everything felt a bit worn out after three days of running, the gearbox was shagged - everything was shit. No matter. I drove a few laps, added a couple of holes to the front wing, changed the front springs - nothing major - and the car felt better, so I





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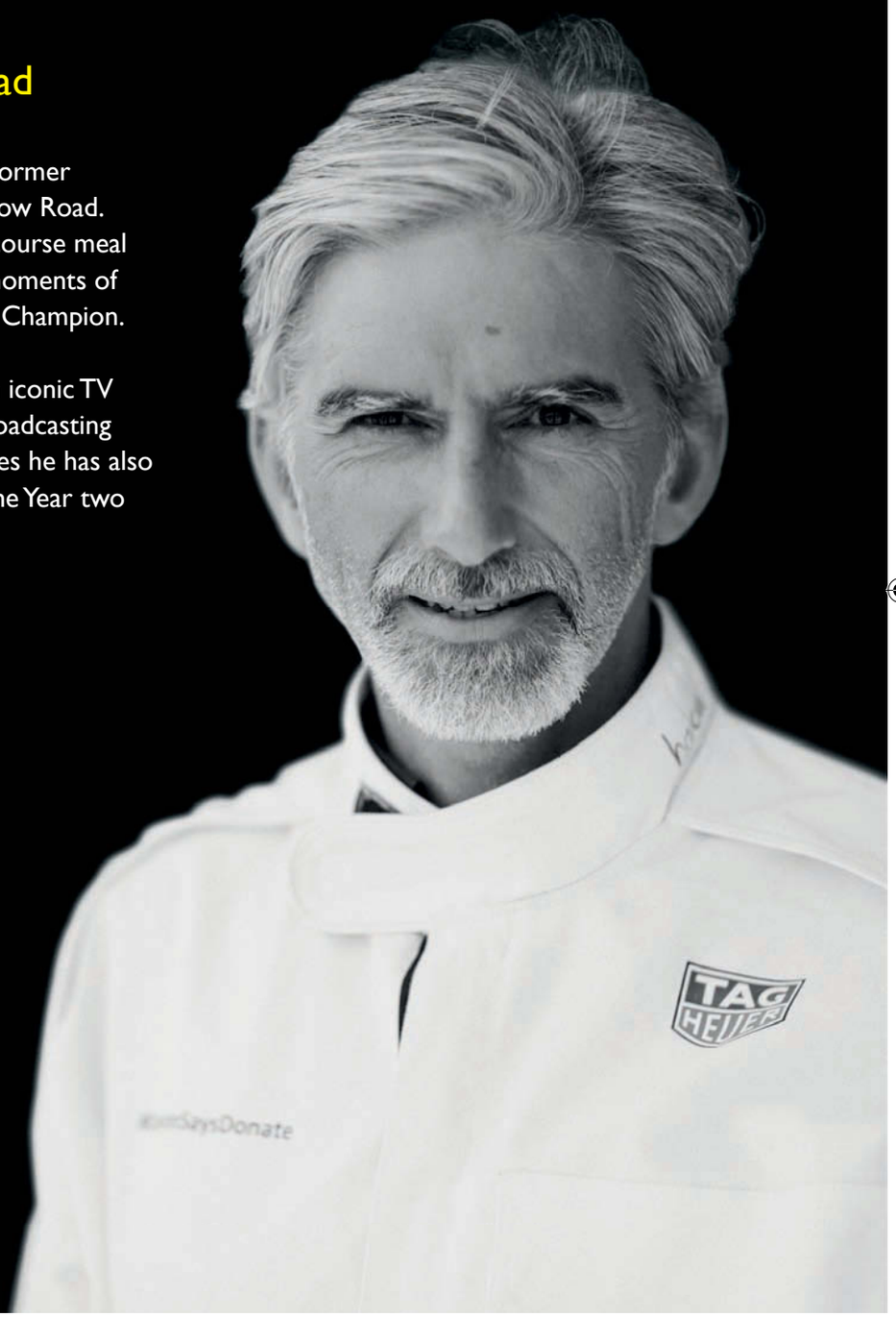
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asked for a fresh set of tyres and went 0.6sec quicker than Reutemann had managed in three days. I jumped out and the team asked what I was doing. I said, 'I've found out what I needed to know and you don't want me to test anyway...' That set off a Ferrari panic - 'You should test, you need to test'. I said, 'No, Carlos is the master of testing' and went home. Forghieri then called and told me I was back in charge of development. That was fine and I won the championship, but I then left because I'd felt hurt about what had happened earlier in the year, the way everyone seemed to think I was finished - and also Bernie Ecclestone had made me an offer to join Brabham.

"Financially the terms were good, but looking back it was a mistake to leave Ferrari when I did - if I'd stayed maybe I could have won another championship. It was definitely the wrong thing to do.

"How was Bernie? If he was in a good mood we were friends, if he was in a bad mood I was his biggest enemy. It was always like that, but my relationship within Bernie was a bit like the one I had with Ferrari - lots of ups and downs, but with both parties I knew when we looked into each other's eyes we had a proper relationship."

LAUDA SPENT LESS THAN TWO seasons with Brabham, winning with the controversial BT46B fan car on its only appearance (Sweden 1978) and taking one other victory, being promoted from third to first in Italy that year after Mario Andretti and Gilles Villeneuve collected jump-start penalties.

"Towards the end of 1979 I was due to renegotiate my terms with Bernie - and he never wanted to pay anybody too much. I told him I wanted $2 million and he said, 'You must be joking - the deal is $500,000.' We battled for three or four months and he went around to all the other team principals saying, 'Lauda wants two million - let's not pay him. If one of us starts paying too much we'll all be screwed.' He told me he wouldn't budge, but he also had to renew his team sponsorship with Parmalat, so we went together to see the boss Calisto Tanzi. He agreed to sign another deal, but I had to be one of the drivers. Bernie said, 'Sure, Niki is staying.' I then pointed out that I wouldn't be driving, because Bernie hadn't given me the contract I wanted. Tanzi left the room and told us to sort it out, otherwise he wouldn't be sponsoring the team. Bernie looked at me, said 'What do you want then?' and I replied, 'Two million, simple.' When I eventually signed the contract after such a long fight, I wasn't happy. I'd achieved something - the best ever pay packet for an F1 driver - but didn't feel particularly good about it. Bernie said, 'You've done a good job, you bastard' - but was laughing when he said it. That was the relationship we had.

"That was just two weeks before Montréal, where we had a new car - with Cosworth engine - and everything looked promising. We'd got rid of the 12-cylinder Alfa and in theory had something more competitive, but when I looked out of my hotel window on the first morning it was grey, drizzly and I felt awful. I went to the circuit, got in the car and there was a real tickle in my back - I hated the vibration you got from the Cosworth. I started practice, went through the gears and then thought, 'What's happening here? I've had enough of this.' It was like a curtain coming down, so I returned to the pits, checked tyre pressures, had a think to myself - did I really want to turn down two million from Bernie? - and then went out again. But the feeling did not go away. I got out of the car, went to Bernie and said, 'We need to talk.' He was the fairest guy I've ever met. He said he understood, but told me not to rush a decision



"Bernie was the fairest guy I've ever met. He told me not to rush a decision I might regret"

I might regret, to go away and have a think - skip practice for the day, return to the hotel and consider. His attitude was great, but after a few minutes I went back and said, 'Bernie, I'm sorry that's it.' He said, 'Okay, fine - but do me a favour. Leave your helmet and overalls here because I need to find another driver...' He gave them to Ricardo Zunino and I left."

IN 1979 LAUDA HAD ALSO WON THE inaugural BMW Procar title, driving in the F1 support series for Ron Dennis's Project 4 team. "After I stopped I completely lost interest in F1," he says, "and besides I was busy running my airline business. But Ron would call me every few months, just for a chat, and in 1981 I attended the Austrian GP and found I quite enjoyed it. Ron was by then in charge of McLaren and invited me to Monza, which I also enjoyed. All my bad feelings about the sport seemed to have disappeared. Ron called again after Monza and asked if I wanted to test at Donington. He caught me just as my interest was rekindled. I was out of shape because I hadn't trained, but my times compared well with John Watson's and Ron persuaded me to sign for '82."

He won the third race of his comeback season, at Long Beach, and again that summer at Brands Hatch. For two seasons he and Watson were closely matched - and then Renault sacked Alain Prost, just as McLaren was about to get its hands on the efficient, Porsche-designed TAG turbo engine.

"I'd tried to convince John to stay," Lauda says, "but he and Ron were arguing about his retainer and then all of a sudden Prost was on the market. Who was Prost? I didn't care. Fine. Sign him. Then we went to Rio and he was on pole, half a second quicker than me. F**k, he was fast. You had to turn the turbo up to double power for qualifying and I hated that - but he could handle it perfectly. I worked on my qualifying speed like you couldn't believe, but if I gained two tenths so did he.

"This went on for the first few races, so I realised I wasn't going to beat him in qualifying and decided I had to try something else to get the upper hand. So from Friday I worked on race set-ups, ditto on Saturday, and in races I was generally in better shape, could look after the tyres and so on and ended up beating him to the title by half a point. It happened because I changed my way of attacking him, but the following year he won - and he was a difficult bugger because he was so quick, no question. He was definitely the next generation, so I decided it was the right time to stop again."

Victory in the 1985 Dutch GP would be his 25th and last.

HE REMAINED A FREQUENT PADDOCK presence following his retirement, simply because he was in demand as a TV analyst - "I was running my airline business but always had work to do in F1. I would not have attended if I'd not been employed" - but there would be a consultancy role at Ferrari during the mid-1990s before he took a management position at Jaguar Racing during 2001, a fairly fruitless stint lasting little more than a year. He then returned to his TV work before resuming a hands-on role when Mercedes appointed him as non-executive chairman of its Formula 1 team in 2012.

"Jaguar had potential," he says, "but Ford's approach was too corporate. When I joined, the main accountant told me that this was a Ford company so I had to read the compliance book. I asked what it said, and he told me that if I took a sparkling mineral water from the hotel minibar I had to pay, but if I took a still water I didn't. He told me to be careful not to make mistakes and insisted I read this book

Niki Lauda SA GC.indd 9 21/09/2017 20:48



of compliance, but I didn't. I just decided to pay my own hotel bills because I didn't want to be bothered by Ford's stupid rules.

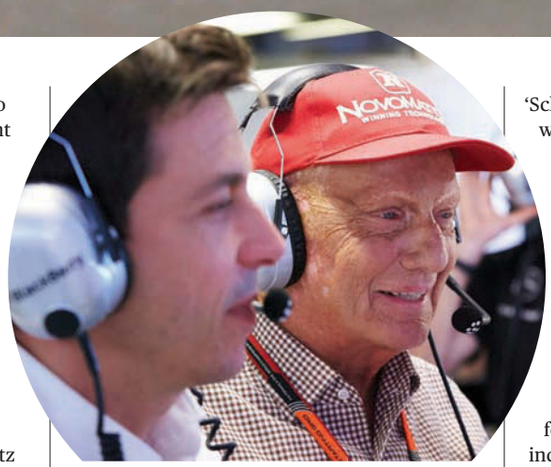
"When they got rid of me - I was told I'd done nothing wrong, but they wanted to install British management - the compliance team asked to check my account. If there had been a single unaccounted bottle of sparkling water they might not have paid off my contract, but as I'd settled my own bills there was no account and they had to pay compensation.

"The most incredible thing was that I introduced Red Bull boss Dietrich Mateschitz to the team as a potential sponsor, but Ford decided the two companies weren't compatible. I could never understand why: didn't they want to sell Fords to young people?" By the time Ford pulled the plug at the end of 2004, Jaguar had recorded two podium finishes in five seasons; when Red Bull subsequently took over, it had become a race winner and title contender within the same time frame.

LAUDA'S CURRENT MANAGEMENT activities have been rather more successful, Mercedes having emerged as F1's most potent force during the current hybrid era. "I attended my first board meeting as a guest in 2012," he says, "and asked who was going to drive in 2013. Norbert Haug [formerly motor sport chief at Mercedes] seemed to think it was a stupid question and replied 'Schumacher and Rosberg'. I replied, 'Yes, but what if Michael wants to retire.' I was assured he wouldn't, but he didn't have to let the team know until October - by which time all the main drives would be settled. I didn't think it was a good idea to wait, made my feelings known and, as incoming chairman, was told to take over. I knew Lewis Hamilton was the only big name that might be free, because he had still to commit to McLaren, so I targeted him in Singapore. We had long discussions - backwards, forwards, right, left - and I'd been given indications that Schumacher was going to retire. Lewis was going to re-sign for McLaren on the Monday after Singapore, but I convinced him - in his hotel room, in the middle of the night - to join Mercedes. The arrival of a driver of his calibre stirred the whole team.

"His speed sets him apart. For me he is quicker than Vettel. Look at Spa this year - he won the race even though the Ferrari was potentially quicker. That's Lewis. There have been ups and downs in the past, because of the intensity of the fight with Nico, but dealing with that was quite easy for me because in my head I'm a driver not a manager. I speak the same language as they do. This year Lewis has been the best guy - though I knew that from day one. F1 will definitely look back on him as one of the all-time greats."

A club, indeed, of which Niki Lauda has long been a member.



Niki Lauda career in brief

Born 22/2/49, Vienna, Austria
1968 Debut in Mini Cooper S; some Austrian Touring Car Championship races in Porsche 911 1969 Formula Vee 1970 F3; sports cars 1971 European F2, 10th; F1 debut in Austria, March 711 1972 F1, March; European F2, fifth; British F2 champion 1973 F1, BRM; ETCC, BMW 1974 F1, Ferrari; maiden GP victory in Spain; ETCC, Ford 1975-77 F1, Ferrari; twice world champion 1978-79 F1, Brabham 1979 Procar champion; retired from racing 1982-85 F1 comeback with McLaren; world champion in '84; retired at the end of '85 1993-95 Ferrari F1 consultant 2001-02 race director/team principal, Jaguar F1 2012-present non-executive chairman, Mercedes F1; contracted until the end of 2020

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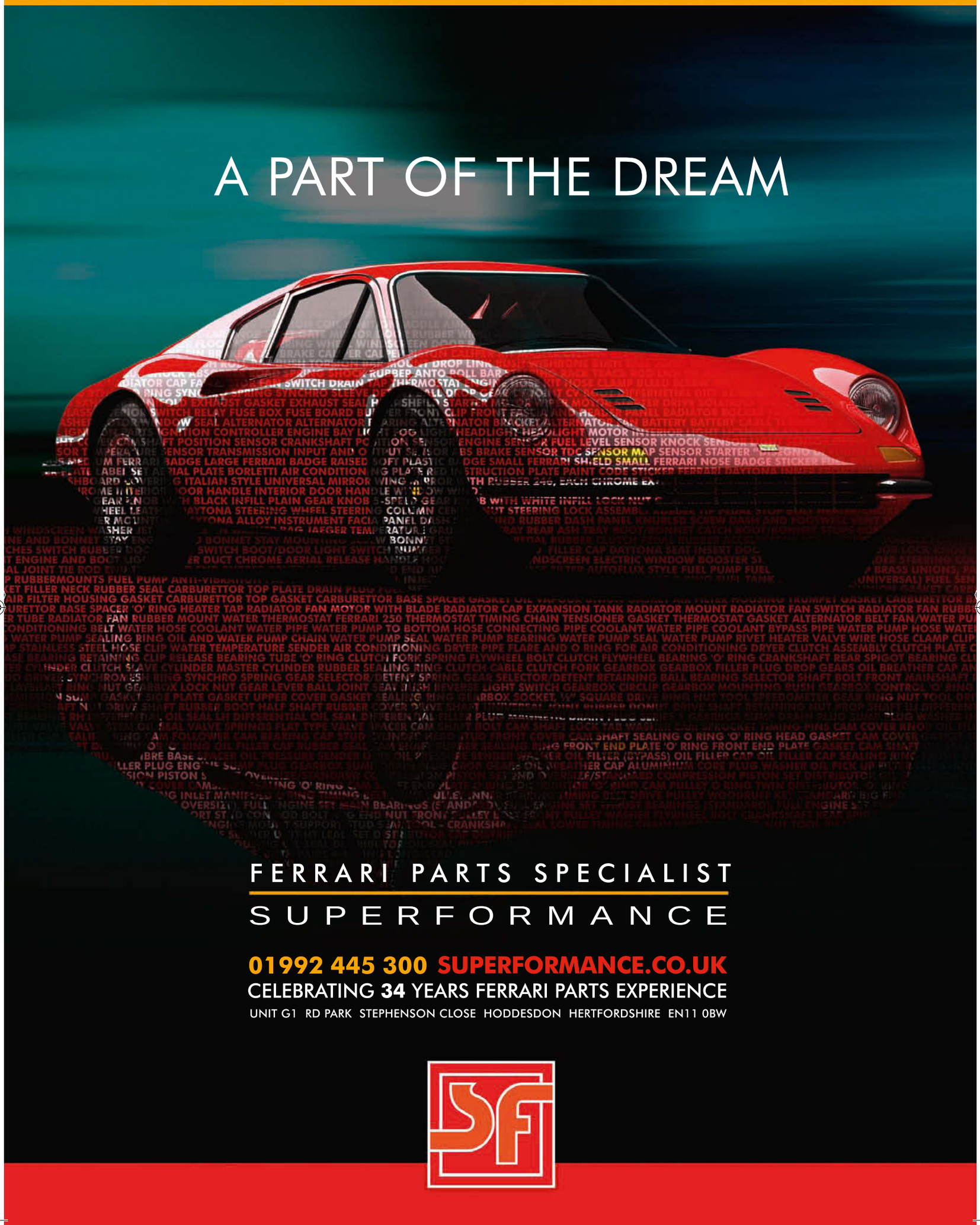
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Germany
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coyseurope@web.de

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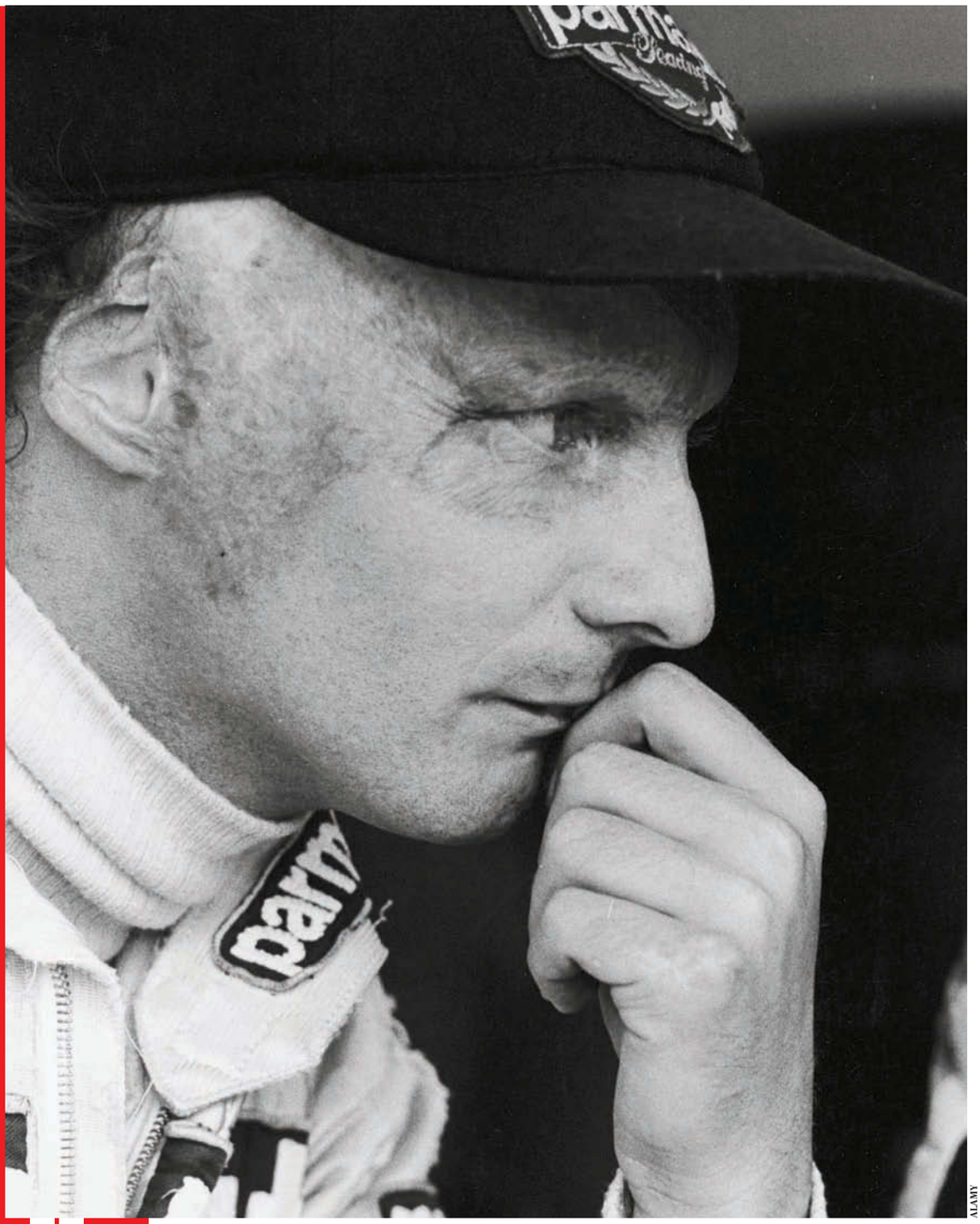
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Élysées
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ALAMY

"I've never seen anyone with such iron will..."

Few drivers have a career that matches Niki Lauda's for breadth. His time in F1 connects Graham Hill to Max Verstappen via Michael Schumacher – and he's still there, pulling strings at Mercedes. But what makes him tick?

WRITER Maurice Hamilton

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LAT

Niki Lauda breaks every mould that has ever been made for a sports star. Or any normal human being, come to that. You will frequently read stories of how champions in any sport have struggled to cope post-retirement. Having experienced the buzz of competing and winning – not to mention the attention and adulation that comes with it – the withdrawal symptoms can be intolerable.

For Lauda, you get the impression that winning three world championships – and almost losing his life while doing it – is but a passing phase in a varied career driven by pragmatism, curiosity and a willingness to overcome challenges of all shapes and sizes.

He started as a wannabe racing driver with no money and not much apparent talent; bluffed his way into Formula 1; applied a cold, calculating logic to winning Grands Prix; retired; came back; stopped racing for good and remained close to F1 as a media pundit, advisor and, latterly, non-executive chairman with Mercedes-AMG F1.

He once shared an infamous flat in Middlesex with Mike Hailwood; became team-mate to his hero, Ronnie Peterson; raced against Jackie Stewart, Emerson Fittipaldi and James Hunt; spearheaded the revival of McLaren with Alain Prost in the 1980s; worked with Ferrari and experienced the managerial handcuffs of the Ford Motor Company while briefly trying to run the Jaguar F1 team.

Oh, and during that time, he started an airline. Two airlines, in fact. It would be a devastating experience during the existence of the first, Lauda Air, which would further define a value on life that helps make Andreas Nikolaus Lauda the most down-to-earth individual in the F1 paddock.

He is the 'go-to' voice if you need either a truly honest assessment (even to the detriment of his own team) or the straightforward verbal unravelling of what appears to be a complex political issue. The staccato delivery is frequently prefaced by the words: "It's very simple..." And it usually is, Lauda's withering opinion validated by his having been there and done it.

And yet Lauda is a man of mild contradictions. He came from an aristocratic background, but arrived penniless in the racing paddocks of Europe. He wore a gold signet ring on his left hand because he thought the family heirloom looked important and mature, but without realising it indicated he was married. Lauda was 22 and single.

He eventually threw the ring away "once I realised how stupid I was". The absence of sentiment – another Lauda trait – was encouraged by a complete lack of support from senior members of his family.

Finance would be realised by the scary expedient of insuring his life against a bank loan. The scheme was as fragile as the March 721X Lauda and Peterson attempted to race in 1972, the transverse gearbox machine lacking downforce and just about everything else.

Lauda quickly learned that heroes are not perfect when Peterson used his exceptional natural ability to drive around the problem without realising it and declared the car as

Niki Lauda2 SA GC.indd 2 21/09/2017 20:55



LAT

Sacked by Renault, Alain Prost joined Lauda at McLaren in '84 – and lost the world championship to his team-mate by just half a point

perfectly OK. Lauda correctly thought it was rubbish - and said so. Such a forthright response didn't repay any debts but it helped establish a reputation as a no-nonsense driver.

His signature on a Ferrari contract for 1974 marked a turning point away from financial worries and towards victories that would be the result of ruthless application - plus the sprinkling of good fortune required by even the most successful driver. He won his first title in 1975. But, 12 months later, his luck appeared to have run out - permanently.

The story of Lauda's battle with James Hunt and his recovery from appalling burns at the Nürburgring have been so well documented that Hollywood director Ron Howard was prompted to make a movie. By focusing on the endless dramas of 1976, the storyline in *Rush* does not run as far as the 1977 South African GP, a victory Lauda considers one of his best, if not from a pure racing point of view, then for the conquering of a psychological mountain following the near-death experience just seven months earlier.

The relentless politicking associated with driving for Ferrari eventually took its toll, Enzo Ferrari being caught by surprise at a meeting in Maranello when Lauda said he did not want to stay any longer, issued a typically clipped 'Goodbye' and walked away.

By the time Lauda had reached Bologna Airport and his waiting jet, word was out. "You've got a delay of two hours," said the air traffic controller, before adding with menace: "You left Ferrari, you bastard." Thinking quickly - never a problem for Lauda - he gained immediate clearance by informing the controller that he was not deserting Italy since he was about to race for Alfa Romeo, the firm powering his new employer, Brabham.

That relationship would be as up and down as the performance of the 12-cylinder motor. With two wins in 1978 and none likely the following year, Lauda quit halfway through first practice in Canada and flew immediately to Los Angeles to talk about aeroplanes and his new airline.

An accomplished pilot, Lauda had a licence to fly all of his aircraft as Lauda Air gained a fine reputation for order and efficiency, even if the contradictions continued as Captain Lauda habitually emerged from the cockpit wearing baggy jeans, sweatshirt and trademark red cap.

When he eventually purchased his first Boeing 777 for the Australia run, Lauda brought on board a fully trained chef, complete with white jacket and hat. He introduced a more practical policy by dividing the on-board lavatories into 'male' and 'female'. "Very simple," he explained. "Men's aim is not so good and it cuts the cleaning bill."

With such a complex business challenge largely overcome, Lauda's enquiring mind brought him to the Österreichring in 1981 and raised the question of whether or not he could cope with the latest F1 machinery. Lauda began his comeback in South Africa by leading a drivers' strike over contractual terms imposed by the sport's governing body; it was as though he had never been away.

Two years later, he was in a position to fight for the 1984 title with Alain Prost. Lauda won the championship by half a point - even ▶

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ALAMY

Lauda launched two airlines – Lauda Air, later sold to Austrian, and flyNiki, now part of Etihad – and also regularly captained flights

"When you run an airline and 200 people want to fly from A to B and don't arrive, that's a different responsibility"

though his younger McLaren team-mate was faster.

Steve Nichols was Lauda's engineer: "I've never seen anyone with such iron will and determination. Niki tried everything he could and he won the championship simply because of that determination. He was Lauda the computer; he wasn't terribly human. I don't mean that as an insult or anything, but he was the cold, calculating computer type of driver.

"At Estoril [the final round], he had a horrible qualifying and a horrible first lap - he was 11th or something. Slowly but surely, he was using the revs, the boost and the power to manage his race while looking after his tyres. Prost was out there winning the race, doing everything he had to do. Meanwhile Lauda was soldiering on and eventually made it to third and then to second, where he needed to be to win the championship.

"That was typical Niki."

Dave Ryan was McLaren's chief mechanic in 1984: "Niki was different [from other drivers]. I had to teach him to come into the garage before he left the circuit and say 'Goodnight' to the guys. The best it got was: 'Okay, I go. Thank you. Goodbye.' He felt he was the driver and he didn't appreciate the benefits of having a relationship with the garage. But he was very good. You could see it building up during his comeback because he was so methodical.

"It was so tight between Niki and Alain. Before the final race at Estoril they bought five gold watches between them and decided that whoever won the championship would have the watches and give them to selected people on the team. I wasn't there because I'd had to fly back to New Zealand after my father died. So I didn't get a watch. Niki said he had one for me but, to this day, every time I see him, he looks at his wrist and says: 'Got the time?' I still don't have the watch!"

Ron Dennis: "Niki and Alain were at very different points in their respective careers, and that meant there wasn't the need for them constantly to be outdoing the other. They were both extremely professional, extremely mature. That made my job easier because I knew that they understood and respected each other. They knew that they were each there to get the job done.

"Alain and Niki derived their speed in different ways. You could see that Alain was incredibly fast, extremely ambitious. Niki was perhaps more prudent, wiser through experience, and more patient."

That deep well of experience came into play when he finally retired at the end of 1985. Lauda acted as consultant for Ferrari, a role that seemed to serve more useful purpose for visiting foreign countries in association with his airline rather than managing the drivers.

A few years ago, I was asked by *The Observer* to contribute to *Triumph and Tragedy*, a series listing the highs and lows in the lives of various sports people. I chose Lauda, expecting 'Triumph' to be the 1977 championship following the Nürburgring; 'Tragedy' the accident itself.

"The first one: correct," he confirmed. "The low point? In 1991, I was operating Boeing 767s, brand-new airplanes and one crashed coming out of Bangkok, killing everyone. When I was in motor racing, I had taken a decision to risk my life. But when you run an airline and more than 200 people want to go from A to B and they don't arrive - that's a different responsibility."

Lauda flew immediately to the scene of devastation in a remote forest. Apart from being deeply shocked by the disaster, he was perturbed by the flight data recorder having being destroyed. From the little evidence gradually pulled together, Lauda knew something catastrophic had happened so quickly that the flight crew (both known personally to Lauda) did not have time to react. It became apparent that the failure of an O-ring had caused the reverse thrust to engage on the left-hand engine, stalling the wing and flipping the aircraft upside down at 28,000 feet.

Boeing would have none of it, insisting the plane could continue to be flown if such a thing happened. For eight months, Lauda and his airline shouldered the blame. A turning point came when he attended a mass burial in Bangkok for the last unidentified passengers.

"There were 23 bodies," recalled Lauda. "All their friends and loved ones were there and no one could tell them why this had happened. This was a very difficult time for me. I decided to fly straight to Seattle and have this dealt with properly."

Despite Boeing's steadfast refusal, Lauda insisted on being allowed to fly the 767 simulator and engage reverse thrust in identical circumstances. When he failed several times to recover the aircraft, the reason for the crash was obvious.

"I asked Boeing to issue a statement," said Lauda. "They said it would take another three months because of lawyers and bullshit like this. And all this time, 767s were still flying all around the world. I said: 'Okay, tomorrow I will hold a press conference here and say we are going to take a 767, load it up like it was with my two pilots, deploy reverse thrust in the air and everything will be okay. I'll be on board and you can show me that it works. Simple. I will ask you to do that for their sake of all the passengers.' I went back to my hotel - and they were waiting for me when I got there. They issued the statement showing the manufacturer was at fault and not the operator of the airplane. Out of this came the knowledge that such a problem would never happen again."

Niki Lauda: an extraordinary individual, in and out of a racing car. ◘

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LAT

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Inspired by a touring car legend and infused with his car's Italian spirit, 'Ricardo Meadioca' drove the race of his life at Goodwood

WRITER Dickie Meaden

The Italian job

Of the races on the Goodwood Revival's packed card, the St Mary's Trophy is a firm favourite with drivers and crowds alike. It follows an unusual format in that the final result is decided over two races - one for pro drivers, the other for owners or a non-professional guest driver nominated to race in their stead. The St Mary's also switches between pre-1960 and pre-1966 periods, and there have also been special St Mary's races for Minis and Austin A30s/A35s. If you're a tin-top fan it's the best race of the weekend, possibly the season.

This year heralded the return of the pre-60 grid. Brimming with a gloriously eclectic mix of machines, from diminutive cars such as the rear-engined BMW 700 Coupé to monsters such as the colossal Ford Thunderbird, it also featured more traditional favourites such as the Mk1 Jaguars, Austin A40s and the fabulous lone Alfa Giulietta Ti I'd been invited to drive by its very generous owner, Geoff Gordon.

The brainchild of Historic Racing Drivers Club (HRDC) founder Julius Thurgood, the St Mary's Trophy encourages cars built to a special St Mary's Trophy specification designed to foster spectacle and tee up some classic battles between unlikely foes. Performance-enhancing concessions include being allowed to run cars at 95 per cent of their original kerb weight (this figure includes five gallons of fuel) and run engines up to 25 per cent bigger than standard, so long as they come from the same family. In the case of 'my' Alfa, this means a 1.6-litre four-cylinder twin-cam in place of the original 1.3. There's also some freedom with suspension linkages (but no rose-jointing on original parts), and brakes can be upgraded from drums to discs if there are period parts available from models made by the same marque. It's a bit like today's Balance of Performance in GT racing, except the objective is mild souping up rather than dumbing down.

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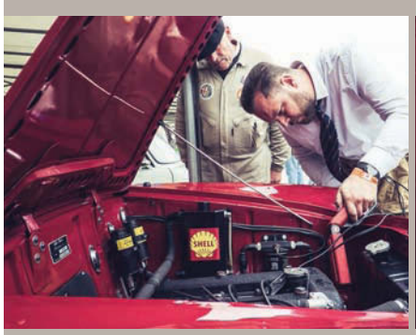






Final prep for Alfa, and for Meaden. Talking with fellow driver Soper, above, and heading out into assembly area, below











AlfaRomeo Revival GC SA.indd 3 21/09/2017 21:07





LYNDON MCNEIL



LAT

Added spice comes in the form of a stellar line-up of current and ex-professional drivers, who all do battle in part one on Saturday, leaving the non-professional owners and guests to have a right old dust-up the following day. Qualifying mirrors the race format, with separate sessions for each driver, and the final result is an aggregate of each pair's efforts. The twist is that the aggregate isn't based on finishing positions, but total time taken by each car across the two races.

Geoff Gordon and I are thrilled to learn I'll be teamed with touring car legend Steve Soper. In recent years I've raced against Steve in the U2TC championship and at the Goodwood Members' Meeting (both of us in Mk1 Lotus Cortinas), but I've been a fan of his for as long as I can remember. Hugely enthusiastic about racing at Goodwood, Steve is a great sport. Something which is very apparent in his enthusiasm to join us for a pre-Revival test day, and also in embracing the spirit of Gordon's driver naming policy when he christens his Italian alter ego Stefano Soperio. Modest to a fault, our Steve. And me? A jammy journeyman by the name of Ricardo Meadioca.

THE WEATHER IS ROTTEN FOR PART ONE qualifying, and Steve is clearly grappling with a problem that makes the Alfa a horrid handful. Finding himself in an uncharacteristic P15 at the end of the session, he could be forgiven for slamming the door and stomping off. It's a mark of the man that while he's sure there's an issue with the rear suspension (it turns out to be the disconnected rear anti-roll bar catching on the axle under load), he offers constructive feedback and scrutinises his own driving for faults: hallmarks of a class act and a thoroughly decent bloke.

Qualifying for part two is wet, but it's not raining so the track is drying with every lap. Tricky conditions, but with the suspension issues fixed the Alfa flies on the ever-improving track and I'm thrilled to see P1 on the pit board as the session ends. That said, I know Mike Jordan's A40 is still on its final lap and could well pip me to pole, but in a rather surreal moment I catch a glimpse of some in-car footage on a big screen while I complete my slowing-down lap. Beamed live from his A40 as he crosses the line, his body language suggests anger rather than joy and my pole time remains unbeaten.

The following day means St Mary's part one. Weirdly I'm more nervous in the build-up to the start than I would be if I were driving. Steve delivers a typically fighting drive, surviving an early coming-together that pushes the right-rear bodywork onto the wheel, before eventually climbing nine places to take a hard-won sixth at the flag. With some big-name retirements, including Mike Jordan's son, Andrew, we're still in with a shout of overall victory.

Having applied an uncharacteristically sensible lift-and-coast approach to my, er, 'enjoyment' of the legendary Revival Ball on Saturday night, race morning dawns with a mercifully clear head but decidedly fizzy stomach. Over the years I've got better at controlling my pre-race nerves, but big occasions still get me going. And there's no bigger occasion than the Goodwood Revival. Especially when you're starting from pole...

Thankfully St Mary's part two is before lunch, so there's not too long to wait before getting suited up and wandering down to the assembly area. This is one of my favourite places in the world. Full of colour, camaraderie and nervous energy, it's a time for hugs and handshakes before getting strapped in and channelling that bubbling anxiety into your driving.

Geoff hasn't raced the Alfa for a year, and without the benefit of extensive testing we've been adapting the set-up all weekend. The problems that hampered Steve's efforts in Friday's wet qualifying are behind us, but we're still trying to find a balance between the car's natural tendency to sit down at the rear and poke its inside front wheel in the air, and taming the oversteer it develops when we run it stiffer at the back. With Steve's feedback, changeable weather and knowing we'll have one helluva fight on our hands with Mike Jordan, we elect to disconnect the rear anti-roll bar and let the tail squat and front wheels wag.

It really is an extraordinary feeling as you trundle up the start-finish straight and assume your position on the grid. The crowd is massive: a tunnel of tweed and smiles that towers over you from the grandstand on the left and viewing platform above the pits on your right. Close enough to pick out individual faces and hear shouts of encouragement, there's surely no more intimate venue in motor sport.

AlfaRomeo Revival GC SA.indd 4 21/09/2017 21:08



"It's an extraordinary feeling as you assume your position on the grid. The crowd is massive, a tunnel of tweed and smiles that towers over you"

DREW GIBSON

ALL RACES AT GOODWOOD START WITH the drop of a Union Flag. With clutch depressed and first gear selected, you bring the revs up and try to stop your shaking left leg from fluffing the launch. The instant the starter's arm drops we're away, the Alfa's twin-cam just in the sweet spot, rear Dunlops spinning but still driving us forward. Thank God for that.

A quick snap into second and I've got my nose ahead of Mike, but my upshift to third is a stinker. It actually slots back into first, but I dip the clutch before the engine gets buzzed to oblivion and quickly find third, but in that instant Jordan nips around the outside while the tiny rear-engined BMW 700 Coupé of Richard Shaw dives down the inside, the pair mugging me on the entry to Madgwick.

After a bit of sawing right and left Jordan and I get by Shaw and make a break from the Mk1 Jags, which is a relief as both Justin Law and Grant Williams are very handy in their Coventry buses. I've raced against Mike and his A40 a number of times, and we've always had a blast. No quarter given, but always treating each other with absolute trust and respect. At Goodwood more than anywhere else, this is the only way to race.

Things quickly settle over the next few laps, Jordan and I in line astern and never more than a few lengths apart, aside from the second lap when I let the Alfa get away from me through Fordwater and rallycross along the narrow strip of grass run-off on the left.

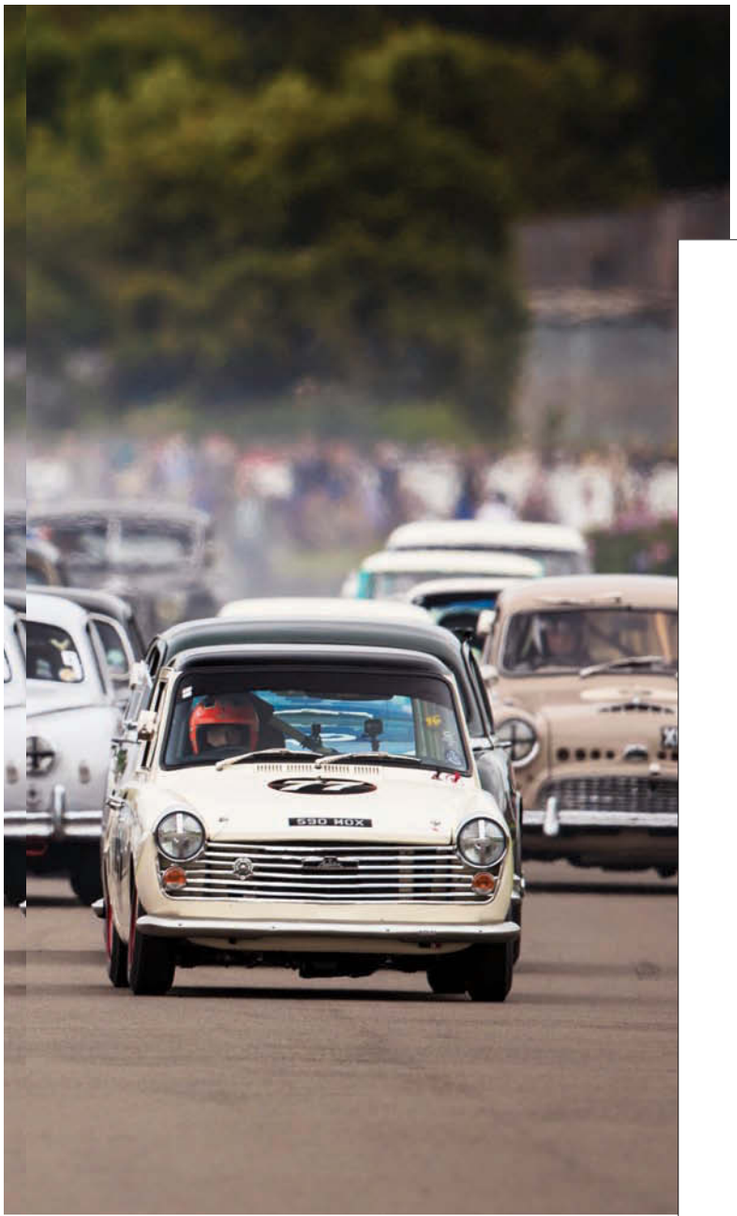
Back on the tarmac and amazingly still in second, it's impressive to see how much speed the nimble and beautifully tied-down Austin can carry into Madgwick, No-Name (the fast right before St Mary's) and Woodcote. It's also encouraging to discover the little Giulietta has excellent drive once it's settled into those same corners, and appears to be quicker through St Mary's and getting all-important drive out of Lavant. It's also got the legs on the Austin in a straight line. We appear to have a race on our hands.

Or at least we did, until Neil Brown suffers a heavy crash on the entry to Woodcote. His beautifully prepared Austin A35 is a sorry state, but as Jordan and I drive by at reduced pace under waved yellow flags it's good to see Neil has emerged unscathed. A few moments later the safety car is deployed. Understandable as the A35 will take a while to recover, but hugely frustrating for it means the hard-won gap to the menacing Jags has now evaporated. It's also a great shame to waste precious minutes of the race. I'm beginning to think we'll spend the rest of it following the safety car, but then it switches off its roof lights and the race is on once more, with six minutes added as compensation.

WHAT FOLLOWS IS WITHOUT QUESTION the best race I've ever had. Mirrors full of Jags, windscreen filled with A40, it's a non-stop battle for every second of every lap, always using every inch of track and sometimes a few feet of grass. It's great to race against Mike, but also massively frustrating because he hardly, if ever, makes a mistake. You can get the perfect run on him out of Lavant, but he knows the car and circuit so well he always seems to be in just the right spot to thwart your efforts, or make you go the longest of long ways round.

The Giulietta's 1.6 twin-cam is an absolute screamer. Before the race, its maker - Dave Ashford of Brunswick Racing - was at pains to reassure me it will soak up serious punishment: "Don't be shy with the revs. Especially if it means you can hold a gear

AlfaRomeo Revival GC SA.indd 5 21/09/2017 21:08



rather than have to make an upshift just before a braking area. Just keep it pinned!" I solemnly swore to leave no rev unused.

That said, I can't help but wince when it proves more effective to hold third all the way into Lavant, and sometimes fourth all the way to Woodcote or No-Name when trying to draw alongside Jordan. At times there is a danger of burning out the blue shift light, but the motor feels smooth and sharp, and crucially is still making power, even at 8500rpm.

The ebb and flow of the race mean there are moments when I'm totally focused on attempting to pass Jordan's A40, others when I've made a mistake and the Jags are on my tail. There is no respite and we are all absolutely on the limit – breathless, brilliant, bonkers stuff.

Having repeatedly tried moves at Madgwick, Fordwater, No-Name, Lavant and even (somewhat optimistically) the chicane, it is clear that my best hope of taking the lead will be outdragging Jordan down the straight and passing him into Woodcote. This is easier said than done, because he clearly has a reserved parking space on the racing line, but a small wiggle from the Austin midway through



Save of the season?

That long moment when there's no more lock left...

Dickie Meaden's victory didn't come easily: a slide exiting Fordwater prompted commentators to wonder how he'd managed to save it. Video of the incident quickly spread on social media. Here he explains what happened.

"I don't remember all that much about it. I had just got past Mike Jordan, so it was my first proper run with Mike behind me. I was trying to be neat and tidy, but going through Fordwater flat is never easy because the car is always moving around and you are always correcting.

"When I was chasing I was trying to steal little bits of track and the car felt fine; I remember I'd touched the kerb a little bit on a previous lap and it didn't unsettle the car too much. The difference may have been that previously I'd taken the corner in fourth, but this time I'd shifted to fifth. Perhaps the line was slightly different, too.

"As I went through the car was loaded up and at that point on the track the road falls away a little bit. I remember as I came out of the bend the car started to fall over itself and began to snap around. It was so sudden that I thought I might have a puncture or that something had broken. I put full steering lock on instinctively, but it was made more difficult because there is no self-centring on the Alfa's steering so you have to do it by feel. Looking at the footage, I see that I came off the throttle immediately then back on it as I corrected. You have to continue to drive the car in situations like that, otherwise you'll be off in the other direction as soon as you correct the first slide – that's what usually happens.

"I knew it was quite a big one and I was angry with myself for making a mistake. I must admit I went into the next bend a little more cautiously – but luckily it didn't ruin the race for me."

See Dickie's save and many other videos on* Motor Sport*'s youtube channel

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Lavant loses him some precious momentum and the Alfa's extra power helps me pass him before the braking area.

I've known for some time that there are few tougher or more stubbornly competitive drivers than Jordan. If there's a gap of more than half an inch he'll be sliding through on the inside (or around the outside), so I complete the pass and gently squeeze across to take my line. I can't see him, but there is a palpable sense of proximity, followed by the faintest of touches as the nose of the A40 just brushes the Giulietta's tail. I let the Alfa run around the outside in an effort to give Mike some racing room. Just as well, as he is engaged in an epic and somewhat grassy save. You could barely get a feeler gauge between us, but the move sticks. We live to race another lap.

WHEN YOU'RE THE HUNTER YOU NEVER want the race to end. When you're the hunted you'd sell your soul to see the chequered flag. There can be only a couple of laps left, but the fight is far from over. This much is clear when I lose the tail of the Alfa through Fordwater. It is a massive moment - full left lock at what the Racelogic data logger later reveals to be 104mph - followed by an equally critical unwinding of lock to avoid spearing off across the aerodrome. While my brown-Nomex moment unfolds, Jordan is back in the lead and the Jags are snapping at my heels.

By some miracle I still hold second place, but Jordan has pulled the biggest gap of the race. Then, like a gift from the gods, we catch a pair of backmarkers on the approach to Lavant. They act like a road block, snagging Jordan right in the heart of the corner and killing his momentum. With his path obstructed I get a perfect run and manage to box him in, passing him and the backmarkers on the right while the A40 cleaves between them on the left.

Exiting the chicane there is no sign of the chequered flag, which means I have at least another lap to survive. Mike is driving like a man possessed and I know the A40 is great through Madgwick: a combination that pressures me into another mistake. The Alfa steps sideways, runs wide and drops off the cam, forcing me to downshift to third, then back up to fourth. The ensuing drag race towards Fordwater - which we tackle two abreast - is won by the A40, so yet again I cede position and slot in behind as we slide through No-Name. This is getting ridiculous.

Having three-wheeled as fast as I dare through St Mary's, all now hinges on a sweet run through Lavant and a clean pass into Woodcote. The Alfa hunkers down perfectly, powering though with minimal fuss and maximum drive. There is a gap on the left of the straight before the kink. Jordan moves to defend but, with the nose of the Alfa now nudging level with the rear wheel of the A40, he has two options: keep moving across and fire me off, or hold his line and let us both tough it out into Woodcote. Mike being Mike he takes the latter course.

Even now the fight is still far from over, for just ahead are two more backmarkers. Typically we catch them slap-bang in the braking area for Woodcote. I slip by the first of them before we turn in, as does Mike, but the second car (driven by *Dragon's Den* entrepreneur Theo Paphitis) could scupper everything if I can't get by before the chicane bottleneck. I do so with space to spare, then look in the mirrors to witness Mike pass Paphitis in the *middle* of the chicane! It's a move I'd have previously believed impossible, but it's been that kind of race.

With the chequered flag fluttering ahead, I cross the line whooping and punching and clapping like a fool.

Aaaaand... relaaaax.

THE SLOWING-DOWN LAP IS VERY SPECIAL. A moment to bask shamelessly in my own glory, naturally, but also time to reflect on what's led to this point: the tireless energy and enthusiasm of the HRDC's Julius Thurgood; the vision, commitment and generosity of the Alfa's owner, Geoff Gordon; first-rate car build and race preparation by Raceworks Motorsport; sage set-up advice, great company and heaps of inspiration from Steve Soper. Sorry, Stefano Soperio.

Having returned to the start line and clambered from the valiant Giulietta, it is time for some photos and interviews. But not before one of the Revival's best-known and most coveted rituals: "Are you a cigar man, sir?" asks Goodwood's ceremonial sommelier.

"Not normally," I reply, "but today I think I'll make an exception..." ◘





Jaguars were an ever present threat, but the big battle was with the A40 of Mike Jordan (with Meaden and laurels, above)

DREW GIBSON; LAT

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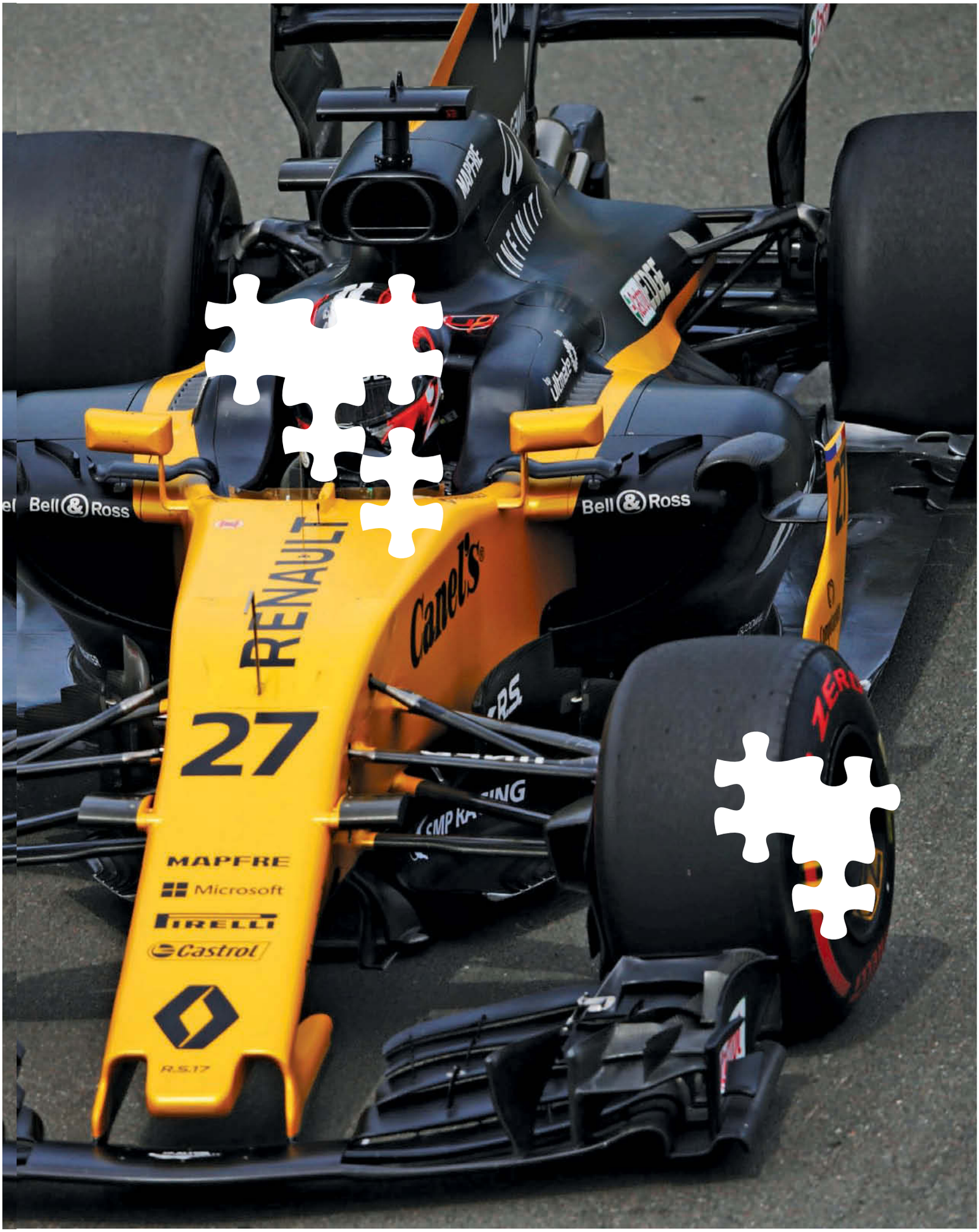


Between separate phases of Renault ownership, the Enstone Formula 1 factory lost many key assets. The former champion knows it will take time to get back on terms with Mercedes and Ferrari, but is prepared to be patient

WRITER Mark Hughes

A hunt for the missing pieces

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"We are one of the three manufacturer teams," points out Cyril Abiteboul, Renault F1's MD. "We are the largest manufacturer involved in Grand Prix racing. We are up and coming, building something. We are at the start of the story, with everything to gain."

It's positive feel-good spin for Renault's current status as a bit-part player in F1's competitive order, a far cry from the days when Fernando Alonso's blue and yellow screamer took on and beat allcomers, making Renault consecutive world champions in 2005-06. But a lot has happened since: the end of the tyre war and thus of Renault's special relationship with Michelin, the Singapore-gate 'scandal' and the removal from F1 of Flavio Briatore, the selling of the team to a private investment company, the steady run-down of the factory until it was in a sorry state and many of its best people had left, the new hybrid engine formula for which Renault was pushing so hard only to be left behind technologically, the public criticism - and attempted divorce - it received as an engine supplier for partner team Red Bull.

History is just how we've arrived at today and those key developments listed above have framed Renault's current situation, brought about through circumstance more than strategy. Having remained an engine supplier throughout, it became a works team once more in 2016 after buying back the Enstone team it had sold to Genii at the end of 2009. Abiteboul heads up a management group tasked with simultaneously upgrading the Viry-based engine factory's performance and that of the Enstone car constructor to form a competitive F1 entity - sometime in the future. So where is it at? Where is it going? Is it a sleeping giant?

"I think we have a good understanding of what's missing from the engine - between 0.3 and 0.5sec. We are 1.5sec from the top teams, so the rest is in the chassis and everyone can do the maths," he says.

BEHIND THOSE NUMBERS IS THE DEPLETED state Enstone had reached as the previous owner refused to invest during its final 18 months there. Chassis technical director Nick Chester lived through that whole period and says: "A lot of good people built up through the championship years got us through for quite a while after [the ownership change]. Right up to 2013, really. But then it began to bite. We went from 550 people to fewer than 400 and lost a lot of good quality, very experienced, people among them. The facilities and tools that we use were not updated, in some cases not replaced."

Bob Bell returned as chief technical director to the team he had left in 2010 and found a sorry shell, one that contrasted starkly with Mercedes where he'd been instrumental in the creation of the original hybrid W05 that would be the basis of a dominance that still shapes the sport today. "It was just so run-down," he says of the factory he'd last seen six years earlier. "For example, Enstone used to lead the way in rapid prototyping. When I got here they were down to one functioning machine out of nine. Some of them just needed servicing. There had been no CFD for months because the licences had expired."

Chester adds: "We'd benefited for a time from the investment Renault had made previously and that carried us through until 2012-13, when we were still pretty competitive - though probably punching above our weight. But then the lack of investment began to tell."

Losing personnel of the calibre of James Allison, Dirk de Beer and Mike Elliot created the headlines, but expertise was lost at all levels and the technology and knowledge fell behind. "It did hurt us," says Chester.

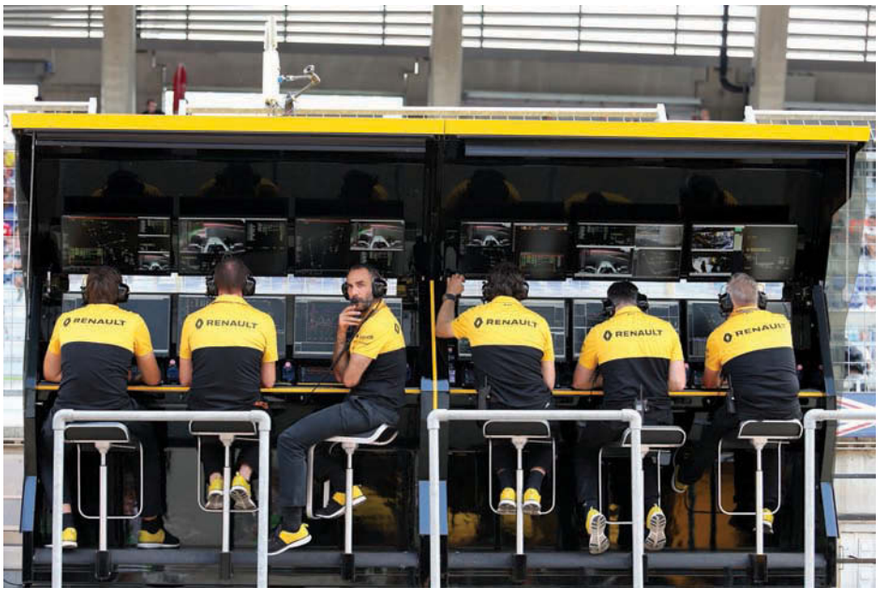
"What's missing is time," says Abiteboul. "We are starting on the back foot, from a team that needs to be rebuilt, from a car that's not as good as the others so we need to develop faster. The law of diminishing returns kicks in and we are entering into a flattening position. It's all about time and we have to accelerate everything we do."

Although a recruitment drive has boosted staff numbers to 620, there are still several key appointments to be made. Contract notice times in F1 with the top teams are extremely long. "This is one of the defined timelines," says Abiteboul. "The time defines the people you have. Realistically, we cannot think about fighting for race wins until 2019/2020. It may

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Left, Alonso leads Schumacher en route to the 2006 title. Below, clockwise from top: Cyril Abiteboul, Nick Chester, Rémi Taffin and Bob Bell









sound far but we are coming into this with humility and all the knowledge of where the other teams are. If I recruit someone for a key position today, they arrive in 2019 – and so the first car on which they will have an impact will run in 2020."

Pete Machin has recently arrived from Red Bull as head of aero. Earlier in the year, ex-Ferrari man Chris Dyer joined as head of vehicle performance. Ciaron Pilbeam was appointed chief race engineer. So the process is happening, but the pace of recruitment of the senior positions cannot be forced.

Last year's car was a repainted, re-engined 2015 Lotus. The current RS17 was the first to be created under the renewed Renault ownership – but by a staff and facility smaller than today's. "We started the '17 car in about February '16," Chester says. "The aero department was only just starting to build up again then. We were still at quite a low head-count. A lot of people only joined mid-summer and therefore had limited time to work on the '17 car. When this car was conceived we were probably at about 80 per cent of where we are now in numbers."

Nico Hülkenberg has several times achieved the team's 2017 aim of establishing it as the fourth-fastest car, but it still lags a long way behind even the same-engined Red Bull. Hülkenberg was seen as the ideal lead driver for this stage in the team's evolution – quick and with a lot to prove, but content to play the long game, so avoiding the attendant pressures of a superstar as the team goes through its growing pains. Suggestions that Alonso could return are met with a certain guardedness. "I'm not making these comments directed at any driver specifically," says Abiteboul, "but anyone looking to come here needs to understand it would be a journey – one of ambition in which they can play a role, make an impact. We are not dictating and the team can still be moulded. But they would need to understand we are still building and working for the future."

Enstone itself is testimony to that, as the factory has been a building site for much of the year while it receives a major extension. Bell: "This year we've had a tunnel upgrade, a new gearbox dyno, plus a lot of smaller capital items that needed to be replaced. Our new CFD computer has been running for several months and Barcelona this year was the first race where our new operations room was up and running, linking the factory to the track in live time. The extension will house new spray booths, which sounds like a minor thing but we haven't previously done it in-house and it cuts down lead times dramatically. Another new building houses the big five-axis machines, again reducing lead times, the composites department gets a whole new area, as does assembly, and there's enough room upstairs for another 90-100 people."

How will that compare to the standard of facility Bell presided over at Mercedes? "Oh, there's still a long way to go. Essentially we're still an upper midfield team in terms of resource, so significantly more than Force India, a bit more than Williams but not at Mercedes/Ferrari/Red Bull levels."

Bell oversees the technical integration

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with the Viry engine factory and in this he reckons this Anglo-French co-ordination loses little, if anything, to Mercedes. "Yes, they are in different locations," he says, "but what you have to remember is that this is a relationship that goes back to 1995. We only had one year where Enstone and Viry were divorced [2015] and so in a lot of ways - in the understanding between the two at personal levels - this works better than [the Mercedes factories of] Brixworth and Brackley. It took a while for that relationship to get to the level of McLaren-Brixworth, which dates back to a similar time to Enstone-Viry." Meetings of the two groups alternate weekly between the sites and there are video conferences in between.



"Last year's car was a repainted 2015 Lotus. The current RS17 was the first to be created under the renewed Renault ownership"

BUT ALTHOUGH THE POWER UNIT MAY currently account for less of the lap time deficit than the chassis, the trend of improvement is less certain. It took until 2016 - the third year of the hybrid formula - for Renault Sport to get within 20bhp of the Mercedes power unit. For this year, an all-new engine was produced with quite different architecture (although still stopping short of the Mercedes split-turbine). The turbine has been relocated and redesigned, along with the inlet plenum and associated plumbing. They insist it has more potential than the original, but there has been some (not particularly short-term) pain associated with a long-term gain that is not yet apparent. Reliability concerns blighted pre-season preparations and slowed performance development, and a different set of mechanical failures has recently so angered Red Bull that a summit meeting between the two parties was held. At no stage since the introduction of this formula - campaigned for so hard by Renault - has the company shown the depth of commitment, investment and understanding of Mercedes. It has constantly been playing catch-up.

Rémi Taffin, Renault's engine technical director, admits as much. "We had to rethink what we had been producing since 2014. It could be that Mercedes had the right concept from the beginning and could build up from that, whereas we had to think again."

"We made a choice for an all-new engine this year," says Abiteboul, "because we saw that the potential of the original concept was limited, even though we had it working quite well by last year. But it meant we had to make a certain bet - the risk of reliability issues. We saw these issues on the dyno and on track and it meant we didn't initially have the confidence to pursue development. We were trying to simulate different modes, operate the engine in a way that would give us more performance, but it was failing. We made progress with that and changes in the mapping, the way we are handling the ers, the way we are getting the whole system working together. We got more confidence and I think now, for where we are on our timetable, our performance is where it should be, but the reliability is not."

Exacerbating the problem has been the end of the long relationship with Total for a new fuel supplier - to two new suppliers, actually, as Taffin explains. "We had a new supplier [BP] for the works engines and a different new supplier [Exxon] for the Red Bull engines. It is not an easy situation - especially as it is not only fuel but also lubricant, so it is taking us a lot of work to at least get to the level where we are at now. Now, we have moved up in terms of performance and this is linked to the development of the combustion engine [ICE] but we have to move up with the fuel as we move up with the ICE - it is something that we keep evolving all through the year.

"To get performance out of the ICE, you have to cope with a certain amount of cylinder pressure, and this kind of engine has to cope with a certain amount of knock, so you are basically fighting against that. If you have a reliability problem you are on the back foot and have to turn things down electronically to ease strain on the parts. But when you fix those parts you can move performance up quite quickly - so it sometimes feels like it is magic. You don't need to change big things in the engine hardware to make big steps because these days you are fighting against two elements - cylinder pressure and knock."

BUT QUESTIONS MUST REMAIN AROUND Viry's capability of going head-to-head with Brixworth and Maranello under this formula - and Abiteboul is one of those campaigning for a simpler formula from 2021.

In terms of the sources of its limitations, Viry's would seem to be less obvious than Enstone's - which is largely about investment and waiting for the fruits of it. Those from outside who have worked at Viry speak of a culture of stubbornness, defensiveness and being closed to ideas from outside.

A simpler engine formula could come just in time to dovetail with the fruits of investment at Enstone. But even that investment is not - in that timeframe - going to be on a level with those doing the winning right now.

"We have to be smarter than the big teams, more efficient," says Abiteboul. "For example we try to have common functions between the two organisations - so a common financial director, communications director, marketing, IT, head of investment. We want to have one brain looking at the whole car, thinking, 'I need to do something, where do I spend it?' If you look at Mercedes they have the luxury of not worrying about what is the most financially efficient. We will soon enough pull away from smaller teams that are next to us at the moment because we have more financial and human resources than them. But for the next battle, against the bigger teams, we need better integration and smarter operation."

Enstone is an entity that knows all about punching above its weight - it took those 2005 and '06 championships with significantly less resource than its respective rivals of those years, McLaren and Ferrari. It continued fielding highly competitive cars in 2012-13 despite being in financial trouble. But can it do it again? That might depend upon the definition of the post-2020 Formula 1 the powers that be are currently discussing. ◘

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Heavy metal thunder

The FIA's modern portfolio embraces everything from F1 and Formula E to hillclimbs and, here, the European Truck Racing Championship...

PHOTOGRAPHER Lyndon McNeil

The weather was probably a given. Budapest is prone to the occasional summer storm, but the Hungaroring was bathed in its customary sunshine for the fifth of this year's nine European Truck Racing Championship (ETRC) rounds. It didn't draw an F1-level crowd - the quoted figure was 35,000 - but the mood was engagingly boisterous, particularly when title-challenging local hero Norbert Kiss (right) triumphed in the first of four races (Czech Adam Lacko winning the others).

Brit Ryan Smith was roundly booed when he appeared on the podium after a clash with Kiss - and played up to the crowd appropriately. It's motor sport with pantomime overtones - and families lap it up.

It helps that competition is frequently close. There are two races each day, the line-up for the first being determined by a conventional qualifying session and that for the second by the result of the first - albeit with the top eight in reverse order.

Although truck racing has a sizeable following in the UK, the ETRC presently has no British fixtures on its itinerary. The 2017 schedule was drawn up with events in Austria, Italy, Germany, Slovakia, Hungary, the Czech Republic, Belgium, France and Spain. Kiss and Lacko apart, winners have included José Rodrigues (Portugal), German lady Steffi Halm, former FIA Formula 3000 racer Antonio Albacete (Spain) and British duo Smith and Shane Brereton.

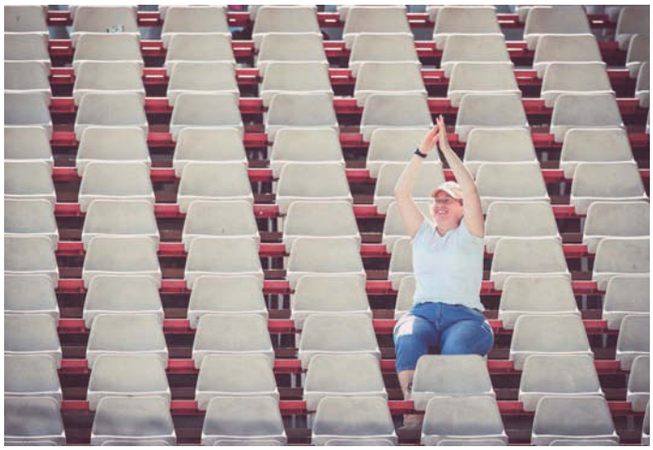
Trucks weigh about 5300kg and are powered by turbodiesels of up to 13 litres. Top speed is capped to 160kph and they accelerate from 30-160-kph in 7sec.

To put that in perspective, it's about the same as a Porsche 911 GT3...

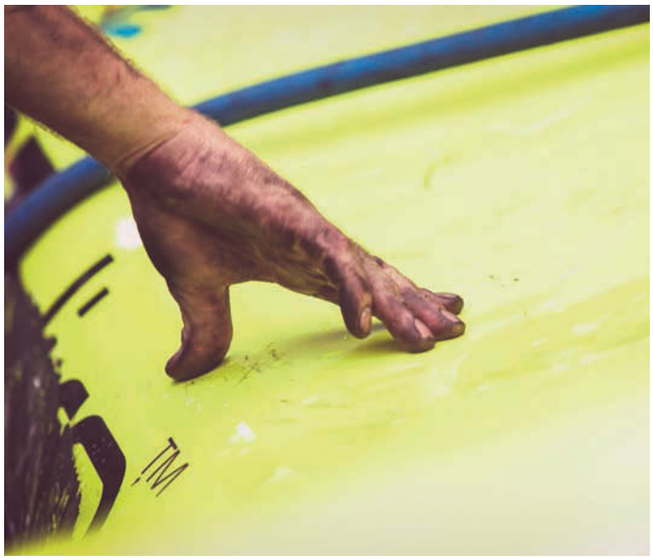
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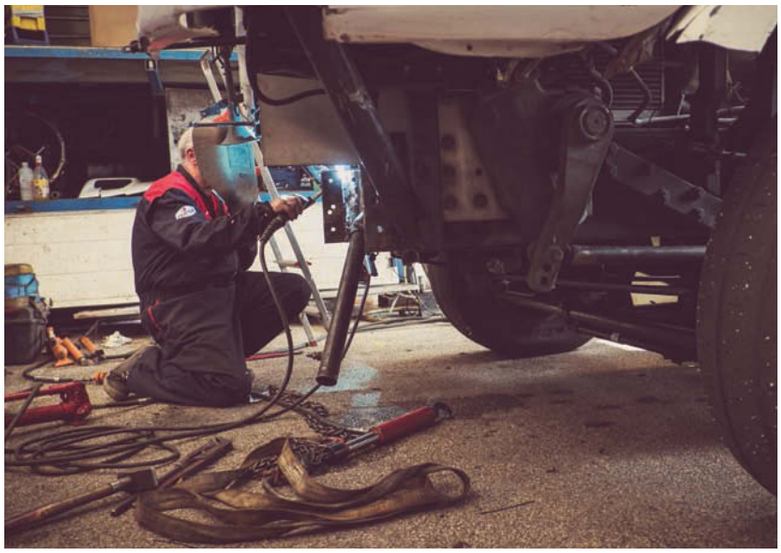




Top, Steffi Halm takes McNeil for a spin. Above left, some stands were rather fuller than this. Above, typical proximity. Left and below, excerpts from Ryan Smith's weekend



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Clockwise from above: expect about 3mpg; Shane Brereton; repairs; Kiss plays to the crowd; plastic marker cones aren't very effective...

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Above, tightly packed at the start; left, Halm on the podium; below, fun for all the family; below left, downtime for Jochen Hahn





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LAT



Scarred for life?

Following wholesale absence of period success, the Scarab seemed destined to be remembered as a poor racing car. But Julian Bronson's machine has become one of the most successful historic Grand Prix cars presently competing. Why?

WRITER Nigel Rees

The writing for front-engined Grand Prix cars had long been on the wall. Stirling Moss broke the mould when he took his Cooper T43 to victory in the 1958 Argentine GP, while Jack Brabham followed up with back-to-back world titles in Cooper T51 and T53 over the following two seasons, the last for the 2½-litre regulations. A front-engined Ferrari 246 won the 1960 Italian GP, but only because the main British teams had chosen not to run on Monza's bumpy high-speed banking.

F1's traditional car configuration might have been consigned to the history books, but American constructor Scarab still opted to enter the arena with front-engined chassis when it made its championship debut at Monaco in

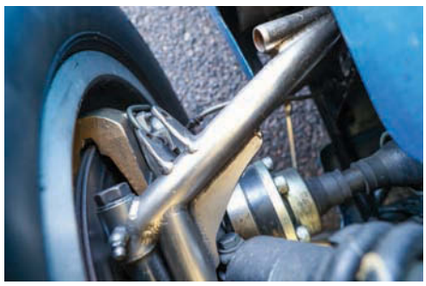
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LAT







1960. Designed and built entirely in the USA, the cars were entered by Reventlow Automobiles Inc and driven by Lance Reventlow and Chuck Daigh. This was the first serious such American effort since Jimmy Murphy's Duesenberg had won the 1921 French GP at Le Mans, but Daigh and Reventlow qualified only 21st and 23rd in Monaco, more than nine seconds slower than Stirling Moss's pole position time of 1min 36.3sec. Moss agreed to try the Scarab, but Denis Jenkinson reported in *Motor Sport* that Moss could only muster a 1min 45sec - two seconds faster than Daigh, but still more than 7sec slower than he had managed in Rob Walker's Lotus 18.

With only 16 cars permitted to start, the Scarabs did not qualify. Throughout the 1960 season they posted a depressing string of DNQs and DNFs, relieved only by Chuck Daigh's 10th place in the US finale at Riverside. Even there the car was more than 8sec off the pace (Daigh had been 'only' 5sec off pole at Zandvoort, where the cars did not race because of a start money dispute).

MORE THAN 50 YEARS LATER, JULIAN Bronson's beautifully restored Scarab is a regular winner and consistent front-runner in HGPCA 2½-litre Historic Formula 1 races. It has twice taken pole position at the Goodwood Revival and in 2016 Julian won the Richmond Trophy, beating two Ferrari 246 Dinos. Even more significantly, Julian's Scarab has lapped Goodwood within 2sec of the best Cooper T53 times.

So, let's take a detailed look at the Scarab, then compare it with the Cooper T53 and the best front-engined F1 cars. Scarab sports cars performed well during the mid 1950s, funded by Woolworth heir Reventlow. Buoyed by this success, Reventlow launched the Scarab F1 project, intending that the car would be built entirely in America in time for the 1959 season. Lee Goossens, of Offenhauser and Meyer Drake fame, was contracted to design a new four-cylinder DOHC eight-valve engine with desmodromic valves (see sidebar), inspired by the 1954/55 Mercedes W196. Target power output was 280bhp at 8000rpm. Aside from the valve operation, engine design owed much to Offenhauser practice. Block and cylinder head were cast from aluminium, the engine was dry-sumped, used Hillborn fuel injection and a dual magneto system with two spark plugs per cylinder. The engine was laid on its side with the crankshaft to the left. This lowered the centre of gravity and allowed the driver to sit very low, with the propshaft passing on the left. A great deal of money was spent on the design and development of a continuously variable transmission, but this was eventually abandoned. A four-speed Borg Warner T10 was fitted and mated to a Halibrand crown wheel and pinion with limited-slip differential. Neat, small-diameter driveshafts with constant velocity joints transmitted drive to the rear wheels - a very advanced set-up for the time.

Aged just 23, Marshall Whitfield did the majority of the design and development work. The chassis is a simple, neat, well triangulated tubular spaceframe. Front and rear suspension is by dual unequal length wishbones, with concentric coil spring damper units and fabricated uprights. Anti-roll bars are fitted front and rear. The fuel tank is mounted in the tail and the aluminium bodywork appears to be influenced by late '50s Indy roadster design. Drum brakes were originally specified, but Reventlow bowed to the inevitable and sourced discs from the UK. This was the only significant diversion from his 'all-American' policy. Goodyear tyres were specified.

The majority of the reliability problems during 1960 were engine-related - valve train and bearing failures caused by oil starvation. At the end of the season, the Scarab was rendered obsolete due to the change to a 1½-litre capacity limit for 1961. The Scarab engines were removed, near-standard Offenhausers fitted and the cars raced in the 'rebel' Intercontinental Formula. The

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The Scarab at rest in period and, above left, the team brings up the rear at Spa as Jack Brabham leads. Left, many detail changes have since been made

ALAMY

programme ended when Daigh was injured in a crash at Silverstone.

In late 2012, Julian Bronson asked GSD RaceDyn to sort out his Scarab Offenhauser's handling. Ridgeway Racing had rebuilt the engine and David and Paul from Julian's own team had restored the car, with assistance from Mick Mobberley of Hitech Motorsport. Mick had improved the fuelling by using injectors with a better spray pattern. The magneto system did not provide a spark until engine speed reached 800rpm, making starting difficult. Power output was only 220bhp, about 50 short of the target.

GSD ran a very detailed analysis of suspension geometry and kinematics, spring rates, wheel rates, suspension frequencies and front and rear roll stiffness. It then ran stability analyses at turn-in, apex and under power in the corner exit phase, in second, third and fourth gears. It also analysed stability and pitch control under braking and conducted a critical damping analysis. In general the Scarab was assessed to be a very good basic design, but not fully developed.



Driver up, weight distribution was 47 per cent front, 53 rear – very good for a front-engined car. The tyre contact patch area ratio was well matched to weight distribution, which is good, but the following details were adversely affecting handling and performance: front springs 32 per cent softer than ideal; front anti-roll bar too soft by a factor of five; rear anti-roll bar ineffective and applying excessive localised loads to the rear wishbones; rear-mounted fuel tank causes substantial handling balance changes with fuel burn; ride heights too high by 35mm/40 mm front/rear, causing poor roll camber correction and a very high (97 mm) rear roll centre; the car (without driver) is 60-70kg heavier than the Cooper T53 – and has a relatively high polar moment of inertia.

GSD's stability analysis showed that the Scarab would pitch too much under braking, followed by a lazy, unstable turn in with poor transient response. At the apex, excessive roll reduced tyre efficiency. Severe oversteer

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and poor traction reduced the ability to apply power in the corner exit phase.

At the front the solution was straightforward: 35mm lower ride height, 32 per cent stiffer front springs and a massively stiffer front anti-roll bar. Things were more difficult at the rear. Scarab had sensibly provided alternative rear pick-up points to accommodate varying tyre diameters. GSD was able to use some of these to correct the high roll centre. A revised anti-roll bar solved the wishbone loading problem and gave the required stiffness. Okay so far, but it was then found that the rear ride height couldn't be lowered as much as was desired because of the angularity of the short left-hand driveshaft. Front and rear ride heights had thus to be slightly higher than was preferred. Despite this, it was possible to lower the car by more than 35mm, giving reasonable roll centres and roll camber correction. Finally, GSD ran its critical damping software and specified digressive damper force/velocity curves. The dampers were then revalved.

With the modifications completed, Julian reported that the car was much improved, giving a precise, stable turn-in and very good balance and traction.

He has since won many races.



LAT

NOW, LET'S COMPARE THE SCARAB WITH the 1960 title-winning Cooper T53.

Designed by Owen Maddock, with input from Jack Brabham and Ron Tauranac, the T53 was a major step forward from 1959's T51. The spaceframe chassis was lower and stiffer and the streamlined bodywork gave a lower frontal area and significantly less drag. The double wishbone suspension used concentric coil spring/damper units all round. The troublesome T51 transmission was replaced with Cooper's own five-speed CS5 transaxle. The Coventry Climax FPF engine was improved with new cylinder heads. Power output was 235-240bhp and weight distribution 41.4 per cent front, 58.6 per cent rear – significantly better than the Scarab. The T53 was lighter, more powerful and had slightly less drag. The 'laydown' engine gave the Scarab a lower centre of gravity, but the Cooper had a lower (better) yaw moment of inertia and its central fuel tanks gave more



Back to the future

The rear-engined revolution – why did it take so long?

Between 1934 and 1939, Mercedes-Benz and Auto Union dominated Grand Prix racing, Mercedes with front-engined cars and Auto Union with rear-engined designs by Dr Ferdinand Porsche. Both developed streamlined, low-drag bodywork and supercharged engines delivering more than 600bhp. While both won races, Mercedes was generally more successful.

Mercedes used a straight eight, De Dion rear suspension and independent front suspension via wishbones and coil springs. The car was conventional in layout – but very advanced and soundly engineered in detail.

Auto Union used a V16 with a fuel tank between the driver and engine and a five-speed transmission mounted behind the motor. A similar layout is universally used in F1 today. So far, so good... Front suspension was via trailing arms while swing axles were used at the rear. Those trailing arms gave a front roll centre at ground level, while the rear swing axles gave an extremely high rear roll centre, probably more than 380mm above ground level. When cornering, the high rear roll centre caused oversteer due to 'jacking' and high vertical loadings on the outside rear wheel. To compound the felony, the swing axles gave excessive camber change with bump and droop, causing large changes in rear grip over bumps and ripples. This resulted in severe, unpredictable oversteer – and the Auto Union's reputation for evil, unpredictable handling. (Anyone who has driven a Triumph Herald or Renault Dauphine will understand...)

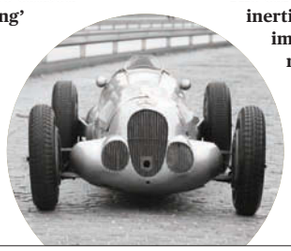
Despite the poor handling, Auto Union did win races thanks to its powerful engines, good straight-line traction – and the genius of drivers Tazio Nuvolari and Bernd Rosemeyer...

The Auto Union's suspension problems were not well understood at the time. Its tricky handling was incorrectly attributed to the rear-mounted engine – causing a widespread and deep-rooted prejudice against such a layout.

As a result, front-engined designs would remain dominant until Cooper moved the goalposts in the late 1950s.

The rear-engined layout brings many benefits, including lower frontal area, lower centre of gravity and more rearward weight distribution. This gives lower drag, lighter overall weight (no propshaft) and better traction.

The car's polar moment of inertia is lower, giving improved transient response. A less obvious benefit is the ability to provide a set-up that allows the driver to steer via the throttle.



LAT/DAIMLER AG

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LAT

Julian Bronson failed to finish at Goodwood in 2012, but has taken many wins with his Scarab in recent times



consistent handling with varying fuel load. The Cooper's five-speed 'box was better than the Scarab's four, but the latter's CV joints reduced transmission power loss.

The next stage was to run both cars through GSD's lap simulation software, with the Scarab in its current 'sorted' form and both cars with an 80kg driver. This showed the Cooper to be 2.3sec and 1.84sec per lap faster at Goodwood and Monaco respectively. Just for interest, the Scarab was then 'tested' at Goodwood with its target power of 270bhp and was still 0.8sec per lap slower. It's safe to conclude that, even with its engine and chassis sorted, the Scarab would not have won races in 1960. However, with a reliable 225bhp and the necessary mods, it could have been a consistent top-10 runner.

AND HOW DOES THE SCARAB COMPARE with other front-engined cars of the period?

Introduced in 1955, the BRM P25 was initially uncompetitive but its performances improved to the point that Jo Bonnier used one to win the 1959 Dutch GP. The four-cylinder BRM engine delivered 260-plus bhp and the spaceframe chassis was sound. Compared with the Scarab, weaknesses are a high centre of gravity, larger frontal area, 50/50 weight distribution and less sophisticated suspension.

The Ferrari 246 won the 1959 French and German Grands Prix and has a very powerful V6 producing more than 270bhp. The twin oval tube chassis, leaf spring/De Dion rear suspension and Houdaille lever arm dampers are much less advanced than the Scarab.

The Lotus 16 is light and sophisticated but, like the Scarab, less powerful than the BRM or the Ferrari. It had two significant disadvantages, the troublesome five-speed sequential transmission and the Chapman strut rear suspension – very good in principle, though it applies bending loads to the damper shaft on the 16, causing excessive friction.

The TecMec combined the excellent 265bhp Maserati 250 engine and transmission with a lightweight spaceframe chassis and wishbone suspension. The car is light and powerful, but disadvantages are a high centre of gravity, narrow track and poor rear suspension.

GSD has analysed the Scarab, P25, Lotus 16 and TecMec Maserati, but not the 246. With its low centre of gravity, low frontal area, sophisticated chassis and suspension, the Scarab is probably the best chassis of the five, but the T10 transmission is heavy and the engine is less powerful than those of its rivals. In both simulation and on track, however, these five cars deliver very similar lap times in historic racing. This has led to wonderfully close competition between Julian's Scarab, Tony Wood's TecMec Maserati, Gary Pearson's BRM P25, Philip Walker's Lotus 16 and, occasionally, Rob Hall and Andrew Willis in Ferrari 246 Dinos – all very capable drivers in fabulous cars.

To summarise, the Scarab was basically a very good design, hobbled by poor engine reliability and consequent lack of suspension development. It arrived a couple of years too late and, even if reliable and properly developed, would never have beaten the Cooper T53. It did, however, have the potential to be the best front-engined F1 car of its day. ◙

Nigel Rees is founder of GSD RaceDyn – a vehicle dynamics analysis firm. GSD has analysed more than 560 cars, many notching up victories and championship titles in historic racing.

TECH SPEC

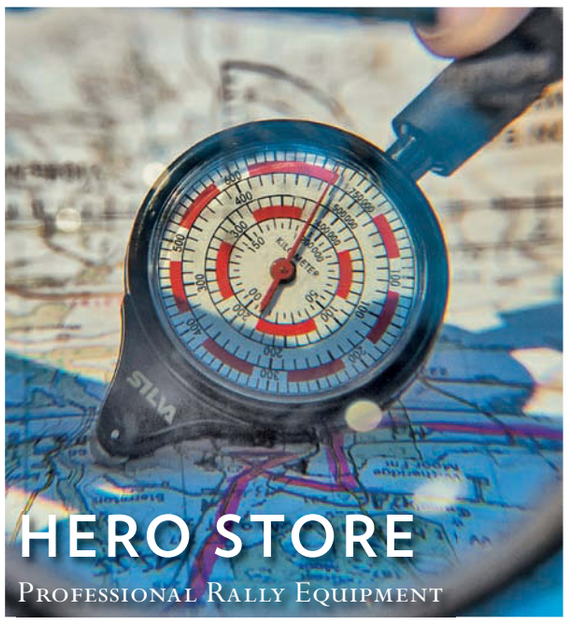


HOW THEY STACKED UP

	SCARAB F1	*COOPER T53*
Engine	Scarab 2.5 four-cylinder	Coventry Climax 2.5 four-cylinder
Chassis	fully triangulated small-tube spaceframe	partially triangulated large-tube semi-spaceframe
Gearbox	four-speed Borg Warner T10	five-speed Cooper CS5
Wheelbase	2295mm	2310mm
Front track	1280mm	1215mm
Rear track	1335mm	1238mm
Dry weight	565kg	495kg
Weight distribution	47.1/52.9	41.4/58.6
Tyres	Firestone/Goodyear/Dunlop	Dunlop

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Newgarden stars and strikes

Amid fresh hope for Indycar's future, a new champion was crowned after a spectacular seasonal finale

WRITER John Oreovicz



Two hours after the chequered flag flew at Sonoma Raceway, Josef Newgarden was still in Victory Lane taking photos with fans and Penske Racing team sponsors. He had just achieved a career dream and he was still soaking it all in.

The new Indycar champion is 26 years old. He drives for the most successful team in American motor sport. And now he's a future star whose time has come.

Newgarden is one of the lucky ones. Team owners Sarah Fisher and Ed Carpenter gambled on grooming a young driver and they helped turn him into Penske material. Once he got the call, the young man from Tennessee made the most of the opportunity. Newgarden defeated his three more experienced Penske team-mates and four-time Indycar champion Scott Dixon in a straight fight for the title.

With fellow American Alexander Rossi, who won the 2016 Indianapolis 500 as a rookie, Newgarden has a chance to help a dynamic new generation of drivers build Indycar racing back to the level of popularity and prominence it enjoyed up through the 1990s.

"It's a crazy journey," Newgarden said. "This started a long time ago with just my parents, and they're the biggest reason that I've been able to do this. They put everything on the line for me to make sure I had an opportunity to do this, and that's where it starts. There's a long list of people that have made it happen along the way, from karts to going to Europe, to coming back to America and getting an Indycar opportunity and now being here with Team Penske.

"You work so hard just to get an opportunity on the professional stage and you don't think about the maximum Indycar level you could get to," he added. "I just always dreamed and hoped that I could have a very successful career and be good at this, but you never know if it's going to work out."

THE INDYCAR SEASON FINALE HAD started in true stars and stripes style at Sonoma Raceway - in the fashionable wine country resort of the west coast. There are plenty of food and beverage options (assuming you are willing to pay $12 for a hamburger or a beer) and impressive sideshows, including a full-fledged acrobatic air display by the Patriot Jets.

The occasion was helped by the fact that this year's finale was so close - with five drivers in with a chance of taking the title. Indycar's record for having down-to-the-wire championships is unmatched by any other form of motor sport. Only twice since 2005 was the title decided prior to the final round of the series, but that didn't stop officials from implementing double points for the final round of the championship in 2014 (something F1 tried once, that same year).

Indy showdown SA GC.indd 1 21/09/2017 14:21


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The double-points scenario helped Scott Dixon overcome a 47-point deficit to steal the title away from Juan Pablo Montoya in 2015. This year, the top four drivers in championship contention arrived at Sonoma with just a 34-point spread, with 100 points going to the race winner. Newgarden's final margin was 13 points.

One man not impressed with the finale's scoring format was Indycar legend AJ Foyt.

"I don't really care for it," said the seven-time national champion. "I don't like it. It's a gimmick. A race is a race and none should be double points because you could be way out in the lead in the championship and you blow a motor or blow a tyre or someone runs into you and you lose the championship. To me, that's not a true champion. I think all the races should pay the same points and that's it."

Not that it spoiled the race. Arriving with all four of its drivers in championship contention, the Penske superteam fought off pesky nemesis Scott Dixon and Chip Ganassi Racing to claim a record-extending 15th Indycar championship since 1977.

Newgarden and Simon Pagenaud put on one hell of a show on a gloriously perfect California Wine Country day. The budding American star - in his first year with Penske - drove a strong race from pole position, leading nearly half the 85 laps. But on this day, he was unable to overcome his team-mate, the outgoing series champion, who produced the kind of mesmerising performance that hasn't been seen in US single-seater racing since Alex Zanardi mounted a series of stirring comeback drives in the CART-sanctioned Indycar series some 20 years ago.

Pagenaud made four pit stops to Newgarden's three - intentionally, with his strategist Kyle Moyer committing to the aggressive off-sequence strategy rather than the usual three-stopper that would be necessary to complete 85 laps of the undulating 2.385-mile road course. But the Frenchman didn't need the benefit of a full-course caution, because he simply outdrove the rest of the field.

After the race, Moyer was talking to a journalist when retired Indycar star Dario Franchitti stopped by to offer his congratulations. The duo worked together during the CART era at Team Green, and Franchitti told his former team manager that a fan just pointed out to him that it was 15 years to the week since Moyer directed the Scotsman to his first-ever oval track victory, on UK soil at Rockingham Speedway in 2002.

"I saw Simon come in after 10 or 12 laps," Franbchitti said, "and I thought, 'That's all

"He's American, which is great for the sport. You've got to be strong at every race, but Josef was a little stronger this year"



Moyer. He lives for this kind of scenario.' We were watching it unfold (Franchitti works as a driver coach and engineering advisor for the Ganassi team), and I thought, 'Damn! Kyle's done it again'."

"You know it," Moyer replied. "Simon gained 14sec on Newgarden in the second stint, and I thought, 'This could actually work.' He drove an amazing race today."

Dixon fought valiantly, but was stuck for most of the day behind Penske racer Helio Castroneves ("It seemed like he just covered us," Dixon said). The four-time Indycar champion finished fourth in the race and third in the standings, behind Newgarden and Pagenaud.

THIS WAS JUST THE THIRD YEAR THAT Sonoma hosted the Indycar finale and, as such, the venue is still adapting to the role. Indycar racing as a whole has struggled to find an appropriate venue to wind down the year's activities, but California has been a constant for most of the last 50 years. The late and lamented Riverside Raceway hosted the last Indycar race of the USAC season in the late '60s. During the CART era, Laguna Seca Raceway (just 150 miles south of Sonoma in Monterey, California) settled easily into the finale slot, providing everyone involved in the sport with a glamorous West Coast destination to wrap up the annual campaign.

Like many venues from Indycar racing's most commercially successful days from the 1980s into the '90s, Laguna Seca long ago disappeared from the scene, a casualty of the destructive fight for control of the sport between CART and what is known today as the IndyCar Series. In CART's final years, the championship decider was transferred to the new California Speedway in Fontana, a state-of-the-art facility built by Roger Penske that is now owned by International Speedway Corp and now known by its sponsored name of Auto Club Speedway.

There is a strong faction within the sport that favours ending the Indycar season on an oval track to reflect the sport's heritage. Fontana hosted the CART finale from 1997 to 2002 and, after switching allegiance to the IndyCar Series, it again became the site of the championship-deciding event from 2012 to 2014. But for a variety of reasons, Indycar races struggle to attract crowds on oval tracks these days; Texas Motor Speedway, Chicagoland Speedway and Homestead-Miami Speedway all came and went as the venue for the final event of the season. Auto Club Speedway wanted an October race date and IndyCar insisted on ending the season in





September to avoid clashing with the NFL football season. Exit Fontana from the Indycar schedule.

Pitched into the brink was Sonoma. Owned by Speedway Motorsports Inc, which operates a group of predominantly oval tracks that make up a third of the NASCAR schedule, Sonoma is a professionally run track in one of the most prestigious regions in California. This is not a rustic outpost like the Mid-Ohio Sports Car Course, which remains state-of-the-art 1983.

And if you happen to be there for the racing, Sonoma offers vantage points where you can see 90 per cent of the track, a rarity at road racing venues. Is all of that enough to ensure long-term success?

Three years into the relationship, the signs are promising. The race day crowd continues to grow, and nobody in the paddock was complaining about wrapping up the season in one of America's most desirable vacation destinations.

The oval purists will continue to complain. But until IndyCar is willing to extend the end of its season into October or later, Sonoma is going to remain the site of the championship-concluding race for the foreseeable future. All things considered, that's not a bad thing.

The certainty that it will host the race has its advantages too. "One of the things I like is we're coming back to the same tracks at the same time in most cases - what I call date equity, so you can count on the Indycars being back here at this time next year," said Roger Penske. "That makes a big difference, and that's how NASCAR built its strength. I'm seeing the attendance go up and I know that we have more people calling us wanting to get involved with the sport than we've ever had.

"We're not NASCAR, we're Indycar racing, and - as long as we can put our arms around the Indianapolis 500 - we're going to continue to grow."

Having a dynamic young champion like Newgarden can only help. With NASCAR currently in the midst of a dramatic changing of the guard, the time is right for Indycar to produce the next great American racing star.

"A lot of the big names like Dale Earhnhardt Jr and some other guys are going away and retiring," said Tim Cindric, president of Team Penske. "There are already guys that are coming up, the Kyle Larsons, Ryan Blaneys and the Chase Elliotts of the world.

"That's what IndyCar needs to continue to focus on, too. We need to figure out ways off the racetrack to continue to build these personalities because they're there. We just need to get the word out."

BARRING AN UNEXPECTED CHANGE, the 2018 Indycar season will start on March 11 with the Grand Prix of St Petersburg, an event that has settled comfortably into the role of season-opener. Sonoma Raceway is working hard to earn the same kind of support as *the* venue to conclude the IndyCar championship.

Oval racing purists don't want to accept it, but the California road course - with a huge assist from Simon Pagenaud and Team Penske - delivered an exciting championship finish in a big way this year.

The Indianapolis 500 will always be far and away the most important Indycar race, just as the season-opening Daytona 500 dominates NASCAR. It's an unchangeable situation that puts many tracks in a difficult position, yet Sonoma Raceway is making it work and, in Newgarden, the series has a name that might capture the American imagination.

"People say he's a kid, but he's really smart," said Pagenaud, after the race. "It's quite impressive what he is doing at 26. I think he's going to be a tremendous champion. He's American, which is great for the sport. You've got to be strong at every race and I guess Josef was a little stronger this year, but we're going to come back." ◘



One of four vanquished title contenders, Will Power leads rivals at undulating Sonoma

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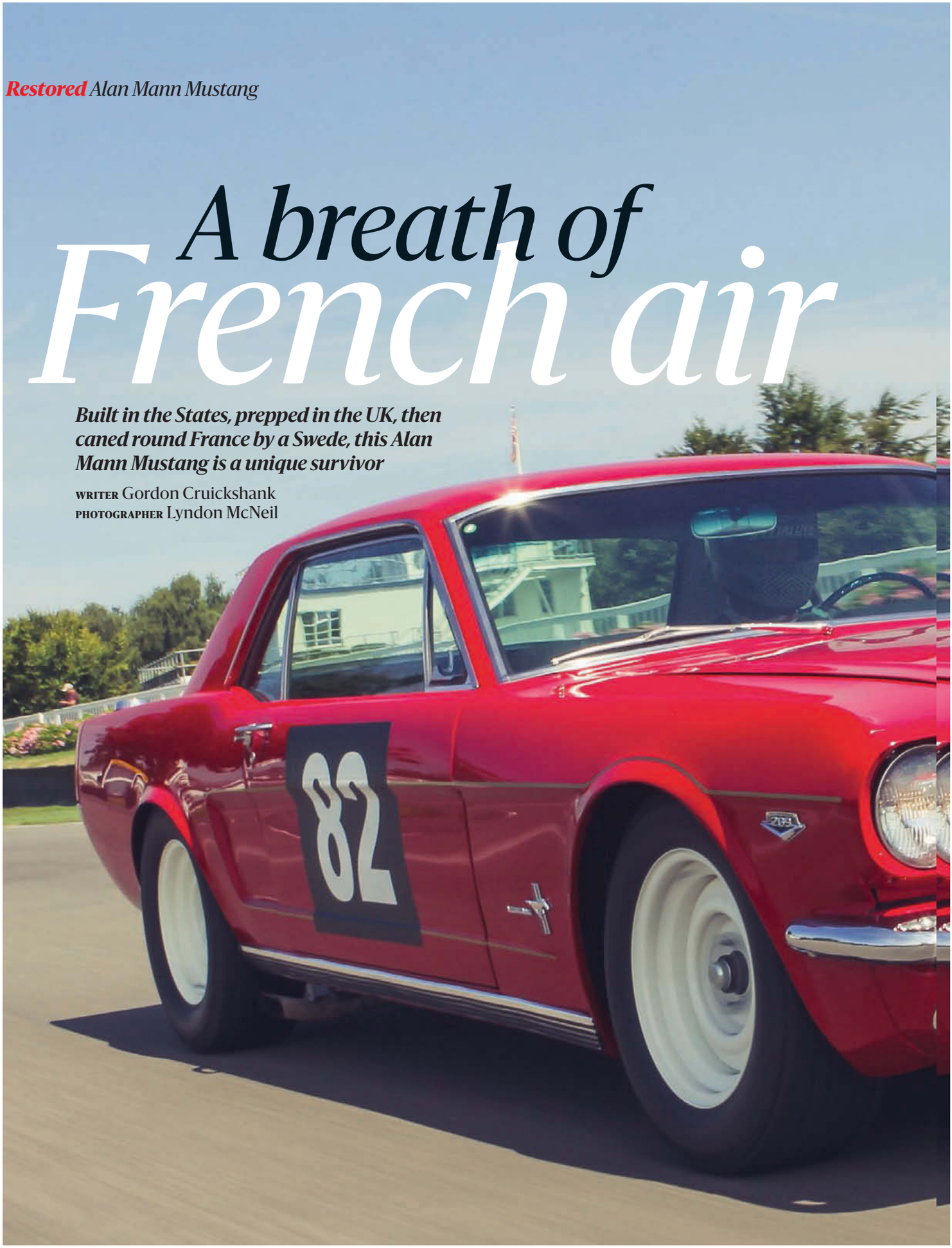
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21/09/2017 13:49

A breath of French air

Built in the States, prepped in the UK, then caned round France by a Swede, this Alan Mann Mustang is a unique survivor

WRITER Gordon Cruickshank
PHOTOGRAPHER Lyndon McNeil



AlanMann Mustang GC SA.indd 1 21/09/2017 14:02



AlanMann Mustang GC SA.indd 2 21/09/2017 14:03



In 1964, when the late Mike Twite picked up this very Alan Mann Mustang to write about it for *Motor Sport*, he expected that to be a final voyage before the car was deliberately destroyed. By order of the Queen. In those days of crippling import taxes, cars temporarily imported for competition escaped duty - until they were re-exported. If sold here, though, someone had to pay a ton of duty or else the car was sliced in half, with Her Majesty's Customs looking on.

Well, it didn't happen. Instead, after *MS* had a day out with it, it went on to a healthy competition career before being parked for years, then rescued by someone who knew (or suspected) what it was. Which is why it's sitting gleaming at Goodwood today, looking as it did before the 1964 Tour de France Automobile, due to the efforts of Henry Mann and his team at Alan Mann Racing. It's not a ferocious Ford that battles in the Members' Meeting with a gazillion horsepower; it's not even raceable under today's rules. But it is just as it left the workshop 53 years back, ready for its French holiday. And once again *Motor Sport* is invited to climb aboard.

It's one of five Mustangs Alan Mann prepared that year, a model then so new, so secret that spy shots appeared in the UK racing press. We see the Mustang today as a brawny rubber-burner, yet at launch there were disappointed voices: it's just a Falcon in a pretty little shell, some thought. The Capri of its day. Indeed, the vanilla version had a lumbering 101bhp and three-speed manual. But there were options, and what options - all the way to 300-plus bhp and even an experimental independent rear suspension set-up intended to supplant the cart-spring axle, which even then was ageing technology. History shows that despite the doubters the attractive - and remarkably cheap - Mustang would become a sales phenomenon, sparking the Sixties ponycar boom. And one of the things that drove its huge sales among young and aspiring Americans - and overseas - would be success on track.

IN THE HEIGHT OF ITS 'TOTAL Performance' competition frenzy, with Falcons, Galaxies and GT40s already in its armoury, the Mustang as tweaked by Shelby would go on to win home races and championships by the cartload. Meanwhile Ford noted the Mann team's successes with Cortinas and other Fords and took the English outfit on as its contracted European team for 1964, charged with developing the new compact sports car into a rally and race winner across the Atlantic. Two Mann-prepared cars went on the gruelling Spa-Sophia-Liège rally, unsuccessfully, and a further three lined up for the Tour de France, the road-race that sprinted between French racetracks and







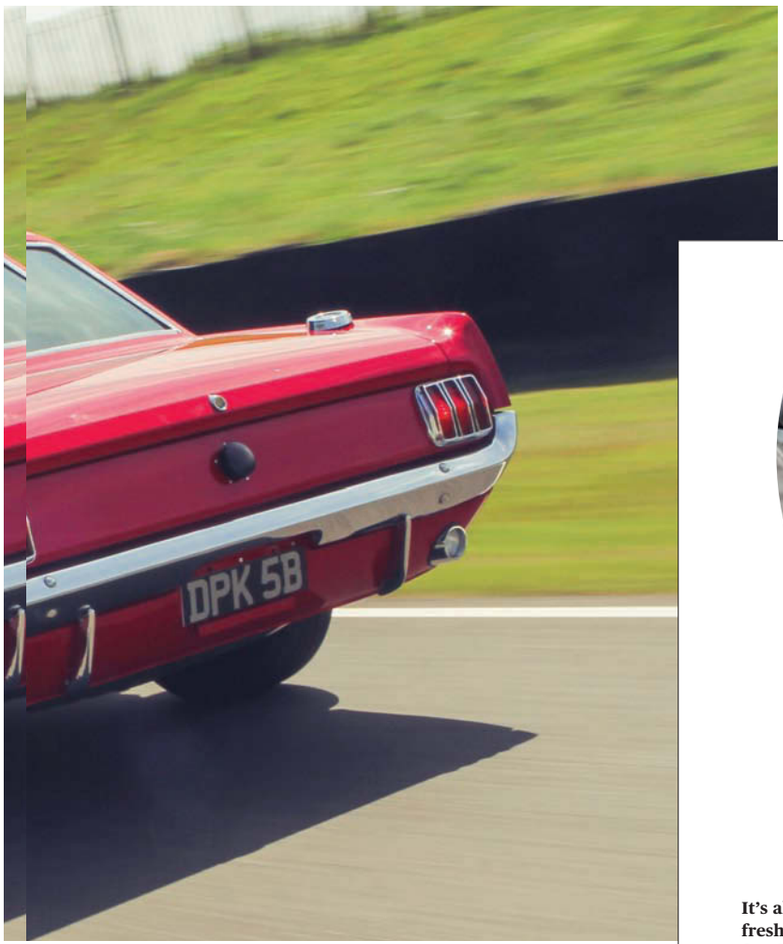
ignored normal traffic. Including the scarlet beauty here, with rapid Swede Bo Lungfjeldt at the wheel and Fergus Sagar on maps.

Lungfjeldt must have been grinning: already that year he had stunned the rally world by putting up fastest time on every stage of the Monte Carlo Rally in a Falcon. Only handicapping knocked him back to second. Now he had all that running gear in a lighter, wieldier car: the same Holman Moody 4.7-litre Hi-Po V8, limited-slip diff, Girling front brake calipers, hefty Galaxie springs and dampers. Even the cockpit looked similar, with the rally modifications of Restall bucket seat, extra instruments, and switches for fuel pumps and spotlights. It was in essence the same car: it just stopped a few inches sooner in all directions. In *Motor Sport*, Twite even wrote "The Mustang is uncannily like the Galaxie to drive." Oh, and there was one other rally mod, as Twite learned: "We discovered, when we forgetfully asked a station attendant to 'fill her up,' that the two tanks hold 30 gallons between them!"

But Bo never made the results; after battery trouble he needed a push start and was thus disqualified, though he had been quickest on several stages. In compensation, team-mates Peter Procter and Andrew Cowan tweaked Jaguar's tail by stealing the Touring Car class from the previously dominant 3.8 Mk2s, backed up by Peter Harper and David Pollard in another Mann Mustang.

FORD FLEW THE CLASS WINNER STRAIGHT back home for promotions, while the second-placer turned into Roy Pierpoint's race car and won the 1965 BSCC. Our car, though,

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came back to Britain and, avoiding the Exciseman's axes, switched from rally to race and red to blue when bought by F English Ltd, Colonel Ronnie Hoare's Ford dealership, for Mike Salmon to race. Later he remembered it being very unreliable...

"Salmon raced it first, in blue livery," says Henry. "Then Dutch racer Rob Slotemaker had it, painted it red again and did a lot of events, winning national titles, with wilder and wilder modification to keep it competitive. After that Le Mans race director Alain Goupie bought it and kept it for some years. In about 2000 Eric Charles, the chap who asked us to restore it, saw it in a garage in Le Mans and managed to do a deal, and it went to a specialist in France who began a slow and not particularly good job on it. While doing the research Eric realised it might be a TdF car, and flew me over to authenticate it. I had notes and drawings from Brian Lewis and the other mechanics who prepared them and I crawled all over it and was satisfied it seemed to be that car, although over its years racing a lot had been replaced - body panels, rear suspension. But it had the right shell, most panels, the front suspension. So it was mostly the car from 1964." But not the engine. That's not such a knockback - when asked about the car a few years back Salmon remembered a replacement V8 being fitted in his time, so the one H&M installed was in any case long gone. It now packs a date-correct 289.

At this point Henry thought his connection with the car was done, until out of the blue he received a call - would he collect the car and do a full restoration? Not half. Based at Fairoaks Airport in Surrey, the team restores



Less is more

Motor Sport *gets back in the saddle 53 years on from our first acquaintance*

It's always a special moment when a freshly restored racing car rolls out for the first time. The culmination of countless hours of fastidious labour, not to mention near-forensic detective work that took place before work began, it's a great privilege and considerable responsibility to be offered a shot behind the wheel.

For Henry Mann, son of Alan and torchbearer for the rejuvenated Alan Mann Racing, this is a special car. One that hails from a brilliant period in his father's career as Ford's chosen preparer in Europe. And it's the sole-surviving Mustang from the Blue Oval's mighty effort to win the Tour de France.

Henry's nervous at Goodwood, as all preparers are at a first shakedown run. He's also at pains to stress this car is built to authentic specification, and very much *not* that in which Appendix K race cars run today. This much is clear from the steel wheels and remarkably road-standard interior, but it's what's under the bonnet - or rather my right foot - that's most different: a 289cu Ford V8 with a little under 300bhp compared to about 450bhp that most Mustangs, Cobras and GT40s boast today.

Being a shakedown means this is by no means a definitive track test, but the demeanour of this road-rally Mustang is clear from the off. It's compliant and torquey, benign where a pure racer would be edgy and aggressive. The motor sounds and feels sweet, with a nice elastic spread of power and torque, but without the immediate snap and haymaking punch these engines routinely deliver in full-2017 tune.

I love it for this, because it offers a true window on what the drivers were working with back in the day. And that's the point of this car. It's significance is such it would be a crime to fast-track it through decades of historic competition car evolution, not least because it would also have to run with full race seats and a roll cage. As it is, climbing into this car, perching on its driver's seat and clipping the lap belt takes you straight back to the 1960s.

It also means we can do what this car was originally built to do and take it for a blast on the public roads. It feels deliciously naughty to head out of the paddock, down through the tunnel and push the proud red nose into regular traffic. Away from the open expanse and smooth tarmac of the circuit the TdF Mustang's competition pedigree becomes more apparent. It's a more serious proposition, firm and fast, physical. And fun. Great fun.

Perhaps the biggest eye-opener is how tough it must have been to drive this car for so many miles at serious speed. Tough physically because the control weights are chunky, the driving position isn't ideal and the seat doesn't provide a lot of support; tough mentally because it's from a totally analogue era that required you to manage the machinery for every inch of every mile.

It's a hugely covetable car. One that will rightly make Mustang aficionados go weak at the knees and a rare period-correct restoration project that preserves a fascinating piece of Ford's lesser-known motor sport history. *Richard Meaden*

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and prepares many cars, mainly 1960s Fords connected with the equipe, and this was a particularly special machine. "The Pierpoint car was destroyed in a smash and the Tour winner has disappeared, so this is the only one of the three extant," Henry tells us.

The strip-down revealed more evidence of its past. "We took it to bare metal using strippers," Henry says, "so we could see the colours emerging as we went deeper - Slotemaker's red, Salmon's blue, then the original Ford red. To fit the Galaxie springs the front wishbones had had to be modified, and the chap who did that in 1964 came down, confirmed they were the correct wishbones, the ones he had altered, and explained a lot of other details."

Henry's brief was to remove the assorted mods it had gained over the years racing and return the car to exactly the form it left the shop for France, so while the engine was being prepared by a V8 specialist, the Mann crew had some unusual fittings to find. "A Mustang is a pretty simple car to restore," says Henry, "but what was tricky was finding the correct instruments and clocks. The Smiths-Jaeger eight-day clock on the transmission tunnel came from a 1950s bomber, another dial from an obscure NASCAR, and it took months of trawling."

"Luckily because these were the first Mustangs imported my dad took a lot of pictures of testing, the engine bays, the interiors as they went through the development process, and we have the preparation notes, so it wasn't too hard to replicate. Dad also kept a good archive including quotes for customers who wanted a similar spec, so we have his listings of all the parts and settings."

AFTER A YEAR OF WORK THE MUSTANG rolled out, resplendent in bright red, and went for its shakedown at Goodwood. Maybe due to those thorough notes Alan Mann kept, the car felt right straight away.

"The engine is exactly the same spec as in period - maybe 295hp, a lot less than they put out with modern internals," Henry says. "It feels nice, quite compliant, but not very quick by modern standards."

Of course, he's talking about the velvety-smooth surface of a race track. On the road things can be different, as Twite noted in *MS*: "The Mustang has a rather Jekyll and Hyde character on the road, being exhilarating on smooth straight roads and rather trying on bumpy, twisting roads. On rougher roads the tyres transmit much of the feel of the road's surface to the steering wheel, and it becomes something of an effort to hold the car on line."

Maybe that was due to the car's Goodyear race tyres, "which are fine for flogging down the Mulsanne straight at 150mph but not much fun for negotiating some of the horrors that pass for roads in rural England".

His summary, though, was optimistic: "The rally Mustang is a very different cup of tea from the standard product, for the former is a taut racing car and the latter is typical of American cars with floppy suspension, low-geared steering and suspect brakes. Somewhere between the two lies a very attractive road car, and when Ford has sorted out its findings, American drivers are going to be offered a very acceptable road car. When that happens we shall be able to requote the old phrase 'Racing improves the breed'."

Well, Alan Mann undoubtedly refined this pony's bloodline, and while like all historic racers the developments you could add to it today could turn it into a ballistic missile, it's too important historically.

Although the owner planned to use it for demos it in fact ended up in Bonhams' Revival sale. But as Henry points out, "It's not raceable as it has a full interior and no roll cage. You'd have to destroy it to make a racer from it."

Let's hope no one makes that choice. Ⓜ





Car 82 went fastest on some 1964 Tour de France stages, above; today it has reappeared in identical spec

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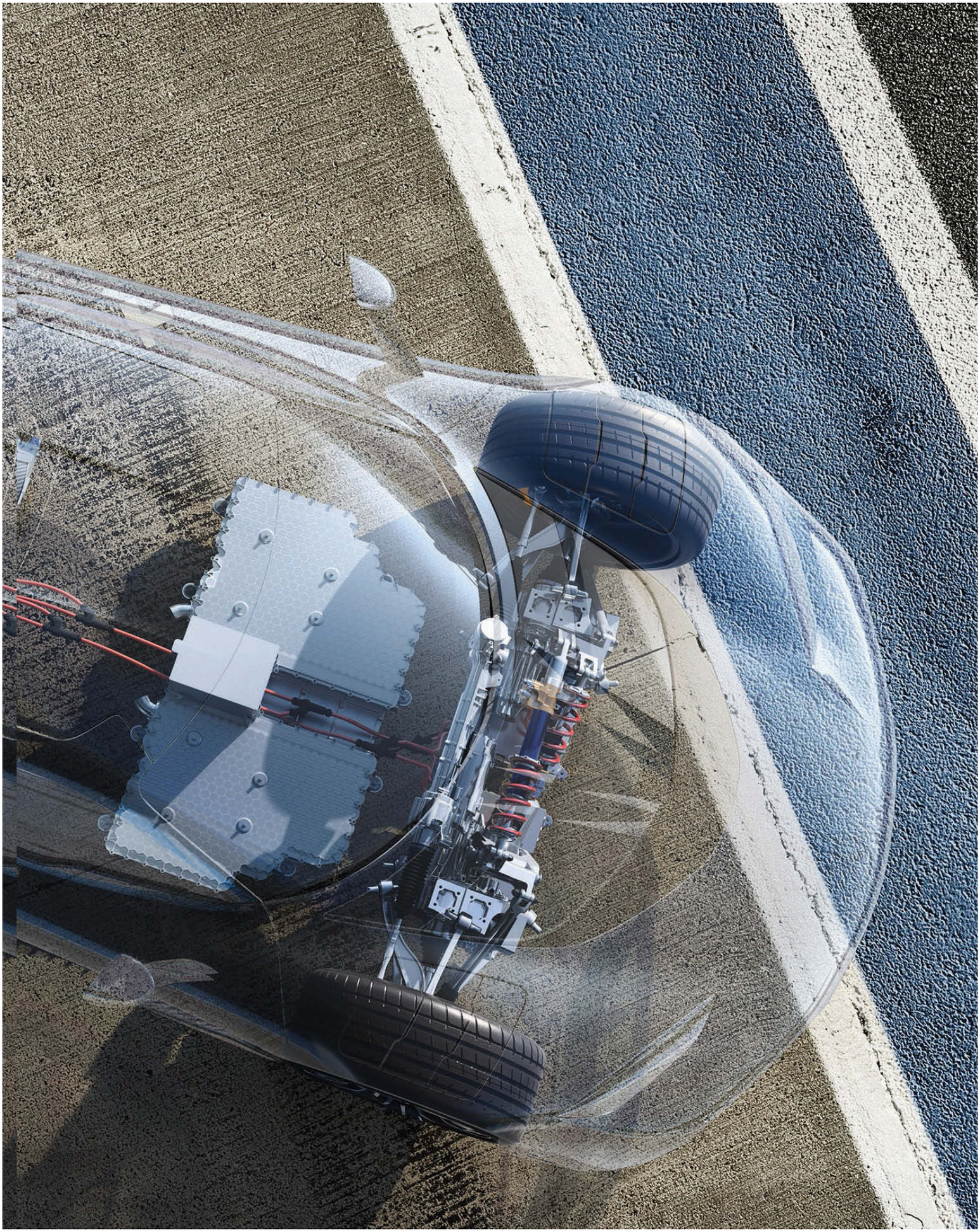


Inside the ultimate street racer

Mercedes' new hypercar brings Formula 1 technology to the road and the results are simply staggering

WRITER Andrew Frankel

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"Mercedes' simulations point to a 0-200kph time of less than 6sec"

In the summer of 2019, less than two years from now, Mercedes-Benz will deliver the first fully homologated road car to be powered by an engine that comes directly from a Formula 1 car. Some will ask whether the Ferrari F50 didn't do as much 20 years ago, and the answer is 'no'. That had a 4.7-litre V12 that may have been inspired by the 3.5-litre V12 in Alain Prost's 1990 racer, and perhaps even loosely derived, but it wasn't the same engine. This is.

Mercedes-AMG boss Tobias Moers is responsible for delivering the car and told me demand for the Project ONE was more than four times the 275 unit production run, despite a list price of €2.25 million, leading to "some rather difficult conversations with some very good customers."

He also said he liked the name, but that it was very much still a code name - it might be retained for the finished product, but it might not.

The car has been in development since the early part of last year and, Moers insists, is not just another addition to the hypercar ranks.

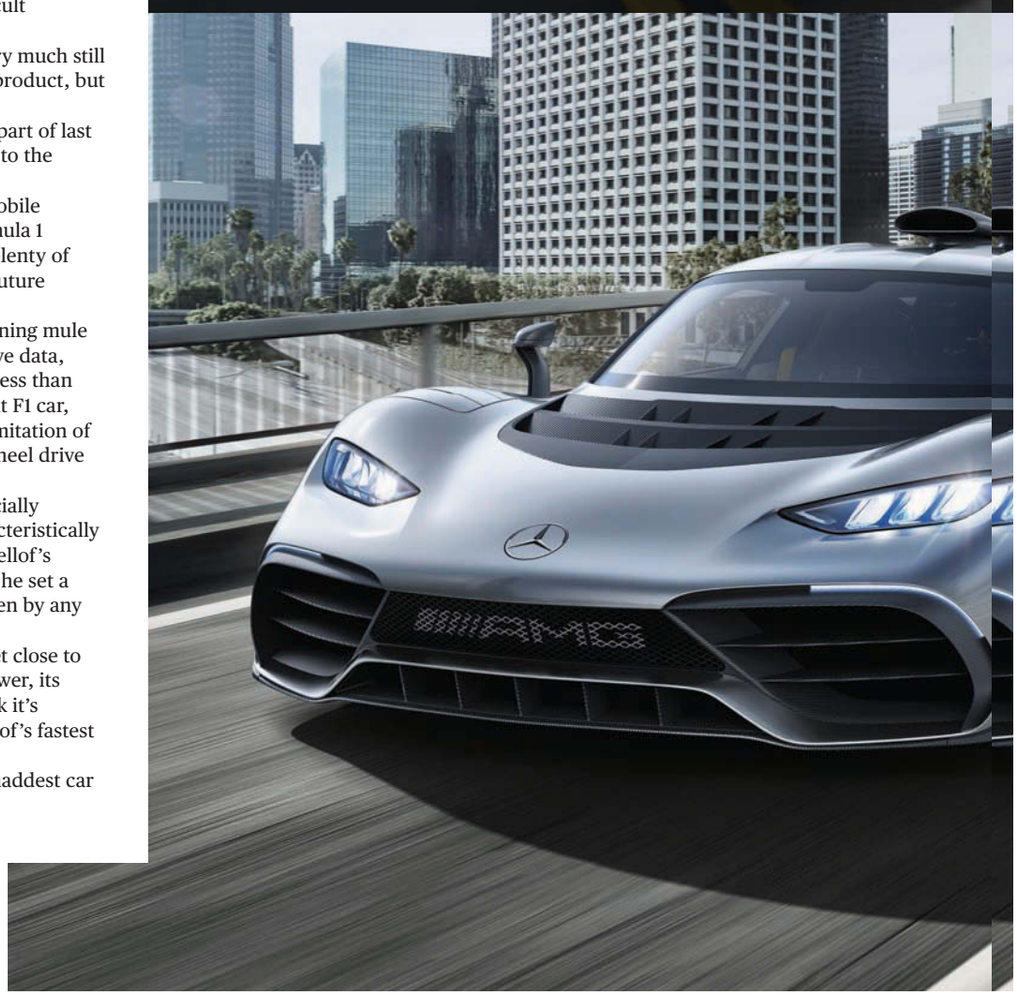
"It sounds like a cliché but it's not: this car is a mobile laboratory and, while we may not be putting a Formula 1 engine in another road car any time soon, there is plenty of technology that will have a direct relevance to our future production models."

How fast will it go? Although there is just one running mule at the moment, precluding the recording of definitive data, Mercedes' simulations point to a 0-200kph time of less than 6sec. This makes it only a little slower than a current F1 car, whose lower mass is offset in part by the traction limitation of being rear-wheel drive. The Project ONE has four-wheel drive courtesy of an electrically driven front axle.

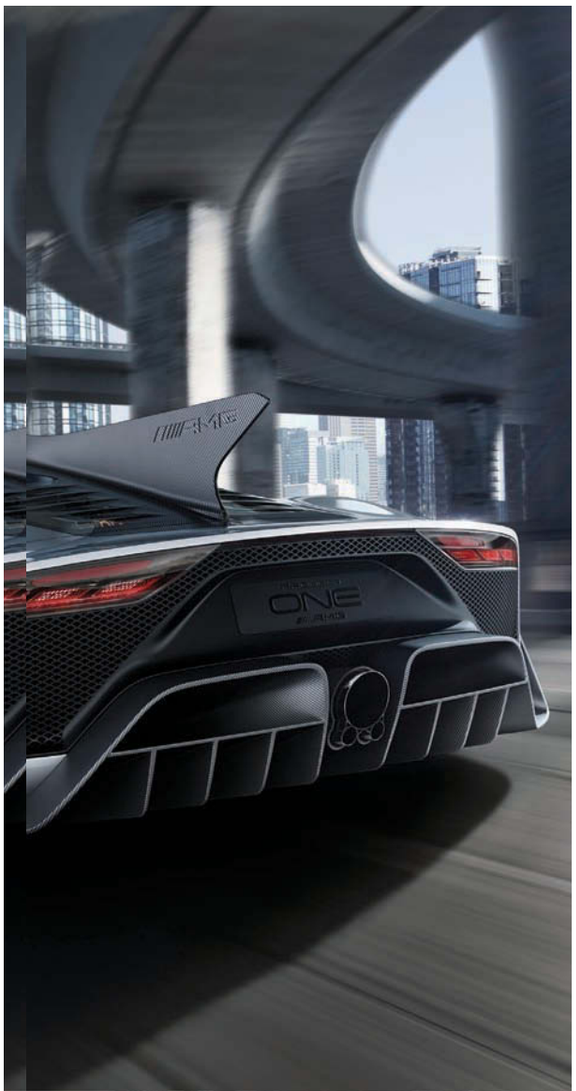
More interesting to everyone is its lap time, especially around the dreaded Nürburgring. Moers is uncharacteristically coy on the subject but is very familiar with Stefan Bellof's performance in the 1983 1000km race there, where he set a qualifying time of 6min 11sec that has yet to be beaten by any car, be it road or race.

I'm not saying the Project ONE is even going to get close to that time, but knowing what I do about the car's power, its ability to deploy it, its downforce and weight, I think it's possible that if they bolted a set of slicks onto it Bellof's fastest race lap of 6min 26sec could be in reach.

So here is my step by step guide to perhaps the maddest car ever to wear a number plate.



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Engine

Yes, it really is a Formula 1 unit. It has not only the same capacity, heads, cams, valves, pistons and crankshaft of the F1 car, it has the same turbocharger with the same clever means of splitting the turbine and compressor elements to benefit packaging and charge cooling. It has the same MGU-k driven from the crank, and the same exhaust driven MGU-h too. So it's the same.

OK, it's not quite the same. Mercedes says the engine will do 30,000 miles between rebuilds, which is pretty terrible by road car standards but off-the-scale incredible for an F1 unit. To do this its revs are capped from the 13,000rpm that is the usual limit for the F1 engine, to a trifling 11,000rpm, still far beyond anything we've seen from a road car engine that was not first designed for a motorcycle. Despite this, the 1.6-litre V6 engine still develops in excess of 670bhp, with the help of the MGU-h and MGU-k. The additional power of the two electric motors on the front axle brings the total power up to at least 1000bhp. Moers is quite specific about this: that figure is the minimum the engine will have; it is not the maximum. The motor is still on the dyno at Mercedes-AMG's High Performance Powertrains F1 base in Brixworth and it might go higher still.

Questions abound, so I put some of them to Andy Cowell, head of Mercedes' High Performance Powertrains division in Brixworth and the man in charge of the team that developed the most phenomenally successful engine in modern racing history. How, for instance, do you keep cool an F1 engine designed to do 210mph at Monza when siting in a Dubai traffic jam in August. "With a road car engine it's so easy to get into a vicious circle," he says. "You have a lot of friction that generates a lot of heat that then needs a lot of cooling, which then adds a lot of weight and down and down you go. It's better not to generate the heat in the first place, which is where we come in." The thermal efficiency of his engine is over 40 per cent, an unprecedented figure in the road car arena, though it should be said that, in its racing application, that figure is nearer 47 per cent, albeit revving a lot higher and not on pump fuel. Even so, it seems that cooling it is not such a big issue.

Nor, to my surprise, is taming the car for road use. "When I was working with Lewis and asking what he wanted from this engine, did he ask me for the spikiest power curve I could make, or did he want one that was linear, responsive across the rev range and at all times predictable?" The answer is not hard to find. "That's why at Monza on his quali lap he's coming out of the Parabolica on a soaking track and you can see he's just probing away, waiting for the moment the car will accept full throttle. That wouldn't happen if the engine was going to dump all its power on him without warning. It's a very tractable unit because we made it that way." Remember too that with the MGU-k and MGU-h, there is no turbo lag, by which I mean zero. Cowell says the throttle response is quicker than that of the normally aspirated V8.

So what are the big challenges. "Emissions is one," Andy replies. The car has to pass stringent tests for which the engine was never designed so perhaps that is not so great a surprise. The second is, however. "Starting it on a button - that's caused a few headaches." Of course F1 engines require batteries of engineers to fire up, and Andy has to make sure his will work when instructed to do so by just one finger, often when it's been left for months at a time and perhaps in the sub-zero temperatures it would never see in a lifetime in F1.

Transmission

Moers reveals that the Project ONE is fitted with a brand-new, bespoke, automatically controlled manual transmission, so a sequential manual operated not by a clutch and gear lever but robotised via paddle shifts. We used to see a lot of these gearboxes but almost all have been replaced by double-clutch transmissions because they offer much smoother shifting in manual mode and an automatic function very little different from conventional torque converter autoboxes.

But double-clutch transmissions have problems, too: they are heavy and none currently exists that can be attached to an engine capable of 11,000rpm. The new gearbox is made by Xtrac and, says Moers, the beauty is that thanks to the instant electric in-fill of the hybrid system, the old problem of jerky part-throttle shifts has been removed.

Structure and body

Naturally enough, the entire monocoque and the bodywork to which it is attached are made from carbon fibre, but beyond this the company is saying little. The surprise is that it seems the work is not being done by either AMG in Affalterbach or the Formula 1 team in Brackley, but by a third party UK supplier. Who? I don't know the answer but the list of British companies capable of taking on such a task and producing 275 sets of monocoques and bodies up to the required quality and consistency for a road car - a far higher standard of fit and finish than that needed for essentially disposable single-season race cars - is not long.

What does seem clear is that the widely quoted weight, of about 1200kg, is quite wide of the mark. Moers isn't saying exactly how far so we play a brief but enlightening round of higher or lower from which I can tell you that, with a driver and fuel on board - so the standard kerb weight measurement and not the often misleading dry weight favoured by

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others - the car will weigh more than 1300kg and less than 1400kg. Call it 1350kg. For a car packing a turbocharged engine, four electric motors, a bank of lithium-ion batteries and all the apparatus required to run them, that still makes it incredibly light. Nor has AMG stripped it bare to achieve it: the Project ONE will come with electric windows, air conditioning and satellite navigation, too.

Aerodynamics

Perhaps the most surprising aspect of the Project ONE's design is how aerodynamically clean its surfacing is. I was expecting something looking like a mutant insect from some dystopian future but, save for the longitudinal fin along its spine as a cap doff to his F1 heritage, there's remarkably little visible to get in the way of the air's flow over the surface. At least while the car is at rest.

What you cannot see are what I am told are nine different aero elements under the car's essentially flat floor. Nor can you spot the active front spoiler that deploys with speed, nor the two-stage rear wing. Possibly most obvious and unusual for a road car are the active vents in the wheel arches that deploy at speed to increase frontal downforce.

At this stage Mercedes is making no official claim as to the amount of downforce it can generate at track speeds, and even Moers is giving no figures. But when he smiles and says "about half the weight of the car" that's a pretty good indicator right there. It suggests the Project ONE will produce about 675kg of downforce - about the weight of a well equipped Caterham with a driver on board - a number that eclipses the highest official downforce figure quoted by another manufacturer, namely the 600kg of the McLaren P1. That said, we know the P1's figure is generated at 150mph after which downforce levels are deliberately reduced, so it is too early to say whether the Project ONE is actually superior in a like-for-like comparison. But it certainly seems like it's up there.

Suspension, brakes, wheels and tyres

Given the nature of the car, the most extreme and sporting suspension specification can be expected. It does not disappoint. Multi-link units at each corner provide greater wheel location and control than even conventional double wishbones, while the pushrod-operated spring/damper units are mounted across the car, duplicating the function of and therefore negating the need for a tubular cross member.



The official blurb says the suspension is fully adjustable, and it is; what it does not mention is that the driver will be able to lower the car's ride height for track work, presumably not only to generate more downforce from the under body aero, but also effectively increase its spring rate.

Braking is provided predictably enough by massive carbon-ceramic discs while the 10-spoke wheels are made from forged aluminium with centre lock location. Each wheel has a carbon-fibre band around its circumference to smooth airflow around the wheel while each spoke has three ventilation slots to help cool red-hot brakes.

Michelin will cover each wheel in track-oriented Pilot Sport Cup 2 tyres, with a 335/30 ZR 20 at the back and an enormous 285/35 ZR 19 specification at the front, perhaps because of the addition weight and traction requirements of the electric front axle.

Interior

Occupants sit in sculpted seats moulded to the floor of the tub. There is some backrest adjustment but the squab does not move. Instead the car comes to you, via a broad range of adjustments for the steering wheel and a sliding pedal box like that found in the LaFerrari or, indeed, the 1970s Maserati Bora. It's sensible because the design is space-efficient and locates one of the car's more major masses in a position from which it is not going to move.

The cabin is said to be utterly functional, its every component there for a reason other than to look pretty. Information is provided by two high-definition 10-inch colour screens, one in front of the driver for conveying the most important data about the car's health and operation, leaving navigation and entertainment information to the second centrally mounted display.

The steering wheel is said to be inspired by F1 (I presume this refers to its squared-off top and bottom). There are controllers mounted to it, however, and these can be used to change the suspension configuration or to scroll through various driving modes.

Those hoping to take their Project ONEs on holiday will need to be realistic about luggage: there are two stowage compartments, one behind each of the seats, but even Mercedes concedes these are for 'small items' only. Then again if you can afford a Project ONE you can probably afford a Range Rover plus driver to go ahead of you to make sure your things are already unpacked when you arrive.

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F1 for the road

It is far too early to say whether the Project ONE represents a new level of dynamic achievement for a road car. The only purpose of the mule is to help adapt the powertrain for road use. Mercedes-AMG has simulated plenty, but not even it knows how quick the car will be in the real world. What we know about its power, weight and downforce suggests it should be quicker than the previous generation of Porsche, McLaren and Ferrari hypercars, but remember that by the time it goes on sale, Aston Martin should have its Valkyrie ready and that should be no less powerful, promises to be lighter still and has Adrian Newey doing its surfacing.

But not even the Valkyrie has a bona fide Formula 1 engine to its name, and that is the Project ONE's unique selling point. Of course it won't go like Lewis's Sunday driver because it will likely weigh twice as much, but that's perhaps not a bad thing. Even as it stands and being conservative with the numbers, its power-to-weight ratio is around the 740bhp per tonne mark. Think on that for a moment and imagine a small shopping car with the same power as the most powerful version of Lamborghini's Aventador flagship. It is as nuts as it sounds.

One last thing: though Mercedes should take all the credit for having the idea, the vision and courage to see it through I hope it doesn't sound too jingoistic to take pride in the fact that the vast majority of the car's core componentry – its engine, gearbox, structure and suspension – come from Britain. For decades the dream of creating a Formula 1-powered road car has remained just that – a dream. And now thanks to Mercedes-Benz, its UK subsidiaries and suppliers, that dream will soon become a reality. M



"Being conservative, its power- to-weight ratio is around the 740bhp per tonne mark"

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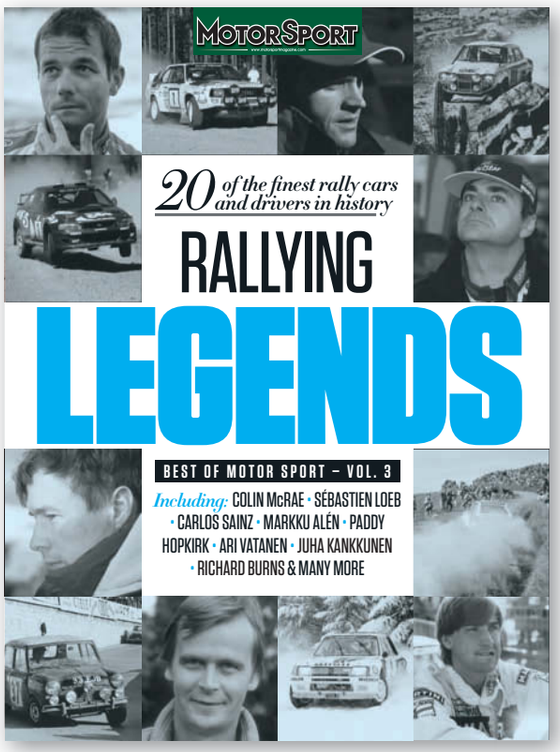
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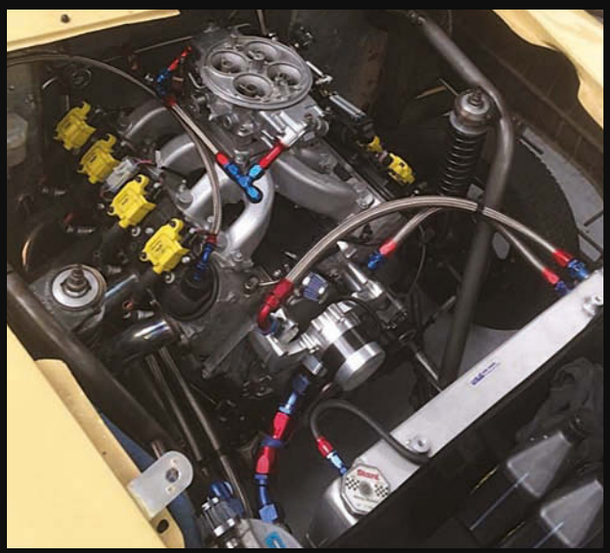
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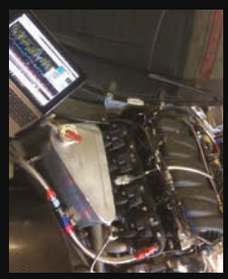
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ROAD TESTS

THIS MONTH *LOTUS ELISE SPRINT • AUDI RS5 • HONDA CIVIC TYPE R*



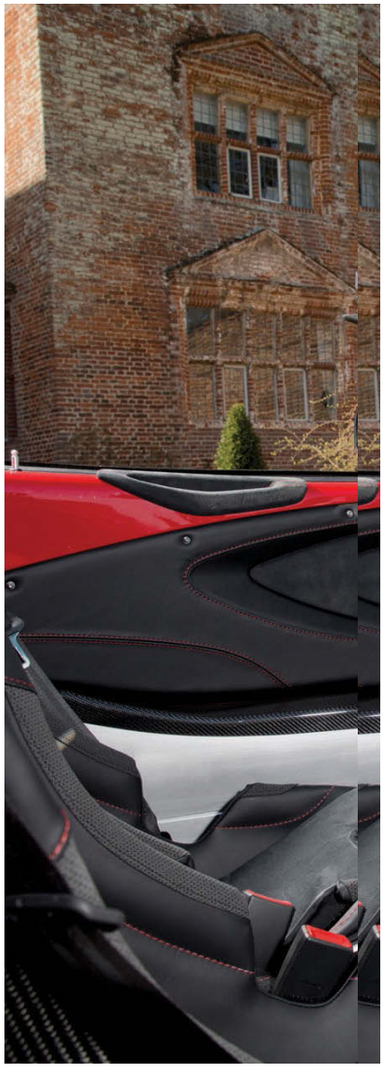
Simplify then add lightness

The latest version of Lotus's evergreen Elise takes the company's motto to new extremes

The motoring world has made much of the unenviable task faced by Land Rover designers in defining the shape and specification of the car to replace the much loved Defender. When you're dealing with an icon – for once the word is valid – almost anything you do is going to end up getting a kicking from someone.

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So spare a thought, too, for the team that, even as we speak, has gone to work on the no less daunting task of replacing the Lotus Elise. The car was always scheduled to arrive in 2020 - which turns out to be good news, because this means there's enough time for the money and design direction mandated by Lotus's new Chinese owner Geely to have an effect.

This is the same company that has turned Volvo, which had previously been owned by Ford and produced a range of engaging also-rans, into a company that produced state-of-the-art models fully competitive with the best in the class. Just because it's been able to work wonders for a mid-sized manufacturer of SUVs, saloons and estates, there is no guarantee it will be able to do the same for the minuscule Norfolk concern. But if Geely has the sense to give Lotus and its charismatic boss Jean-Marc Gales their head, then the company founded by Colin Chapman all those years ago will have a brighter future than many thought possible.

I spoke to Gales quite recently, albeit before the Geely deal was announced, and he was refreshingly forthcoming on the subject of the new Elise. Don't expect a revolution, he said, the new car will be conceptually very similar to the old, but made with the benefit of almost a quarter of a century's progress. So it will still be ultra-light, still a mid-engined two-seater powered by both normally aspirated and forced induction engines, though the latter will likely be turbo- rather than supercharged. Gales told me his two top priorities for the car were lightness and handling in that order, which I found rather reassuring. But he accepted to broaden its appeal it would also have to be quieter, more comfortable, practical and more dignified to exit and enter.

PARING IT BACK

Lotus still has three years to get the new car right. And in part at least that's why we have this car, the new Elise Sprint, which plugs the gap nicely. It's good to see the Sprint name back in use on a Lotus; the last was an Elan that went out of production 44 years ago. And it's appropriate, too, because the Sprint title doesn't refer to any great hike in horsepower - indeed it's available with either the standard 1.6-litre normally aspirated engine or its meaty supercharged 1.8-litre stablemate (the 220, pictured) - but a typically thorough and considered weight reduction programme.

Some changes are common to all Elises including a new front clamshell with larger apertures (and therefore less material) and a new rear transom with single rather than double rear light clusters. Combined with a rear diffuser now made from aluminium, these amount to a useful 9kg saving. An open-gate gearshift knocks off another kilo. But far bigger savings - 26kg in all - are available for those who take a deep breath and fork out



£5000 for the Sprint specification.

This is made up from the fitment of forged alloy wheels (which save 5kg), a carbon-fibre roll bar and engine cover complete with a polycarbonate rear screen (6kg), carbon seats (6kg) and a lithium-ion battery (9kg). Such savings would be welcome in a two-tonne Mercedes S-class, but the Elise Sprint doesn't even weigh one tonne. Lotus will tell you it actually weighs less than 800kg. And it does. Sort of.

Manufacturers with customers who regard mass as important have for years been doing their best to make their cars seem as light as possible on paper. This includes quoting a 'dry' weight for a car with no oil, water or

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"Tiny front tyres give a level of feel that makes other cars seem as if you're driving them with oven mitts"

petrol, let alone a driver. Ferrari did it and McLaren followed suit, though both now declare the basis on which their weights are calculated and also publish more traditional kerb weights. So when Lotus says the Elise weighs 798kg it means an Elise without so much as a drop of fluid in its windscreen washer bottle. Moreover, to get it under the 800kg mark it has deemed the roof to be a no-cost option, just so its 6kg mass doesn't need to be included in the figure. Just think how light it would be if it had a no-cost option engine and gearbox too...

Personally I don't think Lotus needs to indulge in such smoke and mirrors antics, particularly as all the wet bits in an Elise add up to so little that the car in a form you can actually drive still weighs only 830kg in Sprint configuration.

The car I tried had the standard 132bhp 1.6-litre Toyota engine and is therefore the lightest Lotus you have been able to buy in a very long time. Lotus has also taken the opportunity to allow the doors to open a little wider and, if you choose the optional carbon covers, drop the sills a touch so the not always simple business of getting in and out (particularly with the roof up) has been eased a touch. Once installed behind the wheel you'll notice the car has a new instrument pack with much clearer, more attractive dials. And it is very welcome.

As has been the case for a long time with low-powered Elises, there is a right and a wrong way to go about driving it. With the Sprint, this trait is accentuated. Because it's a Lotus with a promising new badge (and if you have access to a test track), there's a temptation to hurl it around on lap one and discover there's not that much grip, that it understeers too much and lacks both the power and limited-slip differential required to execute convincing slides at the exit. You need to adjust your focus, and accept that in these days when cars are getting ever more heavy and powerful, here is one that does precisely the reverse.

FACTFILE

Lotus Elise Sprint

Price **£37,300** ***Engine*** **1.6 litres, 4 cylinders** ***Power*** **132bhp@6800rpm** ***Torque*** **118lb ft@4400rpm** ***Weight*** **798kg (dry), 830kg (kerb)** ***Power to weight*** **159bhp per tonne** ***Transmission*** **six-speed manual, rear-wheel drive** ***0-60mph*** **6.2sec** ***Top speed*** **127mph** ***Economy*** **44.8mpg** ***CO_2*** **149g/km**

AGILITY AND GRIP

The good news is that if you drive the Elise Sprint the way it wants to be driven, you don't even need to be on a track. The far better news is that when you do this, the car is simply fabulous. The secret is not to go lobbing it around, but treat it as the precision instrument it is. Here the pleasure comes not from power and slides, but feel and finesse. Because it is so light the Sprint needs just tiny 175-section front tyres, which provide a level of feel that makes almost all other sports car seem like you're driving them wearing oven mitts. The brakes are phenomenal considering how tiny the contact patches of the front tyres are, but in fact it's almost always better not to lose the speed in the first place but guide the car quickly into the apex, trusting the steering to warn you of any incipient loss of grip, and the agility of the chassis to address the issue instantly and without drama. For purists who are not concerned with lap times or even going particularly fast, but just want to relish how a properly engineered super-lightweight car can feel, the Sprint is superb.

But it could be better still. People will want to drive theirs on track, and however you drive it there is still too much understeer in corners both quick and slow. In the absence of other evidence to the contrary, the culprit is clear: with a car this light and packing so little power you absolutely do not need a 225-section rear tyre, especially when that's fully five sections fatter than those up front. It affects the car's on-the-limit balance and, when I said as much to Gales, he did not deny it. That said there is a 'Cup' specification Elise, too - and those looking to spend a significant proportion of their time on track should consider it seriously.

It's interesting to check back in with the Elise in the autumn of its life, especially in its most pared-back form. And the truth is that, for a certain sort of person who just wants to experience driving in its purest form, it still stacks up. Of course you could buy an Ariel or a Caterham for similar money and these are wonderful cars too. But nothing since the original Elan has combined such keen responses with that small sliver of civility required to make it something more than purely a toy. It explains why the Elise has survived so long, why no one has made a convincing rival in that time and why it represents such a hideously hard act to follow. I wish them the best of luck with it.

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Power without poise

Despite its good looks, this Audi RS5 fails to deliver where it matters







Here are some of my thoughts about the Audi RS5, produced here in quotes for reasons that will shortly become clear:

"It seems Audi may at last have twigged that its front-engined sports cars need to do more than look good and go like hell. The new RS5 is not cheap, but it appears to herald a much anticipated, long-awaited change of heart from Audi's engineers.

"It's the chassis I want to focus on, because at last here we have an Audi that really handles. So now and at last Audi has a sporting coupé that is finally as good as it looks, that is as fun to drive as it is easy to live with. And that's the first time I've been able to say that about a front-engined Audi in far too long."

All of which would be fine but for one thing: I wrote all that about the last RS5, seven years ago. And now at least some of that good work has been undone.

The new RS5 does all that stuff RS Audis always did. It's beautiful, beautifully built and hellishly fast. To this the new car adds decent ride quality and a dashboard capable of conjuring more information than I could find in a week of fiddling.

Most notable among its losses are its 4.2-litre V8 engine, replaced by the same 2.9-litre turbo V6 already found in the Porsche Panamera 4S. It develops 444bhp and in a car of quite modest weight provides brutal performance. But there's no joy to it, no sound to savour, no whipcrack throttle response in which to revel. It's just a device, now harnessed to a conventional auto box rather than the double-clutch unit of old.

But most disappointing is the handling, which seems to have reverted at least halfway back to the bad old days of fast Audis. There's all the grip in the world, but no feel from the steering, little balance from the chassis and insufficient fun for the driver, whichever drive mode you select. The RS5 has turned from a well honed user-friendly sports car into an incredibly fast, good looking yet rather dull GT.

I don't understand it. A few weeks ago I drove a new TT S, so not a special 'RS' model built by Audi's in-house Quattro GmbH tuning division, but a stock, off-the-peg, sporting coupé. I was on a track so not expecting much. But it was brilliant, its four-cylinder engine doing a remarkable impression of an old Audi five, its handling lucid, engaging and even quite nicely balanced. Its power and grip levels felt nicely matched, the car always easy to drive, yet still rewarding if you really pressed on.

At the same money I'd prefer the TT, but the RS5 costs half as much again. It's too much for a car that, for all its presence, prettiness and on-paper potential, fails to deliver the anticipated driving experience. M

FACTFILE

Audi RS5

Price **£62,900** ***Engine*** **2.9 litres, 6 cylinders** ***Power*** **444bhp@5700rpm** ***Torque*** **442lb ft@ 1900rpm** ***Weight*** **1665kg** ***Power to weight*** **267bhp per tonne** ***Transmission*** **eight-speed automatic, four-wheel drive** ***0-62mph*** **3.9sec** ***Top speed*** **155mph** ***Economy*** **32.5mpg** ***CO_2*** **197g/km**

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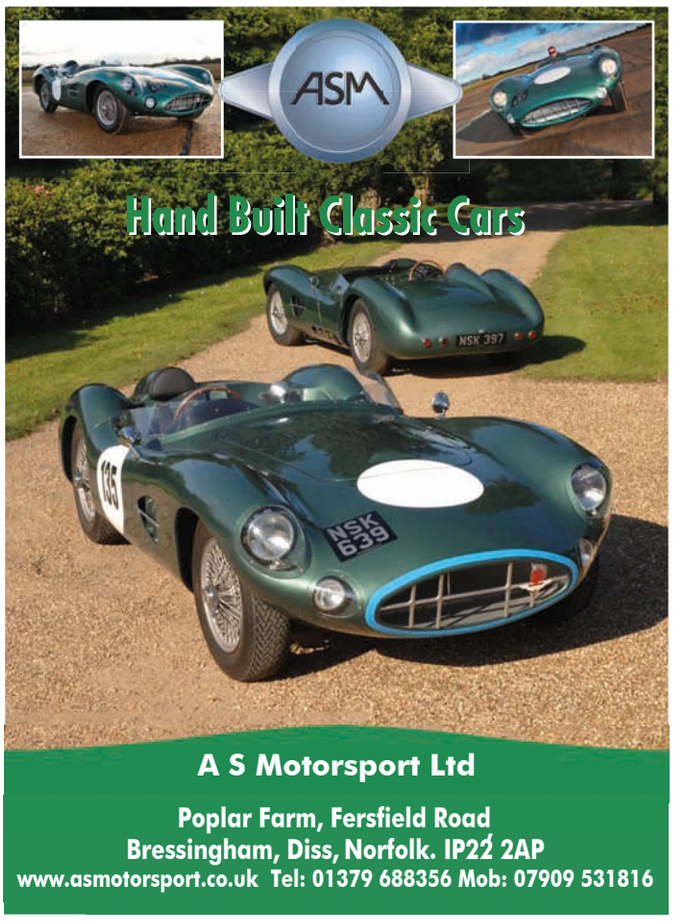
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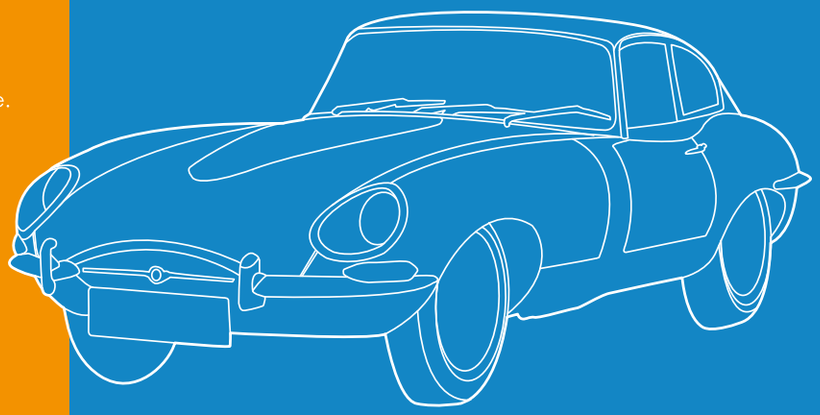
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Hot hatch heaven

The world's fastest front-wheel-drive car is a blast on the road







The Civic Type R is appallingly ugly, looking as it does like a normal Civic that's been crashed at high speed into an unusually low-brow aftermarket auto accessory shop. But all that clutter you can see on the car - and plenty more beneath you cannot - is there for a reason. The same reason the power output of its 2-litre four-cylinder engine has been raised from 306 to 316bhp and its chassis completely revised: this is the fastest front-wheel-drive car in the world, and it has an insane 7min 44sec Nürburgring front-drive lap record to prove it.

So what? Well, the truth is the car could be much quicker still. Honda could have done as others have done and created a super-light two-seat version - essentially a headline-grabbing Nürburgring special - but it decided not to. And it could have fitted an instant shifting double-clutch gearbox and gone far faster still. But no, like the last Type R, Honda wanted to keep this one both pure and practical. So a manual five-seater it remains. It is also laden with equipment, including a frankly unfathomable information and navigation system.

What's different is the way it drives. The last Type R was fun in a slightly masochistic way. It was quick but brutal, requiring a firm hand and secure dental work. This one is not like that. Far and away the most important change is not that downforce-promoting bodywork, its extended wheelbase or extra power, but replacememnt of the old car's torsion beam rear axle with a fully independent multi-link arrangement.

The effect is transformative: even in the firmest of its three driver-selectable modes I'd say the ride quality was better than that of the old Type R - and in 'Comfort' it's nearly as good as a Golf. While this brings benefits on long boring journeys, the fun it brings to demanding back roads counts for rather more. This Civic handles superbly, indeed bizarrely well for one that is putting so much torque through its front wheels alone. Soon it is the car's composure in corners that earns your attention even more than the bewildering speed at which it is travelling. It feels safe yet involving, entertaining yet usable. By comparison, a Ford Focus RS feels leaden.

It's so good it can make you forget the terrible interior design and the some seriously cheap-looking cabin materials, at least while the good roads roll. Even after that, the car is sufficiently quiet and comfortable to make plausible daily transport so long as you can put up with the gurning from passers-by.

The Civic Type R is a strong contender for the most improved car I've tried this year and, while I'd still rather live with a Golf R as a device to just to get in and drive, in its class I'd rate the Honda as the best of the lot.

FACTFILE

Honda Civic Type R

Price **£30,995** ***Engine*** **2.0 litres, 4 cylinders, turbocharged** ***Power*** **316bhp@6500rpm** ***Torque*** **295lb ft@2500rpm** ***Weight*** **1380kg** ***Power to weight*** **229bhp per tonne** ***Transmission*** **six-speed manual, front-wheel drive** ***0-62mph*** **5.8sec** ***Top speed*** **169mph** ***Economy*** **36.7mpg** ***CO_2*** **176g/km**

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	I BDS	333 CO	I DMP	EJL 4	I FJT	I4 GPR	9II JD		78 MPA	54 NSM	9 PV	RPW I4	SU 5	I VEB	I YR
	I BFH	I CPO	6 DN	EJM 36	7I FJW	GRC 77	I JDJ		79 MPF	NU I	59 PWB	90 RRB	I SVH	I VEM	YS 34
	I BFM	8 CPR	3 DPN	I EJO	90 FL	GSA I	I JDO		77 MPL	NV 9	PWG 5	I RRT	I SVM	I VEW	YW 4
	BG 72	90 CPT	20 DPR	8 EJR	FLH 43	GSW 90	I6 JDP	I JTK	I2 MPM	I OAA	2 PWW	RSJ 9	I SWR	34 VJ	YZ I



JDT I	JTP 46	KEJ 76	KNS I	6 LDW																			
9 JEG	JTT I	I KEK	KO I	2 LEF																			
66 JFR	60 JU	I KET	59 KPG	LER 80																			
JGJ I	I JVG	8 KF	KPM 92	LF 7																			
JGK 54	JVL 83	3 KGC	KR I	LFS 50																			
I0 JHD	I JVS	I KGM	KRB I	4 LG																			
JHN 80	I JWA	I KHC	9 KRL	LGM 4																			
I JHR	JWG I	I KHS	59 KRM	LGS I																			
I JJA	55 JWM	KJC 93	KSJ 9	I LGW																			
JKB 90	43 JY	KJE 52	I KWB	LHB 2																			
JLK 66	KAA 97	KJG I	66 KWL	II LHG																			
JN 5	364 KB	5 KKK	I LAT	I LHH																			
7 JNA	I2 KBM	84 KL	6 LBC	I LHM																			
5 JNC	KBS I	I KLD	LBS I0	33 LJD																			
8 JND	5 KCD	I KLE	LCA I8	32 LJE																			
I JNH	I KCL	I KLJ	8 LCJ	8 LJJ																			
64 JOM	5 KCP	KLK I	5 LCR	LJL 34																			
25 JPD	I KCW	I KLP	300 LD	I LJN																			
JPS 23	6 KDA	KMJ 78	I LDA	I LJV																			
9 JRJ	I KDC	I KMO	I LDD	3 LKG																			
53 JTD	KDJ I	67 KMT	3 LDF	LKR 36																			
88 JTF	KDP 74	I KMW	I LDG	I LLG																			
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I FAT	A8I OLA	BAY IIIS	BRA 63Y	CHA 2D	D422 OCH	FEII DER	GI AND	HOU 5I3Y	LAU 233N	MCA 20IE	I MUG	PAII TON	R47 HOD	SHO IIE	T247 NOR
TC0 IE	A824 HAM	BEA 6IE	BRA 555S	CHE 32IE	D425 HAN	ESS 6X	GLII YNN	HII8 BLE	LAW 2IE	MCB 2I0E	MUL IIA	P42 ESH	REA 450N	5II ORT	72 UDY
I3 ENT	ACK 207D	BEA 4N	BRA IR	CHE I2Y	DAR 7L	EII9 ENE	GOA IS	HUG 6H	L424 RUS	MCC 4IIG	MUII DAY	P4I2 KES	REA 4Y	SHO 273N	TUC 6K
HAI2 LOW	AAD 3L	BEA 2R	BI23 NDA	CHE I2Y	DAT 7A	EVE II7N	GOA 7S	HUM 83R	L3I4 NNE	MCC 24E	MUII SON	PAS 64L	REB 366A	SHU 7T	TUR 2K
B3II SON	AGE 3R	BEA 7A	B23 WER	CHII RMS	DAW 83R	EWA I2T	60I DEN	H7I AND	LEA I2Y	M63 WAN	MU57 ARD	PAS 60E	2 EED	SI47 TER	TUR I3Y
S7 0KE	46 NES	BEA 73N	B2I0 GER	CII4 NCY	DAW IIID	EXE 73R	GOR 3E	HYII TON	L3 GGE	M63 WEN	MYII ERS	PAS 5K	I2 EES	SMA II3Y	TUR 270N
SPI2 UCE	AI77 KEN	BEE 6H	B2I0 GET	CI47 DEN	DEA 4R	EYR 2E	GOU 2I4Y	JAC 6K	LEN II0X	MCG IIIN	NAD IIIE	PAS 53Y	REG IIE	SOL 3E	TUI2 VEY
W42 DLE	ALA IIIN	BEE 2R	BI2I DLE	CLO 53E	D342 DEN	FAB 8I4N	GRI4 NGE	JAG 63R	LER 20Y	M660 UGH	NAN 377E	P45 TOR	REL IF	SOP 3R	T72 ONE
N0I4 KES	ALB 32T	BEG IIM	B2I5 TOL	CI07 HES	D33 GAN	I FAG	G247 TON	JAN I63E	L35 TER	MCG 202Y	NAN 5	PAT 6H	REN 44A	SOU 74R	UTT IIIG
82 YAN	ALD 3N	BEH 4N	820 GAN	CII0 UGH	DEE 2Y	FAR 2ID	G23 ENE	JAN IIIA	LEV I7T	M6II UGH	NAR 6IIS	PAT 2I6E	REII ATA	SPE 6K	VAN 6E
BOW I3Y	ALE 6C	BEN 6H	B2 USH	COA 7S	DEN I3Y	I FAT	GI2 EER	JAV I3R	L37I AND	M6II ROY	NCU 8E	PAT 73N	R3II ATE	SPE I2S	V4II NDA
S7 AMP	AII4 WAY	83 NN	82 YAN	COL I42D	D3II HAM	FAW 637T	GRE 7Y	JAV IJR	LOD 9E	MCII VOR	NEA IIIE	PAW 6L	REN 70N	SPE II6E	VAR II3Y
642 DEN	ALL I50P	BER 63R	82 YCE	COL 70N	DEN I55E	FEII NER	GI2I EVE	JEI4 NNE	LUC 6IE	MCN 4IIR	NEA 7E	PAY IIE	I REP	SPR 46G	VEE IIA
7 OUT	ALT 74F	BES 5T	B27 DON	COM I3Y	DEN I58N	FER 2N	G2I MES	JEII LEY	LUM IB	MCR 43E	NEE 50N	PEA 4K	REU 883N	SPR 477T	VII6 TOR
83 TTY	ALY 750N	BEY II0N	B27 ONY	CON 3Y	D3 NNS	FER 2I3R	GI20 GAN	JOL IIIY	LYA IL	MEA 4D	NE55 STA	PEA 2T	ROA 6H	S7 AMP	W4 CKO
CEL IIIE	AMB 83R	BHA 47IA	BUF 70N	COII LAN	DEII YER	FER 22IS	GWII YMS	JOW 37T	LYC 377T	M34 NEY	N377 LES	PEE 3K	ROC 6K	STA 2K	W4I DEN
AII7 ONY	AMB 205E	8I4 NCA	BUG 6I3R	CON 3R	DER 23K	FER I2Y	HI4I NES	JUD 63E	LYN 355S	MEH 74A	NEW 802N	PEE 3T	ROD II3Y	573 FAN	WAL 90IE
HWH I7E	DAM 3S	8I GGS	BUII ARD	COO 94N	D35I REE	FI3I DER	H4II FAX	K4I5 OOM	LYN 37E	M3II ORS	NI8I ETT	PER 32A	ROE I	STE 2N	WAS 533M
JER 53Y	ANS 73Y	BI46 KER	BUL I3R	CI0 RKE	DIII VYA	FI ESH	HAL I37T	KAR IIIA	M46 KEY	MEII TON	NII6 OLL	PET 77Y	206 ER	STO 22IE	WAS 5S
FRII DAY	AI26 YLE	BLA IID	BUN 74N	COT 73R	DIII XON	FLO 2IN	H4II OWS	K4II SAR	M46 RAE	MEN 5	NOE IIIL	PLA IIK	200 NEY	S7 OUT	WAS 3IL
LAW I3Y	A2I ENE	8I END	BUR 263R	COW 4I2D	DOG 637T	FFII YNN	HAI5 ALL	K4II SAR	MAG IIIL	MEII SAH	NOR 24H	SPI2 ATT	ROS 4A	STI2 ANG	WEB 8I3Y
	ARR 24N	8I0 UNT	BUR 2N	COW 3IL	DOI2 MER	FOS 73R	H4II SEN	K47 LEY	MAI2 EAD	MEP II4M	I NRM	PI0 VER	2 OSE	S724 NGE	W33 DON
	A25 LAN	BOA I2D	BUS 5E	COW 3N	DOT 7Y	F2 AME	HAI2 BER	KEA 4Y	MAL I37T	MER 237T	NOR 770N	POL I7T	ROX 4IIA	STR 233T	W3I TON
	ASH II0K	BOB 88IE	BUS 53Y	COW IY	DOR 53T	F2 ANC	H428 OUR	KEE I3R	M4II TAS	MER 2IIL	NOW 3IL	PON IID	RUB IIIA	S72 ONG	WEI7 HAM
	A55 TLE	80 DDY	BUS 73R	BEN 60X	DOS 4I7J	F24 NNY	H4I2 KER	K3II ETT	M4II TON	MER 2I7T	NUR 55E	POO IL	RUB I7Y	S72 OUD	WEI2 NER
	AST I3Y	BOL 63R	BUS 7Y	60 YLE	D24 PER	FRA 73R	H42 OLD	KEM 950N	M4II UEL	MER I2Y	OBR 2I3N	POO IS	RUB 7Y	SUII DAY	WES I3Y
	AII0 REY	BOL II0N	BYF I3ID	CI2 ABB	DRU 6E	G4 LES	HAR 220D	KEN IIT	MAI2 COS	MER 77L	OCT I	POR 2I7T	RUD 66E	SUT 3R	I WET
	AVE 2IIL	BOL IT	BYI2 NES	CI2 AGG	I DUM	GAL II3Y	HAR 77E	K3 OGH	MAR 23K	M355 AGE	OGL IE	POR 2T	RUS 70N	TAN IIG	W37 TON
	AY63 SHA	I3 ONE	CAB IIIE	CRE 3D	DUN 574N	G420 NER	HAW I3Y	KET 7IE	M42 GOT	MEY 2I6K	OLL I3Y	P247 LEY	SAII RAS	TAN IIK	WHA I3Y
	MBA IE	BON II7A	CAI2 NSY	CRE 3W	DUP I3X	GAR 242D	HAY 47T	KEY 7S	MAR 623T	MII6 UEL	OLW 6N	PRA 7T	SAM 5	T4II SEY	WHA II3Y
	BAR II4M	BON II3Y	CAR 355S	NCR I5P	DII2 HAM	GAR 20D	H47 DON	KII4 NOM	MAR II7N	MOB 8S	OLW 7N	P2II NCE	S4II EER	TEA IIIE	WHA 7I3Y
	B42 LOW	BOII SER	C4I2 NEY	CRO IIE	DWA 7IIE	GAI2 THS	HAY I3S	KII3 RAN	M42I AND	MOII ONY	OPE 2A	PRO IIT	S4II DOR	T3I FER	WHE 44T
	BAR II3Y	BOII ZOS	CAII ROL	CI20 WNE	EAD 3E	G42 TON	H42 ARD	KI32 NAN	M42I ENE	MOII ENT	ORII ENT	PUII LAN	S4 ULS	TII3 LMA	WHY 820W
	BAR 2IIE	BOO 606K	C420 LAN	CUE I	EAM 3S	G42 VEY	H34 RSE	KII2 KUP	M4I2 LOW	MON I64S	ORM 320D	PUII LN	S47 ERS	THO 2I3Y	WII LDE
	BAI2 RON	BOO 7S	CAI2 ROL	CUR 7IN	EAR IIE	G45 SON	H394 RTY	KI25 TEN	M425 DEN	MOO II3Y	OSI3 ORN	PUII TER	SCA IIIY	TI32 NEY	WON IIG
	BAR I20W	BOR I5S	CAS 3E	CUI2 ZON	E8 SON	GAT 7E	HEII LEY	KII2 TON	MAR 7IIA	MOO 23E	OSC 64R	PUI2 SER	S62I VEN	7I GHE	WOR 23IL
	BAI2 RRY	BOS 706K	C47 HAL	DAII NTY	EAS 73R	G473 NBY	HEW 3R	KII4 GGS	M427 ANN	MOO 23S	OVE 270N	PUI2 VES	SEA 2IE	TON 6E	WOR 7I3Y
	B42 TER	BOU I73R	CAT 7IE	VDA IE	EDW IIN	G44 UNT	HIII DLE	KI7I BBS	M422 ENA	MOO I2S	OWA 4IIN	PUT 706K	S3II WYN	TOO I3Y	WRA 46G
	BAI2 TLE	BOII RKE	C47 TON	DAL II4S	EDY 7A	G4 YES	HI76 HEN	KNO 6K	MAS I3N	MOI2 AGS	OXL 3Y	RAD I3Y	SEW 42D	T7 OUT	W2I6 LEY
	BAS 537T	BOW 473R	CAW I3Y	DAM I33N	ELD 23D	G3II TLE	HOII TER	KYT 7E	MAS 553Y	MOR 370N	PAC 3E	R438 URN	SHA 7IIE	70 VEY	YAS IIIR
	BAT 3S	BOW 3E	CEL IIIA	OAM I0N	ELE IIA	GEN 72Y	HOII TER	LAII NCE	MAS 55IE	MOI2 ROW	PAD I3Y	RAM 463E	SHE 3A	TOW 3IL	74 TES
	B473 SON	BOW I3Y	CEL IIIE	DAII CER	ELK I	GER 242D	HOM 3E	LAS 5T	M455 SON	MOT 7H	P4I SEY	R4II ONA	SHE IIIL	TOW 32S	Y34 TES
	B4 TON	BOX 4IL	CHA II4A	DAR 2E	EI MES	GHA 24IA	HOS IIIE	L47I MER	MAY 7A	MOT 724M	PI4I MER	RAM 503N	SHE 23E	724 CY	YOII SEF









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Ferrari Superamerica
Year: 2006: Miles: 11,600
External Colour: Giallo Modena
Interior Colour: Nero
£299,995

Ferrari 488 Spider
Year: 2016: Miles: 800
External Colour:
Blu Elettrico Metallic
Interior Colour: Crema
£279,995

Ferrari 488 GTB
Year: 2016: Miles: 3,600
External Colour: Rosso Corsa
Interior Colour: Nero
£224,995

Ferrari F355 Spider
Year: 1996: Miles: 13,000
External Colour: Giallo Modena
Interior Colour: Nero
£199,995

Ferrari 599 GTB – HGTE
Year: 2010: Miles: 6,500
External Colour:
Nero Daytona Metallic
Interior Colour: Nero
£174,995

Ferrari 488 GTB
Year: 2016: Miles: 3,000
External Colour:
Grigio Silverstone Metallic
Interior Colour: Nero
£224,995

Ferrari 430 Scuderia
Year: 2009: Miles: 16,300
External Colour: Rosso Scuderia
Interior Colour: Tessuto
£199,995

Ferrari 512 TR *
Year: 1992: Miles: 9,500
External Colour: Rosso Corsa
Interior Colour: Crema
£219,995

*Ferrari classic cars outside the Approved programme due to the age of the vehicle. All listings accurate at time of publication.

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SPEEDSHOP

***THIS MONTH** WHY THE 512BB COULD BE A WISE FERRARI PURCHASE • BMW'S GROUND-BREAKING 1800 Ti • LATEST AUCTION SALES TRENDS • IS THIS THE MOST DESIRABLE PORSCHE 911 GT3?*



TOP STORY

Hidden gem

The 40-year-old Ferrari that could become a future classic

How do you follow a car like the Daytona? Well, if you were the engineers at Maranello in the 1970s, you tore up the rule book, created a flat-12 and for the first time mounted it in the middle of the car.

Ferrari launched the 365GT Berlinetta Boxer in 1973, at the birth of the supercar era, putting it up against the Lamborghini Miura and Countach. But it was the updated version of that car, the 512BB, that re-established the marque at the top of the supercar hierarchy.

Launched in 1976 at the Paris motor show, the new 512BB had an engine increased from 4.4 to 5.0 litres and also abandoned Ferrari's practice of denoting a model by the capacity of an individual cylinder. Instead it adopted a new nomenclature where '512' indicated five litres and 12 cylinders.

The engine layout mimicked that in Ferrari's Formula 1 racers of the time: flat-12 cars claimed the constructors' championship in 1975, '76, '77 and '79, while the Ferrari 312T carried Niki Lauda to championship titles in 1975 and '77 and Jody Scheckter was likewise successful in 1979.

Perhaps not surprisingly for a car with such pedigree, the 512BB was said to be the fastest road car in the world with a top speed of 188mph - a claim that at the time was seen as outlandish by many. In fact, in 1978 *Autocar* felt moved to put it to the test, with disappointing results.

"Try as we might," the magazine reported, "we could persuade no more than a mean 163mph at 5975rpm from the beast, while

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the car's electronic speedometer read 174mph."

Despite its outright speed the 512BB did not make much of a name for itself on the track. Partly this was due to the fact that Ferrari, concentrating as it was on F1, didn't operate a works sports car team for much of the 1970s, leaving entries in this arena in the hands of privateers. Another factor was the unusual engine architecture, with the flat-12 block mounted above the gearbox, giving it a high centre of gravity and a reputation for snap oversteeer. But even when the Boxer did head

(1) 512BB took a class win at Le Mans in 1981, thanks to Jean-Claude Andruet Claude Ballot-Léna and Hervé Regout (2) This 1979 example is currently for sale with Tom Hartley (3) From new, it has covered only 21,000 miles

to the track, from 1978 with the 512BB LM, results confirmed rather than challenged Ferrari's underwhelming record with sports cars - the car recorded a single class win at Le Mans, in 1981.

Despite, or perhaps because of this, the 512BB has never quite made it into the pantheon of Ferrari greats, being seen by some as a curio rather than a thoroughbred. But that might be about to change, according to Tom Hartley, the specialist supercar dealer who has been in the industry for 40 years.

Hartley has for sale a 1979 example that is one of only 101 right-hand-drive cars made. More unusually for a Ferrari of this vintage it has had only one owner: a London hotelier, who bought the car new before moving to Lanzarote. The 512BB went with him,



1



2


3

remaining there until earlier this year when Hartley bought it and transported it back to the UK.

"It is very unusual to find such a low-mileage example," says Hartley. "The car has had a complete overhaul including a complete engine rebuild by Graypaul [the renowned Ferrari restorer]. The bodywork was in very good order and it only has 21,000 miles on it."

Hartley says that the 1979 car, which is offered for £299,950, is undervalued at the moment and predicts that its value will increase. "I see it very much in the same bracket as the Porsche Turbo. With low interest rates and any gains in value being tax-free cars of this era are increasingly popular and that is set to continue."

www.tomhartley.com

In the market for 12-cylinder Ferraris?

Four cars, 48 cylinders, pure music



1995 456 GT

£69,995

One of 141 six-speed UK manual cars, and looking like a bargain. Blue leather interior and just 38,790 miles from new.

www.foskers.com



2003 Enzo

£POA

Unbelievably never titled or registered, with just 263 miles on the clock. Original window sticker present.

www.tomhartleyjnr.com



2005 Superamerica

£POA

A modern-era Ferrari with a historic name, a classic V12 – and a futuristic roof which rotates 180 degrees

www. williamloughran.co.uk



1965 275 GTB alloy

£POA

Glorious aluminium bodied car. A winner at the Salon Privé Concourse D'Elegance at Blenheim Palace 2015.

www.dkeng.co.uk

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The cars are, relatively speaking, good value. Even ready-to-run factory machines can cost much less to buy than cars for some historic categories (though you might not get much change from six figures). From demonstration runs at the Goodwood Members' Meeting to crowd-pleasing races at Silverstone Classic and an HSCC-run series, the appeal of Super Touring remains strong. But what of the realities, given that spiralling costs and significant complexity killed them off back in the day?

Jonny Westbrook's love of Super Touring cars was forged in childhood, his dad's job at Ray Mallock inspiring his own career in motorsport. He started with a 1995 Cavalier



Super Touring superstars

One of the next big things in historic racing?

and, having bought and sold several cars, is now restoring an ex-Rydell Volvo S40. "It's about running the cars the way they want to be run," he says. "I work in BTCC now and prepare my cars with the same mindset."

Meanwhile two-time BTCC champion John Cleland has been tempted back into Super Touring cars, encouraged by his son Jamie. Together they bought Cleland's old 1997 Vectra and have rebuilt it, learning much about the car and the support networks still in place. For instance, when Cleland Jr contacted Ohlins for help he was put through to the guy who'd set the dampers up for his dad's car in period and still had the settings noted down.

Cleland reckons that running these cars isn't as scary as people might think. There can be challenges - a broken suspension arm meant borrowing one before getting spares fabricated - but Cleland and Westbrook agree you don't need a factory team budget to run them, just the discipline. And with that Super Touring cars can fly again.

www.hscc.org.uk

DEALING



THREE OF A KIND

A small Surrey dealer that specialises in idiosyncrasy

"We are somewhere between a modern dealership and the traditional British garage," says Miguel Andrew of Surrey-based specialist Bell & Colvill. Located in the leafy Surrey hills but within easy reach of the M25, Bell & Colvill certainly has a large catchment area. The fact that it sells nearly a third of Lotus's UK market share shows that a more traditional approach can still reap results.

Bell & Colvill is also a Subaru dealer, the customer base reverting to its country-set roots following the gold-wheeled glory days of the Impreza. They, like Lotus buyers, tend to be repeat customers, valuing the personal approach and comfortable surroundings of the traditional red-brick showroom. To these two brands Bell & Colvill has more recently added Morgan, this trio of sometimes eccentric marques suits the scale and location of the business. "We have people coming here who have been buying cars from us since the '70s," says Miguel.

Morgan is a perfect fit in a world like this, the showroom's rural setting in keeping with the brand's sense of English identity. It's certainly more appropriate than some vast, impersonal "glass palace" as Miguel puts it. In fact, the temptation to expand has been tempered by the realisation it would be throwing the baby out with the bathwater. This keeps the focus on sales, rather than expanding into a restoration business dedicated to, say, S1 Elises. Staying focused and providing an environment appropriate to the characters of the brands they sell has been a winning formula since 1970. Why change now?

www.bellandcolvill.co.uk



Lotus 3 eleven
£130,000
Finished in metallic green with yellow stripes, this track focussed, 460bhp, 180mph, 2016 model has done a mere 5 miles.



Morgan Aero 8
£108,000
Combining classic looks with cutting edge technolgy this 2017 Aero 8 offers the best of both worlds. Quilted seats come as standard.

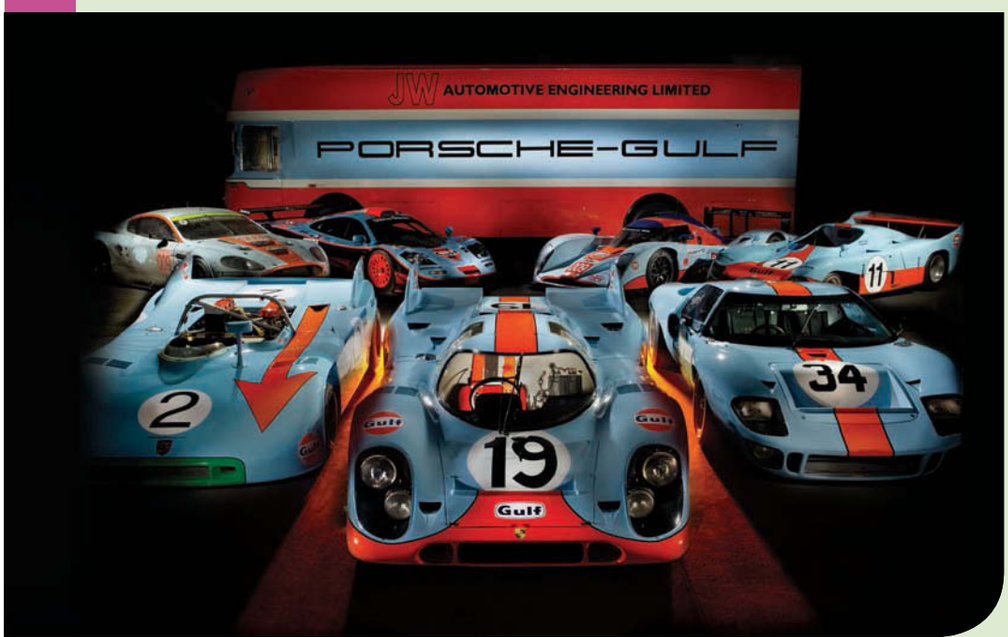


Lotus Exige S Race
£41,995
A 2014 example finished in motor sport green and with 12,500 miles on the clock. Incluidng Premium Pack Sport and Race Pack

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Into the blue – and orange

Gulf-themed collection and long-established dealer set up home together



Two major names in the classic car world are to link up, combining one of the best-known specialist historic racing car dealers with the creator of a staggering car collection.

Duncan Hamilton Ltd and Roald Goethe, who assembled the extensive Gulf Racing-themed sports car collection, have announced a new combined operation known as Duncan Hamilton ROFGO, to be based at the newly built ROFGO Park in Hampshire.

From its extensive new base, home to the amazing assemblage of cars in Gulf Racing colours, the new firm will expand on the Hamilton company's 70 years of trading in desirable machinery. Racer and Le Mans winner Duncan Hamilton founded the business in 1948. More recently his son Adrian has been at the helm, and it was Adrian who facilitated the acquisition of the Gulf cars for Goethe after suggesting that, since the amateur racer's chief business was oil, the memorable blue and orange colour scheme would be a perfect thematic match.

Over the years Duncan Hamilton Ltd has sourced and handled many of the finest classic and competition cars, one reason that Adrian was able quietly to source so many Gulf examples whether or not they were technically for sale, and this will continue to be the core activity.

"Our previous premises were in the grounds of the Hamilton home," says the firm's Simon Drabble, "while the Gulf cars were distributed here and there. Now we have much more space, with two 10,000sq ft halls connected by offices, housing the collection in one and our showrooms in the other. And the showroom is almost full already, so we've arrived here all guns blazing."

Another aim of the new firm, says Drabble, is to build the ROFGO brand - the name derives from Goethe's initials - with possible overseas expansion.

A third hall is also in preparation ready for maintenance and race prep of some client cars as well as the collection.

"The aim is to get all the Gulf cars ready for racing," says Drabble, "while we will also run a select handful of client race cars. For example, we ran the Lola MkI that took pole position for the Madgwick Cup at the Goodwood Revival this year."

Racing runs through the firm: Drabble himself is a historic racer as are colleagues Nick Maton and Jack Tetley, while Hamburg-born Goethe not only exercises his historic Gulf cars but also competes in present-day GT and endurance racing in the famous colours with his own Gulf Racing team.

Although the ROFGO collection is not open to the public, the cars - not forgetting the actual Mercedes truck that transported Goethe's 917 around the circuits in 1971, found in Florida and painstakingly restored to original specification - make frequent appearances at major events.

Now the famous colours are set to be even more visible - and so is the new firm.



SPEAKING TO ADRIAN HAMILTON

Why cars are surely a wiser investment than stocks or shares...

Roald and I started putting the ROFGO collection together in 2008, after he bought an ex-works Gulf GT40 because he'd had a model of it as a boy. Thirty-six cars later it's the only one of its type, and it's doubled in value! The market has altered since my father's time, when people bought cars to race, not as investments. Now we see two types: those who enjoy historic racing and whistle off to Goodwood, and those like me who enjoy touring to beautiful places. There are lots of people making pots of money and they want to invest it - and while you don't get much pleasure from a share certificate you can have lots of fun in a car. And as the value rises there's no capital gains tax!

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Maranello marks 70

Hypercar tops auction as 92.5 per cent of Ferraris sell at 70-year heritage sale



'Leggenda e passione'. Ferrari is perhaps the only marque that can be excused for the habitual use of such clichés, although the result of a recent RM auction under that name suggests it is wholly justified. Not least, it speaks volumes for the passion of Ferrari clientele that a car yet to be built has become the most expensive of this century.

The legendary Pista di Fiorano circuit was a fitting venue for this one-marque auction, taking place on the very asphalt where so many icons of Maranello first turned a wheel. A capacity audience of bidders and tifosi packed into a trackside stadium, as seven decades of Ferrari heritage took centre stage.

Those who came set their eyes upon a Ferrari so exclusive that few believed it even existed until recent years. It was the lone aluminium-bodied Daytona built for the road, one of only six alloy coachwork 365 GTB/4s constructed (the other five for competition). Sold new in Italy to a close friend of Enzo Ferrari, Luciano Conti, the car was imported to Japan in the 1970s where it remained hidden for almost four decades, few knowing whether it even still existed.

Its discovery in barn-find condition shocked Ferrari connoisseurs, making it one of only two remaining 'Alloys', the other being the chassis that Luigi Chinetti piloted at Le Mans in 1969. As it returned to the public eye in Maranello, spirited bidding lifted the 'Alloy' well above estimates, eventually selling for a model-record €1.8 million.

From a car that few knew existed to one that doesn't... Fiercest bidding of the auction was reserved for the final lot: a one-of-a-kind LaFerrari Aperta. The open-roofed version of Ferrari's market-defining hypercar, only 209 were slated for production - but Ferrari decided to build one final example as part of its 70-year celebration.

A quick-fire bidding war ensued for this as-yet unconstructed car, surpassing the upper estimate two-fold before continuing to climb. Eventually selling for €8.3 million, the final Aperta became the most expensive car built this century ever sold at auction, a fitting end to this celebratory auction with all proceeds from this special lot going to Save the Children.



An honorable mention is owed to a fine 1983 Ferrari 400i, a car owned from new by Keith Richards of the Rolling Stones. It sold for a model-record €345,000, as did a stunning 'Green Jewel' liveried Ferrari 488 that tripled its pre-auction estimate to reach a seven-figure sum. Among the most remarkable sales was a 1:2 scale Ferrari 812 wind tunnel model, the carbon-fibre shell selling for an estimate-doubling €600,000.

> *A Ferrari 400i owned from new by Keith Richards sold for a model-record €345,000*



Disappointingly few racing cars were there, giving the auction a slight imbalance, but a sleek 750 Monza from 1955 certainly propped up the side. With a tri-continental race heritage the 750 sold for more than €3 million, but there was a less positive outcome for one of the few 333SP sports cars never to race - it fell short of its reserve.

Among the most storied Ferraris going under the hammer was a 250 GT California Spider, imported to Venezuela during its oil industry boom. While cruising the nightlife streets of Caracas, its wealthy owner was involved in a fatal armed robbery and the 250 GT returned to the US for a restoration. It disappeared into the Chicago suburbs for almost two decades. Only now has this

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desirable open Ferrari returned to the public eye, selling in Maranello for €7.85 million.

Despite lacking a showstopper, Maranello had given itself a fitting tribute in the marque's heartland and set a benchmark for the century in the process.

Preview & Calendar

OCTOBER

2 ***Bonhams***
Philadelphia, USA

5 ***Mecum***
Chicago, USA

5 ***RM Sotheby's***
Hershey, USA

6 ***Bonhams***
Knokke-Heist, Belgium

14 ***Mossgreen***
Melbourne, Australia

14 ***Motostalgia***
Waxahachie, USA

15 ***Artcurial***
Paris, France

28 ***Bonhams***
Padua, Italy

28 ***Barons***
Sandown Park, UK

NOVEMBER

3 ***Bonhams***
London, UK

11 ***Silverstone Auctions***
Birmingham NEC, UK

11 ***Bonhams***
Los Angeles, USA

16 ***Mecum***
Las Vegas, USA

25 ***Historics at Brooklands***
Mercedes-Benz World, UK

30 ***Mecum***
Kansas City, USA



BONHAMS

1962 Lancia Flaminia Sport 3C ***Estimate: £360-450,000***
Zagato 'double bubble' body with faired-in headlamps, combined - perhaps uniquely - with powerful 3C engine. Underwent 1750 man-hour restoration in early '90s.



BONHAMS

1983 Dodge Daytona Indy Pace Car
Estimate: £15-23,000
Turbocharged car that graced America's racetracks in 1983 and '84. One-off concept; capable of 178mph.



RM SOTHEBY'S

1929 Derby Type GSEH Sports Roadster
Estimate: Without reserve
One of 50 surviving voiturettes built by small French firm that folded in 1936. Powered by Austin Ruby four-cylinder



BONHAMS

1956 Abarth 750 Allemano Spyder
Estimate: £68-81,000
One of Abarth's most successful cars, with so many options when new that few are identical. Based on the Fiat 600.



MOTOSTALGIA

1999 Shelby Series 1 Convertible
Estimate: $110-165,000
4.0-litre V8; designed by Carroll Shelby. This early production example has only 110 miles on the clock.



THE EXPERT JAMES KNIGHT

Expert analysis from the global motoring chairman of Bonhams auction house

Our final Goodwood sale of the year was a brilliant high on which to end. The results across the board were very strong with several market-defining cars, such as the Ferrari Daytona, selling for above estimate. Over two weeks we offered more than 250 motor cars at our Beaulieu and Goodwood sales, and the 80 per cent sell-through rate indicates that the market remains buoyant both at home and abroad, with bidders from across the globe battling for the top lots. Some new benchmarks were set, such as the marque record for the 1963 Ford Galaxie originally owned and raced by 'Gentleman Jack' Sears. It sold for £471,900, double its pre-sale estimate.

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Porsche 911 GT3

911 GT3 values continue to strengthen – is a first-gen 997 the smart buy?

Price new: *£79,540*
Price now: *£80,000-110,000*
Rivals: *BMW M3 CSL, Ferrari 430, Mercedes CLK 63 AMG*
Heritage: *Desirable road car with a pure racing heart*





Launched in 1999, the 911 GT3 was a road-going Porsche with a direct bloodline to the firm's racing history, thanks in the main to the legendary Mezger engine at its heart. This recipe has been updated for the current 991 GT3, now in its second generation and sharing the latest 4.0-litre flat-six with racing 911s from customer Cup cars to factory RSRs.

Here we're looking at the first-generation 997 GT3, introduced in 2006. Although bigger and more complex than the 996, the 997 was considerably more potent. The 3.6-litre Mezger was carried over but power was up from 376 to 409bhp. This was due to a bigger throttle butterfly, increased compression, a new variable intake system and raised rev limit, the redline climbing from 8200rpm to 8400rpm. A new centre-exit exhaust improved breathing and cut 10kg from the car's rear.

Variable PASM dampers were included for the first time on a GT3, the base setting equivalent to the passive set-up in the 996, while the Sport mode stiffened things up for track use. There was also more sophisticated traction control, inspired by the system developed for the Carrera GT.

Compared with more recent GT3 models, the 997's looks are relatively downplayed. And compared with the 996 it has a broader range of ability, matching the circuit-ready poise and rawness of the original with greater refinement and usability. This brought new customers into the fold, the previous enthusiasts and track-day fanatics joined by those happy to use a motorsport-inspired 911 as their daily driver. One recently on the market had 149,000 miles on the clock, racked up at a rate of nearly 24,000 per year!

At road speeds the GT3 can trick you into thinking it is just another 911. But as the revs rise a whole different car emerges, the race-bred engine taking on a harder edge and erupting into a spine-tingling howl from 4000rpm towards that 8400rpm redline. Enthusiasts still rate the hydraulically assisted steering over the rear-wheel-steer-assisted electric system in the 991, the 997's traditionalist handling balance more satisfying to some than the admittedly sharper responses of the current car.

For the second-generation 997 GT3, capacity increased to 3.8 litres and power to 329bhp while technology such as active engine mounts and an optional nose-lift system were added. But the first-gen car doesn't lose much in performance, has a pleasingly understated look and can be up to £20,000 cheaper.



SPEAKING TO OLIVER DAVIS

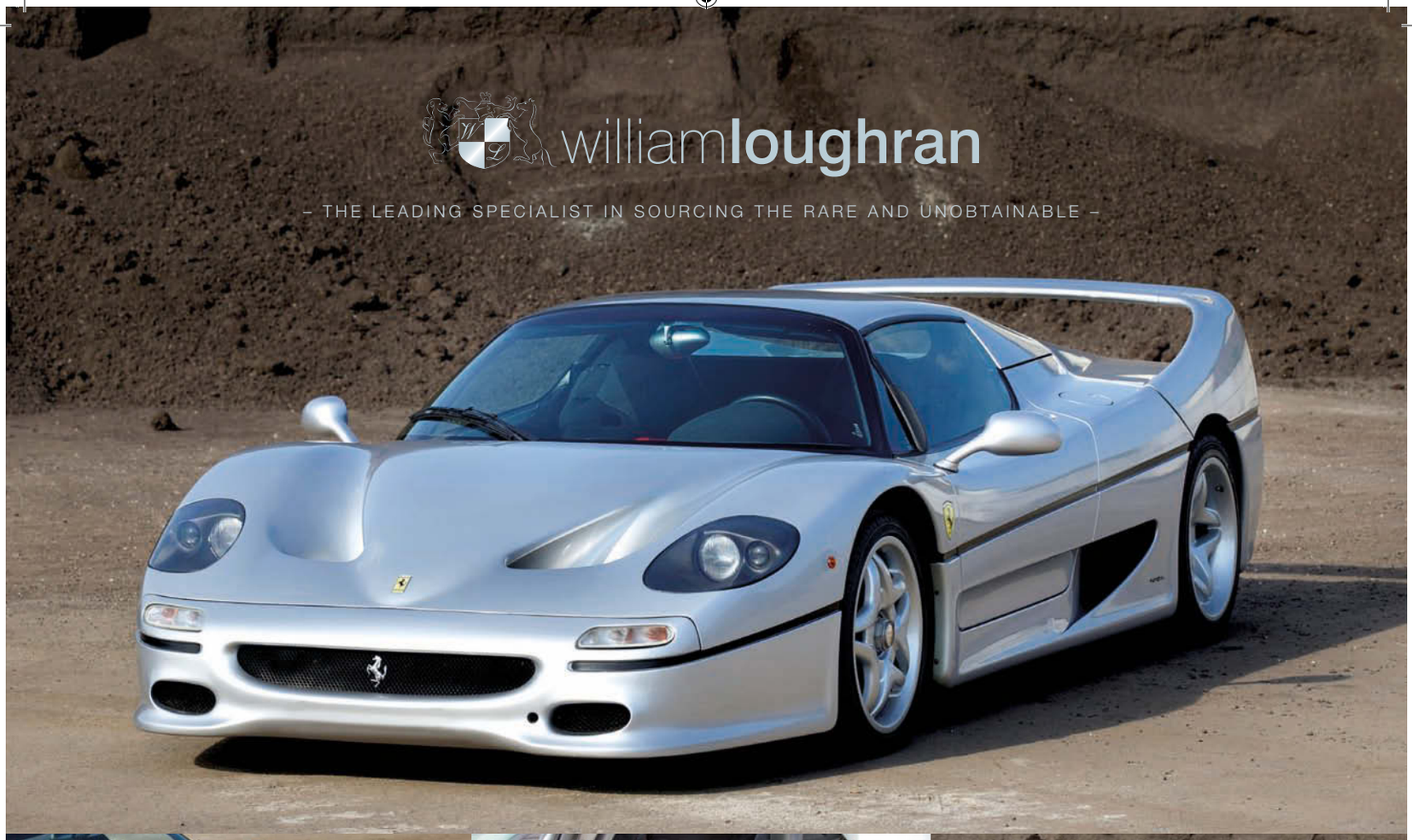
Analysis from the director of Pescara International, specialists in performance cars

It's one of the very few modern-day cars that still feels analogue and I don't think there's much else out there that compares, certainly on a track. The second-gen 997 GT3 with the 3.8 does overshadow the 3.6 somewhat and the premium can be as much as £30,000, 3.8s now selling for over £100K. To an extent the 3.6 is undervalued slightly as a result - you can find them for £75,000-£80,000. With history, mileage isn't a problem but a car with low owners and miles will be more attractive and ceramic brakes add face value. The Clubsport package is definitely worth a premium and will be important to investors.

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BMW 1800Ti

A solid alternative to the Lotus Cortina

Price range: ***£45-50,000***
Rivals: ***Lotus Cortina, Alfa Romeo Giulia Sprint***
Heritage: ***German saloon that rewrote the rulebook – and achieved notable race success***



The 3-series is typically associated with BMW's more recent touring car heritage, but if you look further back the marque's tin-top history really starts with the Neue Klasse – a car of similar size to the 5-series.

Launched in 1961 to rapturous reception at the Frankfurt motor show, the Neue Klasse was a game-changer for BMW on both road and track. The Michelotti-inspired three-box styling has come to define BMW design, not least through its introduction of the famous Hofmeister kink and decorative kidney grille. Technically, too, it set the mould for generations of BMW saloons, the 1.5-litre engine at its heart living on in various forms until the late '80s and even forming the basis for the turbocharged F1 engines used by Brabham. Rear-wheel drive and independent rear suspension by trailing links gave the 1500 a sophisticated and sporting character, qualities not lost on BMW and followed in 1963 with the 1800 and 1800Ti.

In the latter, sold from spring 1964, BMW had the basis for a fine sporting saloon, the exotic sounding Turismo Internazionale suffix signifying a package of upgrades. These included twin Solex carburettors, a new sump for the expanded 1.8-litre engine, bigger valves and a new cam, close-ratio four-speed gearbox and faster steering. With 108bhp/110ps at 5800rpm and uprated suspension to put it to the road it was a decisive statement of intent. The Neue Klasse was ready to race.

And race it did, Hubert Hahne taking the 1800Ti to 14 victories out of 16 races in the pre-DRM German Circuit Championship and sweeping to victory in the 12-hour race at the Nürburgring

This inspired the 1800Ti/SA of 1965, of which just 200 were built for homologation and sold exclusively to privateer racers.

The SA stood for Sonderausführung, or 'special edition', the 1.8-litre motor pushed to 128bhp/130ps with compression raised to 10.5:1, new cams and valves, plumbing for an oil cooler and a standard sports exhaust system. Bucket seats were standard, as were a limited-slip differential and lower, stiffer suspension. From there you could choose a four- or five-speed gearbox and select from four different final drive ratios. Victory in the Spa 24 Hours quickly followed, Hahne and Ickx building on this with a win the following year in the 2000Ti.

Suffice to say, an 1800Ti makes a distinctive and stylish basis for a historic touring car, with the necessary performance and provenance to be mixing it with Lotus Cortinas and other '60s stars. In close-fought historic racing Minis remain the class of the field in the wet, the American big-bangers excel on the faster circuits and you'll always see the Cortinas in the thick of the action. In this company an 1800Ti is a stylish all-rounder, blessed with solid engineering, a tough, tuneable engine and the cachet of being the first of BMW's all-conquering touring cars. Every historic tin-top grid should have one.



SPEAKING TO DANIEL LACKEY

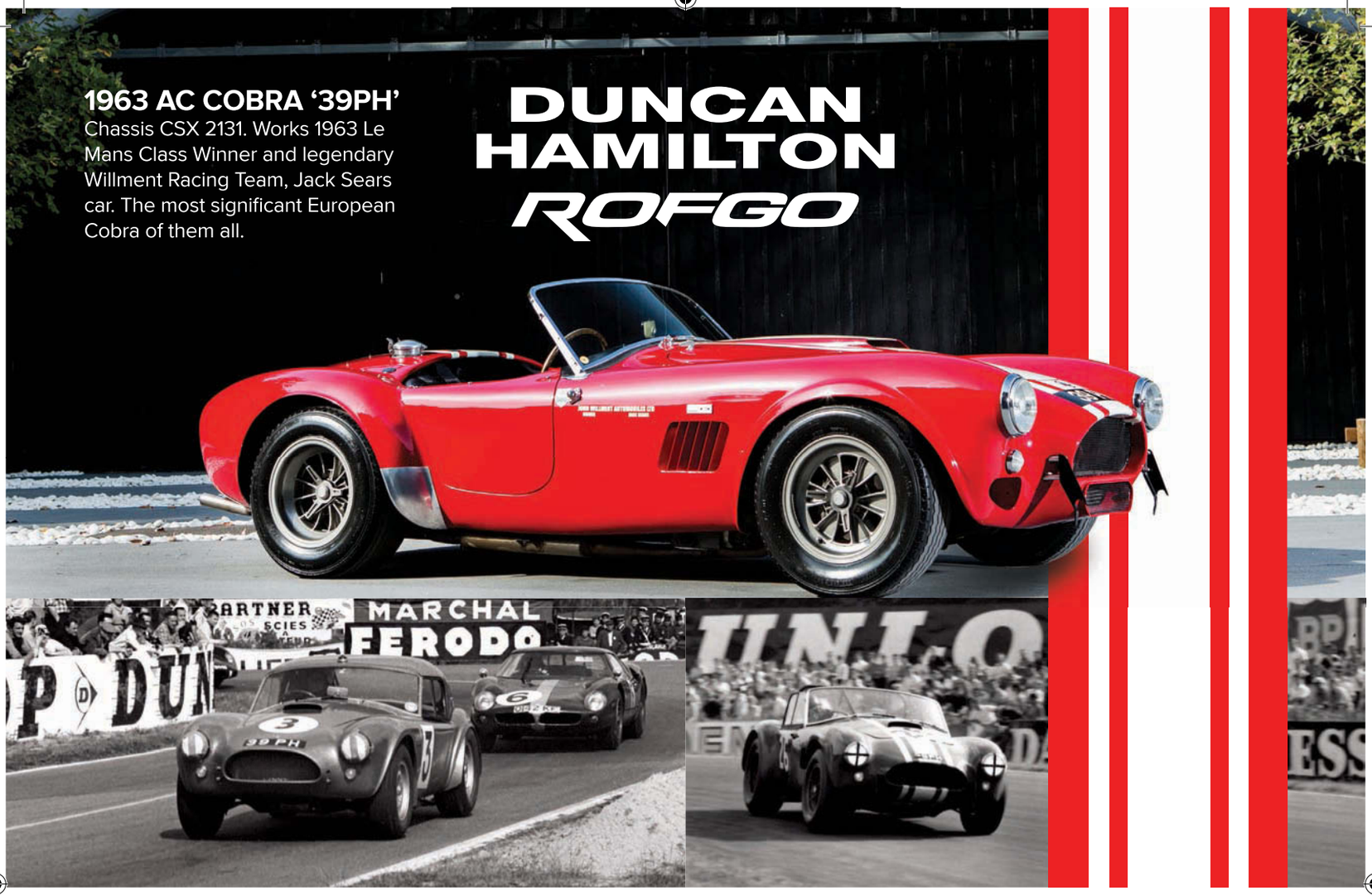
Builder of Revival-ready tin-tops with CCK Historic

The BMW 1800Ti is a pretty straightforward machine – and so long as you set them up correctly they can be extremely competitive. Engines prepared by specialists such as Laranca Engineering are putting out more than 200bhp and it really is a great four-cylinder unit. There's no denying that these are heavy cars – the homologated weight is about 1000kg, which is significantly more than a Lotus Cortina, but then the build quality is very definitely in a different league. I think it's fair to say that the engineering that went into these cars was well ahead of its time.

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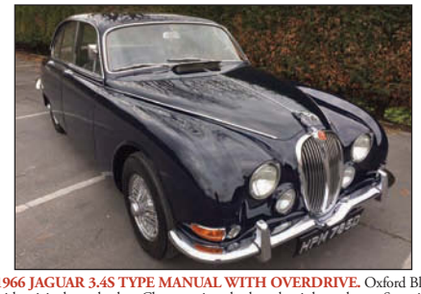
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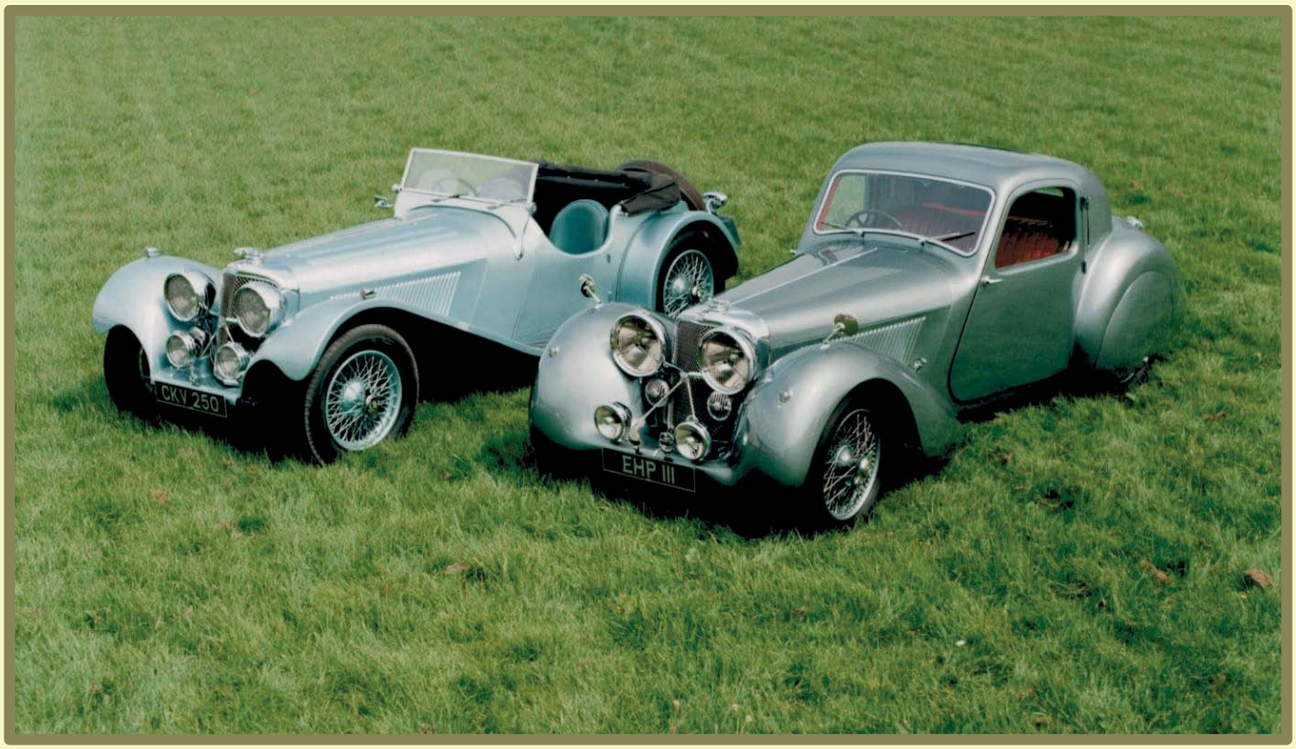
1 Only with the available Z07 Performance Pack and automatic transmission. Fuel consumption urban/extra-urban/combined (MPG): 14.5–14.7/34.0–34.5/22.8–23.0; CO_2 emissions combined (g/km): 284–282 (according to VO [EC] No. 715/2007). The depicted vehicle is shown exclusively for illustration purposes and may include available equipment. European vehicle specification may differ from that shown in this advertisement.

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RACER REBUILD

Alfasud Sprint Veloce

Last month Geoff Gordon explained why he wanted to race an Alfasud Sprint Veloce. Will that be possible before the year is out?

How has progress been since last he spoke to *Motor Sport*? Geoff Gordon chuckles. "Gentle is probably the word," he says, "but that's always the way when you try to build a racing car during the summer months - stuff gets in the way..."

To recap, Alfa enthusiast Geoff sourced a well-used 'Sud Sprint Veloce to race in Peter Auto's Heritage Touring Cup and commissioned Raceworks Motorsport of Royston to prepare it for purpose. "It has been a very busy time of late," he says, "with Raceworks committed to running cars in the Spa 6 Hours and the Goodwood Revival [where, as you can read elsewhere, *Motor Sport*'s resident racer Dickie Meaden took Geoff's Giulietta to a heat win and shared second overall with Steve Soper in the St Mary's Trophy]. But we are now at the stage where this is pretty much an assembly job.

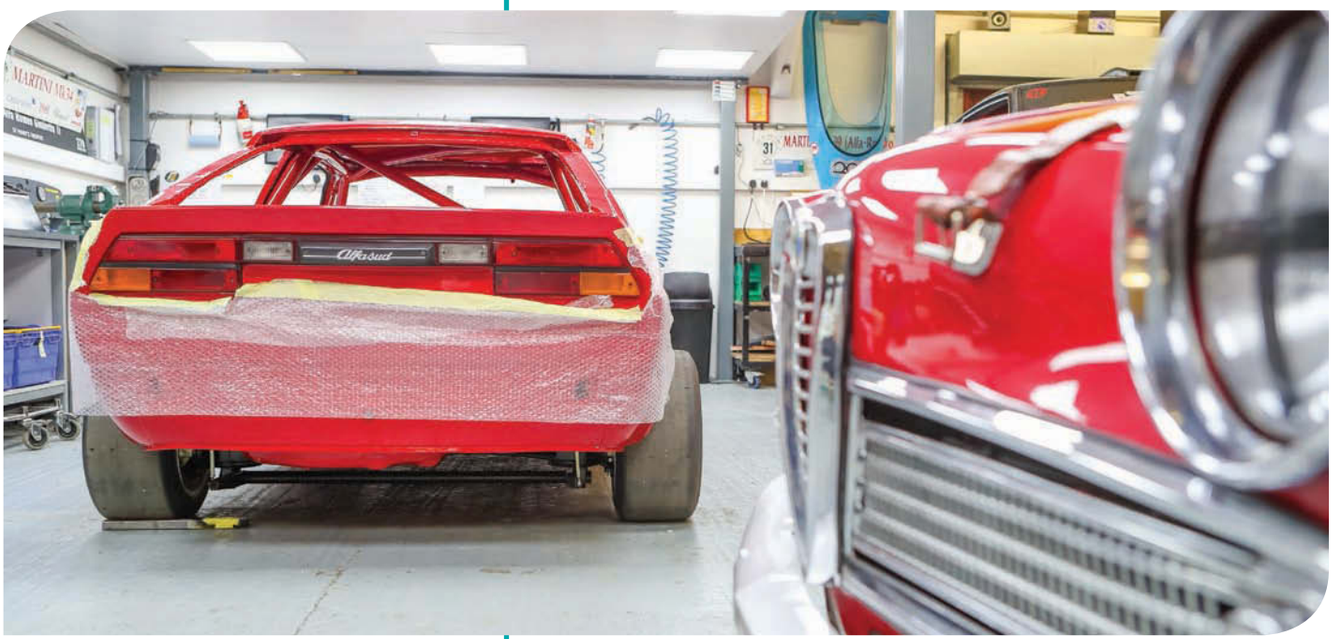
"Dave Ashford at Brunswick Racing did the engine and has been working with Nigel Rees of GSD RaceDyn. Nigel wants to make the car as stiff as possible and the two of them work together to see how that can best be achieved without compromise.

"DC Electronics is making the wiring loom and the fuel system is already fitted - Advanced Fuel Systems has plumbed it for both fuel injection and carbs. As I said last time, we will eventually use a period-correct Kugelfischer mechanical injection, but that's

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Emerging Alfasud Sprint Veloce has an illustrious stablemate – the Giulietta that took a heat win at Goodwood





quite complex and first we just want to get the 'Sud up and running.

"Getting an oil tank made was quite interesting. Pro Alloy Motorsport undertook the job, but had only a very poor black-and-white image to work from. They've interpreted how they think it should be and we've been told it looks OK, so gradually it's all coming together.

"Raceworks takes a great deal of pride in making sure everything is done correctly and that tends to be my attitude - probably something to do with my engineering background! If something is worth doing, it's worth doing properly.

"The target is to race the car in the final HTC event of the season at Paul Ricard [October 20-22], where I'll share the car with Dickie, but I guess that's going to be

"I think there's as much pride to be had from the build and preparation as there will be from the actual racing"

tight. Hopefully there will be an opportunity to do a couple of test sessions beforehand, but if we aren't ready for Ricard we'll have the consolation of plenty of time to test and prepare ahead of 2018. Next year the plan is to tackle the full HTC season and also as many UK events as we can. If the car is eligible for any races at the Donington Historic Festival or Silverstone Classic, we'll be there.

"I have a bit of learning to do, because I have never previously raced a front-drive car - and Dickie tells me he's a little rusty. I'll perhaps book in for a bit of tuition at a track day beforehand.

"It's a lovely feeling watching a new project like this come together. I think there's as much pride to be had from the build and preparation as there will be from the actual racing."



Next month: Will the car hit the track in time for Paul Ricard? News from the car's first test... hopefully
Thanks to: Geoff Gordon, Raceworks Motorsport
www.raceworksmotorsport.com

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F1 RESTORATION

Jordan 195

Warren Stean still has a long way to go with his Jordan 195, but he is learning more about it. Much more...

"It's now clear to me that the restoration of my Jordan-Peugeot 195 is going to have quiet times and considerably busier times. We're now into a quieter period, but we've scheduled the build and ordered some of the parts with the longest lead times. Next month I will hopefully be able to delve into some of the detail regarding the engineering work and processes that go into the redesign and manufacture of gearbox internals.

"When purchasing the car, one of the focuses of my research was to establish whether or not it was actually a Jordan driven by Rubens Barrichello, chassis no4. A great aid for me here was the 1995 season review by Giorgio Piola, his *F1 95 Analisi Tecnica*. I believe this was F1's first seasonal technical analysis, only available in Italian. It's a masterpiece.

"The book details which driver used which chassis at which race for all F1 teams in '95, as well as giving information on engines, gearboxes and very helpful drawings of various car parts. This includes some drawings of the pedal boxes for the Jordan drivers, Barrichello and Eddie Irvine. His drawings matched the pedal box I was looking at on my car.

"Staying on the subject of pedals, I recently went to Tour-de-Force Power Engineering's workshops for a fitting session. Although the car has two pedals and Barrichello was a right-foot braker, the brake pedal is on the left side of the tub - and, crucially, to the left of the steering rack. I must have considerably larger feet than Mr Barrichello because it was tricky for me to move my right foot from accelerator to brake without getting it stuck under the column. Luckily, a straightforward solution was found by detaching the pedal and flipping it around. The side with the most metal now protrudes to the left rather than the right - perfect for left-foot braking.

"While doing this we noticed the pedal had 'Rubi' hand-written on the reverse side, so I guess I needn't have bought the book. One last area to check was how I fitted the cockpit. This particular car has covered recesses approximately at elbow height on both sides of the tub, to house the electronics. We needed to check whether or not I might need to use those recesses to be comfortable in the car. That would entail repositioning the electronics, which would have had a knock-on for loom design. Despite Rubens being 5ft 7in to my 5ft 11in, the car fits like a glove.

"It brought home just how exciting it's going to be when we fire the car up for the first time ahead of the car's shakedown. That's some way off yet. There are gearboxes, engines, electronics, brakes and a host of other items to deal with first. I can't wait."



Next month: ***A more detailed look at what it takes to stitch together a 1990s F1 car***
Thanks to: ***Tour-de-Force Power Engineering, Warren Stean***

Although Stean is four inches taller than the 195's original driver Rubens Barrichello, the cockpit has been tailored to accommodate him







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"Although Barrichello was a right-foot braker, the pedal is to the left of the tub and, crucially, to the left of the steering rack"

HISTORIC RACER

MGB Roadster

Home comforts on hand in the camper, but there's little comfort on track for the harassed Nick Trott







It was like a dream. A perfect dream. We arrived early for a pre-race test at Silverstone, a beautiful morning sun warming our souls and rendering the MGB's deep red paint almost luminous.

Owner Ed Foster and I sign on, grab bacon butties and relax. The first session is two hours away, so I unfurl the Marco Polo – our borrowed Mercedes camper (or should that be 'glamper'?) van that is simultaneously our tow car, our home, our fridge, our bed, our shade and our changing room for the day. Wonderful thing. Feeling quite relaxed. This is how I imagine going racing.

The first sign of a problem was a swear word, quiet but clear, emanating from inside the MGB. Then came another – a little louder. Then another. Slowly more. Each louder than the last, until I figured I should offer Ed some assistance.

It turns out we should have adjusted the belts before we arrived at the racetrack, as Ed (6ft 7in) is too long and insufficiently hinged to allow him to reach under the MGB's race seat and fiddle with the belts.

I look on helpless. There's little I can do. Ed's car. He feels responsible for the mechanical condition, and for the same reason feels he should be the first out on track "just in case something goes wrong".

It does.

As Ed peels out of Silverstone's 'Wing' pit complex the bonnet snaps up. In the rush, and amid the swearing, we forgot to close and strap it. Ed pulls over at the pit exit, jumps out and slams it shut as the other cars pull onto the track. When he makes it back after the session, the bonnet is bent, the extinguisher pull broken, and we are left thinking that mixing driving and spannering is a terrible idea. But hey, there are three more sessions – and surely that's the last of our bad luck?

Wrong.

We notice the pads are kaput, so we attempt to change them in the lunch hour. More than enough time? Definitely. Definitely maybe.

Again, we have problems. The caliper split pins prove stubborn and break, and we miss the first 10 minutes of the session. Cue awkward looks from our paddock neighbours as the swearing takes on a new magnitude. Sorry, Northampton.

Wheels on, Ed heads on track... then nearly loses the front-right wheel going through Abbey. We didn't tighten the nuts properly. "We were pretty lucky with that one," says Ed blowing out his cheeks.

Race day arrives and we're signed up for the Classic and Sports Car Club's Swinging Sixties and Classic K races. The paddock is stuffed with some fabulous cars.

We're in class D for cars running on historic Dunlop tyres – with the majority of the grid on sticky Yokohamas. We felt confident of a class podium – only two other cars were entered. How did we do? As you've probably guessed, nightmares seem to haunt our racing activities. ⊡



Next month: ***The story of a rather eventful pair of races, swiftly followed by a large bill, and a panic to prepare the car for entry in the Equipe GTS pre-66 series.***

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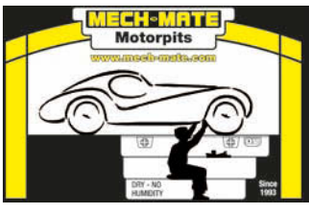
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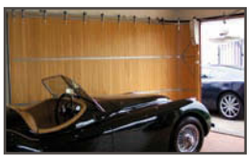


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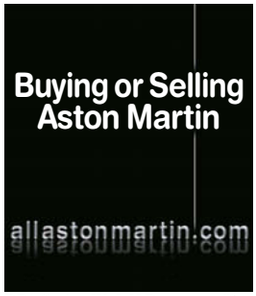




'MJB191' is one of the five 1956 ex-works MGA rally cars. It was driven by Pat Moss at Silverstone in 1956 in the 'Eight Clubs' race meeting and then competed in the 1956 Alpine Rally and the 1956 Liege-Rome-Liege Rally driven by the team leader John Gott. Subsequently it has competed in the 2006 Rallye des Alpes and the 2013 Mille Miglia. A full restoration was carried out by the marque specialist Bob West in 2015 including fitting a rally spec. 1500cc engine prepared by Classic and Modern Engine Services. Serious offers are invited for this car which offers a relatively affordable way to compete in historic events.

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F



1971 Ford Mustang Mach I racer 5.7L 510hp V8. £34,500. **07748 111444 http://www.newmediafoundry.co.uk/marcus/mustang.pdf**

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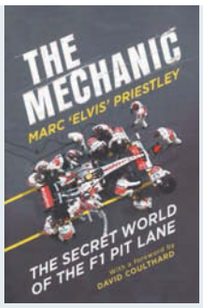
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The Mechanic

The Secret World of the F1 Pit Lane

Marc Priestley

The principle is sound, as are the author's credentials. Now an analyst in the motor sport media, Priestley worked in Formula 1 with McLaren for 10 seasons - swiftly rising to chief mechanic - and his stint at the team coincided with those of Lewis Hamilton, Fernando Alonso and Kimi Räikkönen... a rich seam of material if we pause right there.

It's interesting to read confirmation of stuff that was at the time denied (Ron Dennis and Hamilton having an expletive-laden row at Budapest in 2007, for instance), or to hear a first-hand account of Kimi's penchant for carousing between races (though he was always committed at times of necessity). It also confirms that 1960s-style japes are not necessarily extinct in the modern age, despite the puritanical image some F1 insiders have tried to peddle in public.

This is let down only by an occasional tendency to wander into tabloid territory - engines are forever 'screaming' and adjectives are often used unnecessarily in a bid to inject drama where none is required - but for the most part it comes across as genuine attempt to reflect the day-to-day realities of a relentless life on the road. And it is relayed by someone who doesn't feel duty-bound to toe the corporate line... ***SA***

Published by Yellow Jersey Press. ISBN: 978-1-787290-00-6, £20

Le Mans 1930-39

Quentin Spurring

This is the seventh volume in respected wordsmith Spurring's Automobile Club de l'Ouest-licensed 'official history' series, which now spans 1923-1999.

As with the previous six, the accent is on sumptuous detail backed up by fine period photography - not the work of a moment when you're dealing with events that took place 80-odd years ago. Entry lists and results tables contribute to the book's value as a work of reference, but it's the little vignettes that bring the whole to life - sub-plots that uncover stories that might otherwise be overlooked and make this much, much more than a straightforward sequence of race reports.

Essential, in a word. ***SA***

Published by Evro

ISBN: 978-1-910505-13-9, £60

The Places they Raced

Circuits of the Golden Age

Jim Loveridge

You might argue about which age of racing was the golden one, but looking through this compact album you couldn't dispute the toughness of pioneer racers. Consisting only of pre-WWI postcards of Renaults, Brasiers, Napiers and the like slithering over rutted muddy road circuits, this little hardback conveys the raw nature of early racing in spades. Many shots show the roads on non-race days, cluttered with chickens, bicycles and dog-carts, making it tempting for cartophiles to do some Google Earthing.

There are captions that don't add a lot, and the circuits run into each other without separation, but a foreword by NMM manager Doug Hill gives a flavour of wrestling a frame-twisting, cart-sprung, two-wheel-braked leviathan through gravelled corners inches from stone houses. Not a major feat of research, but half an hour of fun. ***GC***

Available from publisher Douglas Loveridge, GJCL69@aol.com, £35



Second to None

The European Formula 2 Championship 1967-1984

Chris & Tony Ellard

Motor Sport recently celebrated the 50th anniversary of the European F2 Championship's inauguration - and we're not the only ones. Former journalist Chris Witty is writing a definitive review - and in the meantime we've received this, a charming example of the self-publishing art. That inevitably means a few design compromises - and the cover shot of the main volume is horribly soft - but it's a pleasant, race-by-race amble through 18 seasons of some of Europe's most engaging motor sport.

This package is effectively three books in one, with twin appendices chronicling results from the first European F2 meeting (Snetterton 1967) through to a soggy swansong at Brands Hatch in 1984. Although interest in the championship had dwindled by then, these serve as a reminder of the days when European F2 featured almost as many non-qualifiers as it did starters, when the likes of Max Bonnin, Luis de Almenara and Giancarlo Naddeo tried in vain to make the cut - and our sport was all the richer for their presence. ***SA***

Published by W3

ISBN: 978-1-5262-0537-7, £40

Lola: The Illustrated History 1957 to 1977

John Starkey and Ken Wells

Over the decades, Lola evolved from a small garage premises in Bromley to become one of the world's most respected race car constructors. While the likes of Ferrari and Lotus depended on road car sales to stay afloat, Lola survived on race car production alone - until the original business finally ceased trading in 2012.

It had come close to the brink on several previous occasions, but this is a revised edition of a book that covers Eric Broadley's company from its foundation to the fruitful mid-1970s.

Surtees, Stewart, Hill and Unser are among legendary names that won races or titles in Lolas and this features every single-seater or sports car model built between 1957 and 1977, accompanied by comprehensive racing records.

The authors leave you in no doubt that Lola was one of Britain's greatest constructors - such was their conviction, indeed, that they claimed: "It is arguable that in time Eric Broadley and his company will be seen to be as important, if not more so, than either Lotus or Ferrari." Quite an accolade, if perhaps now obsolete. ***MT***

Published by Veloce

ISBN: 978-1-787111-04-2, £37.50

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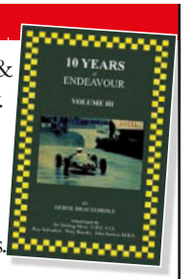
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by Michael Turner

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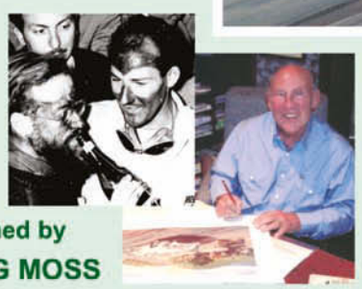
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ART

FEATURED ARTIST

Steve Jones

Oulton Park's press officer does far more than simply sign on the media...







Motor Sport changed Steve Jones's life. The 62-year-old clearly remembers stopping to buy a copy of the magazine on the way to school in 1968. "It was the one with Jackie Stewart and the French Grand Prix on the front [August]," he says. "But I remember I was drawn to the back and there were loads of Michael Turner paintings in the classifieds. I thought, 'That's what I want to do'."

Jones claims art was the only thing at which he excelled at school, but he'd also had a deep love of motor sport since watching the 1968 British GP on TV. By 1970 he was a regular at his local track, Oulton Park. "I just felt at home there," he says.

Within a few years he started recording the action on an old video camera - even managing to capture the Formula 3 accident between Ayrton Senna and Martin Brundle in 1983 - the only such footage that exists.

Showing a commercial acumen at odds with his laid-back persona, Jones created a series of videos entitled *Oulton Park's Greatest Hits*, documenting the most dramatic incidents. It got him noticed by the track's management and he later he landed a role as the circuit's raceday press officer.

"After I have signed on the journalists and photographers, I have some time to myself," he says. "So I started painting various cars and drivers I've seen at the track."

He works in watercolours or acrylics. Many images reflect his fondness for certain subjects, including BRM and Jim Clark, but he regularly takes commissions. He sells paintings via www.facebook.com/Handmadeimage/ for £200-£300. "It is the best way of combining my two great passions in life," he says. "And I hope to be at Oulton Park for years to come."

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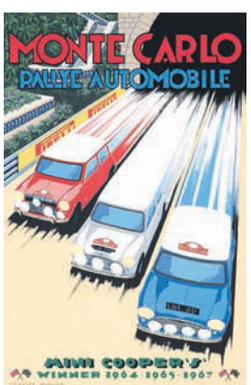


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FEATURED MODELMAKER

Spark

Marcus Nicholls downsizes from 1:24 and investigates gem-like 1:43 models

Spark will be a very familiar name to enthusiasts of model cars in 1:43, the scale of choice for the serious collector. It has established itself as a high-end producer of competition cars, classics, road cars and motorcycle replicas and is perhaps best known for its Le Mans racers.

Most modellers will associate 1:43 with die-cast metal models, but other materials – such as two-part polyurethane resin – are also used. This material comes in the form of two syrupy fluids that, when mixed in the correct ratio, set hard into a rigid plastic within minutes. Once mixed, the liquid is poured into a silicone rubber mould to produce the car's body, chassis, interior, aero components and sometimes wheels and tyres too.

Spark was the first company of this type to embrace the use of resin for the bulk of the model's structure, because it allowed short production runs in a financially viable way; die-cast is ultimately cheaper, but only on an 'economy of scale' basis as initial tooling costs for metal are much higher.

When company founder Hugo Ripert started the business, he took what had been essentially a Europe-based cottage industry to China. Skilled workers there were able to produce very high quality miniatures at far more affordable prices than European producers could sustain. It's a familiar pattern of course, but ultimately it benefits the collector.

Once Spark chooses to reproduce a particular car in miniature, drawings, photos and measurements are passed to one of the company's in-house crafts-people, who then creates a three-dimensional prototype. This goes through multiple stages of approval prior to mould production. It is examined for its overall proportions and surface detail, then unpainted, hand-made samples are evaluated, followed by a series of fully detailed prototypes.

The first Spark Models were manufactured by subcontractors, but continual problems with quality control and delayed shipments forced the company to make a huge decision; invest in its own factory. This was a big step, but the whole process is now under the watchful eyes of Ripert who can monitor the whole process from start to finish.

Spark has created hundreds of models of all types over the years, from F1 through Le Mans, DTM and even Pikes Peak machines and it's near impossible to pick a favourite. But I do like something out of the ordinary, and the 1933 Dymaxion Buckminster Fuller streamliner, while not a racer, is a thing of wonder.

With some degree or irony, the now much larger Spark has branched into die-casting using 'Zamak', an acronym of the German for 'Zink, aluminium, magnesium and copper'. This allows for a much higher casting quality than earlier mixes and the improvement is reflected in the impeccable metal bodyshells of Spark's die-casts. Perhaps those last remaining collectors who were so sceptical of resin will now be convinced of Spark's serious intent.

Spark cars are available from Grand Prix Models; www.grandprix models.com

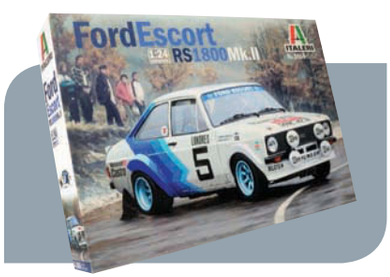
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LAT

Parting Shot

July 11, 1964

Brands Hatch, Kent, England

Britain hosted the inaugural race in the world championship for drivers – at Silverstone in 1950. It would be 14 years before Brands Hatch was granted its first such event (given the honorary title of European Grand Prix). Jim Clark won for Lotus; here, his team-mate Mike Spence leads a group through South Bank Bend.

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Clockwise from left Leading the 1970 championship by eight points coming into the British GP, Jochen Rindt confers with friend and advisor Bernie Ecclestone; commentator Norman Greenway grabs a few words with Jack Brabham (left) and Denny Hulme; Jackie Stewart awaits the start; Colin Chapman and Rindt celebrate the third of four straight Lotus victories

You were there

Alex Robinson worked as a medical officer when the British Grand Prix took place at Brands Hatch during the early 1970s – a role that gave him certain photographic advantages







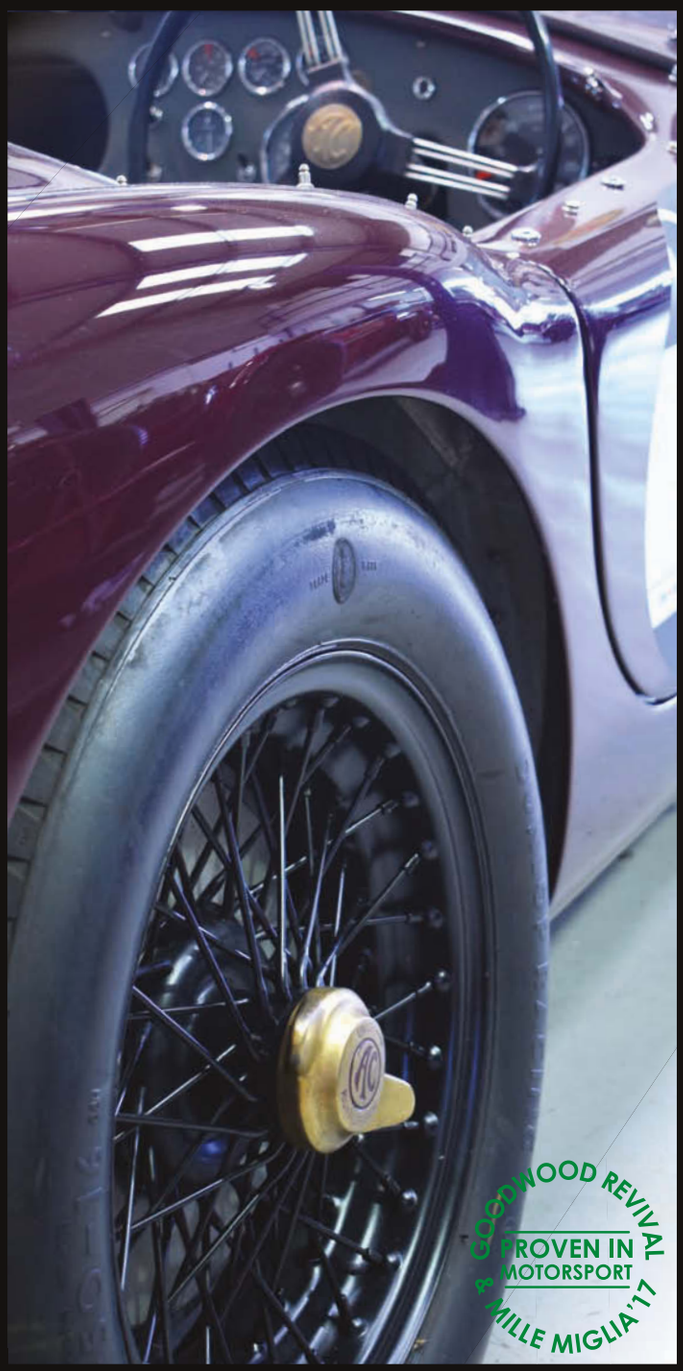


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Marco Brand, 1993 Italian GT Champion

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Oscar Rubén Larrauri on Pole at Monza 1994

For 1994 the car was rebranded in Totip livery and again raced with much success by Jollyclub. Winning 6 races that season more than any other car with a combination of drivers.



At the end of 1994 the car was upgraded to full LM specification and sold to Japan where it competed as a Team Taisan car in the 94-95 Japanese super GT championship, a strong set of results by the F40 helped Taisan to the Team championship that year.

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M25 Orbital J18 - 3 mins

London City Centre 20 miles

Helicopter Landing Facilities

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