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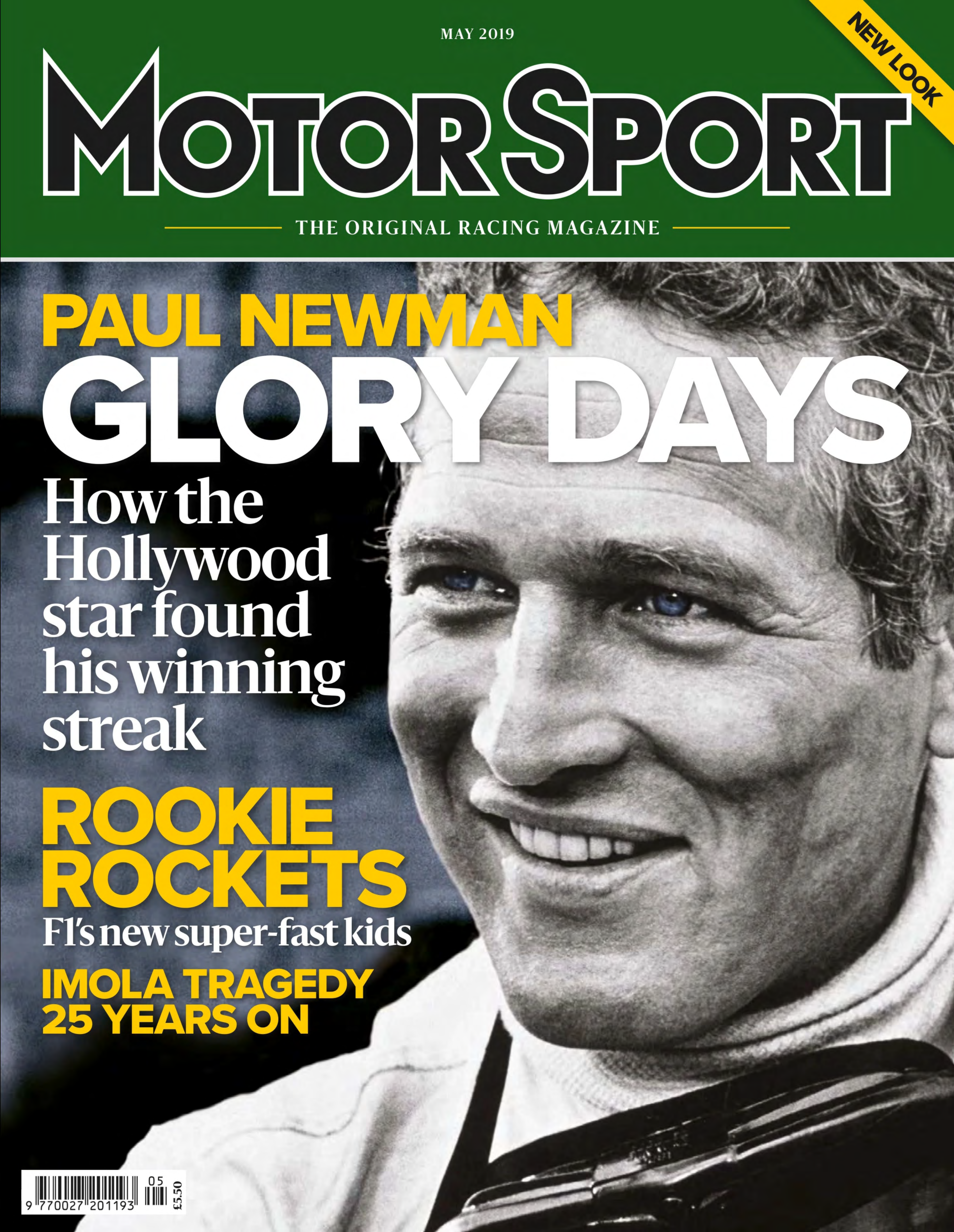
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Left **1937 JAGUAR S.S. 100 2½**
Sold new to Switzerland to Olympic bobsleigh champion, Hans Aichele. Meticulously restored by Terry Larson. '04 Pebble Beach award winner



Below **1950 JAGUAR XK 120**
Delivered new to Garage de Claparede, Geneva, Switzerland and raced in period
Right **1961 JAGUAR E-TYPE**
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The Jaguar Sports Car Collection

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Left **1960 JAGUAR XK 150 3.8 S**
Exceptionally rare: one of only 14 LH Drive 3.8S Roadsters. Restored by Terry Larson
Below right **1938 JAGUAR S.S. 100 3½**
Exported to Prague for its first owner, an employee of the British Consulate.





1952 JAGUAR C-TYPE

- Chassis XKC 023 was sold to Portland racer David Fogg via importer, Californian dealer Charles Hornburg,
- Raced by numerous drivers including silver-screen legend Jack Douglas
- Racing continued for almost a decade
- Restored by Jaguar legend Terry Larson

Below Right **1935 S.S. 90**
The first ever production Jaguar sports car to leave the factory owned by Captain Sir John Black of the Standard Motor Company. Part of the Walter Hill Collection for almost two decades



The Jaguar Sports Car Collection is the automotive life's work of Dr Christian Jenny. Since falling in love with the marque in the early 1970s, he has been dedicated to building a collection of Jaguar Sports Cars that spans the most definitive period of the company's development. Offered for sale, many for the first time publicly, the Jaguar Sports Car Collection presents the opportunity to own cars from key milestones throughout the marque's early history.

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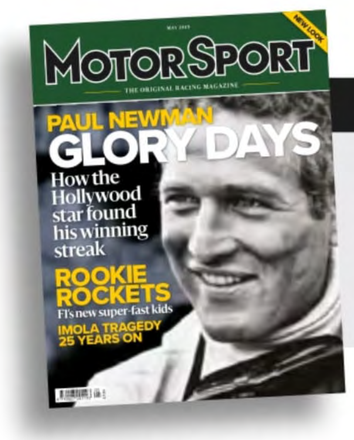
CONTENTS



32 No more Mr Nice Guy. Valtteri Bottas dominated the Australian Grand Prix. Mark Hughes analyses the Finn's performance

May

Issue No.1125 Volume 95. No.5



ON THE COVER

66 Paul Newman: a track star, too...
84 The Imola tragedy remembered
98 Norris, Russell & Albon enter F1



92 Roger Penske looks back at his career

09 THE EDITOR
Joe Dunn on the importance of genuine competition in Formula 1

12 MATTERS OF MOMENT
The latest news and views from around the world of mechanical matters

22 F1 FRONTLINE: MARK HUGHES
Robert Kubica's F1 comeback was far from perfect. But was it *that* bad?

24 MOTORCYCLES: MAT OXLEY
The trials and tribulations that made Mick Doohan a MotoGP star

26 THE ARCHIVES: DOUG NYE
Why you shouldn't believe all the tricks for accurately dating a car

28 ANDREW FRANKEL'S DIARY
The curious case of Morgan's buyout, and Volvo's speed limitations

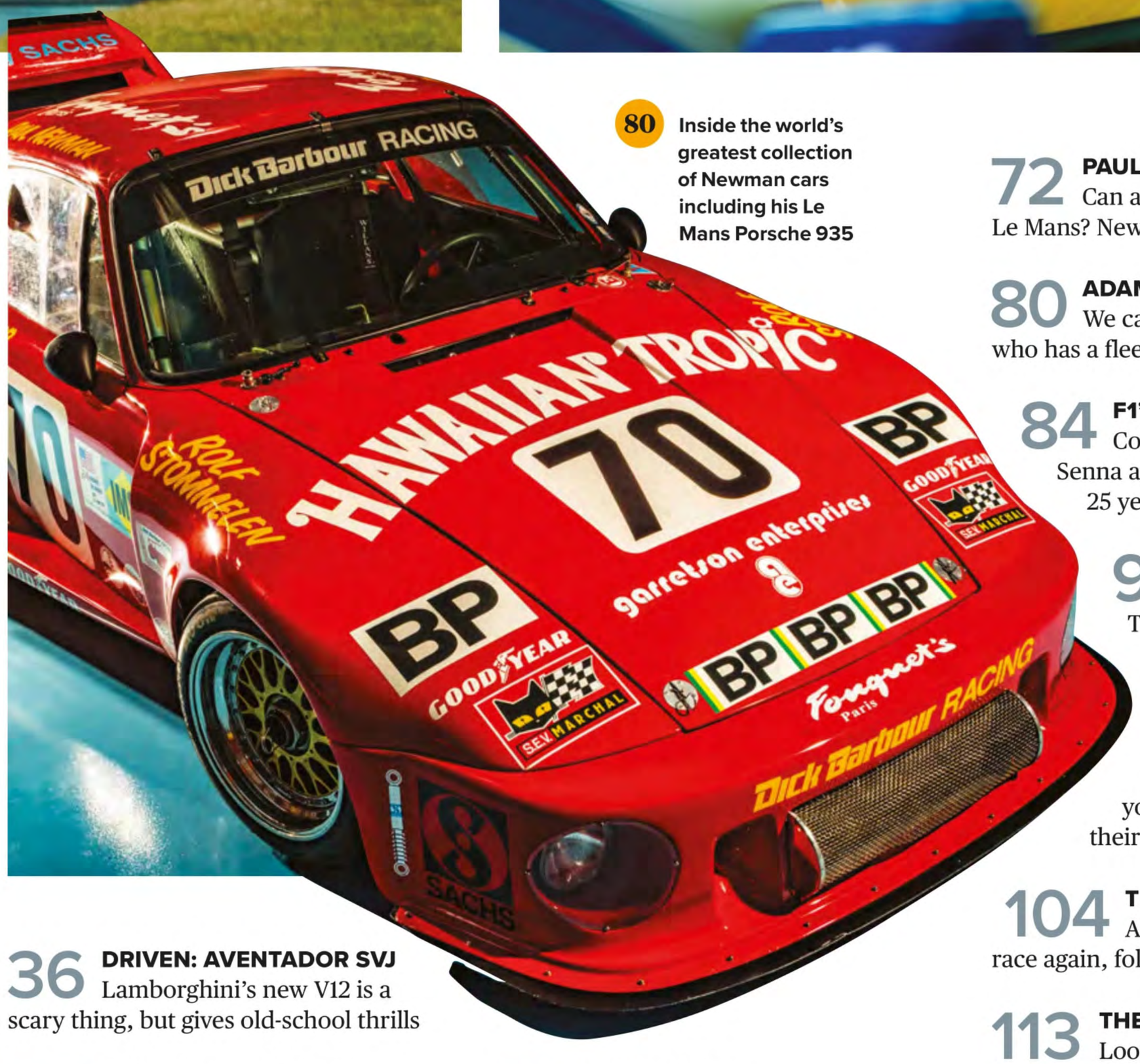
30 IN THE PADDOCK: JENNIE GOW
On the loss of Charlie Whiting, and causing Daniel Ricciardo to swear...

32 GRAND PRIX REVIEW
Mark Hughes casts his eye over events at the Australian Grand Prix





84 Remembering Formula 1's darkest weekend: grand prix racing was shaken to its core by events at Imola in 1994



80 Inside the world's greatest collection of Newman cars including his Le Mans Porsche 935

72 **PAUL NEWMAN: THE RACER**
Can an actor really cut it at Le Mans? Newman's talent assessed

80 **ADAM CAROLLA'S COLLECTION**
We catch up with the US comic who has a fleet of ex-Newman cars

84 **F1'S DARKEST WEEKEND**
Collective memories of Ayrton Senna and Roland Ratzenberger, 25 years on

92 **THE MAGIC OF PENSKE**
The great Roger Penske talks about his incredible career

98 **F1'S NEW RECRUITS**
Three promising youngsters aiming high in their Formula 1 debut seasons

104 **THE 50-YEAR PITSTOP**
A special Lotus 19 is ready to race again, following a long layoff

113 **THE ALAN HENRY TAPES**
Looking back on Alan's chat with Ferrari head Luca di Montezemolo

118 **MASTER CRAFTSMEN**
Genius of the Lamp is more than just a catchy business title

123 **SPEEDSHOP**
Lotus Elite, a wideboy Morgan and a Porsche 956/962 buying guide

174 **YOU WERE THERE**
Le Mans in the 1960s

176 **PARTING SHOT**
French GP action from 1951

36 **DRIVEN: AVENTADOR SVJ**
Lamborghini's new V12 is a scary thing, but gives old-school thrills

38 **DRIVEN: QUICK TESTS**
AMG's curious baby A-class, plus the new Porsche Cayenne hybrid

40 **BOOKS**
Rapid Response: A doctor's tale that's definitely not for the squeamish

44 **PRODUCTS**
Lighten up your lounge with a beautiful bronze Senna statue by Paul Oz

46 **EVENTS**
Why Assen is a mecca of speed for World Superbikes and more

51 **RACING LIVES**
Andy and Sebastian Priaulx on their challenges to keep racing

55 **LUNCH WITH ALAN GOW**
The BTCC boss has come a long way since he was a used-car salesman

63 **LETTERS**
How the rediscovery of Formula 1 is hampered by restricted access

66 **PAUL NEWMAN: *WINNING***
A look behind the scenes at the making of the film, 50 years on

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MOTOR SPORT

THE EDITOR

"It is amazing to see logic crumple in the face of fervent hope"

I AM NOT A BETTING MAN, UNLESS YOU COUNT MY ANNUAL fiver each way on the Grand National at Aintree (a better course, in my opinion, when cars still competed on the far side of the rails), but I was tempted to dip a hand in my pocket last month ahead of the first grand prix of the season.

The *Motor Sport* office decided to create a sweepstake on which teams would be fastest after qualifying and - based on the reports we had read from testing in Barcelona and, of course, our inside knowledge and racing instinct. As editor it seemed unprofessional not to join in, so I dusted off my wallet and handed over the £2 entry fee.



We scribbled down our predictions. I won't bore you with the intricacies, but I will reveal that everyone apart from our art editor, Damon Cogman, had Ferrari on pole. In reality, of course, Mercedes locked out the front row with Lewis Hamilton setting a record lap and team-mate Valtteri Bottas ultimately winning the race.

You can read a lot into this. That the *Motor Sport* team doesn't know what it is on about. That we should all have paid more attention to testing. That you should never write off the Germans. But I prefer to ascribe it to our inner fan hoping against hope for a bit of competition.

Just like last year we are all keen to see a competitive Ferrari challenge the Mercedes juggernaut - and it is amazing how logic and experience can crumple in the face of a dose of fervent hope. When we asked Damon why he opted for Mercedes, he said he was amazed that he was the only one to have done so.

It is a desire for competition that is fuelling the current round of talks between Liberty Media, the owner of F1, and the teams. The process started almost a year ago prior to the Bahrain GP, when Liberty outlined new rules for 2021. These included guidelines on simplified engines in order to attract new entrants, a pivot towards placing a greater emphasis on driver skill as opposed to engineering technology and a simplified regulatory process. All fairly broad-brush aims.

The controversy - and the issue that will define the current round of negotiations - perhaps unsurprisingly revolved around money. In order to increase competition between teams, Liberty has committed to introducing a cost cap while maintaining F1's position as the pinnacle of motor sport with state-of-the-art technology. The full details of how that will be achieved were being thrashed out in a meeting of the F1 Strategy Group as this magazine went to press. However, it seems likely that the budget cap will go ahead with a glide path of steadily reducing costs over the next four years, until in 2023 we reach a cap of about $135m.

Will this increase the competition on track and reduce the feeling that it is teams with the biggest budgets rather than biggest brains that win the day? That remains to be seen.

Perhaps by 2023, however, on-track competition will make office sweepstakes less of a one-way bet.

PERHAPS OUR PREDICTIONS WOULD HAVE BEEN better had we paid more attention to the *Motor Sport* F1 Preview evening that was held early in March. More than 160 readers bagged tickets to hear our panel of experts comprising Damon Hill, Karun Chandhok and Mark Hughes, a trio hosted by the inimitable Simon Arron.

The event was held at London's Institution of Engineering and Technology, which proved to be a fitting venue. And Mark in particular proved almost uncannily accurate with his line on the Mercedes drivers and the prospect of Bottas stepping up this season: "When everything is going well he is super quick. And when the car is a little unbalanced and Lewis is striving to get everything out of it, you quite often find Valtteri ahead."

But amid their insightful analysis, predictions and technical knowledge, the panel revealed themselves to be genuinely delighted to be among *Motor Sport*'s knowledgeable readers. Karun displayed an encyclopaedic level of knowledge about the sport (at one point acting as prompt for Damon about his performance in the 1993 Spanish GP, which the latter had forgotten). Damon meanwhile revealed a lethal line in self-deprecating wit.

The evening - as well as our recent track day at Goodwood - is part of our goal to offer our readers an increasing number of opportunities to meet the *Motor Sport* team.

We will, over the coming months, be organising more talks and events that will hopefully appeal to people with a passion for racing and informed discussion.

More than anything, we hope that giving readers an opportunity to become more involved with the magazine will help us ensure that our top-quality content continues to inform, surprise and delight you. Keep an eye out for details and we look forward to seeing you soon.



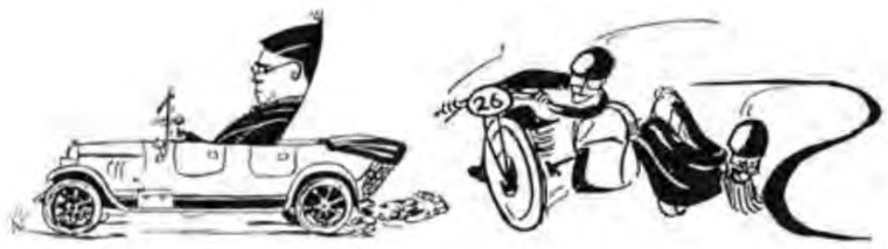
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NEXT ISSUE: OUR JUNE ISSUE IS ON SALE FROM MAY 1

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



Editorial

+44 (0) 20 7349 8484
editorial@motorsportmagazine.com
18-20 Rosemont Road, London NW3 6NE, UK

EDITOR Joe Dunn
EDITOR-AT-LARGE Gordon Cruickshank
PRODUCTION EDITOR Robert Ladbrook
FEATURES EDITOR Simon Arron
GRAND PRIX EDITOR Mark Hughes
ART EDITOR Damon Cogman
STAFF DESIGNER Andy Coates
PHOTOGRAPHER Lyndon McNeil
STAFF WRITER Samarth Kanal
DIGITAL ASSISTANT Graham Keilloh
CONTRIBUTING EDITORS Andrew Frankel, Doug Nye, Mat Oxley
SPECIAL CONTRIBUTORS Gary Watkins, Jennie Gow, Simon de Burton, Paul Fearnley
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Advertising

+44 (0) 20 7349 8484
sales@motorsportmagazine.co.uk

COMMERCIAL DIRECTOR Sean Costa
COMMERCIAL MANAGER Mike O'Hare
ADVERTISING MANAGER Laura Holloway
SALES EXECUTIVE Connor Garnett

Publishing

MANAGING DIRECTOR Giovanna Latimer
PUBLISHER Steve Kendall
FINANCIAL CONTROLLER Niall Colbert
MARKETING AND OPERATIONS DIRECTOR Gerard O'Brien
PROJECT MANAGER Zamir Walimohamed
BRAND AND E-COMMERCE MANAGER Neal Rawlinson
SUBSCRIPTIONS MARKETING MANAGER Samantha Nasser
SENIOR CUSTOMER SERVICES EXECUTIVE Henrique Da Silva
EVENT AND CONTENT MANAGER Helena Barrow

FOUNDER EDITOR Bill Boddy MBE
PROPRIETOR Edward Atkin CBE

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Details matter.



It looks like many a racing cockpit, but was once occupied by a Hollywood star – and is now owned by US comedian Adam Carolla (see p78). "I like the idea that Paul Newman was having the best time but also the most intense time of his life right here. It's easy to say, 'That's Newman's leather chair that he would read all his scripts in.' But he wasn't having a life-and-death struggle. To me, this is where he most wanted to be."

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A legend in its own laptime

ONE OF THE MOST universally loved racing cars of all-time, the Porsche 917, turns 50 this year and to celebrate the Stuttgart firm has created a special exhibition dedicated to the model's history.

The Porsche Museum in Stuttgart will host the new '50 years of Porsche 917 – Colours of Speed' exhibition, which will house 10 examples of the 917 across its five-year production cycle as well as telling the story of the car's design and race history.

First unveiled at the Geneva Motor Show on March 12, 1969, the 917 would go on to become one of the most iconic racing cars in history. After some initial teething issues, the model gave Porsche its first overall Le Mans victories in 1970 and '71 and dominated the World Sportscar Championship, too.

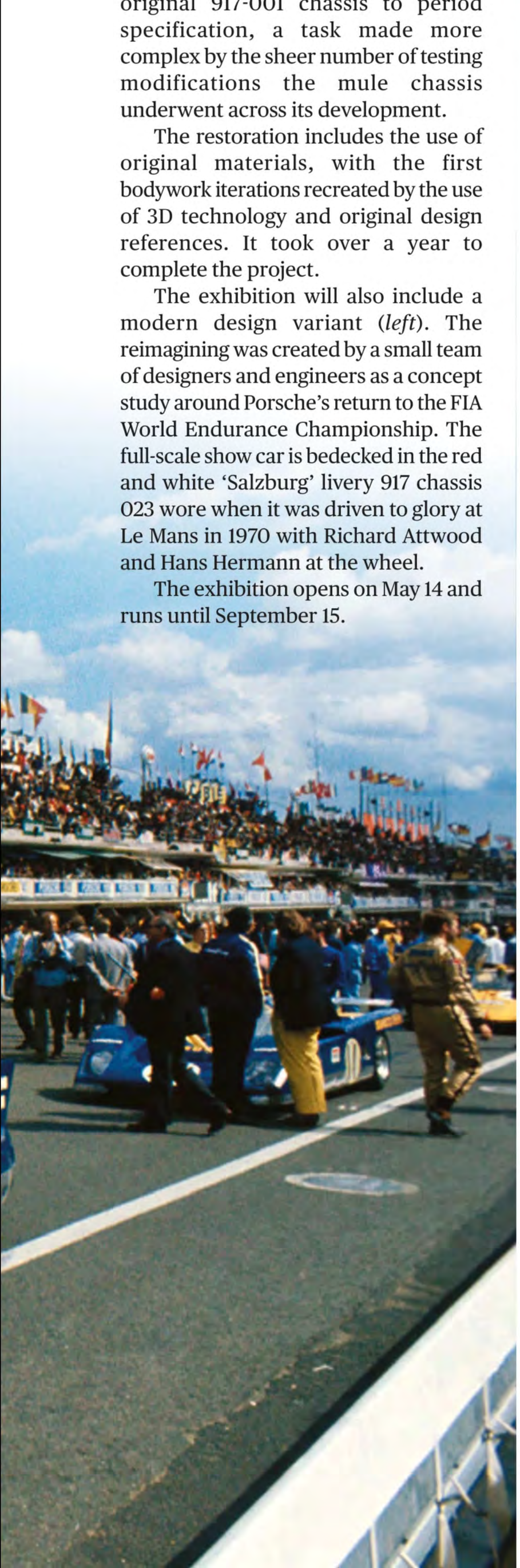
While successful around the globe, the Porsche 917's natural habitat was at Le Mans

As part of the celebrations, Porsche's heritage division has restored the original 917-001 chassis to period specification, a task made more complex by the sheer number of testing modifications the mule chassis underwent across its development.

The restoration includes the use of original materials, with the first bodywork iterations recreated by the use of 3D technology and original design references. It took over a year to complete the project.

The exhibition will also include a modern design variant (*left*). The reimagining was created by a small team of designers and engineers as a concept study around Porsche's return to the FIA World Endurance Championship. The full-scale show car is bedecked in the red and white 'Salzburg' livery 917 chassis 023 wore when it was driven to glory at Le Mans in 1970 with Richard Attwood and Hans Hermann at the wheel.

The exhibition opens on May 14 and runs until September 15.



MOTORSPORT IMAGES



Track limits or no track limits, Herta made his mark by setting a new IndyCar benchmark

Herta, 18, becomes youngest IndyCar winner



Bryan Herta congratulates son Colton, left, and our original interview with the American in 1991


Breaking the Mould

In December 1991, *Motor Sport* interviewed young Californian racer Bryan Herta, who had stepped down from winning the Barber Saab title at home to take a crack at the Formula Ford Festival.

"I wanted to measure myself against some of the best young Europeans," he said. "The whole approach to racing over here is so different, so much more intense." He fulfilled his goal by making the final, revealed how much he'd enjoyed full English breakfasts and flew home to build towards what became a successful CART and IndyCar career, initially as a driver and, later, a team owner (Herta's cars have twice won the Indy 500).

On March 24, 28 years later, Herta wiped away a few proud paternal tears as his son Colton made history at Austin, Texas, by becoming the youngest winner in IndyCar history at 18 years old - the same age his father had been when he *began* car racing.

Herta Jr had been a front-runner all weekend, although his victory owed a great deal to the timing of a safety car that scuppered the chances of race-long leader Will Power and second-placed Alexander Rossi. Both had still to make a final pitstop - and the safety car allowed Herta and the rest of the pack to close up before they did so.

At the restart, Herta led away from 2017 champion Josef Newgarden - and proceeded to pull away to finish 2.7sec clear of his fellow American. His victory eclipsed the record of Graham Rahal - son of Bobby, and another second-generation racer - who was 19 when he triumphed at St Petersburg in 2008.

Having dabbed his tears, the elder Herta said, "I didn't cry when we won either Indy 500. But watching him out there winning? It's different."

It's a Toyota, Jim. But not as we know it...



ALAMY

Toyota's concept, below, is just a tad more sophisticated than the original GM version from the 1972 Apollo mission

FORGET THE NEXT-GENERATION PRIUS, Toyota's latest design project is quite literally out of this world. It has teamed up with the Japanese Aerospace Exploration Agency to create this pressurised Moon rover concept, continuing the trend for automakers to join the space race.

Toyota claims that its revolutionary design will be able to drive itself, while accommodating two astronauts - or four in an emergency - for weeks at a time. The prototype will have a cruising range of more than 6,200 miles (10,000km) and will be powered by a fuel cell making use of solar panels to recharge - presumably because fast-charge plug-in stations have yet to reach most of England, let alone the Moon...

The company is not the only car maker looking to new horizons. Elon Musk recently hit headlines by launching what some consider 'space litter' in the form of his own Tesla Roadster into orbit on a SpaceX rocket.

Other, more sensible, projects include Audi's remote Lunar quattro exploratory vehicle. Designed to visit the abandoned lunar rover from the 1972 Apollo 17 mission - which itself was part designed and constructed by General Motors - the project is due for launch later this year.

Toyota's Akio Toyoda said of his firm's new project: "I believe that our [car] industry shares the same aspirations of international space exploration. Furthermore, cars are used in all of Earth's regions, and in some regions cars play active roles as partners for making sure that people come back alive. And I think that coming back alive is exactly what is needed in this project."

Quite...

Up and running again



Get limbered up! The dash to the cars will return

SILVERSTONE WILL HOST THE FIRST classic Le Mans-style start in Britain for over 50 years after Motorsport UK granted permission for the dash across the track to be used as part of the 100 years of Bentley celebrations this month.

The Vintage Sports-Car Club has teamed up with the Benjafields Racing Club to coordinate a field of 40 classic Bentleys for a race at the Northamptonshire circuit on April 13/14. After qualifying, the cars will be lined up in order on the National Circuit pit straight before drivers will run across the track to their cars to begin the race.

The traditional Le Mans start had been in place since the 1920s, but was outlawed when the introduction of seatbelts meant drivers often rushed fastening safety devices, or skipped doing it entirely to gain an advantage. The RAC outlawed the use of the start in the UK in 1962, but it continued at Le Mans until 1969 when John Woolfe was killed in a first-lap accident having not done up the belts in his Porsche 917. At Silverstone, the period Bentleys will not run with belts.

A VSCC spokesperson said: "It will be a historic sight to behold, and we can't wait to bring this iconic type of start back."

Ferrari's new extreme

FERRARI HAS TAKEN THE WRAPS OFF THE most extreme one-off project in its history, the track-only P80/C.

The new sports prototype has been created strictly as a private project for a long-term customer of the Scuderia, who commissioned Ferrari to build a modern racer that pays homage to some of its most glorious historic competition cars.

A product of The Ferrari Styling Centre, the P80/C is based on the 488 GT3 chassis, but with radically revised bodywork. The styling of the new car incorporates elements of the firm's great 1960s racers, namely the 330 P3/4, Dino and the 250LM berlinettas.

The wedge-like front end combined with low splitter, wrap-around windscreen design and lengthening of the rear end - aided by the extra 50mm the GT3 chassis has over the road-going 488 - are all used to pay homage to the styling aspects of the original cars.

As the P80/C isn't road, or even technically race legal, Ferrari has been able to de-restrict the engine - presumed to be the same 3.9-litre twin-turbo V8 found in the GT3 - and also improve the GT3's aero efficiency by five per cent, even incorporating a Formula 1-style T-wing behind the cabin. It has also reduced the headlights down to slits in the bodywork at the front.

"Ferrari has been able to de-restrict the engine and improve aero"

No cost will be revealed for the project, but considering work began back in 2015 and that the client even got to choose the name of the new car, you can assume it wasn't done on a budget.



The P80/C is a design homage to some of the great racing Ferraris



Alonso expands racing wish list

FERNANDO ALONSO HAS TWICE LIFTED the Formula 1 world title. He shared last season's winning Toyota at Le Mans. Already this year he has accumulated wins in the Daytona 24 Hours and 1000 Miles of Sebring. He has lined up another tilt at the Indy 500 in May and there is speculation that he might target the Bathurst 1000Kms (conveniently, McLaren F1 boss Zak Brown - a staunch Alonso ally - has a stake in a V8 Supercars team), and the Dakar Rally (Toyota is a committed entrant).

In the interim, the 37-year-old will be expanding his FA Racing Team, previously active in karting, FIA Formula 4 and eSports, to participate in the Formula Renault Eurocup, with cars for Spain-based American Brad Benavides, 17, Swiss Patrick Schott, 18, and South African Callan O'Keeffe, 22. Their season begins at Monza, on April 13-14.

While there appears no end to Alonso's blossoming versatility and interests, *Motor Sport* would also like to him to consider the 1000 Lakes Rally, Pikes Peak, Daytona 500, Spa 24 Hours, Goodwood Revival, VSCC Cadwell Park, the Plum Pudding meeting at Mallory and, perhaps, ice speedway...

Bloodhound back on the trail

"It's my ambition to let Bloodhound off the leash and see how fast it can go"

THE TROUBLED BLOODHOUND SPEED record attempt appears to have sprung back to life just a few months after it was reported to have keeled over through lack of funding. The project has been resuscitated by Yorkshire entrepreneur Ian Warhurst, who recently purchased the assets and late last month relaunched the super-sonic car in Gloucester.

Changes include a subtle rebranding - the car will henceforth be known as Bloodhound LSR (not SSC) - a new livery and a fresh base, with the engineering team operating out of workshops at SGS Berkeley Green University Technical College (UTC) on the Gloucestershire Science and Technology Park.



Bloodhound's saviour: Ian Warhurst has taken over

Warhurst said: "Since buying Bloodhound from the administrators last December, the team and I have been overwhelmed by the passion and enthusiasm the public have shown. Over the last decade, an incredible amount of hard graft has been invested and it would be a tragedy to see it go to waste.

"Starting with a clean slate, it's my ambition to let Bloodhound off the leash to see just how fast this car can go. I've been reviewing the project and I'm confident there is a commercial business proposition to support it. I'll provide robust financing



Speeding into history



to ensure there is cashflow to hit the high-speed testing deadlines we have set ourselves."

Financial problems had forced administration upon Bloodhound SSC, which aimed to break the land speed record - 763.035mph, set in 1997 by Thrust SSC - and eventually take it into four figures. At the time many concluded that the cost of reaching such speeds had all but ended the chase for land speed records.

While Warhurst has brought changes, current land speed record holder Andy Green will continue as the team's driver and many of the technical staff also remain on board, including engineering director Mark Chapman. Target dates for high-speed testing will be announced once operational and logistics planning is complete.



MOTORSPORT IMAGES

The final test to determine the 18-car grid gets underway in Spain. British hopeful Jessica Hawkins, below.

Final selection for W Series

THE W SERIES IS GEARING UP FOR its maiden race event at Hockenheim on May 3/4 and has released five liveries for its cars.

The female-only championship was in the process of whittling down the final 28 applicants into the 18 available race slots during a four-day test at Almeria in Spain as *Motor Sport* closed for press in late March.



Ahead of the final selection process, the series showed off its new 270bhp Tatuus T-318 cars in a range of five different colours. Each car has been designed to leave enough space for prominent driver name placement and graphics to display their nation's flag.

W Series racing director Dave Ryan said before the start of the final group assessment: "It'll be much more of a race-focused programme. Lap times are important, but we're also looking at the rate of improvement and each driver's ability to work technically and productively with their engineers and mechanics."

All five British entrants made the final 28, with Jamie Chadwick, Esmee Hawkey, Jessica Hawkins (*above*), Sarah Moore and Alice Powell all taking part in the final process.

YOU HAVE TO HAND IT TO BENTLEY: the men a Crewe certainly know how to upcycle. As part of the firm's centenary celebrations, a new limited edition version of its £250,000 Continental GT features an old piece of a chair that many other companies would have chucked out long ago.

It's not any old chair, however. This is a piece of Sir Henry Ralph Stanley 'Tim' Birkin's seat from the original supercharged 'Blower' Bentley that competed at Le Mans in 1930. A shard of Birkin's wooden race seat is embedded in a special rotating display in the dashboard - like a mobile museum artefact allowing buyers to say that they literally own a piece of history.



The Number 9 comes with a piece of Tim Birkin's original Le Mans seat set in the dash

Other fancy features include an exclusive Jaeger dash clock based on the dial design of the original 4½-litre Blower, 18k gold-plated organ stop switches and the number 9 badging added to the exterior grille and then sprinkled liberally throughout. It's only available in dark 'viridian' green or black.

Only 100 of the Continental GT Number 9 Edition by Mulliner (to give it its official title) will be made, only 16 of which will come to the UK.

Charlie Whiting: an old-fashioned racer and a link to simpler times in Formula 1

FIA RACE DIRECTOR CHARLIE Whiting, who died in Melbourne on the eve of the season-opening Australian Grand Prix, was one of modern Formula 1's most valued ambassadors and also one of its great links to a golden era.

Like Luca di Montezemolo, Ron Dennis, Bernie Ecclestone, Herbie Blash and Max Mosley, all of whom have either stepped away or been sidelined from F1 in recent years, Whiting learned his craft in simpler times. He had his first experience of F1 machinery in 1976, running Divina Galica's Surtees TS16 for his brother Nick's team in British events, then stepped up to grand prix level with Hesketh and later Brabham, where he rose to become chief mechanic and helped guide Nelson Piquet to two world titles.

After Ecclestone sold Brabham, Whiting joined the FIA and served as technical delegate from 1990-96 and subsequently race director and safety delegate, positions he still held when he died, aged 66, from a pulmonary embolism.

Whiting's unflappable manner was a perfect antidote to F1's often inflammatory politics and made him a universally popular figure with those who worked in the paddock.

"Whiting's unflappable manner was an antidote to F1's politics"

He could be a valuable ally to the media, too. Although he couldn't always be quoted directly, he would patiently explain the borderline inexplicable to give writers and broadcasters background information that embellished their understanding.

In *Motor Sport*'s experience, he was an old-school racer with a big heart, a major cog in a high-profile sport yet always approachable and happy to chat - something that never changed with time's passage.

Members of the *Motor Sport* editorial team are among those to have been grateful for his willingness to talk through a race as the sun set over Suzuka or wherever, even though his heart was in all likelihood set on a glass of nice red.

His loss will keenly be felt not just within F1, but throughout the sport.



Whiting at Brabham, left, during his days running Nelson Piquet under Bernie Ecclestone and Gordon Murray

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MARK HUGHES

"Kubica's case isn't as hopeless as the headline numbers may suggest"

Robert Kubica's Formula 1 comeback from his serious right arm injury wasn't quite a fairy tale - at least during the first chapter, in Melbourne. It isn't just that his Williams is disastrously slow and is likely to remain so for the rest of the season. It was also the fact that he qualified more than 1sec adrift of his rookie team-mate George Russell. Hitting the Turn Nine wall through a simple misjudgment on his final run hardly added sheen, neither did losing his front wing at Turn One of his first race start for eight years on his way to a solid last place. But he isn't seeing things like that. He's a remarkable character, trying to do something no one's ever done before and he's dug into reserves most people would never dream of trying to access. He's also surrendered a significant insurance payout, and nor does he see it as bleakly as the outside picture might present.

Johnny Herbert suffered devastating feet injuries on the eve of his F1 career and, although he wasn't the driver he could have been, he was good enough to win three grands prix. Talking to him recently about Kubica, he said something quite eye-opening: "As a driver if you were to give me the choice of my feet or his arm, I'd take his arm every time. It will not have anything like as big an impact upon his driving as my feet did. That was how I felt the whole car, through my feet under braking into the corner. Robert always had that lovely feel for that, and I think that will all still be there. With paddle gearshifts and power steering, I don't think the physical aspect of the driving will be a problem. The only compromise might be in qualifying where you are having to make a lot of steering wheel switch-changes from corner to corner. The second/third/fourth gear acceleration of a current F1 car is particularly brutal and you'll be making those upchanges within half a second. Trying to do a switch-change in the middle of that might not be feasible for him, and might cost him a tenth or two, but in a race it wouldn't be an issue. You aren't doing the number of switch-changes."

He qualified well down on Russell, but was using a damaged floor and was not seated properly - the latter point a contributory factor in him hitting the wall. "I complicated my life with a silly mistake there," he said. "I wasn't even overdriving, it was only about the evaluation of the space - which is a bit embarrassing, but at least I now have a better overview for how much pace I will find when I get the seat placement..."

Even with that withered arm Kubica radiates confidence, not vulnerability. He faces three points of difficulty: 1) the uncompetitiveness of his car and the team's general unpreparedness for the season; 2) the adaptation he needs to make after eight years away; and 3) his own physical situation.

He desperately needs miles to adapt, and/or relearn, but he didn't get in more than 15 consecutive laps during winter testing. He claimed he had answers only to about 20 per cent of what he needed from testing. The three points are of course interconnected, but he sees them very much in that order. Some sense of the challenge can be illustrated by his observation after his race-run simulation during Friday practice. "I was overtaken by more cars in 45 minutes than in the whole of my previous four years in F1."

"Even with a withered arm, he radiates confidence, and not vulnerability"

But even he has inner doubts, as he admitted after the race. "Today was complicated, but from the things I could control I think I did a reasonable job and am quite confident I can do it. Probably most people had doubts about the physical aspect, the first corner and the start. The standing start was my first in eight years and actually it was quite good. I had a bit of a panic when I lined up because I couldn't see the lights. The rear wing of the McLaren was hiding it, so I had to move to the left, but it was OK.

"Into Turn One I took it very safe, moved a lot over to the inside of the kerb and I was thinking 'OK I'm through' but then - from what I see on the replay - Gasly moved quite a lot to the right and there was contact with Sainz and he damaged my front wing. Soon after I lost the whole wing, which damaged other parts of the car and we had to pit. The car was not feeling great, then on lap three I lost a mirror which made it even more difficult with the blue flags. But once I was in clear air I was told the pace was not bad. For the state the car was in, it was good and at one point I was nearly laughing at how bad it was.

"It was an important day. Eight years and four months after my accident. Yes, I've been hiding the emotion a bit."

Team-mate Russell was meanwhile making a brilliantly accomplished debut in such a poor car. Using him and his undamaged Williams as a reference, Kubica's pace in his damaged car in each of the first two stints compared as follows. Stint 1 (mediums) 0.34sec slower average on comparable laps. Best lap 0.6sec slower. Stint 2 (softs): Kubica 0.12sec faster on comparable laps. Best lap equal.

That's not definitive, for we don't know how hard Russell was pushing given that he was not racing anyone, but let's assume this was as quick as either of them could go. It suggests that Kubica's case isn't quite as hopeless as the numbers made it look.

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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MAT OXLEY

"Doohan's confidence was knocked, and he actually feared getting on the bike"

THIRTY YEARS AGO THIS SPRING one of motorcycling's all-time greats made his agonising entry to world championship racing. When Mick Doohan arrived for his grand prix debut at Suzuka in March 1989, he had already learned that the 500cc two-strokes of that era were difficult to master. It would be a while before he had them worked out.

"We went testing at Suzuka in early January and it was pretty cold," remembers the Australian, a wide-eyed 23-year-old at the time. "I gave the bike a fistful going through the esses and as I shifted my weight from right to left [which also reduced load on the back tyre] the rear lit up. The thing had me off the side, so I was hanging onto the handlebars, with both knees dragging on the ground. I ran off the track and slammed into one of those big rubber bales they used there. My face ended up in the dirt while the bike got me in the back of the head. The impact broke my helmet open."

This was a baptism by fire aboard Honda's potent NSR500, four times more powerful than the 40bhp 250cc street-bikes he had been racing 18 months earlier.

Doohan's Japanese GP debut ended when his NSR broke its crankshaft in the race. Two weeks on he was at Phillip Island, practising for Australia's inaugural motorcycle GP, when he crashed again.

"I got my hand caught under the handlebar and ground away the little finger and the finger next to it. I could see the bone, with gravel rash in it, and the tendon had been torn away. Right then I was thinking: 'What the hell am I doing here?' Maybe I'm in too deep. I realised I was on to a completely different playing field where everyone was quick. I really hadn't been hurt until then."

The next weekend Doohan was at Laguna Seca for the US GP. Those fingers were "just starting to grow a film of meat" when he got taken out by team-mate Wayne Gardner, reopening the wounds.

Another two weeks later the European season started at Jerez. "I'd been trying different things in practice. On the fourth lap of the race I changed up a gear through the fast rights behind the paddock. The thing spun up and sent me into the haybales. That didn't do the hand any favours."

No wonder Doohan started struggling with self-doubt. "My confidence was knocked and I actually feared hopping on the bike. First time I met Eddie Lawson [three-times 500cc world champion] he said a lot of people can go fast on a 500 straight away, then they have one crash, two crashes, three crashes and they take a big step backwards. I've never heard a truer word."

Third place at Hockenheim was his first podium and a much-needed morale boost. Salzburgring next, where the Austrian round was staged on June 4, Doohan's 24th birthday. But no reason to celebrate. "It was a daunting place. The bike wasn't steering too well and I ran off the track. I was heading for a wall, thinking: 'Here goes - it's all going to end on the same day I was born.' Somehow he avoided the wall and finished eighth.

"I could see the bone, with gravel rash in it, the tendon was gone"

Mid-season, Doohan got a welcome respite from the scary torque delivery of a V4 two-stroke by riding a Honda RVF750 four-stroke in the Suzuka Eight Hours. This race should have massaged his ego, because the motorcycle was similar to the superbike he had raced the previous season. Doohan and co-pilot Gardner were leading after five hours when he got too close to a backmarker.

"I was going around the outside when he picked his bike up and the exhaust caught the little finger on my left hand. The finger got chopped off below the top knuckle and I crashed. I found the top still in the glove."

Surgeons reattached the stub and Doohan returned to Australia to recuperate. Just what he needed: rest and thinking time.

"I'd not raced under any pressure before '89 and I was getting worried. This was a wake-up call. My lifestyle had to change."

Doohan, by his own admission, hadn't been taking racing too seriously - he'd made his way on pure talent and partying hard.

"I was having a major crisis. I decided I'd give racing 100 per cent, so I'd either make a career of it or I'd know I'm not good enough. That's when my fitness thing really started. I ran every day to lose the weight I'd been carrying from my party years. Deep inside I knew talent wasn't enough."

A revitalised Doohan won his first grand prix in September 1990. The following year he rewrote his Honda contract: no bonuses for second- or third-place finishes, but much bigger bonuses for victories. By the time he retired in 1999 he had won 54 grands prix, making him the sport's first eight-figure earner, and had five consecutive premier-class world titles, a feat matched only by Valentino Rossi and Giacomo Agostini.

Doohan used his earnings wisely. His current business interests focus on corporate jet sales and management - last year his companies sold £1.3 billion worth. He also mentors the car-racing career of his 16-year-old son Jack, who finished as top rookie in the 2018 British F4 Championship and is signed to the Red Bull Junior Team with a clear ambition: to win the Formula 1 World Championship.

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

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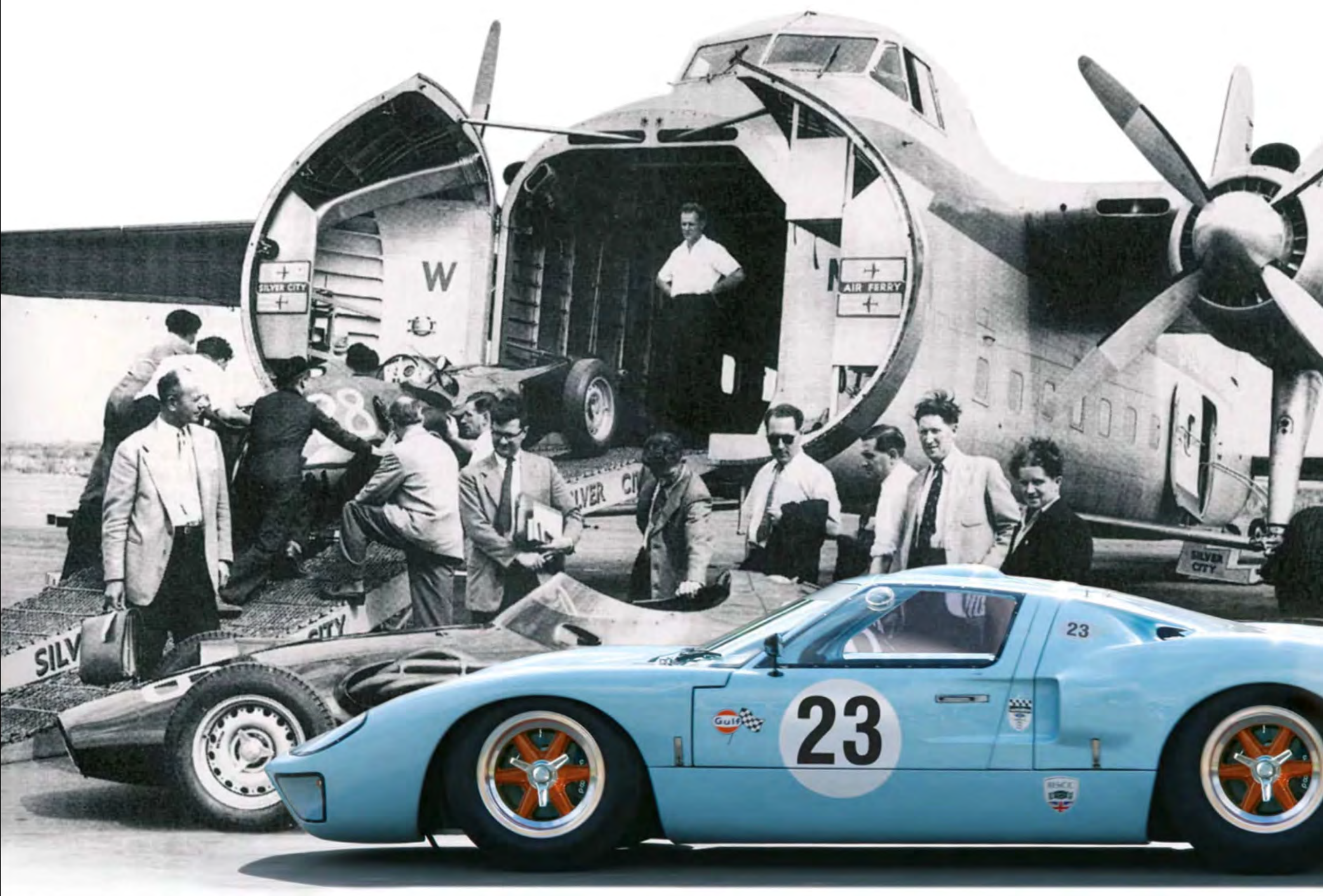
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DOUG NYE

"It dated from between the Industrial Revolution and last Tuesday..."

LONG AGO I WAS ASKED TO WRITE an auction description of a pretty important competition car. The breathless owner was full of it, particularly since he had, at great expense, had its chassis-frame material sampled and analysed to verify its (correct) year of manufacture. "Oh yes," he said, "I've had the chassis steel carbon dated..."

I was aware that carbon dating was pretty much confined to organic materials, ie those that once lived and grew. The radioactive isotope carbon-14 is absorbed during life by all living organisms, and dating is a technique used to determine the approximate age of once-living materials. It is based on the decay rate of C-14, which stops being taken up once life ceases. Thereafter C-14 decays and in the process emits its radiation. The decay rate is not rapid. For one half of the nuclei to decay (its half-life) takes 5730 years, but how far it has progressed can be accurately measured. Thus the length of time since the relevant organism was alive can be calculated, which works well for dating plant matter, bone, wood etc...

But here was this eager seller extolling the originality of his car because he'd just had its chassis "carbon dated" to 1958 or whatever. Quite apart from steel hardly being an 'organic' compound, carbon dating in those days really narrowed things down to something like 200-300 years. So I could take that as verification that his car dated, quite possibly, from somewhere between the Industrial Revolution and last Tuesday...

Back in February I experienced something of a time bracket of my own, in that I had to attend Bonhams' Rétromobile sale in Paris. My particular time bracket of acquaintance spans about 1964 to 2019, since I hadn't been there since covering the *Paris Salon de l'Automobile* when I were just a lad. This time I was riding shotgun on the five-Grands Prix-winning 1992 Williams-Renault FW14B that was Nigel Mansell's famous 'Red 5' mount early that season, before becoming team-mate Riccardo Patrese's 'White 6'. Bonhams will be auctioning it at this summer's Goodwood Festival.

During a break between being besieged with Williams enquiries, I was fascinated by a young German outfit that was promoting itself. Over some years Forensik has built a spectrographic database of steel mixes used in unimpeachably period-made original Bugatti and Alfa Romeo chassis. Similarly, Forensik has particular knowledge of original-period Porsche 911s, especially the now rare and extremely valuable 2.7 RS cars - and can spot a fake in minutes.

It backs up its sophisticated spectrographic materials database with non-invasive new techniques. X-ray scanning can detect the impact 'shadows' of number stamps that, in terms of visibility to the eye, have been ground away. Detecting over-stamping is a doddle. Micrometer thickness measurement can indicate when a plate or a stamp area has been ground down.

Such forensic techniques are widely used by authority to investigate firearms and falsified or facsimile artefacts. Forensik applies this kind of searching inspection to cars, old and new. The firm says it can now identify some steel mixes to a specific contemporary source, and also date some to within one year. Publicly they say they can date within 10 years, but they know more than they readily discuss...

They told me about collectible cars of the early 1970s - and 1930s - whose chassis frame material dated from no earlier than 1988. They have X-rayed a 'vintage' Bugatti's reputedly pressed-steel (as-original) chassis frame... and found visually undetectable welded seams of mirror image left-side to right-side rail, so probably fabricated in a symmetrical jig - neither pressed nor hand-hammered, as the originals were.

There has always been an arms race between old-banger fakers and investigative authority. One hears stories of Chinese steels so poor in quality, and with so many inclusions, that they could be mistaken for middling-quality steels of the 1920s or '30s. Forensik tells me in fact they don't match, and have an unmistakable spectrographic signature of their own - again skulduggery if passed off as 'period original'.

One has heard stories of pre-war railway line being melted down and reformed as 'original' period steel, to fool such analysis. Forensik says that's a nice idea, but the 800-1,000degsC melting process evaporates a percentage of the lighter constituents, leaving a new signature that - to them - is again instantly recognisable.

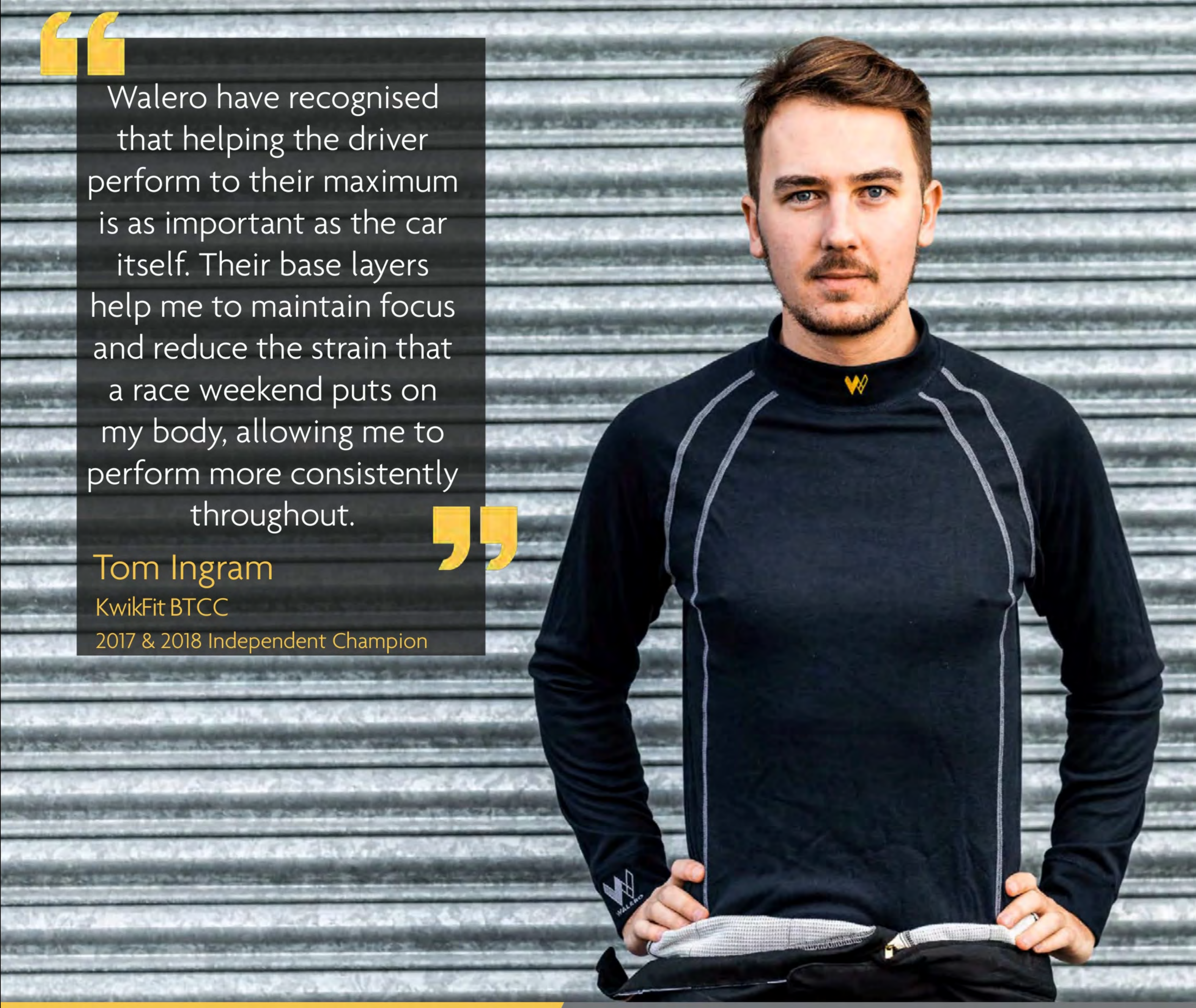
"Forensik can spot a fake Porsche 911 2.7 RS in minutes"

So the verifiers are closing in on the fakers. However, I can't see too many owners, dealers and agents readily submitting their 'treasures' for Forensik examination, although it's relatively inexpensive, totally non-invasive and can take only half a day. I am sure sellers would prefer to find cheerfully naïve customers with a less inquiring (or less suspicious) mind.

Conversely, perhaps the day will shortly dawn when multi-million-pound car deals will go through only if the artefact in question is actually accompanied by a certificate of material originality...

If your German extends beyond '*Hände hoch*', visit *www.ifaf.eu*.

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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ANDREW FRANKEL

"I'd understand the sale more if Morgan actually needed to be helped"

WERE YOU AT ALL PUT out by the news, announced at the Geneva car show, that a controlling interest in Morgan, a family-owned business since it was founded 109 years ago, had been sold to Italian venture capitalist InvestIndustrial? I must admit I was, and remain so now.

I understand the reasons - turning the efforts of all those generations into hard cash must have been tempting for the shareholders and InvestIndustrial has a solid record in the field. It turned around Ducati before selling it to the Volkswagen Group and had played a large part in the dramatic change in Aston Martin's fortunes over the last five years. These are smart people with good instincts who have probably identified some easy wins at Morgan: ways in which the company can become more profitable without appearing to compromise on standards. Almost 30 years on it's Sir John Harvey-Jones and *Troubleshooter* all over again, but this time with a hand on the tiller and Morgan unable to refuse the proposal.

But I'd understand it more if Morgan actually needed to be helped. As you know, all our indigenous car industry is now owned abroad, but almost all of it went that way because it could not survive on its own. Morgan, in contrast, was doing very nicely, enjoying record sales in the last two years. In the past the choice has not been between a car company being UK or foreign owned, but between it being foreign owned and simply not existing. Emphatically, that is not the case here.

My guess is that InvestIndustrial will put into force something not dissimilar to the plan suggested by Sir John all those years ago, one that was spurned by the management at the time. Prices will go up both to realise more profit and reduce waiting times, while more modern practices and equipment will be introduced at the Malvern factory to enable the company to build more cars, more quickly and for bigger margins. They won't go too far, though: the cars will still be built by hand and incorporate large slabs of tree, because that is what a Morgan is, a fact the Italians will be far too canny to ignore.

Actually what concerns me more is what happens to InvestIndustrial's majority shareholding when it is time to move on, which it is the nature of such businesses to do. That's the trouble with controlling interests: once they go they can go anywhere. And they tend to stay gone.

PERHAPS THE MOST SURPRISING NEWS emanating from Geneva was that, as of next year, Volvo is going to limit the top speed of all its cars to 112mph (180kph). This, it says, is to send "a strong signal about the dangers of speeding". The move strikes me as curious in more than one way. There is nowhere in the world I know with a speed limit set above 112mph, so by definition all Volvos will still be capable of breaking every speed limit in the world and, therefore, speeding. The only locations where it will be legal to run a Volvo at maximum speed will be on roads like those stretches of German *autobahn* where there is no speed limit, same as for everyone else.

It's a curiously arbitrary limit, set, I suspect, because if it went for the 130kph speed that is the highest commonly applied limit I know, no one would buy its cars any more. I'm also not that comfortable with a car company telling me how to behave - I'd rather leave that to the judiciaries and legislatures of democratically elected governments.

"If Volvo went for the 130kph limit, no one would buy its cars any more"

But actually, it's all fine. No one is forcing you to buy a Volvo so, if you don't like the new approach, you can vote with your feet. The only thing I find irking is that Volvo has felt no need to apply the policy to its Polestar subsidiary, whose forthcoming coupé has the same power as a McLaren 600LT. I asked the man from Polestar why it was fine for his customers to do more than 112mph but so dangerous for those who buy Volvos that they won't be allowed to do it, and I was told it didn't fit with the brand's positioning. So that's all right, then.

NO SPORTS OR SUPERCAR MANUFACTURER has yet been able to provide anything approaching a satisfactory response to how they'll replace the feel and sound of a proper, high-performance engine using electricity alone. But an answer appears to be emerging and, to me, it's totally unsatisfactory. It's power. Power has always been the easy option because it's been so simple and cheap to provide, and it's just a shame that cars had to get heavier still to cope with it. Well, it's going to be even easier with electricity. Take the new Pininfarina Battista: a brave and beautiful car no doubt, but the idea of a two-tonne electric supercar with 1900bhp makes me wonder if the world, or at least that tiny corner of it populated by those with the means and desire to drop $2 million into a new car, has gone slightly mad. But a compact one-tonne sports car with 400bhp? Now that *would* be something - but, I fear, far less profitable.

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery

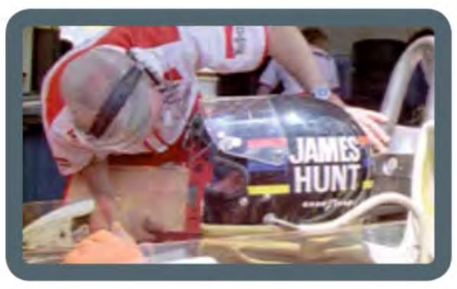
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JENNIE GOW

"It was only when I got back to my desk that the truth became apparent"

MELBOURNE HAS MUCH IN its favour at any time of the year. But the presence of Formula 1 adds a little extra zest. Host to the opening round of the Formula 1 World Championship, this is one of the most vibrant cities in the world, known for its fine food, friendly disposition and sporting passion.

Ahead of this season, much was made of the potential fight between the top three teams - Mercedes, Ferrari and Red Bull. Could this be the year in which a rival prises the trophy from Mercedes, after its fifth straight success?

I started Thursday with a walk along the city's Southbank, along the River Yarra. This part of Melbourne had been turned into a fan zone, so flags fluttered outside restaurants and a 50ft Daniel Ricciardo stared down at us in his new black-and-yellow kit, "On the move" referring to his switch from Red Bull to Renault.

A group of us sat having brunch and watched the fans browsing merchandise. All seemed right with the world.

But then phones started ringing and the news began to filter through that F1's long-time race director Charlie Whiting had passed away. The mood immediately changed to one of disbelief and the sparkle of the new season had diminished before a wheel had turned.

Brunch was forgotten and we jumped on a track-bound tram to try to get our heads around what had happened. The vibrant, fan-lined walk into the paddock clashed with my mood of deep sadness and disbelief. New season passes in hand, we swiped into the media centre where journalists and broadcasters usually sit tapping away on computers, but on this particular occasion everybody seemed to be chatting in small groups, the state of shock tangible.

Charlie was part of F1's fabric, from getting his hands dirty with Hesketh and Bernie Ecclestone-era Brabham through to his emergence as the FIA's race director, and over more than 40 years he had earned everybody's respect. He'd been the middle man between the FIA regulators and the teams, inspected new tracks, implemented fresh safety measures, hosted driver briefings (which could sometimes be simple 10-minute affairs and at others involve lengthy, heated arguments between some of the best drivers in the world, which he'd have to referee) and of course, started the races, so without him it was inevitable that the paddock would feel a little empty.

His tireless work will always be remembered and I hope 2019 will unfold into a good season, to honour his memory.

AS EVER, THE SHOW MUST GO ON. Ahead of the race engineers and mechanics cleared the grid and the fans crammed into the stands to back their hero Ricciardo. The lights went out and Daniel nipped to the right, caught a grassy rut and, in the process, ripped off his front wing. Disaster.

For drivers, an incident like this is just the start. Next they have to head back to the garage, speak to (and maybe apologise to) their engineers and mechanics and then, usually with a PR representative, they must face us gathered in the media 'pen'.

With about 30 TV and radio stations all waiting to ask questions, it can be a bind for drivers who've had a bad day - particularly if it's also your home race. It is a stressful situation and it was clear it had got to the usually affable Daniel.

How do I know this? Because while speaking live on air to a Dutch TV station, he said I was distracting him by speaking too loudly behind him (I was also live on air). He then jokingly added, "Shut the f**k up."

At the time I had no idea what happened, because I was presenting BBC Radio 5 Live, as well as trying to line up Daniel for an interview. At the same time, I was receiving instructions about the end of the show from our producer and trying to work out how much time we had left.

It was only when I got back to my desk and saw my Twitter feed that the truth became apparent. I apologised to Daniel and moved on. These things happen. Then, after a 24-hour flight home, I walked through the door and the first thing my father-in-law said was, "Shut the f**k up..."

But there may be a more serious point to this. I recall Nigel Mansell saying that his home race used to give him a boost... but I think those days are gone. Nowadays drivers tend to face an intense commitment schedule from the start of the week leading up to 'their' race: speaking to the press, meeting fans and stakeholders, shaking hands, accepting selfie requests, signing autographs and all the while maintaining a dignified smile - it's exhausting and Daniel has in the past made no secret of his need to trim back on such commitments.

"I hope this season is great, to honour the memory of Charlie Whiting"

Sometimes I think we forget that these guys are athletes and Sunday afternoon is the most important moment of their week. If they turn up to the race feeling drained, there's a real risk that it will compromise the very purpose of their presence.

Jennie Gow has formed a staple of the BBC's Formula 1 broadcasting team since 2011, working across both TV and radio

Follow Jennie on Twitter @JennieGow

No more Mr Nice Guy

Ferrari was unexpectedly adrift in Melbourne, where **Mark Hughes** watched Valtteri Bottas lay down a potential marker for the campaign ahead

THE NEW AERO REGULATIONS formed a 'known unknown' (copyright Donald Rumsfeld) as we headed into the 2019 season in Melbourne. But we also discovered two 'unknown unknowns', one of which was a new badass version of Mr Nice Guy Valtteri Bottas, dominant winner of the opening race.

"In 2008, I got a call from a young Finn asking for a meeting," said Toto Wolff. "It was a snowy day in Vienna and this boy came in with a pullover, no jacket, and asked for advice. He went on to win the Formula Renault Eurocup in a strong year against Vergne, Ricciardo - he almost lapped the field on one occasion. This is the Valtteri Bottas I saw yesterday and today. Maybe his years at Williams and then the shock draft into Mercedes was something he needed to digest; he went off tired at the end of last season and the 2008 young man came back."

Before you write that off as hyperbole about a driver who simply turned in a good performance in the fastest car, consider this from Bottas: "It's quite difficult to explain what's been going on inside my head but something changed in terms of the way I feel about life in general and in racing, but that's all in my thoughts. I felt good in the car today and yesterday. That's all that matters."

It wasn't just how Bottas conducted his race with a pummelling sequence of laps to leave Hamilton in his parkland dust (Hamilton later cited floor damage costing rear grip), but his proactive assumption of control. A new point for fastest lap (reintroduced for the first time since 1958) had been announced, to introduce an element of jeopardy into the run-down phase of the races when fuel tanks are near-empty and track grip is high, the idea being that if you have enough of a gap to the next car you might stop for fresh tyres and set the track alight. Bottas had more than the required advantage and asked if they were going to make the late stop. "Negative," he was told, "We do not want to risk it."

"Copy," he replied. "But I want those 26 points." He proceeded to demand the high engine modes required to take the matter beyond reach. On his slow down lap he radioed, 'To whom it may concern, f**k you,' in reference to his detractors.

It was a stark contrast to his Australian GP of 12 months earlier when, stretching himself hard, he had crashed heavily in qualifying. This time he pushed Hamilton hard for pole, ultimately losing out only by a tenth. He made amends with a better start that barely required him to defend into Turn One. Hamilton spent three laps on his tail and then fell back, leaving Bottas to enjoy a thoroughly dominant performance.

Post-race inspection of Hamilton's floor revealed the missing chunk of carbon fibre from the left-rear corner just ahead of the wheel. Hamilton had felt something hit the car on lap four on the run down to Turn Three and thereafter he was down on rear grip. When asked to keep the gap to Bottas at 3sec, he found he couldn't.

It left him unable to pull out a gap to Sebastian Vettel's Ferrari, which in turn obliged Mercedes to respond to Ferrari's early undercut attempt, forcing Hamilton to pit as early as lap 15 and thereby ensuring he would have to manage his pace carefully to get his second set of tyres to the end.



After a winless 2018, Bottas got off to a sparkling start in Melbourne

MOTORSPORT IMAGES

"Bottas conducted his race with a pummelling sequence of laps and proactive control"

Bottas leads a Mercedes 1-2 through the first turn as Leclerc skims the grass in their slipstream

That section of rear floor is highly aerodynamically sensitive. Its slots and ridges control the tyre squirt, guiding the air compressed by the rotating tyre to the outside, preventing it from forcing itself into the underfloor and disturbing the airflow. So every time Hamilton turned right, he'll have had much less downforce than usual.

He backed off probably more than necessary, making his problems obvious. But his second place was safe and he made doubly sure he could get that second set of tyres to last 43 laps.

It was a luxury made feasible for him by the non-performance of Ferrari, after looking much the fastest car of winter testing. "It was not balanced, it struggled with the tyres and none of the different set-ups worked," said new team boss Mattia Binotto. "We are certain that this is not our real potential. We lacked the right balance - and if there's no balance the driver can't perform at the limit."

As the pit windows opened, Max Verstappen's Red Bull got close enough to apply undercut pressure to Sebastian Vettel's third place, forcing Ferrari to bring him in early (and triggering Mercedes into doing the same with Hamilton). Verstappen then ran long, allowing him to rejoin later on tyres 11 laps newer than those on the Ferrari and this grip advantage helped him complete a DRS-assisted pass to give Honda its first podium since its 2015 return to F1. "It's nice not to have to worry about grunt," said an impressed Red Bull engineer.

A 4-5 finish with Vettel and Charles Leclerc was not what Ferrari expected coming in to the weekend off the back of a great winter test, where the new SF90 looked convincingly the fastest car, beautifully balanced in a way it never was around Albert Park - a lack of front-end bite made it an awkwardly unresponsive proposition between the walls.

There were several theories about where the balance had gone. But one of the more intriguing was that posited by an engineer

Trackside View

Clark Chicane, Albert Park, Melbourne





At the tail end of a Melbourne summer, it's bright but breezy and gusts carry the sound of turbo hybrids across the lake to the Clark Chicane. Kimi Räikkönen is first on track this season as he leads the others out. Even for those rookies who've never driven here before, the layout's familiar but now the sensations are real, the walls solid. And that on the exit here is just waiting to be smacked as drivers get progressively bolder.

Kevin Magnussen soon has the Haas's motor snarling up in wheelspin over the exit of the right-hander, though that kerb has been flattened since last year, the cars no longer twitching over it with quite such menace. He's having to discipline that throttle foot between the two sections as the front wants to run wide and you can see him holding it on the cusp of understeer with his right foot before the moment of uncertainty has passed and he can let it run free.

Sebastian Vettel is attacking early, too, but the Ferrari is looking a little edgy, Seb taking a couple of bites into the first part on one particular lap, as if looking for his balancing point, trying to take a reading that the car seems reluctant to give. The difference between Lewis Hamilton's limbering-up and attack laps is profound; the Merc comes into view sparking its floor under braking and seemingly twitching in several different directions. It turns in with alacrity though.

But the fastest car here, without any ambiguity, is the Red Bull. Verstappen and Gasly brake visibly later than the others and the mid-corner grip allows them an easier passage, the high pitch of the Honda adding to the blurry sensation.

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from a rival team. Just maybe Ferrari's front wing philosophy was unsuited to a low-grip track with slow corners. The new aero regs of 2019, specifically the banishing of the big front-wing endplates and their complex multitude of turning vanes, has led to two opposing schools of design thought. Some (particularly Mercedes) have retained full-depth wing elements right across the span. Others (notably Ferrari) have cut the elements right down at the outboard ends ahead of the tyre, in order to enhance the 'outwash' effect of getting the airflow to turn around the tyre rather than crashing into it. Both designs seek to wash the air around the tyre, but by unloading the outboard ends of the wing, the Ferrari design will make this easier to do, albeit at the expense of the maximum downforce the wing can generate. What if Albert Park, with its low-grip public road surface and its proliferation of slow, big-lock corners, simply demanded a level of front downforce that was outside the Ferrari wing's range?

One of the theoretical downsides of maximising the load on the outer ends of the wing is that the outwash airflow could be more volatile. So you'd have a car with more downforce, but which was a more demanding drive. The Mercedes around Albert Park looked unstable, but was quick once you learned to trust that its twitches would always be smothered eventually.

It was a working theory and one in which it was possible to pick holes. A Red Bull man had an alternative notion: "We think it's probably tyres. They are so stiff that it can be difficult to get them working properly around this place. But if you get them in the window, suddenly there's lots of extra performance. Looks like Ferrari have got caught out by it, same as us."

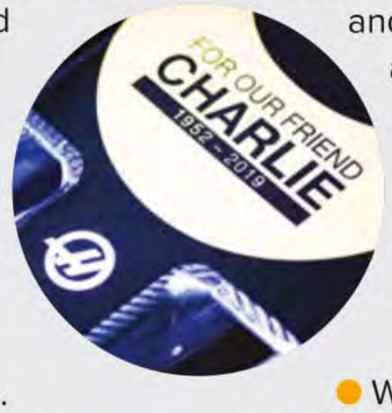
The full effect of the latest rules will become clearer with more races on different types of circuit.

FIA race director Charlie Whiting, who passed away suddenly in the early hours of pre-race Thursday, was very much part of the revived regs initiative. Bottas took time out, unprompted, to say: "This win is for Charlie and all his work for F1. He's done a massive amount and it means a lot."

Word on the beat

Rumour, gossip and news from the F1 paddock

● **FIA** technical chief and race director **CHARLIE WHITING** passed away in Melbourne, in the early hours of Thursday morning preceding the season's opening race. He'd been at Albert Park on Wednesday and had completed his customary checks. The 66-year-old suffered a pulmonary embolism while sleeping in his hotel room. Teams raced with messages of remembrance on their cars during the race (pictured right).



CHRISTIAN HORNER led the tributes: "I am deeply saddened to hear the terrible news that Charlie Whiting passed away last night. Charlie has played a key role in this sport and has been the referee and voice of reason for many years. He was a man with great integrity who performed a difficult role in a balanced way. At heart, he was a racer with his origins stretching back to his time at Hesketh and the early days of Brabham. On behalf of everyone at Aston Martin Red Bull Racing we pass on our sincere condolences to his family and friends. Charlie was a great man who will be sadly missed by the entire Formula 1 paddock and the wider motor sport community."

FIA president **JEAN TODT** added: "It is with immense sadness that I learned of Charlie's sudden passing. I have known him for many years and he has been a great race director, a central and inimitable figure in F1 who embodied the ethics and spirit of this fantastic sport. F1 has lost a faithful friend and a charismatic ambassador in Charlie. All my thoughts, those of the FIA and entire motor sport community go out to his family, friends, and all F1 lovers."

F1's managing director **ROSS BRAWN** said: "I have known Charlie for all my racing life. We worked as mechanics together, became friends and spent so much time together at tracks across the world. I'm devastated. It is a great loss for the entire F1 family, the FIA and motor sport as a whole. All our thoughts go out to his family."

● While discussion continues about the merit of an extra championship point for fastest lap, **ROBERT KUBICA** raised a smile during Melbourne's official Thursday press conference when he said: "I don't think it will affect us much."

● Asked what he thought of **DANIEL RICCIARDO'S** chances of a home victory in Melbourne, now he'd switched from **RED BULL** to **RENAULT**, **SEBASTIAN VETTEL** replied: "What's that about bringing a knife to a gun fight?"

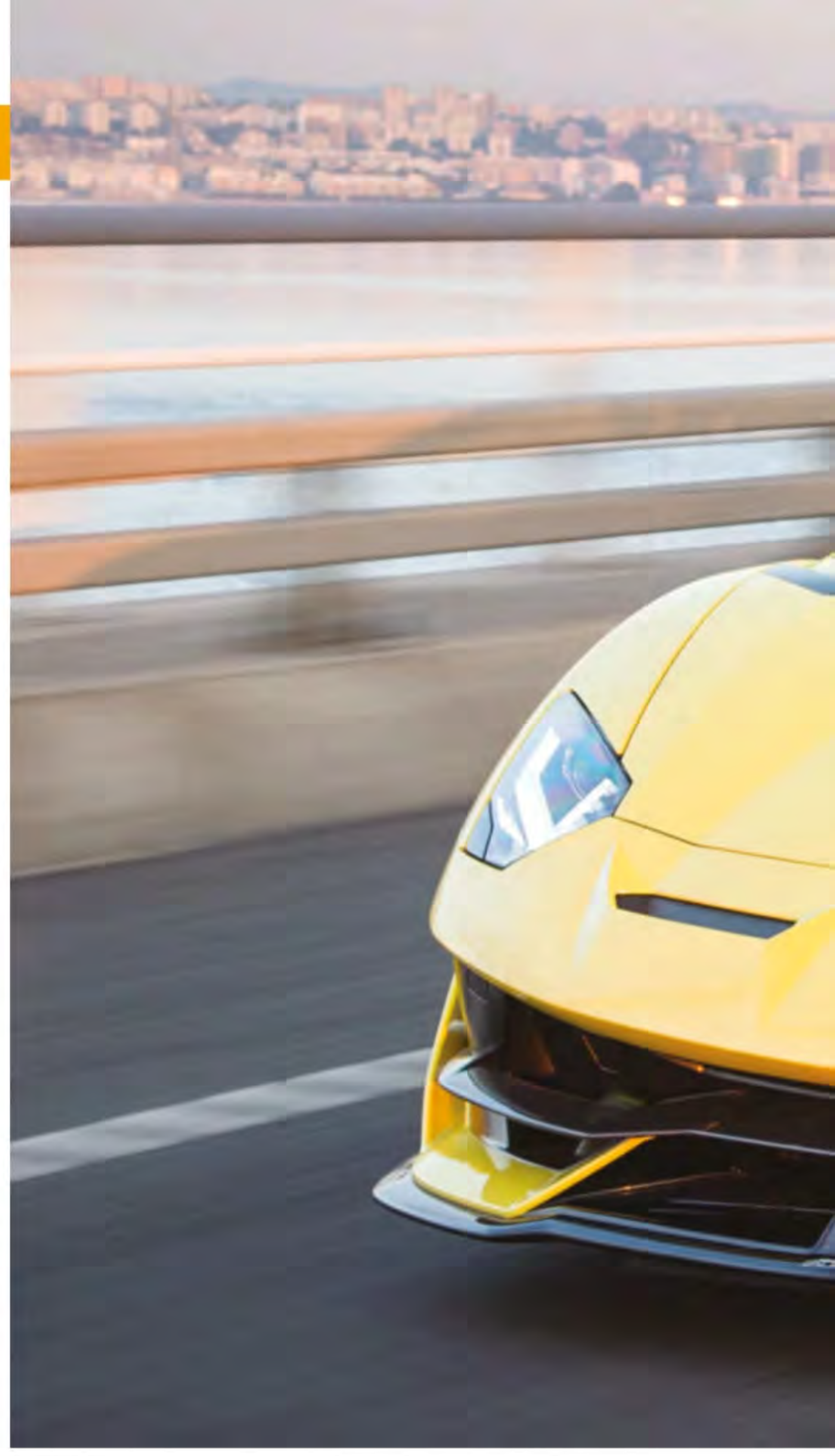
● At the time of writing, the beleaguered **WILLIAMS** team was believed to be on the verge of re-signing its former chief designer **ED WOOD**, who left the team last May. There is as yet no replacement for chief technical officer **PADDY LOWE**, who took leave from the company on the eve of the season in the wake of the disappointing performance and late completion of the new FW42.

● **JAMES KEY** starts his role as **McLAREN** technical director from the Bahrain Grand Prix. New team MD **ANDREAS SEIDL** is set to join from the Spanish GP.



Last of the V12 dinosaurs

A roaring engine and basic instinct make up for the flaws, says **Andrew Frankel**



ABSOLUTELY THE BEST moment of my days with the Lamborghini Aventador SVJ was the minute I returned it with its yellow carbon-fibre bodywork unmarked, save for the splats and streaks of mud all cars accumulate at this time of year.

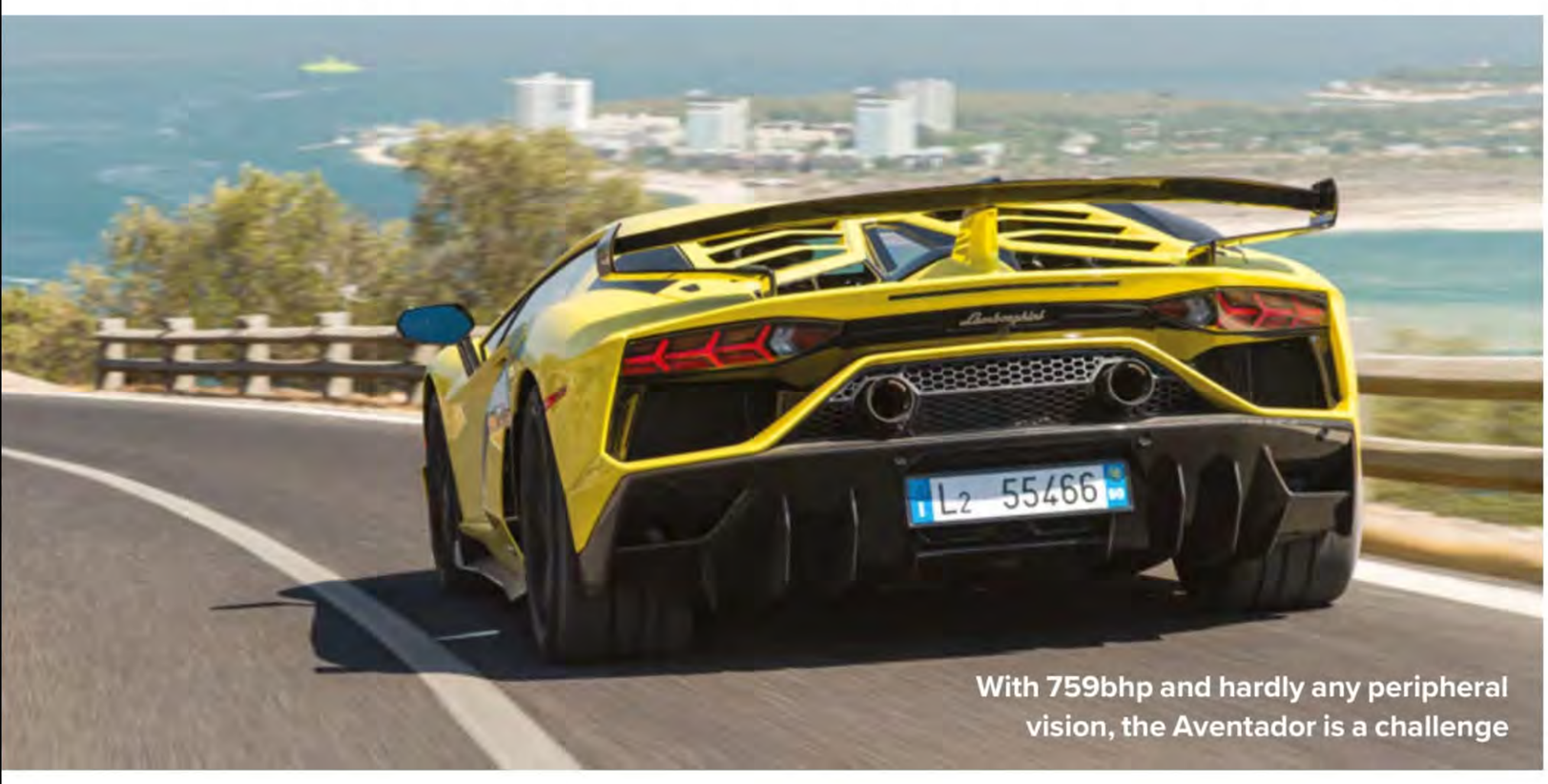
My fear of damaging this car was a constant companion and, oddly enough, it had little to do with its £360,000 price tag. Had I damaged it in some small and conventional way, there'd have been no consequences save an embarrassing phone call. If you ding a wheel Lamborghini won't send you the bill. But I cannot recall another car that felt easier to damage than this.

I mention all this now, rather than searing engine sounds, cheek-rippling grip and pulverising performance because, more than anything, it is the sheer difficulty of driving this car that sets it apart.

If you're a middle-aged man (as, I suspect, will be the majority of owners of the 900 SVJs that will be sold), it's a long way down into that cabin: you don't sit so much as fall onto the challengingly hard bucket seat.

First thoughts: the headroom is limited, the main instrument display is amazing to look at but hard to read and the centre console switchgear and nav screen is worrying reminiscent of a 10 year-old Audi. Next thoughts: I can't see out. There's a letter-box windscreen, little to be seen over the shoulder and thanks to the preposterous spoiler arrangement, effectively nothing to be seen behind. Suddenly the car seems impossibly, overwhelmingly wide. I don't know how I'll even get into my narrow driveway, let alone through the infernally narrow lanes to the decent roads beyond.

You have to lift a red flap to access the engine start button - a little bit of harmless theatre or an annoying gimmick? Because I have no interest in pretending to be a fighter pilot. I incline to the former view - a quick whirr of starter motor and the 6.5-litre V12 ka-booms into life. It has 759bhp without some much as a turbine blade's worth of outside assistance. It also revs to 8700rpm, a ridiculous speed for so massive a motor.



With 759bhp and hardly any peripheral vision, the Aventador is a challenge

It's been a few years since I last drove an Aventador and I'd forgotten about the gearbox. There's a reason it's the last single-clutch robotised manual transmission still in production and that's because it's awful. The only way to manage the gearbox is put it in manual mode and do it yourself. A two-pedal car without a gear lever that still forces you to learn how to change gear smoothly? That'll be the Aventador.

How can this be worth it? Even on a conventional A-road, you feel the need to breathe in when a truck comes the other way. It's got thicker roll bars and stiffer dampers than the old Aventador SV and is also 50kg lighter, chiefly through the use of more carbon in the body and titanium in the exhausts. Which means its ride is pretty firm too, even in its gentlest 'Strada' setting. The steering feels accurate and the engine sounds exciting, but I'm too scared to even attempt to let loose something this wide that I can barely see out of on these roads.

Another strategy is needed; one involving an early alarm on a Sunday. A special journey too, over to the mountains in time for sunrise. And then, oh my goodness.

The majesty of this motor, unfettered by hybrid drives or forced induction, reminds



"This is not an easy car to drive. It's a car that not only makes you work, it makes you get up early"

you why you fell in love with cars as a kid, listening to competition V12s at race tracks. With four-wheel drive and on winter tyres, the acceleration on wet roads is befuddling. In maximum-attack 'Corsa' mode, the gearshifts are so violent the car commits common assault on you every time you ask for another ratio. It's an interesting experience, but the middle 'Sport' mode hurts less and doesn't de-stabilise the car if you need to grab another gear mid-corner.

It handles pretty well, too. And most importantly given its size, it responds precisely to your every input, making the car easier to place than you'd think. My only concern was a sense of incipient oversteer on turn in to quick corners. It might have been no more than the car moving around under load on its winter tyres' squidgy tread blocks, but I felt disincline to investigate further on public roads.

And the more I drove it, the more I was glad this car exists. I know that most Aventadors are rarely, if ever, driven hard, but when you do, it provides something even a technically far more accomplished car cannot manage. To reach the end of a long, fast run comes with more than a mere sense of occasion; there's a palpable sense of achievement too. For this is not an easy car to drive. It's a car that not only makes you work, it even makes you get up early. You even have to let it choose both the destination and route, because if there are not some pretty amazing and improbably empty roads on the way, unless your desire is simply to show off, you might as well leave it in the shed. Even then it makes you endure some quite lengthy spells of mild but constant apprehension not to mention low-level discomfort, all on the promise that when you do get somewhere it can be at least partially unleashed, it will all be worth it.

The Aventador SVJ is the last of the dinosaur supercars. When they first emerged, cars such as the Countach were awkward and impractical because back then Lamborghini knew no other way of doing it. But today there is something gloriously wilful and iconoclastic about the Aventador. It's difficult, impractical, and at times quite scary, but because that's how Lamborghini chooses it to be. And I like that. I hope that Lamborghini goes on making it for years.

LAMBORGHINI AVENTADOR SVJ



- **Price** £360,000
- **Engine** 6.5 litres, 12 cylinders
- **Power** 759bhp@8500rpm
- **Weight** 1525kg
- **Power to weight** 498bhp per tonne
- **Transmission** seven-speed robotised manual, four-wheel drive
- **0-60mph** 2.8sec **Top speed** 217mph
- **Economy** 14.4mpg **CO_2** 452g/km
- **Verdict** Terrifyingly good fun

Love is all you need

Big brother is on the way, but first here's AMG's starter pack



Aero pack is optional on AMG's newest junior, but hard suspension is not

FANS OF THE DEFUNCT A45, AMG'S nuttiest hatchback, need not pine: Mercedes is planning a 400bhp follow-up. Meanwhile, welcome the A35, an AMG-lite A-class with the Golf R squarely in its sights.

Not many are going to feel short-changed: its 302bhp is competitive with the class and its all-wheel-drive system provides startlingly strong acceleration. Radically rethought suspension has many rubber parts removed plus a quicker steering ratio, and appropriately enormous brakes complete the picture.

It's a curious car. It's good, but it could and perhaps should have been better. Its most obvious issue is a ride quality sufficiently stiff over typically rubbish British back roads to make you wish that they'd kept some of the suspension rubber. It feels like a car set up on the track, or very smooth European roads, and like all such cars it suffers on UK roads.

That said, the motive power is blameless, the engine almost lag-free, flexible and strong, the gearbox swift and smooth, but I'd still put the Golf motor down as the more characterful.

It handles competently too - it's safe and accurate with terrific traction but less inclined to involve you in the action. And that's where the Golf scores most heavily against it.

As the cheapest AMG model there was a great chance to show some of the charm of the rest of the brand. In the event what's been produced is a car to admire, but not to love.

MERCEDES-AMG A35

- **Price** £35,580
- **Engine** 2.0 litres, 4 cylinders, turbo
- **Power** 302bhp at 5800rpm
- **Weight** 1555kg
- **Power to weight** 194bhp per tonne
- **Transmission** seven-speed double clutch, four-wheel drive
- **0-60mph** 4.7sec **Top speed** 155mph
- **Economy** 38.7mpg **CO_2** 167g/km
- **Verdict** Good, but Golf R is tough rival

Cleaner and meaner

Cayenne hybrid adds punch and cuts fuel thirst

THIS IS THE FIRST PORSCHE I'VE driven whose hybrid appears to bring more to the table than it takes away, with the possible exception of the 919 hypercar. Either the system is too weighty or it spoils the driving experience. And the promised fuel consumption turns out to be something of a joke once you leave the city.



This Cayenne appears to stick to the script, as the hybrid still adds 300kg to the weight. But with power raised from 335bhp to 456bhp and torque increased by more than 50 per cent over the same car without the hybrid, the performance gain is considerable - 0-62mph drops from 6.2sec to 5sec flat.

More importantly, the hybrid is much better integrated than in the Panamera. There are no gaps in the power delivery, no need to flog the engine to get it to perform and no weird feel to the brake pedal either.

What's more, the hybrid used a lot less fuel than I expected, achieving around 28mpg, which for a 2.3-tonne, predominantly petrol-powered monster is pretty good.

But it's still not diesel-good, and for now the old advice stands: unless the tax incentives and your lifestyle really fit a hybrid - if you have a commute of less than 20 miles that can be completed under electric power alone - then diesel remains a compelling choice. But if you are worried that diesel might be taxed out of existence or banned from town centres, this Cayenne is probably the best of the current hybrid crop.

PORSCHE CAYENNE E-HYBRID

- **Price** £67,128
- **Engine** 3.0 litres, 6 cylinders, turbocharged, hybrid drive
- **Power** 456bhp at 5250rpm
- **Weight** 2370kg
- **Power to weight** 192bhp per tonne
- **Transmission** eight speed auto, four-wheel drive
- **0-60mph** 5.0sec **Top speed** 157mph
- **Economy** 83.0mpg **CO_2** 74g/km
- **Verdict** Pick of current SUV hybrids

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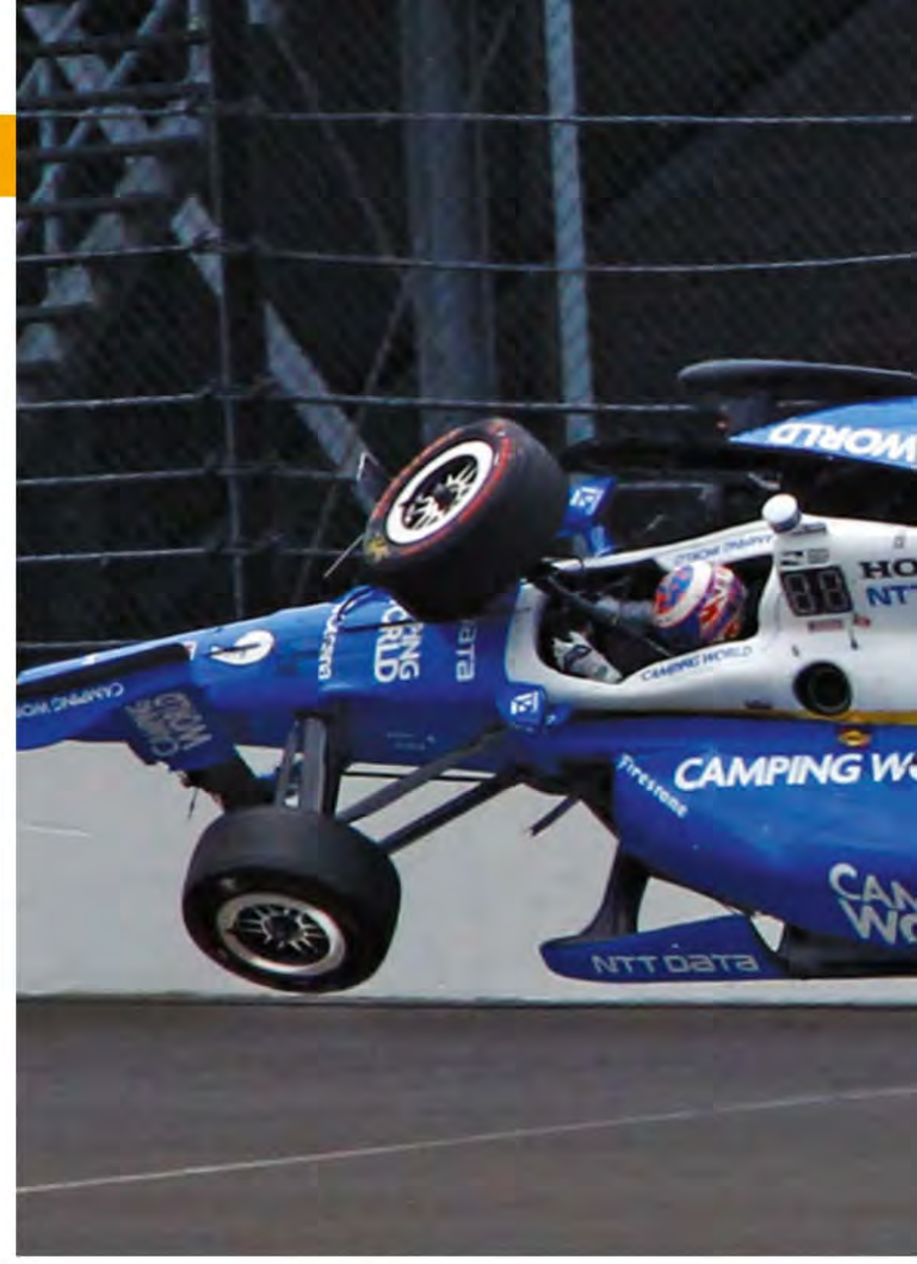
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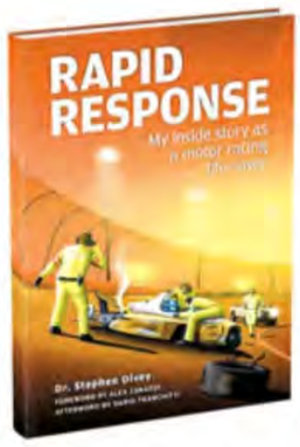
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Motor sport's miracle worker

Gordon Cruickshank is entranced by a compelling, and often grisly, medical tale





RAPID RESPONSE: MY INSIDE STORY AS A MOTOR RACING LIFE-SAVER
Dr Stephen Olvey
Published by Evro Publishing, £25
ISBN: 978-1-910505-39-7

WE KNOW RACING depends on squads of trained people, that there must be marshals, rescue crews, and officials, and we know there must be medical help on hand. We see the ambulances, the doctors' cars, the helicopters standing by and we hope, in the nicest way, that their journey here will be wasted. We don't see inside the medical facility, the blood stocks, the resuscitators, the oxygen, and we know nothing about the wider planning - local trauma centres alerted, flight plans plotted, translators located. For a major meeting these things are way beyond a circuit's own facilities; all this has to be arranged and delivered in advance of first practice. This is the reality that Dr Stephen Olvey sets out to explain in *Rapid Response*.

Olvey was a racing addict from childhood, and a racing doctor for most of his adulthood, joining the Indianapolis medical team while still a medical student before eventually taking charge of the whole trauma response for CART racing. It was Olvey who was responsible for medical care during the CART race at the Lausitzring on a terrible day in 2001 when Alex Tagliani speared into the side of Alex Zanardi's car. We know the consequences of that vicious impact, and how the Italian has turned his resultant disability into a triumph of spirit, becoming a champion Paralympian. That's the good element, but Olvey inevitably gives us the other side - what happened in the critical minutes after impact.

He tells us that anywhere in the wider world, Zanardi's accident would be 100 per cent fatal, that blood loss would have ended his life in minutes. It was only all those preparations, on top of the critical care protocol assembled over years of experience plus an emergency team poised for instant arrival, that stabilised his condition and stopped the last pint of blood draining onto the asphalt. Even then Olvey and on-track doctor Terry Trammell had to short-cut the intended procedure, and decide whether to send Zanardi on a fast local helicopter flip or a longer flight to a major trauma facility. He chose the latter; Zanardi survived. But imagine his anguish had it gone the other way. This is his preface, and it's not easy to read.

Significantly, the foreword is by a friend of the author - Alex Zanardi himself, who compares the passion of race medics to the passion of drivers, lamenting that they're only recognised in tragic circumstances. A famously positive individual, he writes: "I would like to think that [Olvey] understands that what I still have in life, thanks to him, is much more than what I have lost."

It's a contrast after that tough first chapter to travel back to 1960s America and the staggering lack of even first aid at many tracks. Drivers at Indy were luckier - the Speedway had medical director Dr Hanna, who would lead a general improvement in circuit response and whose ethos Olvey would adopt. Ironically the first injuries Olvey experienced there were to himself. Sliding around in the ambulance on the way to where Graham Hill had had a practice spin in 1966, he'd cut his arms and didn't realise he was bleeding. Hill looked at him upon arrival and said: "I'm fine, but you look bloody awful!"

I said 'ambulance'; in fact it was a hearse. Many circuits hired one from the local funeral home as their first aid vehicle, and there was frequently no medical equipment around. Even more shocking is how often the local emergency room was unmanned. It was the weekend, after all. As she threw doctor and injured driver out, one annoyed nurse said: "The surgeon's on the golf course and I'm not about to call him for any stupid race car driver".



IndyCar has endured more than its fair share of big accidents. Scott Dixon flies, top, while Tony Kanaan is treated, above



"Graham Hill looked at the doctor upon arrival and said 'I'm fine, but you look bloody awful"

Finally in 1975 USAC decided to create a dedicated medical team, asking Olvey "...if I knew any doctors willing to go to the races, not get paid, risk their lives, ruin their marriages and perhaps lose their jobs.' I hastily replied 'I would!".

This was the core of what is now the Indycar system, which travels to all meets. Olvey claims it was a world first, though in Europe the International Grand Prix Medical Service began in '67, and I doubt if his assertion that things were as bad over here as in the US holds up - even the smallest British town would have had A&E in the '60s. However, Sid Watkins' afterword fills in that history.

Over the years Olvey became friends with most of the CART and Indy circus and tells tales of parties, blazing pianos and post-race binges - plus bad behaviour. I like AJ Foyt less now. There are grim descriptions: Foyt almost severing an arm, Chip Ganassi apparently lifeless in a wreck, struggling to save Rick Mears' feet, and Olvey relays them in prose that's simple and graphic without being sensational. Photos of Derek Daly's and Danny Ongais' crashes are shocking, but maybe they're the only way to convey the violence of these impacts. The photo of Zanardi mid-accident is sickening, though.

But this book is also about the huge safety improvements we've seen in car, track and equipment. As well as attending race injuries, Olvey has deeply researched trauma and rapid response in his day post as a neurosurgeon, especially concussion: he wonders how many accidents were caused by concussed drivers getting back in the car. He pushed for HANS systems early on, but good ol' US stubbornness often resisted such namby-pamby attitudes until mandated. And the law was always looming: Indy kept two attorneys in the medical centre and Olvey describes pointless pretence of resus on a dead driver so as not to declare him deceased on track. This book illustrates a lot more than just medicine.

Dr Olvey, who continues his racing connections as a member of the FIA Medical Commission and many consultancies, has undoubtedly saved many a life both directly and indirectly. It's a revealing read, and if it conveys the very worst things in racing, it also depicts some of the best.

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Saved by the underdogs

Netflix's new *Drive to Survive* series shows the behind-the-scenes struggles of the 2018 F1 season, and is a triumph, says **Joe Dunn**

DRIVE TO SURVIVE DOES MANY unexpected things. The Netflix documentary that tells the story of the 2018 season is refreshingly accessible, while also relating the less well-known stories from the campaign. It doesn't shy away from the some of the tough questions facing F1 teams, despite being an 'authorised' version of events; and it manages to keep up the suspense over an entire 10-episode series.

But perhaps the most surprising thing it does is make a star of Günther Steiner, the world-weary team boss of relative new boys Haas. Throughout the series, Steiner appears regularly looking on with an expression caught between despair and disbelief as his rookie team manages to balls up the pit stops in Melbourne, then drive into a wall behind the safety car in Baku. Steiner has a face that tells a thousand stories - none of them happy.

Cynics might suggest that the early focus on Haas is a ruse by Liberty Media, which is behind the series, to drum up interest in the US for the sport. But there is nothing wrong with focusing on the underdog: most great sporting stories involve one. And in any case, the producers had little choice after the top two teams - Ferrari and Mercedes - declined to take part in the making of the show.

As it turns out, this is a blessing. The absence of the two front-runners forces the makers to all but abandon any attempt to tell the story of the season through the prism of who won. Instead we get a compelling glimpse of the tribulations of the mid-table teams: viewers won't forget the simmering enmity between Red Bull head Christian Horner and Renault's Cyril Abiteboul at the height of the engine wars. Nor the scene where an accountant stands in front of the Force India team, reeling from the arrest of Vijay Mallya and resulting administration. The menacing presence of Lawrence Stroll in the Williams pit as his son complains bitterly over the radio reveals everything you need to know about the interaction of money and sport.

Some have taken issue with the fact that this series tells hardcore fans nothing new. That it might appeal to newbies but tells us little about the complexity of pit strategies. But like the absence of the top two teams, the series is all the better for it.

Yes it may be oversimplified and has a weakness for the modern habit of super-fast editing - but it is probably the most gripping and accessible show about F1 in memory. For a sport that is often accused of disappearing up its own over-engineered exhaust manifold, that is no bad thing. And it has gifted the wider world Günther Steiner, too.

Available on Netflix

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

RILEY CARS 1896-1969

Rob Malpas

Anyone who remembers the Riley name only for the last Kestrel (a 1970s BMC 1100 in a dinner jacket) risks forgetting that the marque was once an esteemed, high-quality name with a healthy competition record.

Rob Malpas aims to correct that by running through Riley's history from bicycles and the first V-twin Tricar and on to the sporting models we often see at VSCC events, such as the pretty Imp and MPH. In fact, the book reminds me how attractive Rileys were in the 1930s – the Monaco was strikingly original and some of the 'airline' Kestrels oozed style.

Malpas uses short chapters with lengthy picture sections to outline the sales and track success and then dilution by successive owners, and it works well, with informative captions on the many models. Basic design, but the name is now part of the BMW portfolio, so who knows..? **GC**

Published by Amberley, £14.99
ISBN: 978-1-4456-8860-2

DIRT RALLY 2.0

Codemasters' latest offering is a beautiful-looking, but brutal, rallying title that will thrill and frustrate gamers in equal measure.

Motor Sport is fortunate enough to have a Thrustmaster wheel in the office, and DiRT 2.0 gives a perfect chance to jump in and handle a variety of rally machines. The graphics look gorgeous, and the handling model gives each car a wonderfully weighty and representative feel.



The game is tough, especially when you venture into the faster cars, and it's unforgiving. There's no rewind button here to correct errors, you have to shrug them off and keep going. It rewards effort, skill and persistence, but might deter more casual gamers.

There's not a lot of variety, with only six non-licensed rallies at launch and eight World Rallycross venues.

The official FIA WRX licence is great, but again the cars can prove frustrating to handle. But overall, it's the market-leading rally sim. *£44.99* **RL**

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The most scenic routes in the Dolomites will be the backdrop for the Stella Alpina rally and its many regularity trials.

There will be an homage to the Prancing Horse: the regularity rally for classic cars will be preceded by a section reserved for modern Ferraris with a separate ranking.

stellaalpinastorica.it

Stella alpina

stellaalpinastorica



Paul Oz's bronze sculpture of Senna in full flow is a beauty to behold. There are 41 'Wind Tunnel' versions

Product of the month

Frozen speed

A Senna sculpture you can fit in your home

REMEMBER THAT STUNNING BRONZE-CAST LIFE-SIZE sculpture of Ayrton Senna flat-out up Eau Rouge from artist Paul Oz? Well, if you loved that piece, but couldn't quite accommodate a full-size Senna in your office/living room/study/foyer, Oz has a solution for you in the form of a slightly smaller version.

Labelled as 'wind tunnel size' this version is approximately 60 per cent scale to the main work of art and is still cast from solid bronze, so weighs a hefty 60kg. It comes with a display plinth and is strictly limited to just 41 examples. Plus, 10 per cent of each sale goes to the Ayrton Senna Foundation charity. The bad news is it's still pricey at £49,000, but at least that nicely reflects its scale, with the one-off original priced at £200,000.
mementoexclusives.com



TAMIYA RALLY 2CV RC MODEL

The classic Paris-Dakar Rally was home to many sporting oddities, and Citroën's wacky twin-engined 2CV is definitely up there. Tamiya's iteration is based on that rally raid theme. The chassis has been beefed up with skid blocks and off-road tyres, enabling it to tackle the toughest of gravel pathways or most treacherous of sand pits – it even comes with roof-mounted sand ladders. £129, *jadlamracingmodels.com*

ROBIN BARK SCULPTURES

Aston Martin and Jaguar aren't the only operations producing 1960s continuation cars. Focusing on the fluid forms of some beautiful vehicle designs, Robin Bark creates solid aluminium sculptures in small batches, each signed and numbered by the artist and presented in a wooden box. Subjects include the Bentley Continental, Mercedes Benz W196 streamliner, several Jaguars and this Aston DB5. Though only around 7in long, it weighs over 2lb. £450, *robinbark-motorart.com*



HANDPRESSO MOBILE COFFEE MACHINE

Hectic lifestyle prohibiting you enjoying a morning caffeine hit, or stuck in traffic nowhere near a Costa Drive-Thru? Try this portable espresso maker from Handpresso. The unit fits inside a car's cup holder, and plugs directly into the 12V socket. It uses the Nescafé Nespresso capsules and can prepare you a steaming 50ml cup in 2m30sec, perfect for your dash from the Linton Travel Tavern (other fictional business-focused budget hotels are available) to the office. €195, *handpresso.com*





THE MECHANISTS LE MANS BRACELET

Automobile Lifestyle group The Mechanists produces a range of unisex bracelets. This 24 Hours of Le Mans-themed one is made from 925 sterling silver with a cord strap and is available in a wide range of colours. £69, *themechanists.com/shop*



SCUF FORZA ELITE XBOX CONTROLLER

There's a trend in custom-designed games controllers, and this collaboration between Porsche and hardware firm SCUF is one of the most extreme. The model is based on Xbox's Elite controller, which can be used on console or Windows 10 PCs, but it's been bathed in Alcantara (a world-first for a controller) and the design is inspired by the 911 GT2 RS. The controller bundle comes with a copy of Forza Motorsport 7, a year's membership to the Xbox Live online service, a 1:43-scale model of the 2018 911 GT2 RS and a cap bearing the model name. And it should do, considering it costs about the same as the actual Xbox you'll use it with. £300, *scufgaming.com*

MEMORABILIA

Retro scale models: What started life as toys soon became collectable classics



CORGI SAFARI BEETLE

Steered by tyre on roof, complete with rhino. Model restored, rhino and box are quality replicas, £95

vintagetoysgames.co.uk



JAGUAR XK120 COUPÉ

Late 1950s, cerise and turquoise two-tone livery, good condition, with original box, £95

tortoys.co.uk



DINKY RACING CAR SET

Maserati, HWM, Cooper, Alfa Romeo, Ferrari – all fully restored, mounted in replica box, £295

vintagetoysgames.co.uk



AC ACECA COUPÉ

Unusual model around 1958-63, good condition with some wear. Unboxed, £56

tortoys.co.uk



The World Superbike series visits Assen in April for round four

Dutch delight

Visit 'The Cathedral' and discover why this is a mecca for motorcycle fans in the Netherlands and beyond

April 12-14, Assen, Netherlands

MINI BREAK

ASSEN IS KNOWN AS 'THE Cathedral' of motorcycle racing, and rightly so, as it attracts pilgrims from all over the world. Le Mans, Monaco and Indianapolis might be sacred to those on four wheels, but Assen is the equivalent for two-wheel aficionados.

This unique racing circuit is very flat, fast, narrow and twisty, with riders giving no quarter in their quest for victory.

It's also a place steeped in history, having hosted the Dutch TT since 1923 and a MotoGP round every year since 1949.

Something like 15 million people visit the Netherlands every year, a third of those taking to Amsterdam, its canals and cafés - but Assen is the favoured destination for motor sport fans.

World Superbikes touch down in the Dutch mecca for the fourth round of the championship and the 28th edition of the Assen race, with riders such as Jonathan Rea, Alvaro Bautista, Marco Melandri, Tom Sykes and Leon Haslam doing battle.

Carl Fogarty's 12 wins on the circuit haven't been equalled by any other WSBK rider, and some such as Troy Corser never won there, but he did take seven podiums.

Expect very close action on a track that offers brilliant spectator views and an electric atmosphere for the 45,000 punters who attend. Most of Assen is accessible, with raised banks and numerous vantage points.

Assen is a small, historic city and offers a few bars and restaurants, but you also have the choice to visit nearby Groningen - famed for its nightlife and three times the size of Assen - as well as Amsterdam and the nearby tulip fields and windmills.

Grandstand seating is part of the general entry cost, meaning you can sit wherever you like. Tickets start from €50 for adults, including a paddock and pit walk. Hotel packages are available as well, and children under 15 enter free. For more information visit *worldsbk.com* or *ttcircuit.com/en*

LOCAL KNOWLEDGE

- **HOW TO GET THERE** Assen is eight hours from London by car, plus ferry from Harwich to Hoek van Holland, or you can fly to Gronigen.
- **ALSO GOING ON** The WSBK paddock show gives you the chance to meet the riders with a live stage. Not many series offer this access.
- **DON'T MISS** Motorcycle Diaries: an incredible 1500km ride from Turin, across the Alps, through the French countryside, Belgium, Germany and eventually to Assen – the ultimate pilgrimage.

BTCC: ROUND 1

April 6-7, Brands Hatch, UK

The first BTCC round of 2019 packs spectators into the Brands Hatch Indy Circuit. Colin Turkington, Tom Ingram, Ash Sutton, Dan Cammish and more will do battle for the championship.

BLANCPAIN ENDURANCE SERIES: ROUND 1

April 13-14, Monza, Italy

Monza welcomes about 50 cars for a three-hour contest, with the likes of Lamborghini, Audi and Bentley. The Mercedes-AMG Team Black Falcon defends its 2018 championship win.



BRITISH GT: ROUND 1

April 20 & 22, Oulton Park, UK

This year's British GT grid includes 38 full-season entries, a record for the championship. Reigning champion Jonny Adam has a big task to retain his crown, while the GT4 class also features an abundance of quality.

FORMULA 1: ROUND 4

April 26-28, Baku, Azerbaijan

Since hosting its first grand prix in 2016, Baku has become a favourite, with chaotic action thanks to its long straights and the incredibly narrow section up the hill, enough for one and a half F1 cars to pass through safely.

PETER AUTO TOUR OPTIC 2000

April 29-May 4, France

This endurance epic consists of five legs from Paris to Deauville, France. Four circuits – Dijon, Magny-Cours, Charade and Le Mans – are included, with about 240 competitors expected.

MORE APRIL EVENTS

Apr 6-7	NASCAR, Bristol, USA
Apr 13	Formula E, Rome, Italy
Apr 14	F1, Shanghai, China (1000th race)
Apr 14	IndyCar, Long Beach, USA
Apr 25	WRC, Villa Carlos Paz, Argentina
Apr 27	Formula E, Paris, France

Featuring race cars from nine decades: Le Mans cars, Grand Prix cars, single-seaters, GT cars, sports cars and Touring Cars.

Plus all-access paddock, historic F1 demos, pitlane walks, passenger rides, parade laps and classic car displays.

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A match made in Switzerland

Several partnerships of this kind have faltered, but the bond between Breitling and Bentley remains strong

BACK IN DECEMBER 2002, Breitling and Bentley kicked off the trend for watch brands and car makers to form partnerships that, officially at least, are based on things such as 'shared values' and 'parallels in craftsmanship' - although cynics might say that the main reason for making such arrangements is to facilitate the cross-pollination of client databases.

In any event, the two firms known for their respective winged B logos got together just in time for the following year's launch of Bentley's game-changing Continental GT, which coincided with the marque's reacquaintance with Le Mans glory when its Speed 8 LM GTP cars took first and second places in 2003.

Drivers Tom Kristensen, Guy Smith and Rinaldo Capello (who won) and Mark Blundell, David Brabham and Johnny Herbert were equipped with special Le Mans editions of a Breitling watch based on an existing 24-hour dial Navitimer Cosmonaute model, originally developed for astronaut Scott Carpenter to wear during the orbital flights of Mercury-Atlas 7 in 1962.

The watch was the first variation on the Breitling for Bentley theme, which began with the original Bentley Motors chronograph and grew to include numerous other models, among them the big and brash 6.75, the 500-part Bentley Perpetual, the limited-edition Mulliner Tourbillon, the MK VI named after the first Crewe-built Bentley and the best-forgotten Flying B, a hideous, rectangular-cased effort measuring around 38mm by 57mm and featuring a jump hour display.

Through various hits and misses the partnership has survived for almost 17 years, during which time similar alliances - such as those between Jaeger-LeCoultre and Aston Martin, Panerai and Ferrari, Audemars Piguet and Maserati and Ball Watch Co. and BMW - have fallen by the wayside.

When former IWC boss Georges Kern took-over as Breitling's CEO in 2017, he soon announced that the deal with Bentley would continue, but that the watches that emerged from it would be more subtle and lower key.



And the first of those is the Premier Bentley Centenary Edition chronograph, launched at the Geneva Motor Show alongside the £250,000, limited-edition Continental GT Number 9 to celebrate the car maker's 100th birthday.

The watch features a burr elm dial based on the veneers used in Bentley cars, a Bentley name plate on the case side and the marque logo on the transparent back. Two editions will be available, 1,000 in steel and 200 in red gold, all powered by Breitling's in-house Caliber 01 self-winding movement.
Breitling Premier Bentley Centenary Edition
£7,950 (steel), £22,500 (red gold)
breitling.com



TAG HEUER AND ASTON MARTIN have made a limited-edition version of the DBS Superleggera car that's finished in Monaco Black with red brake calipers, TAG Heuer logos and satin black, 21-inch wheel rims shod in red-lined Pirelli tyres. Everyone who buys one of the 50 available cars will get this special TAG Heuer chronograph thrown in. Its dial has red detailing and is perforated to emulate the DBS grille.
TAG Heuer Aston Martin Superleggera DBS Edition, £295,000 (includes car)
tagheuer.com



THIS RETRO-LOOK CHRONOGRAPH is a contemporary take on the 1973 Navigator, produced to coincide with Tissot's forays into motor sport as sponsor of Alpine and Porsche. The brand also backed Swiss driver Loris Kessel, who flirted briefly with F1 in the 1970s. His son Ronnie recently rekindled the partnership with Tissot through Kessel Classics. The 43mm model is supplied on the type of perforated strap that Tissot created specifically for 1960s drivers.
Tissot Heritage Chrono Auto 1973
£1,615 tissotwatches.com

Precision is written by renowned luxury goods specialist Simon de Burton

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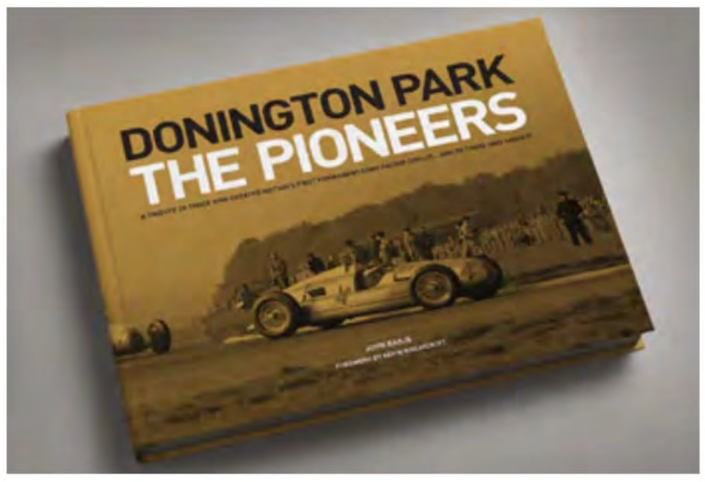


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LYNDON McNEIL

Andy and Seb Priaulx are both signed up to Ford racing programmes for this year

RACING LIVES

Andy & Sebastian Priaulx

THE PRIAULX NAME IS ONE of motor sport's fighters. Andy's story of his rags to riches career, going from living in a caravan at Silverstone to winning three World Touring Car Championship titles with BMW proves as much. Andy is still part of top-flight tin-top racing in WTCR and also part of Ford's factory World Endurance GT programme. He's also passing his experience on to his son Sebastian who, after starting out on the single-seater ladder in Formula 4, will now switch to GT4 racing with a Mustang in British GT.

ANDY: "I'm a determined so-and-so. I left Guernsey to chase my dream, and once the caravan was packed and I'd managed to secure a free crossing on the ferry, there was no turning back. When you are that far committed, financially and emotionally, you don't want to go back as a failure.

In hindsight, knowing how tough motor sport is, you could say I was a little naive; it was a massively high-risk move.

But I had the determination and a belief that something good would lie on the other side of the pain. And by God did we go through pain. Jo, my wife, was earning £4 an hour at the Silverstone ticket office to pay for our beans on toast, and other than our caravan we had almost nothing and were living day by day. Happily, friends put their faith behind me. People like Tim Thomson, who helped fund me in the Renault Sport Spider Championship. But I had to reward their faith by winning.

Meditation was my big breakthrough. I told myself if I was going to make it as a pro I had to win every race. So off I went for the winter, to find a good vibe and visualise success, using something called the Silva Method. I won every race of the 1999 season from pole, and set every fastest race lap.

Two years later, things were still tough. Seb was born prematurely and had to spend the first month of his life in an incubator, while Jo was recovering from an emergency Caesarean. And while dealing with this I was still trying to pull in hundreds of thousands in sponsorship money to keep me on track in F3.

Seb is a quiet character. He was always slightly on the back foot at school, but he is very determined. From a young age, I could tell he had good balance and coordination. He'd ride his little toy car down the hallway

at home, and spin it through 360 degrees without touching the walls.

It was only when Jo and Seb snuck off together so Seb could try a kart for the first time, that we really got an inkling that he was talented. I was driving at Magny-Cours, and they went to the kart track without me knowing, and the chap running it told Jo that Seb was something special.

We would travel in a 32ft Winnebago. I invested all my salary in buying it. But to be honest, it kept the family together and gave me a good stable 'home' during race weekends and could concentrate on racing.

Over time, I tried everything to dissuade Seb from being a racing driver. But when a kid's that good, they back you into a corner, because ultimately the stopwatch doesn't lie. But that's a difficult decision for a father to make when you know how tough the sport is and how corrupt it can be.

I suppose the biggest difference between our paths into the sport is that I had to be commercially driven, because it was the only way for me to get on track. Seb has a little more leeway, and focuses on the sporting side, making decisions around what he thinks is best for his career.

That said, unfortunately for Seb, I may have been a successful racing driver but I'm not a multimillionaire. And he could easily clean us out within a season.

Happily, people like him. He's dignified in defeat and humble, even when he doesn't have the right tools to do the job. That's what impressed Multimatic Motorsport and Ford [ahead of his campaign in this year's British GT Championship]; he pulled something out of the hat no matter how tough things were in Ginetta Juniors or Formula Ford.

Being around the sport all his life, Seb has got off to a good start. He understands the intricacies of it. But I am always hard on him about separating your personal performance from the car's performance.

Is there a Plan B for Seb, if things don't pan out? Yes, but it's not very glamorous. He has been valeting cars for the past year, during his Formula 4 season. He told me, "Dad, I don't want to do this for the rest of my life," so that helped keep him focused.

I believe he could have an amazing career in the sport, whether that's racing sports cars, or switching to working within a team or working with me on driver training.

For now, though, he's got an exciting season of British GT ahead of him. At his initial test, I kept away as I didn't want to be one of those annoying hockey dads.

After Seb's drive, I got a lovely text from Larry Holt, the boss of Multimatic Motorsports, who said, 'Your kid is the real deal.' It just reaffirmed our belief in him. Could we drive together, one day? You never know. I'd love to, but it's up to the team."



Andy celebrates another WTCC victory back in 2009, with a young Sebastian

SEBASTIAN: "I was born on Guernsey and spent most of my life there. It's a lovely but tiny place, and very different to the rest of the world. You can leave your car unlocked, your front door open, and not have to worry.

Like dad, I enjoy being outdoors and Guernsey in the summer is the place to be. I mess about on boats, jet skis, cycle, run and swim. The island plays another important part in my life. When racing or life is tough, Dad says that I should always think of Guernsey as a rock in the sea being smashed by big waves; it's still standing no matter what hits it.

"I learned a lot from dad about how far determination can get you"

I started racing in karts when I was eight, in 2010, in a local Cadet kart championship on Guernsey. School was good to me; they'd excuse me to travel to races and at home I had a tutor to make up for curriculum I was missing.

In the end, I left school when I was 17. Some people question whether it's risky to put all your eggs in one basket and not have a Plan B, but if you believe in yourself, have the determination and have the right support behind you, it's a risk that can pay off.

Progressing from karts to the Ginetta Junior Championship was a really steep learning curve. It's an ultra-competitive series, and a great place for any aspiring racing driver to start, especially if you want to go on and race road-based cars.

Dad's basically my manager, helping me deal with a lot of the unseen, less glamorous stuff. But it's hard for him to fit everything in, given he's still a full-time, professional driver, so he can't always be at events with me, but is always on the end of the phone.

One area he has made a big difference is preparing myself mentally. He introduced me to a great friend and mentor of his, John Pratt. John has helped train dad, and countless others, refining and improving every aspect of a driver's mind, body and diet - and even how you present yourself to sponsors and media. I also use an app called *Headspace*.

As for the physical side, I like to keep dad in his place! We have a sweat room in the house where we do a lot of gym work and have a bike on a turbo trainer, and we use a cycling app called *Zwyft* to push ourselves during training. He curses me a lot as I'm pretty good on the bike, but he's still got the muscle advantage in the gym.

Mum is amazing. She has a lot of emotion under the surface but keeps everything together, and with my sister, Daniella, there is so much support for me at races. Mums like mine are your rock, and no matter how

good any driver is, you need that support.

I get on well with Dad. We don't argue, and have a similar sense of humour. I also respect his opinion greatly. From their time, living in a caravan, I feel I have learned a lot about how far determination and drive can get you from my parents.

I remember the time I watched Dad testing the Williams-BMW. I'd only have been four years old, but that V10 engine was mind-blowing and the sound has stayed with me. Even as a young child I was so proud of him. If he'd been a bit younger at the time, I believe he could have had a career in F1.

F4 has been my steepest learning curve to date. As a new driver, I had to work hard to set the car up how I wanted it and how I felt it would be best on the circuit. Tracks and conditions change each time, so it's not enough to think that a set-up that worked well the year before would be right.

After F4, there were two offers on the table to enter the British GT Championship. The first was with McLaren, driving a 570S GT4, and the other was with Ford, in a Mustang GT4. The Mustang was a lot of fun, yet you could feel its potential and the calibre of the squad [Multimatic Motorsports, which runs the Chip Ganassi Racing Ford GTEs in WEC] speaks for itself. When I got those offers, dad was pretty chuffed!

Some might think that having a successful driver as a parent would bring more pressure, but that's not so. Dad always says, 'Be the best you can be' and as long as you know you've done that, you can walk with your head held high." *James Mills*

Follow James on Twitter @squarejames



During Seb's 2018 season in British F4, Andy regularly helped with driver and mind coaching

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The boy done good: Gow opted for his favourite Italian restaurant in London: Theo Randall at the InterContinental, off Park Lane

LYNDON McNEIL

LUNCH WITH

Alan Gow

He ran a team for Australia's racing hero, came to the UK for a break... and is still here, 28 years on, ruling the British Touring Car Championship with an iron fist. **Simon Arron** met him

ALAN GOW NEVER PLANNED TO forge a life in motor racing, it was just something that happened along the way. "I liked cars when I was younger," he says, "but not motor sport." That all changed during his teens, when his sister's boyfriend took him to Calder Park - and he was instantly hooked.

Not sufficiently so, however, that he ever considered it a career path. "I was more inclined towards business," he says. "I left school early, at 16, and sold cars before I was old enough to hold a driving licence. I rode a bike down to the used car lot and would be in all sorts of s**t if someone wanted a test drive, because I couldn't take them anywhere. But I loved selling cars."

It's a long way from there to more than 25 years as the figurehead of the British Touring Car Championship, one of UK racing's biggest success stories of recent times. To hear how fate wafted him from a world of Holdens to one ripe with Hondas, we repaired to Theo Randall at the InterContinental, just off London's Park Lane. Before we start, the restaurant's owner comes over for a chat... because he's a car nut, a *Motor Sport* reader who has just acquired his first competition licence (if running five restaurants leaves any time for racing).

Gow: "What d'you recommend?"
Randall: "All of it!"

"What d'you think's going to happen when 30 cars are separated by just nine tenths?"



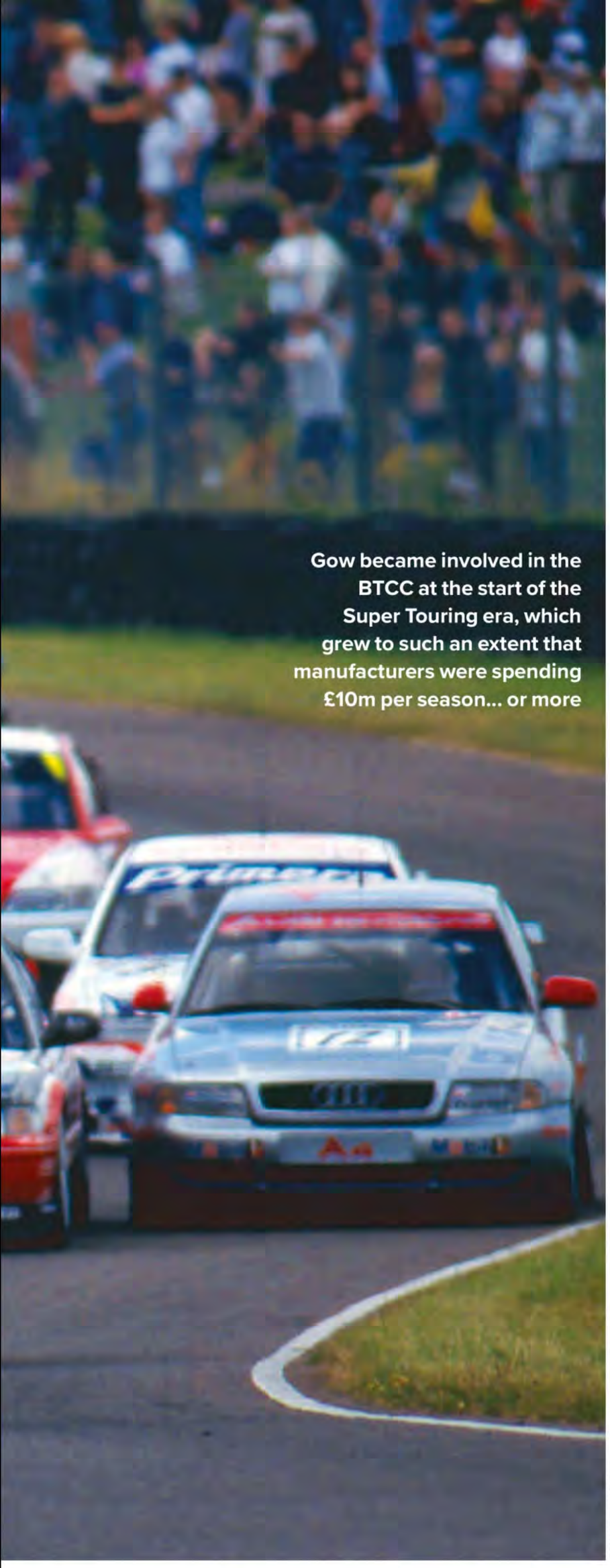
After a guided tour of the menu, our guest selects a cheese soufflé with spinach and cream, followed by fresh pasta stuffed with slow-cooked veal. He spurns the wine list, orders a Diet Coke and we return to a used-car lot in south-eastern Australia.

"Once I'd got into racing," he says, "I started helping mates. Only gofering, though, because I'm no mechanic. You'd end up doing mad trips to Sydney. It might be 12 hours each away, so you'd finish at six on Sunday evening and get home with just enough time to change and go to work. They could be horrific journeys, because you'd be breaking down, or suffering a blow-out. It was never easy, but that's just what you did - and I loved it.

"I did do some racing, but only when I could afford it - so not that often. Later on, when I could have afforded it, I didn't have time because I was busy with business. Racing was purely a bit of fun, but I never envisaged myself as a driver.

"I'd done really well as a salesman, then became a dealership manager and later a partner in a car retail business. It was during this time that I got involved with other aspects of racing. As a dealer everyone knocks on your door, wanting sponsorship, which is how I met Paul Radisich. He was running a Ralt-Ford in Formula Pacific, and I had a Mazda dealership, so there was no synergy at all in my backing him, but I gave him a little bit of money and let him use our workshop.

"AFTER I SOLD SOME OF MY dealership interests, I got involved in property development and had a bit of time on my hands, because property development isn't all that intense. By that stage I'd known [Australia's most celebrated racer] Peter Brock for a few years and, during 1987, he lost the rights to develop and sell Holden vehicles in the wake of the infamous Energy Polariser case [Brock had developed a belief in the performance-enhancing power



Gow became involved in the BTCC at the start of the Super Touring era, which grew to such an extent that manufacturers were spending £10m per season... or more

JAKOB EBREY

of crystals, which he began fitting to race and road cars, to Holden's dismay]. Peter asked me to lend him a hand. He'd had a big operation, but all of a sudden, the rug had been pulled. Holden deserted him, so the money went, and all he had left was backing from Mobil.

"I said I'd give him a hand... and that took over my life for the next three years. I got involved with the business and subsequently became team principal.

"Peter just wanted to make the cars quick and drive them. He wasn't involved in management and I'm not sure he was even a signatory on the company cheques. He just wasn't interested in that stuff. He left the business side to me."

Although the works Holden cash had been pulled, Brock continued running Commodores through 1987 - and entered two cars for Bathurst. "We were broke to the point that we had no spare parts," Gow says, "but we had a good deal with a brewery, which used to give us cases of beer, each with a dozen bottles. That's the greatest currency you can use in a race paddock. Our team manager would go around on Saturday night, swapping beer for whatever we needed from other teams. It was a bit like moonshining, running around in the dead of night giving out alcohol in exchange for spares.

"That year's Bathurst 1000 was a qualifying round for the World Touring Car Championship and the Eggenberger Sierras were fantastic, miles ahead of us. Peter was in our lead Holden, which soon blew its engine, so he switched to our other car, which was just a start-money special. It was cobbled together from old bits that were beyond their useful performance life and we'd just put it on the grid to make sure we got our money. We thought it would last about five laps, but Peter put in one of the greatest drives you'll ever see, dragging it up to third place - and that became a victory after the Eggenberger Sierras were kicked out for a wheel arch infringement."

"Beer is the greatest currency you can use in a paddock"

It would be Brock's ninth - and final - victory in his homeland's most celebrated race, a record that remains unequalled. He died in September 2006, aged 61, when his car left the road and hit a tree during the Targa West Rally. A few days earlier, he'd made a rare appearance in the UK when he drove a Holden FX at the Goodwood Revival. What was he like as a racer?

"Without peer," Gow says. "He had the best mechanical sympathy, the best speed, he could do anything behind the wheel of a car - by far the most naturally talented driver I've met. I always used to say to him, when we were looking for ways to get ourselves out of the financial s**t, 'Why don't we launch a racing school?' He'd reply, 'I'd never be able to explain what I do.' It just came so naturally to him. If the engineers asked how the car had been after a race, his answers were always vague because he didn't have to work hard at it or think about it, it just happened."

With the Holden relationship terminated, Brock and Gow took over Frank Gardner's BMW team for 1988, then switched to Ford's Sierra RS500. "Peter and I came over to Europe," Gow says, "and were going to buy cars from either Rouse or Eggenberger. We saw Andy first, did a deal the same day and so Peter decided he had no need to go and see Eggenberger - he was going to fly home to paint his house and left me to pretend I was still interested in a deal..."

That Rouse connection was to have a significant influence, in a manner that could not have been foreseen. "At the end of the 1990 season," Gow says, "Peter and I sold the team. I had a broken marriage behind me and no longer had a business - and for the first time in my working life I was free. So, like most Australians, I jumped on a plane and went to England. I boarded a flight with a single suitcase, to use the UK as a launching pad to travel around and do things. I had no intention whatsoever of staying more than 12 months. I was friendly with Allan Moffat, another of Australia's leading drivers, and he happened to own a flat in Knightsbridge that wasn't being used. He gave me the keys and told me to stay for as long as I wanted, which was a fantastic introduction to the UK.

"I knew Andy Rouse, obviously, because we'd bought cars from him and he'd later raced with us at Bathurst. He knew what we'd built up in Australia, developing Brock-tuned road cars, and wanted to do something similar - Rouse Sport. He asked if I wanted to help, so I moved up to Leamington Spa and started working with him, but only on the road car side.

"A few months later, we could see that the BTCC wasn't really getting anywhere, so Andy said, 'Alan knows all about this stuff' - I'd been one of the co-founders of TEGA, the entrants' association in Australia - so he suggested we tried to do something like that. That's how TOCA came into being. Everyone else involved was a competitor - Andy, David Richards, Dave Cook who ran the Vauxhalls - so the deal was that I would run it... and it began to take over my life.

"I went to see the MSA, which was running the championship at the time, and said, 'Look, you're not promoters.' We put a deal to them that we'd take over. They didn't know me at all, but I had the legitimacy of a good group of people behind me.

"It was the start of the Super Touring era, though that's not what it was called in those days. The BTCC had just come off the back of the RS500 era - 500bhp, belching flames, great to watch - then you suddenly had

220bhp 2.0-litre cars. Some people were sniffy, but I think we proved them wrong.

"Those regulations worked from day one – towards the end of the Super Touring era we had 10 manufacturers, though that wasn't sustainable. The costs were getting out of control. It was like a drug; while you're taking it you don't actually think of the consequences – and when you were in the middle it was fantastic. The drivers were earning a fortune, the teams were earning a fortune, we were doing well, the circuit owners were doing well – everyone was doing well out of it. We were all on this big drug, but eventually the supply got shut off and we all came crashing down. It was a great era, but a lot of people look back with rose-coloured glasses because the racing we have nowadays is much, much better than ever it was in the Super Touring days. We had to introduce all sorts of artificial means, such as mandatory pit stops, in a bid to make the racing more interesting. The cars eventually became so good, with so much mechanical and aero grip, that they really couldn't get past each other. The best races were always those in the wet, because all that grip didn't come into play. It's easy to look back and say, 'Wasn't the racing fantastic?' but it was the cars, teams and drivers that were fantastic. The racing itself could be pretty poor."

"Vauxhall got away with six million, eye-watering numbers..."

Is it true that manufacturers were investing about £10 million annually?

"Ford spent £12 million in its final season," Gow says, "but most – Nissan, Renault, Volvo – were spending eight to 10. I think Vauxhall got away with six million, eye-watering numbers for a national series."

Eye-watering, but support for the series was growing thanks to TV coverage and promotion. "We focused on marketing the BTCC to non-motor sport people," Gow says. "*BBC Grandstand* was fantastic, because it wasn't a dedicated motor sport programme. And we didn't spend a penny marketing the series through the traditional magazines; enthusiasts knew all about the BTCC, so why would we need to keep telling them where it was racing?

"In the old days, when the circus came to town there would be posters about it, so that's what we did. It really hit me when I was at a very early drive-through McDonald's and saw a BTCC poster in the window – possibly for Pembrey – and thought, 'We've made it!'

"Our paddocks have always been open, and free, we have pit walkabouts, autograph sessions – people want to be engaged. And



JAKOB EBREY

Mansell ticks all the boxes

From 220mph-plus and third place at Indy to a medical check-up in Nottingham

Many of the era's tin-top stars were present, including Steve Soper, David Leslie, Robb Gravett and Paul Radisich, and they were accompanied by other familiar racing names, notably Derek Warwick and Tiff Needell. Rock star Chris Rea was on the grid, too, in a Team Dynamics BMW 318iS, but there was another reason for 60,000 people turning out to watch the non-championship TOCA Shootout at Donington Park on October 31, 1993: a Ford Mondeo with a red '5' on its flanks and the name 'Mansell' etched on each rear window. A few weeks earlier, the Englishman had clinched the CART IndyCar title at his first attempt – following on from his F1 World Championship one year beforehand. He had been a major draw for several years – and remained so.

"Everyone had warned me that dealing with Nigel could be a nightmare," Gow says, "but I found him to be totally the opposite. Absolutely nothing was too much trouble for him and he did everything he could for us, and the fans."

During the race, Mansell started to slide through the Old Hairpin and, while wrestling to retain control, veered unwittingly into the path of Needell... who struck the Mondeo's rear bumper with significant force and caused it to spear left into a bridge parapet. Mansell remained in the wrecked Ford for about 20 minutes before medical crews stretchered him away, not seriously hurt but sufficiently shaken to be detained



MOTORSPORT IMAGES

overnight for observation at the Queen's Medical Centre, Nottingham.

"All of a sudden," Gow says, "touring car racing was front-page news in many papers and all over the TV. If you were to analyse the kind of coverage you'd want from a special driver making a one-off appearance, Nigel ticked every box."



Proximity as an art form. Don't suggest to Gow that it's not proper racing; he'll swear...

another feature of the BTCC is that drivers often remain for a long time, so fans can build up a rapport. In open-wheeler racing, say F3, a driver might be there for a year and then move on, so it makes it much harder to build a following. You don't get that in transient motor sport, but you get it in destination categories such as NASCAR, V8 Supercars, Indycar and the BTCC... F1 drivers have their fans, of course, but it's not possible to build a relationship with them."

He has a point. If you started supporting Matt Neal in the BTCC when you were six, you will now be 34...



With F1 no longer on free-to-air TV, Gow expects the BTCC's audience to grow in 2019

GOW'S STINT AT THE BTCC'S helm has not been unbroken; he was away for a period between 2001 and 2003, when US-based Octagon Motorsports bought the championship rights. Did that feel a bit like selling his kids? "In a way, yeah," he says. "Octagon came into the UK thinking it could make massive money out of motor sport. They bought the Brands Hatch Group off Nicola Foulston, the Silverstone lease, the rights to the British Grand Prix and the BTCC, so we sold them TOCA as a result of that.

"It wasn't something I wanted, but in hindsight the timing was really good because the manufacturers were pulling out *en masse*. Of all the times to walk away it was a good one, especially with a cheque in your pocket.

"I didn't go to any meetings. I deliberately went cold turkey and learned stuff only from people I knew in the paddock. The worst thing you can do is become this bitter old person sitting in the corner, pointing a finger, so I just stayed out of it. Increasingly they started asking me to get involved again, because it had become a mess, but I said 'no'. And then Octagon got out of everything and Denis Carter, chairman of the British Automobile Racing Club, told me he could get the BTCC rights - and wanted me to run it. My first race back was at Donington and I stood on the grid looking at not very many good cars, thinking, 'This isn't going to be easy.' It was a pretty ordinary thing to take back on, but I wanted it to do well again.

"During the time I was away, the teams came up with a new set of regulations - BTC-spec - that were really good, but they didn't work. It was probably timing more than anything else, but it didn't attract new manufacturers or teams. When I suggested allowing in cars to the FIA's latest S2000 rules, a lot of teams were against it because it would be seen as an admission of defeat. That was a bit of a hurdle, but we needed to do what was best for the championship and not worry about egos. So we introduced S2000, which immediately brought in SEAT. In the longer term, however, we had to sit down to devise fresh rules, because S2000 was a stop-gap

and very expensive. It was an FIA formula, manufacturers were involved and we needed something sustainable for the BTCC."

The answer would be NGTC - 'next generation touring car' - phased in from 2011.

"You don't ask engineers to set the regulations," he says. "Offer too much scope and you'll get something twice as expensive, so we just said, 'It's got to cost this much, have this much power and so on...' NGTC allowed front- or rear-wheel drive, different body styles and I think it has worked well. Look at Silverstone in 2017, 30 cars, front-drive, rear-drive, saloons, estates, hatchbacks - lots of combinations and the whole field was covered by nine tenths. No other touring car series has such diversity and remains so competitive.

"There are control parts, stuff teams don't need to spend money on - suspension, subframe, gearbox, ECU, brakes... Punters don't care about that stuff and the racing's better for it because the cars are equalised - in 2018 we had 17 different winners.

"Some people say, 'You use ballast, that's artificial.' I disagree. Try going to Ascot and telling them that handicapping is artificial - it's been used for years in horse racing and makes sure everyone has a level chance of winning, if they're good enough."

How does he respond to the criticism - often levelled at the BTCC - that it's just a posh form of stock car racing? He smiles and sighs.



Gow never saw himself as a racer, but co-drove the winning car in the 1999 24 Hours for 2CVs

"When you have 30 cars separated by a second or so, what d'you think is going to happen? It's the same with NASCAR. When you have that many cars so closely matched, you just need someone to grab a brake and there could be trouble. We are now really strict on driving standards - and if somebody purposely launches another car off the track, they'll get done.

"What would organising a BTCC race at Spa achieve?"

"The sport in the UK is generally quite sniffy about the BTCC. They think it's not real motor racing, it's not pure, too much biffing and barging, but if you take the BTCC out of British motor sport, what have you got? The BTCC and British Superbikes are the only national championships that consistently draw decent crowds, so don't look down on us. People say it's not proper motor sport, but it f***ing is! It's proper drivers, teams and engineers putting a lot of effort into making these cars go as well as possible, which is as it should be, and it's entertaining racing."

The BTCC holds 10 triple-header meetings a year, nine in England plus Knockhill, Scotland. The series hasn't been to Pembrey, Wales, since 1993, nor Mondello Park, Ireland, since 2006. Could the schedule be extended?

"Mondello didn't really work," Gow says, "and we race at every UK venue that can still accommodate us. There are some very good ribbons of asphalt around the country, but Cadwell Park isn't big enough in terms of track width or infrastructure, Mallory Park isn't, Castle Combe isn't, Anglesey isn't... How would you get all our teams and spectators into Anglesey - and where are they going to stay? It's like saying your local non-league football ground could host Manchester United vs Liverpool. It could, theoretically, on the piece of grass, but what about the rest of it?

"People ask why we don't organise a race at Spa, but what would that achieve? The drivers would love it, but it would cost a fortune, there'll be three men and a dog watching and I'd have taken a round away from a UK track. Why would I do that?"

RACING CULTURE IS GRADUALLY shifting, symbolised in particular by the growth of Formula E. The BTCC has traditionally been quite open-minded, previously embracing biofuels, LPG and diesel, but does Gow envisage an electric future?

"Not yet," he says. "We've been early adopters with all sorts of things - even going back to catalytic converters - and have already committed to hybrids [when the regs evolve at the end of 2021]. I don't see electric cars in the BTCC any time soon, but I can envisage them as part of the support package. For the balance of my time in charge, I see hybrids as the way forward."

'His time' started 28 years ago, albeit with that sabbatical, and he has simultaneously fulfilled several other roles (including chairmanship of the MSA, now Motorsport UK, and president of the FIA Touring Car Commission), so has he ever fancied concentrating on something else?

"Not at all," he says. "I haven't missed a race while I've been in charge - you'd think I might have been ill at least once.

"I only enjoy the races properly when I watch replays a couple of days after the event; I'm at the track just to make sure it all runs properly. I love the BTCC - it's my passion, the reason I get up in the morning."

Follow Simon on Twitter @SimonArron



CV **BORN: 23/6/55, MELBOURNE, AUSTRALIA**

- **1987-90** Team principal, Peter Brock's Mobil 1 Racing
- **1991** Co-founds TOCA to run British Touring Car Championship
- **1999** Part of winning team in Citroën 2CV 24 Hours at Mondello Park
- **2001** Steps down from TOCA after the Octagon takeover
- **2003-present** Resumes as BTCC chief, a role he maintains today
- **2006-17** Motor Sports Association chairman
- **2010-present** President of the FIA Touring Car Commission
- **2012-present** Director, FIA Foundation
- **2018** Joined FIA Endurance Commission



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- Engine: #80605 – 2842km
- Gearbox: #611 – 2842km
- Driveshaft: #8153004 – 643km
- Extinguisher: #170411 – 07/31/2020
- Fuelcell: #5195 – 09/30/2020



Porsche GT3 991 Cup Car_Gen1

- Production year: 2016
- Chassis: #8128 – 7450km
- Engine: #570 – 7450km
- Gearbox: #525 – 7450km
- Driveshaft: #1 – 2441km
- Extinguisher: #0 – 31/12/2018
- Fuelcell: #3469 – 30/09/2019

For further information contact: **info@absoluteracing.net**

MOTOR SPORT

LETTERS

THE FIRST TIME I SAW, HEARD AND SMELLED A FORMULA ONE CAR WAS AT SILVERSTONE in 1967. It was only Friday practice, as the demands of my father's shop meant attending on the Saturday for the race was impossible, that being the busiest day of the week.

As the shop was an all-year operation, this would be our only social time together. The headmaster of my school would always admonish both myself and my father for our unsanctioned day out, but Dad used to tell him I would learn more from a day at Silverstone than I ever would from one at school, and how right he was!

As we lived near the BRM works, that was the team we felt duty bound to support, but seeing Jim Clark and Graham Hill in their Lotus 49s certainly tested my loyalty.

During the day we wandered freely in the paddock, talking to the mechanics and drivers, collecting autographs, even getting to sit in the occasional car.

I have recently retired, so now have the time to re-engage with the sport that firsdt hooked me more than half a century ago. I thought a good starting point would be to go to the launch of the Mercedes 2019 contender at Silverstone, but to my dismay I discovered it was all to take place behind closed doors. Why?

If F1 has become that detached from its fan base (and reality), then I really don't think I can be bothered any more. With there only being scant coverage on 'pauper's television' it is obvious that, for all the talk about 'engaging with the fans', neither Liberty Media nor the teams really give a damn about the 'traditional' fan.

PATRICK LIMMING, LINCOLNSHIRE

WHAT A MESS WE ARE IN TRYING to negotiate our exit from the EU. Why did Mrs May not contact Max & Bernie to carry out the negotiations?

The EU would have then paid us several billion for the next 25 years, Max & Bernie would have then received much-deserved knighthoods.

The Government could use some of the money to develop Brands Hatch into one of the best grand prix circuits in the world, instead of having the worst grand prix circuit in the world.

PETER STIFF, NORTH YORKSHIRE

CONGRATULATIONS ON YOUR LATEST design, the changes included within I consider to be positive. However, I do consider there still to be one very significant omission from *Motor Sport*.

Quite rightly you continue to have column submissions from recognised experts from the worlds of Formula 1 and motorcycling. But as before, the proverbial blind-eye appears to be shown to the world of rallying.

In Formula 1, a Seb [Vettel] has won four world championships in recent years, while in rallying two Sebs [Loeb and Ogier] have between them won all of the last 15 World Rally Championships! The latter are, I believe, two very special drivers.



Did Loeb 'dabble' in other forms of motor sport, such as World Rallycross and touring cars?

I am sure that those who do not follow rallying activity would disagree, but these Sebs (and other top-line rallying participants) are at least the equal of the other Seb (and his fellow top-line F1 participants). Why is it that top rally drivers never seem to be recognised for their undoubtedly supreme driving skills?

CHRIS MABON, VIA EMAIL

I MUST TAKE ISSUE WITH the SUGGESTION that Duns was the birthplace of Jim Clark (*Motor Sport*, March 2019, page 15). Jim was born in Kilmany, Fife and did not move to the Borders until he was six-years old.

In the same issue, Jeremy Hart expressed the view that Sébastien Loeb "dabbled" in circuit racing, rallycross and the Dakar. If Sébastien understands the meaning of 'dabble', I doubt he would agree. While he had less success in those disciplines than he previously achieved in rallying, I believe that he drove to win in each of them. His efforts were certainly not half-hearted or amateur.

ANDREW BODMAN, NORTHAMPTON

I AM SURE WE WOULD ALL LOVE TO KNOW the TV viewing figures for the 2019 Australian Grand Prix. Has the sport shot itself in the foot by restricting live coverage to pay TV?

I believe Italian fans were upset by just such a situation - and the audience slumped.

From reading *Motor Sport*, I get the distinct impression that the current cars are unloved. Ross Brawn needs to supervise a fix - he might be the only one who can.

FRANCIS WELLS, VIA EMAIL

JENNIE GOW'S CHEERY OPTIMISM ABOUT the 2019 F1 season (April) is totally misplaced if the Australian Grand Prix is any indicator. Fortunately I was able to watch it on free-to-air TV - I'd have been very disappointed if I'd had to pay.

The race was another boring procession and overtaking was virtually non-existent.

I've spectated at grands prix all over the world since 1960, but in my advancing years I've given up on F1 and very much doubt I'll see another exciting F1 race in my lifetime.

What a contrast to the Bathurst 12 Hours, which I attended in February. It was shown in its entirety on free-to-air TV, there was a modest admission charge for access to all areas and an open paddock allowed access to all crews and cars (apart from the apparently precious Bentley team). And best of all, it was an absolute ripper of a race. I know which I'd rather watch...

JOHN SHINGLETON, TERRIGAL, AUSTRALIA

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

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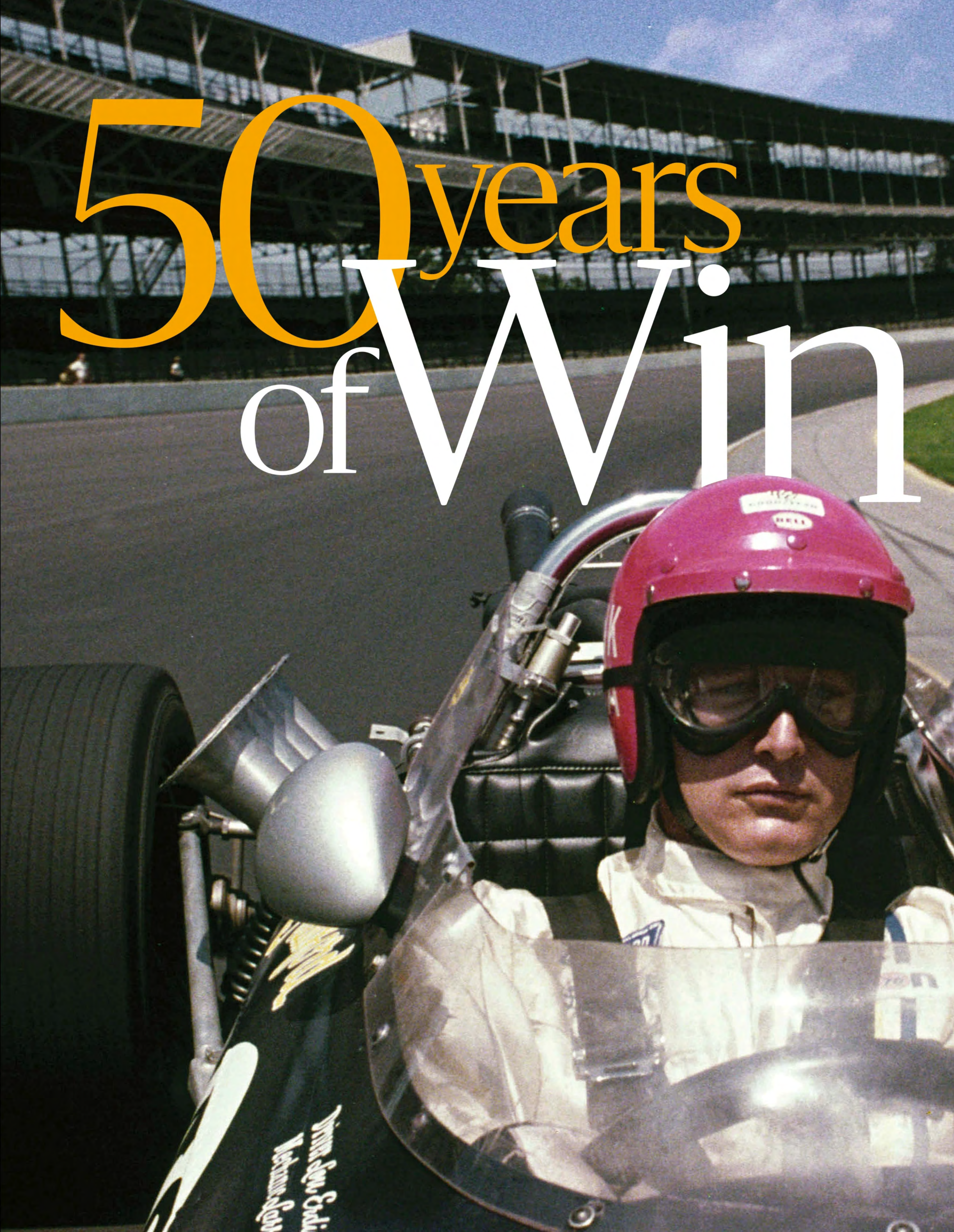
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50 years of Win



Winning



MPTV

Paul Newman's classic racing film is now five decades old and was pivotal in launching the actor's motor sport career. **Matt Stone** looks at the movie's heritage and reveals its lasting effect on the star

ASK THE MAN IN THE STREET to name a movie star racer and they will invariably name the King of Cool, Steve McQueen. This is understandable: from *Bullitt* to *Le Mans* via that jump over the barbed wire fence into Switzerland during *The Great Escape*, McQueen has become synonymous with cars, bikes and racing.

But the reality is that while McQueen made the headlines, it was his blue-eyed peer Paul Newman for whom racing became a way of life. Newman not only competed at a high level but also formed his own racing team and it remained his passion until his death in 2008. He came late to the sport – getting serious in the latter half of his life – and it was a film that first sparked his passion. That film was *Winning*, the 1969 racing movie that today is largely forgotten but would have a profound and lasting effect on Newman's life.

I got hot on the trail of Paul Newman's racing life and record after writing my first Hollywood car guy book, *McQueen's Machines: the Cars and Bikes of a Hollywood Icon*. At that point it made sense to me to continue with the holy trinity of Hollywood's old-school car guys, including Newman and James Garner.

PAUL NEWMAN: THE ACTOR

It was a thrill to interview Newman by phone; our promised 10-minute chat became a half-hour geek-out session about cars and racing. With my collaborator Preston Lerner, we spoke to many of Newman's team-mates and owners. And because we knew Newman was ill at the time, it meant a lot to capture so much of his story, and some of his own words, prior to his death.

Newman told a men's adventure magazine, in 1976, "It's only partially true that *Winning* got me interested in racing. I was interested before that, but I hadn't done anything about it."

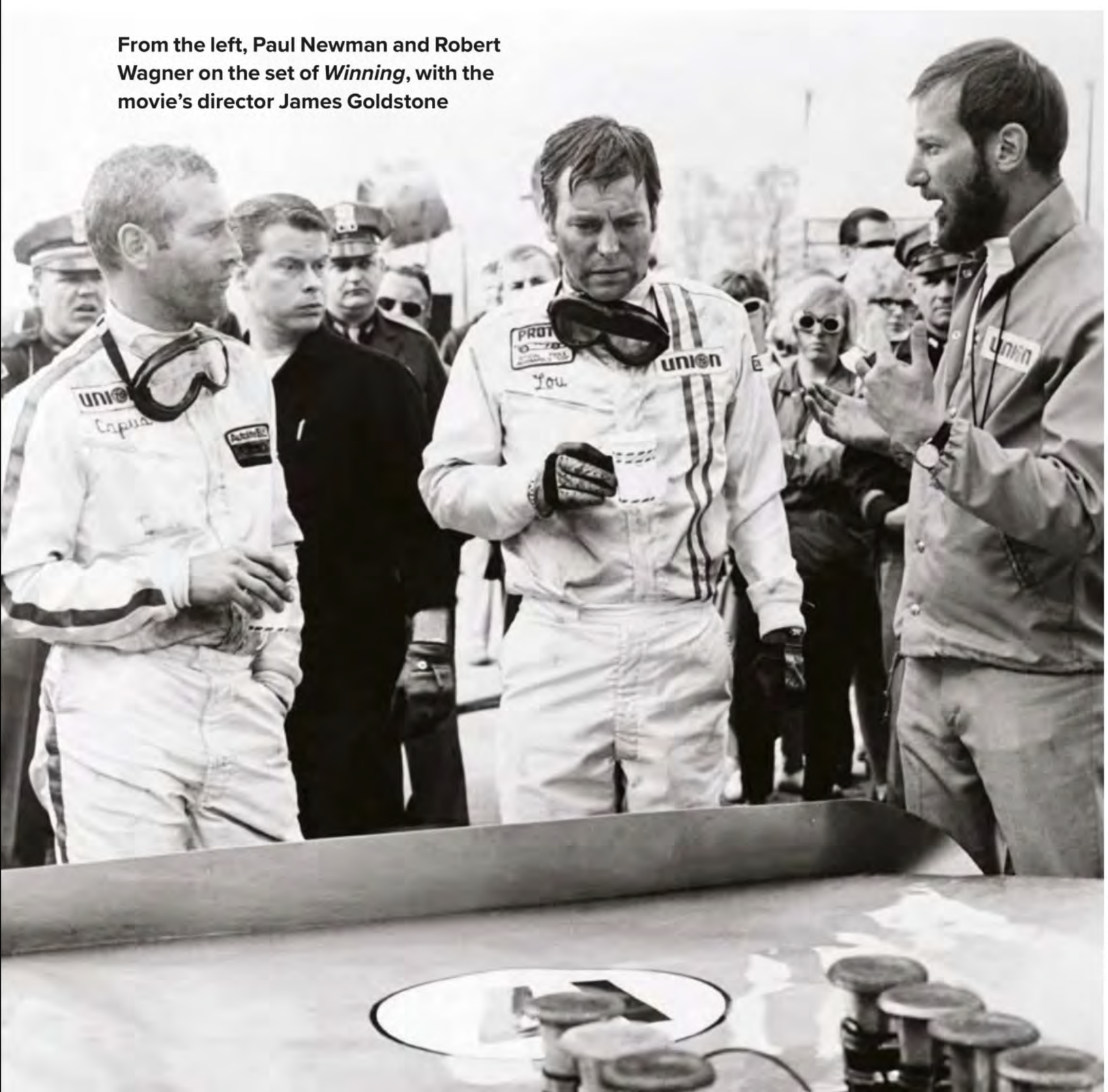
That seems to be true: Newman was born on January 26, 1925, in rural Shaker Heights, Ohio, and his first car was a decidedly plebian Ford Model A, which he later upgraded to a 1937 Packard. Once out of Ohio, and making his way as an actor, his automotive enthusiasm pot began to boil a bit. He bought his first of many Volkswagens in 1953, and complained to his mechanic that it was "just too slow and the brakes weren't any good." By this time he'd moved to nearby Connecticut, and was commuting back and forth to New York's theatre. He later remembered that his mechanic said "Why don't we just dump a Porsche engine in it? And you'll still have the back seat, and all the power you need." So they did, effecting a stock Porsche 1600 engine swap, also adding anti-roll bars, Koni shock absorbers and Porsche brakes up front...

"Later we bored out the Super 90 engine to 1800cc and put a hot camshaft in it. It was a neat little bomb. I guess that was my first hopped-up street machine." The red VW was the first of many such sleepers Newman would build and own throughout his life,



MPTV

"Critical to the movie's cred was an impressive roster of drivers"



From the left, Paul Newman and Robert Wagner on the set of *Winning*, with the movie's director James Goldstone

ALAMY

including several Volvo estates packed with Ford and GM V8 engines.

Throughout the rest of the 1950s and most of the 1960s, Newman's films were relatively devoid of enthusiast automotive content. In *Cool Hand Luke*, his character drove a decidedly well-used Porsche 356 Speedster, but that was about it. *Winning*, filmed in mid-1968, changed all that, as this action- and drama-filled love story centred on motor sport. It all stemmed from the novel of the same name, written by Manning Lee Stokes. It was produced by John Forman, with James Goldstone brought in to direct.

Paul Newman was cast as the primary lead, with his real-life wife Joanne Woodward as his love interest and wife in the film. Robert Wagner co-starred as Newman's team-mate and foil, who had an affair with Woodward's character along the trail. The team-mates competed with each other often, sometimes with Frank Capua (Newman) and at others with Lou Erding (Wagner) coming out ahead. All of the sports car racing and NASCAR competition leads up to their battle in the Indianapolis 500.

The original plan for *Winning* was to produce it as a made-for-TV movie, but once the word got out that Newman was on board, Universal Pictures picked up the film for wide theatrical release. Critical to the

Wagner and Newman, pictured, did all their own driving for the film – and the latter relished every second he spent on track

movie's cred as a legitimate racing film was that an impressive roster of real racing drivers, cars, mechanics and footage were employed throughout. Among them were Bobby Unser, Indianapolis Motor Speedway owner Tony Hulman, Bobby Grim, Dan Gurney, Roger McCluskey and Bruce Walkup.

ROBERT WAGNER RECALLED that "we had to look, walk, talk and drive like real racing drivers." Racer and team owner Bob Sharp, driver Lake Underwood, Indy winner Rodger Ward and racer-turned-tutor Bob Bondurant had a hand in training Newman and Wagner.

Newman told *Saga*: "I just didn't jump in then and there, you know. I thought and thought about it. I had commitments that argued against it. And the possibilities of an accident and even dying were there from the start. Yet I really felt drawn to the sport..."

"Paul and Robert Wagner were my fourth and fifth students when I opened my racing school in 1968 at Orange County [California] Raceway," said Bob Bondurant, who had previously taught high-performance driving to many actors and other Hollywood types (including actor James Garner for his role as an American F1 driver in Frankenheimer's *Grand Prix*). I asked him: 'Paul, why do you want to go through the school?' He said: 'I have two other movies I could be doing that would make a lot more money, but I want to learn how to drive a race car and see if I like it."



Wagner and Newman were already by then good friends, as Wagner and Joanne Woodward starred together in her first film a decade previously. Even though Wagner and Newman played characters at odds on many levels, the two displayed an obvious chemistry and trust for and with each other.

"It was clear that Paul just loved it," said Wagner later. "We did our high-speed practice at Indy, since that's where the final showdown was to take place... and Paul was in the car lapping every second he could. He was demonstrating that he really understood what lapping at 150mph was all about, that he had learned well from our coaches - and that he had some measure of talent. I swear, if the Indy Speedway had lights, he'd have been out there practising at night."

Equally critical to having credible stars as racers was having credible cars. The only way to do that was to use genuine race cars for the scenes. In order to capture the feeling of real racing and wheel-to-wheel action, the film needed to include actual racing footage, which in this case was to include action from the 1968 Indy 500, won by Bobby Unser in an AAR [All American Racers] Gurney Eagle. So the producers went to the source, AAR fixing up another Eagle to look exactly like Unser's winning ride. The late, great Dan Gurney recalled to us that, "It was great fun and a lot of buzz having Paul visit our race shop, get fitted to the car and just spend the day talking with us and eating Mexican food." We asked Gurney if he would have taken on Newman as a member of one of his sports car teams, to which he replied "Absolutely, without question." High praise indeed.

Gurney also contributed some spare parts, including a windscreen, roll bar and side-view mirrors so the producers could build a wood-framed buck for in-studio close up and background photos, as opposed

to having to cut apart a genuine - still current - Eagle racer. Some of those shots show Paul Newman (as Capua) at the wheel, while others show his brother Arthur wearing a matching racing suit, helmet, goggles and balaclava. Arthur was also blue-eyed, and of similar physical build to Paul, therefore a natural double.

Other than the racing action, much of the *Winning* plot was pure soap opera. Pro driver meets girl and gets married after a whirlwind romance, but is so dedicated to his sport that he ultimately neglects his wife, who ends up having an affair with his racing rival. That makes our protagonist a more aggressive driver and he goes on to win the Indy 500 after the drive of his life. Reconciliation is attempted after the win, but we never quite know if it happened...

The cars, action footage and background scenes make it work for the racing fan, however. Several 'in the shop' scenes are filmed in the Indy Motor Speedway garage while hotel room moments were shot in the actual Speedway Motel. The NASCAR and Can-Am cars in those related scenes are now classic vintage racers. During one of the Indy 500 scenes, there's a huge crash depicting many cars, that footage taken from an actual crash that occurred during the 1966 race.

Fortunately, the filming of *Winning* took place without any major mishaps or injuries. The final edited theatre version ran to 123 minutes and the film made its public premiere in the United States on May 22, 1969. It grossed more than $14 million, on a production budget of about $12 million. It went on to rank as 1969's 16th most popular film, yet received no Academy Award nominations.

It was the only major feature film with an automotive plot to involve Paul Newman until he voiced the character of Doc Hudson in Pixar's animated feature *Cars* in 2006.

Newman is often - rightly or wrongly - compared as a racing actor with Steve McQueen. For a time, the two were the most in-demand and highest-paid Hollywood actors in the world. They appeared in two films together, although neither of them involved cars or racing. Each made an epic racing movie, Newman in *Winning* and McQueen starring and driving in his 1970 endurance racing epic, *Le Mans*. McQueen finished second in the 1970 12 Hours of Sebring; Newman also raced to a second overall at the 24 Hours of Le Mans in 1979. Both headed their own racing teams.

THE COMPARISON BECOMES more difficult to gauge as McQueen began racing at a much younger age than Newman. Paul Newman went on to win four Sports Car Club of America National (SCCA) titles, plus several SCCA professional Trans-Am races. Newman raced in the International Motor Sports Association (IMSA) - and still holds the title as the oldest class-winning driver in the 24 Hours of Daytona. Much of McQueen's success as a racer also came aboard off-road motorcycles, something with which Newman never dabbled. Those in the know have hinted that McQueen likely possessed more unbridled raw talent for racing, but that Newman was more disciplined, and trained and taught himself how to become a pro-level racing driver.



MPTV

"The look of eagles in his eyes" – Newman at the wheel, as described by co-star Wagner

The two never raced against each other.

Winning co-star and long-time friend Robert Wagner likely sums Newman as well as anyone could: "We did all the driving in the picture. In order to do that, we started practising in Datsun sedans. And Bob Bondurant was there to train us.

"You could tell right from the beginning that Paul had the look of eagles in his eyes. I could see the start of his passion for the whole sport and the racing life. It was fabulous to watch - he was in that car all the time. He loved the cars, loved the drivers, loved the mechanical aspect of it - he loved every bit of all of it. The only difference between us was that he absolutely loved it and I was scared s**tless. We were running 140-150 miles per hour down the front straight at Indy. I always thought the cars were going to fly apart, but he couldn't stick his foot further into it.

"Paul was a wonderful father, great to work with, loyal to the people he cared about, loved his family and he loved racing. He added a great deal to everyone's lives, and I was among them. We were very close friends, we had children around the same time, and I have the utmost love, respect and caring for this man. He was one of the most special men that I ever knew. He grabbed life by the throat and shook it, and it's wonderful that racing came into his life."

Newman said, famously, "I'm not a very graceful person. I was a sloppy skier, a sloppy tennis player, a sloppy football player and a sloppy dancer with anyone other than Joanne. The only place I ever found real grace was at the wheel of a racing car." He raced until he was 82 and passed away on September 26, 2008, at the age of 83 due to complications from cancer.

Where does *Winning* fit in the pantheon of Paul Newman's great work? Even five decades after its debut, the answer isn't all that high; this isn't to say that he didn't deliver a fine and authentic performance, because he did. But the plot is tenuous, and at some point drones on a bit.

That isn't to say, however, that it didn't have a life-changing impact on him, because it obviously did; if not the only thing that kicked off his racing career, it was certainly a major catalyst that motivated him to get his racing licence (just two years later) and start competing. Another thing *Winning* accomplished, just like his friend McQueen's *Bullitt* and later *Le Mans*, was to demonstrate that projection-screen and faked racing scenes were no longer acceptable in a film centred around motor sport. For that alone, *Winning* is worth the watch.

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"A regular guy in jeans..."



There were no airs and graces when Paul Newman first entered a motor racing paddock for his second act. Quite the opposite, in fact, as **Gary Watkins** explains

PAUL NEWMAN HAD A STRANGE REQUEST AT THE 1995 DAYTONA 24 Hours. The Oscar-winning actor and long-time racer had just turned 70 and was struggling to get in and out of the Ford Mustang he was driving in the US enduro. He was insistent that his team-mates manhandle him out of the car during pitstops to save vital seconds. The story reveals a lot about Newman's attitude to his racing: he was fiercely competitive and wanted to be treated as an equal by team-mates and competitors alike.

"You had to climb in and out NASCAR-style with those cars," recalls Tommy Kendall, the young hotshot in Roush Racing's Daytona assault alongside Newman, NASCAR star Mark Martin and Mike Brockman in the GTS-1 class Mustang. "Paul felt like he was slowing up the driver changes and told us to grab him by the epaulettes and drag him out.

"I was thinking, he's 70 years old and a national treasure, I can't do that! But he was adamant. It showed how competitive he was, that he wasn't there just to make up the numbers, and that he wanted to be treated as one of us."

PAUL NEWMAN: THE RACER

But that was Paul Newman the racing driver, or 'PL Newman' as he had originally designated himself when he set out upon what became a second career – as a driver and team owner – more than 20 years before. He didn't play the big shot movie star in the paddock. Quite the reverse. He could and would talk for hours about racing, but the movie industry was off limits when he was in Nomex.

It was his starring role in the 1969 movie *Winning* that turned Newman onto the sport. His role as IndyCar driver Frank Capua involved driving the real thing, which explained why Universal Pictures sent Newman and co-star Robert Wagner to the Bob Bondurant Racing School in 1968 to get a handle on big, powerful racing cars.

That whetted Newman's appetite for the sport, an appetite he felt he'd better sate a couple of years later. A call to his local track in Connecticut, Lime Rock Park, resulted ▶



MOTORSPORT IMAGES



Actor by trade, but racing driver by heart. Paul Newman wanted to prove himself on track, like everyone else

ALAMY

It was a plot that would have been regarded as too fanciful, even for Hollywood. Any self-respecting studio would have rejected a script involving a big-shot movie star going to the Le Mans 24 Hours for the first time at the age of 54 and coming within an ace of victory. Simply, the writers would have been told to get out of Tinseltown.

But at Le Mans in 1979 facts proved stranger than fiction. Paul Newman *could* have won the French enduro in that year and probably *would* have won but for a jammed wheel nut. But his eventual second place, with team owner Dick Barbour and Rolf Stommelen, was only the final chapter in a bizarre event. The winning machine spent an hour parked on the Mulsanne Straight as one of its drivers toiled to fix a car he and his brother had purchased — for cash — literally minutes before the start.

The idea of Newman doing Le Mans came from the man himself, according to Barbour. He proposed it after Dick Barbour Racing's first assault on the French enduro in 1978. They'd been team-mates at the 1977 Daytona 24 Hours aboard a pair of Ferrari 365 GTBs, entered by a New York main dealer, and started driving together in '79. They did the Daytona 24 Hours at the start of the year in one of Barbour's Porsche 935s as a lead-in to their French adventure.

"Le Mans was something Paul was really excited about; he had a lot of respect for the race," says Barbour. "But he was also anxious that he should go with a team that didn't have a reputation for wheels falling off. He



Le Mans in 1979 brought Newman to Europe, and he came within a whisker of snatching an outright win

Lights, camera, action...

Le Mans 1979 was supposed to be a fight between Porsche's factory prototypes, but it became a battle between two hobbled 935s, one shared by a Hollywood superstar

had a responsibility to his movie company."

Barbour brought in Rolf Stommelen, an acknowledged 935 ace with two Daytona wins already under his belt, as their star driver. Overall victory wasn't the target; with a pair of 935s running to North American IMSA GTX rules they weren't going to be a match for the more powerful Group 5 versions, let alone the Group 6 prototypes.

But the prototypes went out one by one, including the two factory examples of Porsche's 936 prototype, a car that had won at Le Mans in 1976 and '77. That left the way clear for the best of the 935s entered.

The German Kremer Racing team looked home and dry at lunchtime on Sunday, with the car Klaus Ludwig had put third on the grid behind the two 936s. He hadn't started the race, however, because the Whittington brothers, Bill and Don, had purchased the 935 K3 they were going to race with the German just before the start.

The Whittingtons, who ran their own Porsches in America, had bought their seats in Kremer's lead entry and now wanted to buy the car when the team suggested that star driver Ludwig would start the race.

"Don was saying that Bill was going to start," says long-time Kremer team manager Achim Stroth. "We were saying it should be Klaus because he had the experience. Then Don just said, 'How much?' We agreed the deal right there and then."

Stroth remembers a figure of 375,000, though he can't remember whether it was US dollars or Deutschmarks. Either way it was a lot of money, and the Whittingtons had that kind of cash on them.

> "The money was sewn inside a pair of racing overalls"

"The money was sewn inside a pair of racing overalls they'd brought over from the States," adds Stroth. "Don put it on the table and told me that I could count it if I wanted, but he was going to watch his brother start the race."

Ludwig and the new owners of the car, who would both subsequently be incarcerated in the USA for drugs-related offences, enjoyed a lead of 15 full laps of the 8.5-mile Circuit de la Sarthe as the clock ticked past midday on Sunday. They'd had the measure of a pair of 935s entered by Georg Loos's Gelo Racing through the night and, when their rivals hit problems, they'd been left with this colossal advantage over the Barbour car.

With three and a half hours to go, Don Whittington ground to a halt on the long Mulsanne Straight. The fuel-injection drive belt had snapped. It shouldn't have been a massive problem, at least not for a car with such an extended lead, because there was a spare taped inside the cockpit. But the tool Whittington needed wasn't.

It was a no-stretch belt and it broke almost the moment he fired up the car as a result of his efforts to fit it. That might have been the end of Kremer's bid, but for Whittington's ingenuity. He took the alternator belt off and somehow managed to make it fit with copious amounts of duct tape wrapped around one of the pulleys.

"I hit the starter and it caught," recalls Don Whittington. "I gathered all the stuff and threw it into the car and idled all the way back to the pits – I didn't so much as touch the throttle. The Kremer guys couldn't believe I'd got it back."

Whittington made it, but the Kremer car's advantage had disappeared. The Barbour Porsche should have moved to the front of the field while the long-time leader was undergoing proper repairs in the pits, only to hit problems of its own.

The left-front wheel jammed solid. The team had to dismantle the suspension to get the rim off the car. Instead of leaving the pits in the lead, Newman's Porsche trailed out four laps down on the Kremer car.

The eventual deficit was seven laps, after engine problems forced Stommelen to park the car on the start-finish straight with just under half an hour to go. The car took the flag as walking wounded, still with a couple laps in hand over the third-placed car.

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Newman's greatest successes came in Trans-Am, here in a Bob Sharp-run Nissan 300ZX Turbo

in a handful of hot passenger laps with Bob Sharp, a successful racer whose team was based just up the road.

"We would test at Lime Rock on a Tuesday, and sometimes the track manager would ask me to take someone around from this newspaper or that newspaper," recalls Sharp. "One day, he asked me to take someone called Paul Newman and his son around. I didn't really put two and two together. I thought all movie stars were 6ft 4in, but he was only 5ft 9in and came across as a regular guy in blue jeans. I had to ask someone afterwards if it had actually been *the* Paul Newman."

The real thing visited Sharp at the Datsun dealership from which he ran his race team a couple of weeks after that. "He said, 'I've wanted to be a race car driver ever since I did *Winning*," recalls Sharp. "I would love to lease a car from you so I can go racing."

Newman suggested that Sharp build him a racer around one of Datsun's Z-cars, but the man who would become his racing mentor had other ideas. He told him that he should race one of the Datsun 510B saloons that his Bob Sharp Racing team was building, to learn his craft.

There was also the matter of securing a racing licence. The 510Bs weren't ready, so he took a Sports Car Club of America course in a Lotus Elan borrowed from a friend of one of Sharp's employees. There are stories that Newman won a race in this car at the Thompson Raceway in Connecticut some time in 1971. It remains uncorroborated, but Sharp believes it would have been no more than a school event.

"I had to ask after the passenger lap if he was *the* Paul Newman"

NEWMAN QUICKLY BECAME A proficient club driver after joining Sharp in 1972 at the age of 47. He won the prestigious SCCA run-offs, an end-of-season event to determine the national champion in each of its amateur classes, for the first of four times in 1976. He won with a Triumph TR6 purchased from Bob Tullius, who would later mastermind Jaguar's return to the Le Mans 24 Hours, in the D Production class at Road Atlanta during a short break from racing with Sharp.

Newman was back with Sharp when he claimed his second run-off victory in 1979, this time aboard a Datsun 280ZX sports car. By then, he had taken his first steps in international motor sport. He'd raced at Daytona for the first time in 1977 at the wheel of a Ferrari 365 GTB/4, finishing fifth, again in the US 24-hour event in '79 as a prelude to his one and only Le Mans assault (*see p74*). By the following year he was racing regularly in IMSA's Camel GT Championship aboard a GTU class 280ZX run by Sharp.

But it was in the Trans-Am ranks that Newman enjoyed his greatest successes, the ones that prove how good he was. He scored two wins in the SCCA's top professional category, one that ran to a single-driver sprint format.

The first win came aboard a Sharp 280ZX at Brainerd Raceway in Minnesota in 1982 in what was a one-off for Newman. Second that day was Tom Gloy, an ex-Formula Atlantic champion and CART racer.

The field was more competitive when Newman took a second Trans-Am victory on his home track at Lime Rock four years later aboard a Nissan 300ZX. Among the drivers beaten by the 61-year-old that day were Elliott Forbes-Robinson, Scott Pruett, Chris Kneifel and Wally Dallenbach Jr.

The win wasn't without controversy, though. Newman was running second to old friend Forbes-Robinson when the yellow flags came out in the closing stages.

"There were yellows down the hill and at the last corner, and yellows at the first corner," explains Forbes-Robinson, "but it appears that there were no yellows on the start-finish straight and Paul just drove straight past me as I backed off.

"That was a strange deal, but that's OK because Paul and I were such good friends. It gave us a lot of laughs over the years."

Forbes-Robinson had been instrumental in Newman becoming a team owner. He had been tutoring the movie star in the mid-'70s before getting his big break with Californian entrant Bill Freeman in single-seater Can-Am for 1977. Newman-Freeman Racing was established the following year, before morphing into Newman Racing in 1980.

The venture enjoyed its fair share of success. The runner-up spot with Forbes-Robinson in 1979 was sandwiched by fourth-place finishes and followed by another second position in 1981, this time with Italian Teo Fabi. The team closed after 1981 as the fortunes of Can-Am waned, but it opened the door to the formation of one of the most successful teams in North American single-seater history.



Newman (left) and Haas (right) enjoyed much CART success, and ran Christian Fittipaldi (centre) for seven seasons. Right: Newman's 79+1 Daytona number

MARIO ANDRETTI WAS THE link between Newman and Carl Haas, the US Lola importer, ahead of the 1983 season. Andretti wasn't happy at Patrick Racing in 1982 after his retirement from Formula 1, and engineered the new partnership for the burgeoning CART series.

Andretti had become friends with Newman after meeting him at a race in the original Can-Am series at Bridgehampton on Long Island in 1967. He was driving a car called 'the Honker II' built by Holman & Moody for Ford, who brought Newman along as guest. As well as putting his name on the front of a machine Andretti calls "the worst car I ever drove", Newman was given a passenger ride by Andretti.

"Paul and I always stayed in touch," recalls Andretti. "He invited me to drive one of his Can-Am cars at one point, but I was still doing F1 and it didn't fit my schedule.

"I had a meeting with Carl and asked him why didn't he come and do IndyCar and brought up the idea of bringing in Paul as a partner," he says. "Then I went to Paul and asked him if he had ever entertained the idea of running Indycars. He was interested, but when I told him I was talking to Carl, he said, 'Hang on a minute'."

There was a bit of history between the two from their days as rivals in Can-Am. The Freeman-run team hadn't had an entirely cordial working relationship with Haas Enterprises, not in the early days of single-seater Can-Am with the Lola T333CS, which Freeman re-engineered into what it called the Spyder, nor when it ordered its successor, the T530 for 1980. It quickly switched to March chassis for the following season.

"It wasn't a marriage made in heaven, but it turned out like one," says Andretti. "I thought there would be strength in numbers having Paul and Carl, and I knew Paul would be a good draw for sponsors."

Newman/Haas Racing was born with an initial five-year deal between the two principals for the CART programme. Andretti was a race winner in year one in 1983 with the initially recalcitrant Lola T700, which carried Budweiser sponsorship secured by Newman. The following year, he won the title. Seven more would follow for the team prior to the demise of what had become the Champ Car World Series in 2007. The team claimed a total of 105 race victories and two more in the IndyCar Series before the team shut at the end of the 2011 season, three years after Newman's death.

Newman was ever present in the team set-up. A regular at the races, he brought much more than just his name.

"Paul was a major asset to the team and to our sport," says Andretti. "I saw him as an ally when I needed someone to push the button to make things happen. He also helped us recruit the best possible people."

Newman's second career in motor sport also led in a roundabout way to his third - in the food business. Newman's Own, founded to produce salad dressing, was established after an introduction from Sharp.



MOTORSPORT IMAGES

"Paul would always flip the burgers on a Saturday night at the track when the guys were working on the car," says Sharp. "He'd bring some of the salad dressing that he made every Christmas with his neighbour, the author AE Hotchner. One day, he says, 'Sharp, I wanna to go into the salad dressing business.' I told him he was crazy, but he wanted to do it, so I introduced him to a friend of mine who ran grocery stores."

Once the dressing was given the seal of approval by another of Sharp's friends, the



Paul just said, 'Fine, Paramount is paying for the whole thing'."

Newman, Kendall, Martin and Brockman won their class and finished third overall with the number 70 on the side, in honour of its star driver's age. Newman would request that the race number reflect his age for the remainder of his career - and remarkably that continued into his 80s.

Newman returned to the SCCA ranks with a series of Trans-Am cars run out of the back of a Volvo dealership owned by Brockman, a friend and fellow actor who'd raced Formula 5000 back in the 1970s and was now his right-hand man when it came to racing. A Nissan was followed by a Chevrolet and then a Jaguar, in which Newman made his last appearance at the Run-Offs in 2002.

But Newman wasn't done with international sports car racing, despite his advancing years. Back in 1987, he'd met team owner Kevin Jeannette at Riverside and it resulted in a brief run in a Porsche 962 entered by Primus Motorsports.

"We were replacing the clutch and

"He wanted to get into salad dressing. I said he was crazy!"

owner of a chain of steak houses, the retailer placed a first order in 1982, and Newman's Own was set-up. The not-for-profit company has since donated more than $500 million to charity.

Somehow Newman managed to find the time to race alongside team ownership and selling salad dressing, not to mention maintaining a successful film career. He stopped racing Trans-Am after 1988, but continued to appear sporadically in IMSA events. His assault on Daytona in '95 came courtesy of Paramount Pictures, which was promoting *Nobody's Fool*. It paid for the deal, and paid handsomely, according to Kendall.

"Roush had won Daytona in class nine times in a row before sitting out '94," recalls the four-time Trans-Am champion. "Paul rang the shop and asked the team manager at the time, Max Jones, how much it would cost. Like you do when you don't want to do something, you come up with a figure that no one in their right mind would agree to.

needed someone to give the car a quick run, and neither of my drivers was there," recalls Jeannette. "I saw Newman riding around on this little fold-up bicycle, called him over and asked him if he wanted to drive. He told me that Chris Kneifel [one of the drivers and the owner of the car] had promised him that he could drive it any time he wanted."

When the allotted time came for the ad hoc test, Newman was nowhere to be seen. It turns out that he and Kneifel had regularly played practical jokes on each other in their days on the Trans-Am trail, and Newman suspected this was another.

"Newman told me that he thought I was kidding because it was Kneifel's car," says Jeannette. "When I said I wasn't, he jumped on that little bike and pedalled away in fast motion. He was back in a couple of minutes with his Nissan overalls on."

After that Jeannette would regularly invite Newman and Brockman down to Florida to play in some of his Porsches, which resulted in a return to Daytona in 2000. He drove a Porsche 911 GT3-R entered by Champion Racing in what was the first of four appearances in the 24 Hours past his 75th birthday.

THE LAST CAME DAYS AFTER HE turned 80 in 2005. Newman raced a Ford-powered Crawford DP03 bearing sponsorship from the Pixar movie *Cars*. What it didn't carry was race number 80.

"Another team had that number and wouldn't give it up," recalls expat Brit Chris Hall, whose Silverstone Racing team ran the car, "but we were allowed to run as 79+1."

Hall recalls being impressed by the oldest driver ever to race at Daytona.

"I don't remember him being more than a couple of seconds off the pace," he says. "Daytona isn't a particularly demanding track, but that's still pretty amazing for an 80-year-old."

Ten years before, Newman had been much closer to the pace.

"Paul wanted the lap time records after the race," recalls Kendall. "I was the lead driver and the quickest guy, but I'm going to say that on average he wasn't much more than a second behind."

Newman was a talented racing driver, although he would never have admitted it. He always played down his abilities. I approached him during one of his later Daytona appearances, wanting to talk about Le Mans in '79. My request was politely turned down. "Nah," he said. "I didn't drive very well that day."

Dick Barbour, who ran the Porsche he and Newman shared with Rolf Stommelen, reckons that wasn't true.

"Paul did a good job in difficult circumstances," he says. "It was something he worked very hard at, and his lap times were very consistent."

Newman had a hunger for success that was backed up by a healthy work ethic.

"Paul was always asking, 'Tell me what you think here, tell me what you think there," says Forbes-Robinson. "He'd do anything to get himself going faster."

Sharp says that Newman had a "burn in his belly". He has no doubts that the actor could have been a professional racer if he'd started 20 years earlier.

"I'm better at telling you how good he was as a driver than he would have ever been," reckons Sharp. "He would have said, 'Well I was okay'. That wasn't true. He beat all those young lions left, right and centre." O

The holy grail of Newman's cars. The Dick Barbour Porsche 935 that he raced at Le Mans in 1979 sold for seven figures at auction



Adam Carolla has built up a sizeable collection of Newman's cars and memorabilia

Heard the one about the Hollywood car collector?

An American superstar comedian has built up a priceless collection of Paul Newman cars – and it's no laughing matter, he tells **Samarth Kanal**

PHOTOGRAPHER **EVAN KLEIN**





Newman often raced with just 'PLN' on his cars to hide his identity, as seen on his Triumph TR6

HOW MUCH WOULD YOU PAY for a piece of automotive history which came complete with a sprinkling of Hollywood stardust? The answer, when it comes to a Paul Newman Porsche, is quite a lot: in 2016, the Porsche 935 that Newman drove to a class victory and second place overall at the 1979 24 Hours of Le Mans sold for an eye-watering $4,840,000.

The buyer was American comedian and self-confessed 'gearhead' Adam Carolla. The 54-year-old is arguably the world's biggest collector of Paul Newman automotive memorabilia. As well as the Porsche, he owns several Newman Datsuns and a Triumph, as well as race overalls and helmets worn by the actor. He even produced a documentary titled '*Winning: The Racing Life of Paul Newman*' in 2015.

The entire collection is kept in a garage in Glendale, California, and *Motor Sport* was granted access to photograph it, but it is the Porsche - powered by a twin-turbo flat six-cylinder engine with an output of 750bhp at 8200rpm - which was a pivotal part of Paul Newman's life and career that Carolla is most proud of.

He heard that Gooding & Company had consigned the car at its Pebble Beach auction in 2016, and knew he only had one chance to get it. "I knew that the car was the holy grail of Paul Newman racing cars," says Carolla. "I spoke to Dick Barbour, who previously owned the car and ran his [eponymous] team, but I didn't know where the car was.

"Then the car went up for auction and was estimated to go for up to $5,500,000, but I didn't have that much lying around, by any stretch of the imagination. But I knew I was going to get one shot at that car and one shot only, because if it ever went up for sale again it would have been for $10 million. If it ever came up again, that is.

"So, I just said 'I'm going after that car: I'm going to sell some of my cars, I'm going to borrow or whatever I have to do, and if it's somewhere in the vicinity of the estimate, I'm going after that car'.

"Now, I'm at the auction and it went from zero to $4 million bucks in about 40 seconds. It doesn't take five minutes for that to happen. It takes a few seconds. They were about to bang the hammer at the end and then one of the auctioneers on the phone raised their hand and it went from $4 million to $4.5, and I said: 'Damn it!'.

"It turned out that the person bidding on the phone was actually bidding for ▶

another car, which was selling for the exact same price at the exact same time. I couldn't believe it. My heart was in my mouth as they restarted the countdown. And then it happened again, when a different phone bidder put their hand up and raised the price by another $100,000."

The car sold for $4.8m at the end of that short and confusing bidding war, but Carolla hasn't kept it tucked away in his Glendale garage. He's run it at the most prestigious historic motor sport events in the world, including the Monterey Rennsport Reunion and the Goodwood Festival of Speed.

Inside the garage it sits alongside other Newman cars, although Carolla claims his Newman obsession started almost by accident: "I started buying some vintage Datsuns and it turned out, since Newman drove for Datsun and Nissan, people would come up to me and offer these cars. I didn't really start off collecting Newman cars. If you started collecting hippopotamuses, people would get you stuffed hippos and a coffee mug with a hippo on it and so on; that's how it went. Once the word got out that I had a couple of Newman cars, I would get first shot at buying them."

Carolla gradually became 'that Newman guy', and he now owns the Triumph TR6 in which Newman took his first SCCA National Championship in 1976, a pair of Oldsmobile Cutlasses that Newman raced under the Newman-Sharp Racing banner, and the Nissan 200SX in which Newman won 19 of 22 races from 1978-'79, among others.

"I had to rebuild many of them, but some were just 'turn the key' while others needed stripping all the way down to the tube frame, a chassis rebuild and everything in between. Both IMSA GT1 Championship cars [a pair of Nissan 300ZXs from 1986 and '87, the former in which Newman won the GT1 title] were total basket cases," he explains.

The engine rebuild for one of his 300ZXs set Carolla back $45,000 alone, and the whole rebuild took five years. The only issue with the 1986 Nissan 300ZX is that it's fitted with a huge turbo, and perhaps it's just as well that Carolla can't fit inside the seat.

"I have mixed feelings about the car. The Nissan has 933 horsepower so, on one hand, I want to drive it and I was always planning to; on the other hand it's a tonne of car to handle and a part of me thinks 'it's better that I can't... maybe it's for the best."

How much is the collection worth? "It's all stupid expensive but, theoretically, the cars will be worth it," he replies.

"I don't know how much it costs per year to maintain them, and I probably don't want to know, but it's easily into six figures as I'm rebuilding five cars at any given time."

It's a wise investment, one that Carolla caught on to before Newman's cars began fetching seven figures apiece.

"I could see the Steve McQueen stuff going through the roof and everything from his jackets to sunglasses and firesuits was getting astronomical prices. I didn't see that happening with Newman's stuff - I just thought 'that's going to happen."

So, on the back of a passion for Datsuns and Nissans, Carolla has collected not just the holy grail of Newman's racing cars - the Le Mans 24 Hours class-winning 935 - but a whole treasure chest of them.



See Adam drive the 935 at Goodwood at motorsportmagazine.com

Some cars needed extensive rebuilds. The Porsche retains Paul Newman's original seat and steering wheel

"I don't know how much it costs per year to maintain them. I don't think I want to know"





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"For so long God This day

Twenty five years ago next month, racing experienced its darkest day of the modern era. *Motor Sport* asked readers, writers, broadcasters and drivers to recount their memories of that fateful weekend at Imola in 1994



Nigel Roebuck
F1 journalist

REMEMBERING IMOLA '94, WHEN THE traumas seemed endless, I suppose what comes back to me as much as anything is the hush in the press room on Sunday evening. We typed, as usual, but everyone was drained, wishing to get away.

The drama had begun on Friday, when Barrichello's Jordan somersaulted at high speed, but Rubens suffered only cuts and bruises, confirming us in our comfortable belief that these days a driver could walk away from pretty much anything. After nearly 200 races without a fatality, the thin veneer of safety had gathered many coats.

Saturday, though, swept them away, for



Michael Schumacher cuts a lonely figure as he stops on the grid, unaware of the tragedy that has just forced the race to be halted

had his hand over F1. he took it away"

in qualifying newcomer Roland Ratzenberger was killed. For many journalists the presence of death at a race track was a new and devastating experience, and for the drivers even more so: only Michele Alboreto had memories of 1982, when Gilles Villeneuve and Riccardo Paletti died.

Particularly affected by the loss of Ratzenberger was Ayrton Senna, who went to the accident scene, and had a lengthy, anguished, conversation with Professor Sid Watkins, to whom he was close.

Sunday morning in the paddock was inevitably sombre, and the impression that normality had been suspended was heightened when a driver [Jacques Heuclin] was seriously hurt in the Porsche Cup race.

"I couldn't shrug off the feeling that we weren't done yet," Watkins said, and many of us were similarly unsettled.

That being so, there seemed almost an inevitability about a startline shunt in the grand prix. Too late for the start to be aborted, JJ Lehto's engine stalled, and when Pedro Lamy's Lotus hit the Benetton it was as if a bomb had gone off. While both drivers escaped unhurt, several spectators were injured by debris.

Round they trailed, behind the ridiculously slow Opel safety car, and when they got the signal to go Senna again led from Michael Schumacher. A demoralised Lehto, who had driven to Imola with his pal Ratzenberger, went to the pits to watch the TV monitor, arriving just as Ayrton hit the wall at Tamburello.

Thinking back, the enormity of the moment was lost at first, in the sense that yet another accident was almost too much to take in. As the red flag waved, everything just felt numb.

We stared at the TV screens, mesmerised by the set of Senna's head, which was upright, not slumped, as one would expect of an unconscious man - but if he were not unconscious, why was he not moving? We willed him to wave an arm, do something, *anything*...

Then his head moved, causing an audible gasp in the press room. It was almost imperceptible, but enough for some to keep hoping that Ayrton was merely stunned; for others, though, there was something almost ghostly about the moment. "He's dying, isn't he?" someone murmured.

He was. And what made this tragedy different from those gone before was that



MOTORSPORT IMAGES

Roland Ratzenberger was only into his third grand prix weekend when he was killed after crashing his Simtek-Ford during qualifying on Saturday

his life was ending in living rooms around the world. Over the scene a TV helicopter lingered, and if the BBC had the decency to cut to something else, some did not.

Eventually, after Watkins and his team had done all they could, Senna was flown by helicopter to the Maggiore Hospital in Bologna, and the race was restarted. By now everyone's nerves were like piano wires, and still there was a horror to come: in the late laps, as it left the pits - still no speed limit then - Alboreto's Minardi shed a rear wheel, injuring four mechanics. A girl sitting near me began softly weeping.

The following morning, at Bologna airport, I had coffee with Sid Watkins. "After so long without a fatality," he said, "this was the first time the drivers had to confront the situation - but, even allowing for that, I judged Ayrton's reaction abnormal. I told him I didn't think he should race - and that he should think very seriously about racing again *ever*.

"He thought for a minute or more before eventually saying that... in effect, he couldn't *not* race. For some time he'd been feeling trapped by every aspect of his life, and I think he'd have liked to step back, but his first two races with Williams had gone badly, and he felt very much pressured that he *had* to win at Imola..."

Niki Lauda, ever telling it straight, commented that actually more astonishing than the calamities had been their absence for so long. "For 12 years," he said, "God had his hand over Formula 1. This weekend he took it away."



Murray Walker
BBC TV commentator

"ONE OF THE CURIOUS THINGS THAT stands out about that weekend is the pre-race Thursday, when I'd interviewed Ayrton. I'd spent the winter reviewing some old video footage of his 1983 Formula 3 battle with Martin Brundle, during which I had - correctly - been pronouncing his name Ay-air-ton. I decided to go back to doing that for the opening race of 1994, in Brazil, and afterwards received lots of flak from punters. 'Oi, Murray. What's all this Ay-air-ton? What's wrong with Ayrton?' So for round two, at Aida in Japan, I switched back. And then we got to Imola.

"When we sat down together, I obviously wanted to know about his difficult start to the season: Michael Schumacher had two wins and 20 points, Ayrton had thus far failed to finish and didn't have any. I wanted to know what he planned to do about it but the first thing he said was: 'Never mind that, Murray, what happened to Ay-air-ton?' I wondered how the hell he knew - he was always in the car whenever I was talking - but he just smiled and said to me, 'I keep in touch with these things.' His ability to absorb even the tiniest details was absolutely extraordinary.

"On the day of the race, of course, things began badly with a big start-line shunt, followed by the safety car period during which I babbled away for a bit. Then things got going again and Ayrton crashed at Tamburello soon afterwards. My first reaction was, 'Wow, that's a big hit' but I wasn't unduly worried. I'd witnessed Michele Alboreto, Nelson Piquet and Gerhard Berger have huge accidents there and come away relatively unscathed, thanks in Berger's case to rapid response from the fire marshals, so initially I felt no cause for alarm. When they stopped the race, however, and scrambled the medical car, I did begin to wonder.

"It was probably the most difficult



Premonitions that the race was doomed plagued Senna, but he opted to race on. The cause for his crash is still unclear

moment of my commentary career, because I simply didn't have any information. I couldn't speculate that he was probably OK, nor that it looked very serious, because I simply didn't know and had to try to steer a delicate balance between those two extremes.

"Usually the BBC relied entirely on the host broadcaster for its TV images, but on this occasion – for once – we had a camera of our own at the track, so director Mark Wilkin was able to cut away from the unpleasantness of the accident scene and show teams at work on the grid or in the pits.

"When the race finally resumed, we were still none the wiser about Ayrton's condition. We obviously knew he'd been taken away by helicopter, but it wasn't until the evening that we were officially told we'd lost him. It was a very difficult day in every way."



Maurice Hamilton
BBC radio analyst

"I WAS IN THE BBC RADIO 5 LIVE commentary box, acting as summariser for Simon Taylor. Exactly why Senna had crashed, we simply didn't know.

"The first thing to establish is whether or not the driver is okay. Being radio, of course, the commentator needs to paint the picture in words – which Simon did with his customary eloquence without raising unnecessary alarm.

"There seemed little cause for undue anxiety thanks to a relatively undamaged cockpit area, albeit with the driver showing no sign of getting out – which was strange. The only movement we saw was Senna's head suddenly canting to one side, as if checking his mirror. Otherwise the scene was spookily still.

"We will have recounted how Nelson Piquet and Gerhard Berger got away with more severe accidents at the same corner. We will also have reiterated that Ayrton was in safe hands as Professor Sid Watkins and his team went to work. In effect, we were reassuring ourselves as well as our listeners.

"Then my heart sank when a helicopter landed on the track. The standard procedure is to stabilise the driver and remove him to the well-equipped medical centre, followed by a transfer to hospital if necessary.

"Mentally recalling the aftermath of Jochen Rindt's fatal accident at Monza in 1970 and how Italian law dictates it is less problematic to declare death in hospital

"The only movement was Senna's head suddenly canting to one side, as if checking his mirror"

rather than at a race track, the sight of that helicopter eventually taking off with Senna on board could mean just one thing.

"It was difficult to know what to say. We were talking about Ayrton Senna. This was not possible, surely? In one way it was a relief to have the race restart even though, like everyone else in Formula 1, our interest was perfunctory. Given events of the previous two days, when a wheel came off Michele Alboreto's Minardi and felled a couple of mechanics I remember thinking: 'Dear God! What next? Please stop this!' The rest of the race was simply something to be got through.

"My worst thoughts were confirmed an hour or so later when a bulletin was read out in the media centre. There was a job to be done; reports to be filed; an obituary to write. It's s**t. Just get on with it.

"I was fortunate - if that's the right word. Having 'lost' my hero Jim Clark as a race fan, been at Brands Hatch when Jo Siffert was killed in 1971 and witnessed Tom Pryce's fatal accident during my first race as a professional reporter, I knew all about the sport's dark side.

"But I was not prepared to later find a young catering assistant wandering the paddock in deep distress. She said she didn't know such a thing could happen. Then I realised: 12 years without a race fatality in F1; she had no idea. The exciting world she had become a part of had collapsed around her.

"Strange to say, that moment had a more lasting effect on me. It began to hint at the oncoming tsunami of global reaction."



Mark Hughes
Motoring journalist

"I WAS THE ROAD TEST EDITOR FOR A CAR magazine at the time and had a race programme with Nigel Mansell's TVR/Ferrari dealership in the TVR Tuscan Challenge. I had a Honda NSX on test - the car that Senna had helped develop - in bright Senna helmet yellow. As the TVR race (at Castle Combe) wasn't until the bank holiday Monday, I headed up to the north-east in the NSX to visit my parents and grandparents.

"On the Saturday I was shocked to hear about Ratzenberger, who I knew from British Touring Cars. I met with friends on Sunday and went round their place to watch the race. When Senna crashed and the marshals went to him, then walked away, it was obvious it was more than just a routine accident. I'd been expecting him to climb out. Something other than the impact was responsible for him just remaining motionless in the cockpit.

"The news eventually came and I had a very solemn drive south that evening. I turned up at Combe next day and we had a fuel problem in qualifying. Then on the formation lap to the grid my brakes binded themselves on for some reason. I tried to free them, to no avail, did a very slow first lap and pitted. I lost a couple of laps in the pits - and rejoined. As I came to unlap myself from various cars, no-one seemed in much of a mood to race.

"I then drove home in my Senna-yellow NSX, alone, and it felt a very surreal existence. A few weeks after that drive to visit my family, my grandmother (who I idolised) died suddenly, so that Imola Saturday turned out to be the last time I saw her.

"I was supposed to be sharing the TVR with Mansell that season, but one of the reasons he never raced it was that he was called upon by Williams as a Senna stand-in."



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You were all there

Motor Sport's readers recount their memories of that tragic weekend, 25 years ago

THE DAY AYRTON SENNA DIED WAS two weeks before my wife and I were to be married. She had a little cottage in Somerset and we were down there decorating. We stopped working to watch the race, we watched right through to the end and it was clear by the time of the podium that something was very seriously wrong, although I don't recall his death being known to the viewers at that time.

We were both big Senna fans, having met him during our first holiday together at the 1992 Monaco GP. The next day we travelled up to Silverstone for a Bank Holiday F3000 race. The route goes past where the Williams factory used to be in Didcot, so we stopped off and bought some flowers to leave at the gate. We were surprised to see maybe 40-50 other people there to do the same.

During the minute's silence at Silverstone, the ice cream vans and stalls all turned their generators off. The place was packed but completely silent. I think that was when the enormity of it hit home.

ROB SINFIELD

IT WAS A SUNNY EASTER SUNDAY AND I'D gone with my family to a resort by the Douro river, just outside Oporto, my hometown.

It was a family tradition to watch the race on TV. The excitement of hearing my dad shouting "They're on the grid, it's going to start!" was followed by running through the hall to find my spot in the couch together with my Dad, Mom and sister. There were only two TV channels in Portugal back then. Then it happened. The Portuguese commentator was Senna's friend and his voice couldn't hide the worry.

PEDRO GONÇALVES

SENNA WAS A HERO OF MINE AND things were rather sombre after the death of Roland Ratzenberger on the Saturday. We never could have imagined a similar fate befalling the great Ayrton Senna. The race went from bad to worse with the crash of



"I belonged to a generation for whom fatalities, although not unknown, were rare"

David Coulthard, below, eventually took over Senna's Williams seat



David Coulthard
Williams reserve driver

"I WAS OBVIOUSLY CLOSE TO THE Williams team at the time, as official reserve driver, but I wasn't at Imola because I had a clashing Formula 3000 commitment, the opening race of the season at Silverstone - qualifying on Sunday and racing on Monday. I was watching the grand prix unfold on a portable TV, beneath the Avon Tyres awning in the paddock, although it was a while before the full consequences of Ayrton's accident became apparent. Roland Ratzenberger on Saturday, and now this... It was a huge shock to all of us, particularly I think as I belonged to a generation for whom fatalities, although not unknown, were fairly rare, far more so than they had been to Jackie Stewart and his peers.

"One of the things I do recall very clearly is a journalist from *The Scotsman* wandering up and saying, 'You'll be getting the drive, then', which I thought a touch blunt, but that was absolutely the last thing on my mind. I've always been very proud of the fact that my immediate thoughts, on both days, were for the friends and family of Roland and Ayrton and not even slightly self-serving. At no stage did I call the team to put myself forward for the drive.

"I was pretty much at the last-chance saloon at that stage. I'd already done two seasons in F3000 and had scraped together enough funds for Silverstone, but didn't know whether I'd have enough for the next race in Pau. On the Sunday morning I'd received a fax from Imola - it was signed by Frank Williams, Patrick Head and Ayrton, all of them wishing me well for the weekend. I have it still.

"I finished second in the race [behind Frenchman Franck Lagorce] and the question of raising money for Pau never materialised, because Williams invited me to a test that same weekend at Jerez. I was told I'd be one of several drivers under consideration for the seat, but nobody else showed up. I had a bit of an accident on one run, just before Frank Williams turned up. That's when he told me he'd be putting me in a car for the Spanish Grand Prix at Barcelona, despite the damage I'd just done..."

JJ Lehto and Pedro Lamy – TV footage showing debris and wheels clearing the fencing and heading into the crowd.

The safety car was obviously going too slow and this was clearing irritating Senna. When the restart happened you could see that Ayrton appeared to be on the ragged edge through Tamburello. The next time round the car didn't make it. When the car came to rest we really expected an angry Senna to emerge. But the body language of the fire marshals told a different story. I remember Murray Walker mentioning that his head had moved, which was a good sign (unfortunately this was quite the opposite) and the BBC footage went to the pitlane.

GLENN ALCOCK

I WAS AT IMOLA THAT DAY AND I SAW Ayrton Senna crash from a spot very close to where Roland Ratzenberger perished.

In those days an entry ticket was cheap and easy to come by, but I discovered that the parents of a colleague owned the house on the inside of the Tosa hairpin. I was sitting on the window sill of the bedroom just inside the Villeneuve kink looking back towards Tamburello. We were waiting for the safety car to pull in. When it did I saw a car career off and hit the barriers.

At the time we thought it was Senna and our fears were confirmed by the TV. In fact, those images still haunt me because Italian TV played everything in graphic detail until Senna was taken away.

JONATHAN LOADER

AS MD AT DONINGTON PARK, I ALWAYS paid my respects every May 1st, to the statue Tom Wheatcroft had erected to Ayrton, with Fangio, outside the Museum. Every year, and movingly, I met Brazilians who had travelled to Donington especially to be there on that day, and to see the Senna display. The awe and respect in which the man is rightly held was further underlined on a racing weekend at Imola where, every day, there were fresh flowers on the memorial there at trackside.

CHRISTOPHER TATE

I WAS DRIVING ON THE M2 WITH MY wife and two children, both of whom had been competing in a ballroom dancing competition in Folkestone, when my mobile phone rang and a friend simply said: "Senna's dead"!

I pulled onto the hard shoulder and it took me another 15 minutes or so to compose myself to complete the rest of the very sombre drive home.

JOHN ATKINS

My son Roland

It wasn't just Senna who was lost that weekend at Imola. **Dennis van Loenhout** spoke to Roland Ratzenberger's father about a driver who deserved better



THE IMAGE OF ROLAND Ratzenberger's Simtek-Ford coming to rest after its heavy crash in the fast Villeneuve kink is haunting to this day. Rudolf Ratzenberger, now 85, saw it on TV, at home in Salzburg, Austria. "When I saw his head, I knew it was over," says Rudolf. He still feels the shock of that day, 25 years ago. Rudolf had become a father for the first time on July 4, 1960, when his wife Margit gave birth to their son Roland. She still remembers how her little son would spend hours at the window, watching cars go by. "His first word was 'car", she says. Roland was nine when, near the family home, the Salzburgring opened. Little Roland would worm his way through the gates so he could watch the cars go round. A little later he came home announcing: 'I'm going to be a racing driver.'

"We weren't necessarily happy with his choice," says Rudolf, who worked as a civil servant. "We couldn't support him financially and we were worried about him having a decent future. Of course we also knew the risks, but we were never afraid for his safety. Racing was a faraway world for us. Of course, the successes of Jochen Rindt and Niki Lauda made me aware of Formula 1, but I've never been a fan of motor sports. Roland caught the bug all on his own. I still remember how he had a poster of Rindt on his bedroom wall."

When the new Simtek team first presented itself to the world early in 1994, it introduced David Brabham and the unknown Austrian Roland Ratzenberger as its drivers. Those who did know Ratzenberger might have seen him in an episode of popular children's TV show *Roland Rat*, which briefly made him famous in the UK. Others knew him from the 1986 British Formula Ford Championship, or a lost season in British F3 in 1988 which resulted in him turning his attention to the BTCC in which he drove a BMW M3. A year later he finished third in British F3000, winning at Donington Park. More importantly, it is around that time that Ratzenberger got in touch with Toyota. That brought him to Japan, where he'd be Toyota's first European factory driver. In the land of the Rising Sun, Ratzenberger would be able to restore his career and his confidence, combining racing for Toyota in sports cars - including Le Mans - with stellar performances in touring cars and Japanese F3000. It rekindled his long-cherished dream: racing in F1.

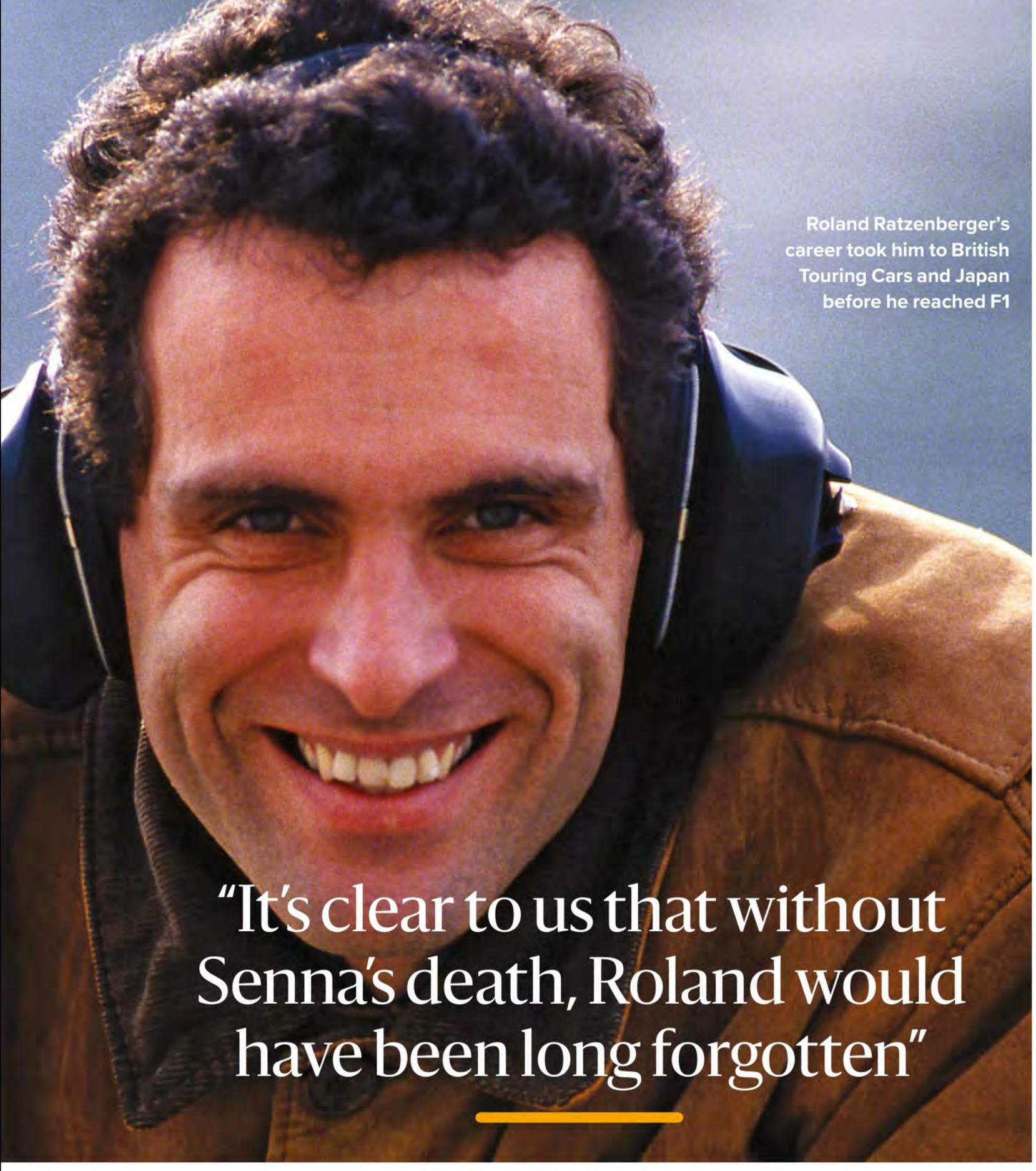




Rudolf and Margit Ratzenberger still live in their son's flat. Left: Roland's recovered helmet

Ratzenberger got close to an F1 deal once before. If a Japanese sponsor hadn't hit trouble, the chances are that it would have been Roland instead of Bertrand Gachot debuting the Jordan-Ford in 1991. Roland would have to wait three more years for his chance. It was Barbara Behlau, a part-Dutch sports manager, who coughed up half a million dollars in order to get Roland in the Simtek for the first five races of 1994. Rudolf and Margit were happy for their son, and they never feared for his safety: "Roland assured us that racing in Japan, with so many inexperienced drivers on track, was much more dangerous, and that the cars in F1 were the safest of all..."

Even though he had achieved his dream, that doesn't mean Roland Ratzenberger was a happy man when he arrived at Imola for the 1994 San Marino Grand Prix, the third race of the season. He failed to qualify his Simtek-Ford at the first race in Brazil, issues



Roland Ratzenberger's career took him to British Touring Cars and Japan before he reached F1

"It's clear to us that without Senna's death, Roland would have been long forgotten"

with his Ford V8 leaving him trailing his team-mate by over a second. He did qualify for the Pacific Grand Prix a fortnight later, making use of the fact that he was the only driver to have previously raced on the TI Aida circuit. He brought his Simtek home in 11th, and last, place, but on the same lap as the much faster Ligiers. Coming to Imola he was determined, but he was also aware that his car wasn't going to make it easy for him. A friend who made mountain bikes had joined Roland at Imola and presented some bikes to the team, on which Roland, David Brabham and Nick Wirth pedalled around the paddock. But on Saturday things got more serious. Austrian journalist Gerhard Kuntschick had been following Ratzenberger's career for years at that point, and was talking to him just before qualifying. "I'll never forget him asking me to continue the interview later as he had to get into his car," says Kuntschick. "As he walked away he said 'I have no more time." Minutes later it would become obvious how little time he had left. A broken front wing would end his dream, forever.

Ratzenberger's accident deeply affected Ayrton Senna, who saw it unfold on the monitors in the Williams garage. He commandeered a course vehicle to inspect the accident scene. The stories of Senna calling his girlfriend Adriane in tears and Professor Sid Watkins trying to convince him not to drive have been told before. Rudolf Ratzenberger confirms the rumour that Senna was carrying an Austrian flag in his Williams, with which he planned to honour Roland after winning the grand prix: "Josef Leberer, Senna's Austrian physiotherapist who also knew Roland, told me that Ayrton did indeed carry an Austrian flag with him." Ratzenberger's friend Harald Manzl speaks of a budding friendship between Senna and Ratzenberger, and says that Senna meant to visit Ratzenberger in Salzburg: "There's a large meadow in Salzburg where many model aeroplane flyers gather. Senna was a keen model flyer, so he wanted to see this. The plans to come to Salzburg were already in place, but it wasn't meant to be"

A day later F1 lost an icon when Senna crashed at Tamburello. His death would not only immerse the world in mourning, it would also ensure that Roland Ratzenberger would be forever overshadowed. Rudolf doesn't quite agree with that view though. He says: "What happened to Roland was a tragedy, but it was an accident for which nobody is to blame. Compared to Ayrton and his three world titles Roland - despite his years of experience - was a total nobody in F1. We felt the way Ayrton reacted to Roland's crash was an honour in a way; he recognised what the loss of Roland meant. That he died only a day later made Ayrton and Roland twins, in that they died simultaneously, chasing their ideals. To us it is very clear that without Ayrton's death, Roland would have been long forgotten."

After Imola the F1 fraternity made a booklet for Roland and Margit, signed by every driver on the grid. The most touching entry came from Mika Salo, who wrote 'For my best friend.' Salo remembers all the parties he and Roland went to while racing in Japan: "We had so many drinks and did loads of stupid, unprintable stuff. Roland loved to have fun. I didn't really follow his exploits in F1; I knew he'd signed with Simtek but I also knew it was a worthless team. He deserved better. Racing made him his living. It was the best job in the world, but it was his job nevertheless. He earned good money in Japan, and he'd save every last cent. You could always count on Roland to help you, but he never bought me dinner because he was saving up everything to buy a house in Salzburg." He did do so, just before his death.

Today Rudolf and Margit live in the apartment, overlooking the mountains, of which Roland received the keys a week before his death. In the basement Rudolf keeps his son's trophies. There's also a box which was given to Rudolf at the end of 1994 by the Italian police. It contains Roland's belongings, the gloves and also the helmet he was wearing when he crashed at Imola. The left side of his helmet is badly damaged but the right side is undamaged. You could look at it and believe nothing ever happened. Rudolf points out it is the only helmet he has from his son's F1 career. That very helmet embodies the dream his son had, the dream he got to live only so briefly. Rudolf sighs: "I'll be happy when April 30 has passed. The emotions are still so strong. But I feel it's my duty to keep Roland's memory alive, but at 85 it's becoming difficult. You know, we were never the euphoric kind of parents. That's just not us. I'm not good at giving praise. I feel like I only learned after his death to value what my son achieved by making it to F1. Sometimes I worry that I didn't praise Roland enough during his short lifetime." O

A billionaire businessman, team owner and racer Roger Penske is a true one off. In a rare interview he talks about his grief at losing Mark Donohue, the importance of the unfair advantage and why a return to Le Mans is on the cards

Captain America



Roger Penske with star driver Mark Donohue. Together the two would form the dominant force in American motor racing



MOTORSPORT IMAGES

Roger Penske arrives at the Royal Automobile Club in London straight from the airport. He is here for a dinner to celebrate his remarkable career. At 5am tomorrow he flies to Germany for a business meeting, then back to America. A couple of days earlier he turned 82 but, as our interview reveals, he shows no sign of slowing down.



MOTORSPORT IMAGES

PENSKE, ON THE INDY 500...

Penske's legend is undoubtedly strongest at Indianapolis, especially at the Indy 500. Team Penske is the most successful team ever to compete at the event, having scored 17 victories since first entering in 1969. His name has become synonymous with America's greatest racing event.

"It was pretty special when my dad first took me to the Indy 500 as a 14-year-old," says Penske. "I'd listen to the race on the radio before that and was already bitten by the car bug. I remember we didn't have very good seats that first time: we could hardly see the cars on track, they were the big, old wooden grandstands back then.

"I remember Lee Wallard won that race [1951] and I was just infected by the race. I went to every single Indy 500 since, [aside from the four-year sabbatical Penske took from 1996-2000 due to the split between Champ Car and Indy Racing League]. For 46 years we've competed at Indy and we've had 17 wins and it's just a very special, magical place.

"It's the greatest automobile event in the world, they had over 300,000 people there last year and it's an amazing oval, 2.5-miles long, and it brings the greatest drivers. I don't think there's a Formula 1 or racing driver anywhere in the world who wouldn't want their face on that Borg-Warner Trophy alongside the likes of Graham Hill, Jackie Stewart, Jack Brabham and so many others who have been successful there.

"There are three pillars to being successful in motor racing, one is building your brand and the Indy 500 has certainly built our brand. We operate in five countries and it's amazing. Indy also pushed technology. I remember when we had to look at stopwatches to work out which cars were fast, and now you can go online and see every driver make every move in real-time. The last aspect is the people, and you can see the team we've built around Indy. Originally we went to Indy with seven people and when we go back for 2019 we will have almost 700 years of experience collectively in our garage."

Penske's only real lapse at Indy was when he pulled his cars for the four years when Champ Car and the Indy Racing League split. But does he regret that politically enforced sabbatical?

"We had our differences with the USAC [United States Auto Club] at the time and didn't agree with how they wanted to run IndyCar," Penske adds. "They had other interests such as stock cars and midgets and championship cars and Indy wasn't the focus and we just couldn't get together with them as a group. Probably it [the sabbatical] wasn't a good idea as I reflect back, but we left the series and then came back in 2001 and had victories - three in a row. But I do look back and think it was perhaps not a good idea to have that hiatus."

ON MARK DONOHUE...

Mark Donohue was a pivotal driver during Team Penske's formative stages. The likeable New Jerseyman competed for the team through a plethora of different formulae - from IndyCar to Formula 1, via Can-Am - throughout the 1960s and early '70s.

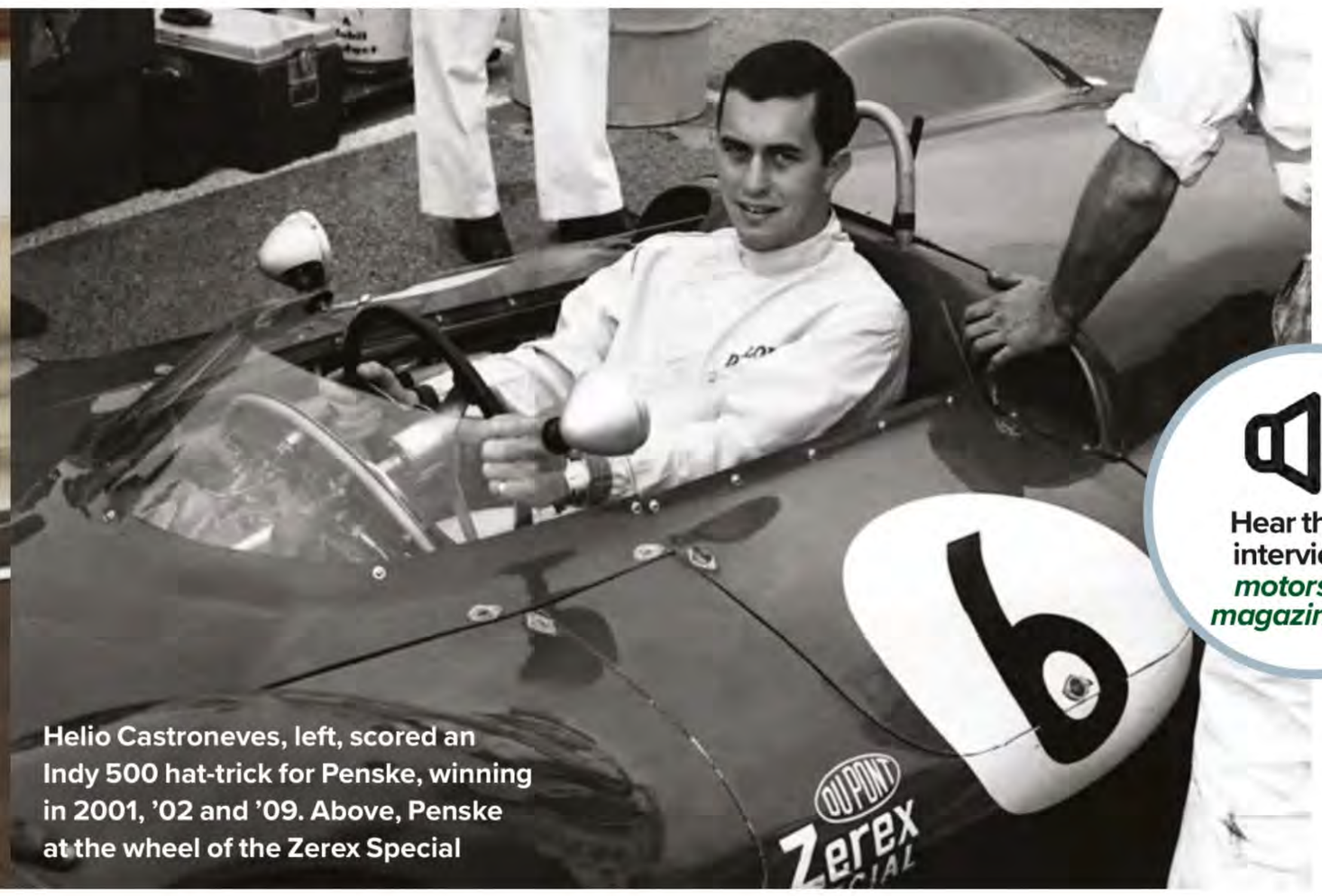
Donohue lost his life after suffering a brain hemorrhage following a heavy accident during practice for the 1975 Austrian Grand Prix, when his Penske-run March 751 suffered a tyre failure and pitched him into the catch fencing.

"Mark was an engineer from Brown University in the north-east and I saw him racing sports cars at Lime Rock Park a few times," says Penske. "A friend of mine at the time said 'You gotta watch this guy', so we got together and formed a race team and he was like a brother to me.

"Mark's engineering background was a huge advantage for us, perhaps the unfair advantage if you like. We were competing in road racing, NASCAR, the International Race of Champions and Formula 1, so there were a lot of things involved. But Mark was

the guy who swept the workshop floor at night, drove the truck if he had to and worked on the cars and I think that common thread of having a flat organisation and a personal commitment is really the foundation to our company today and the 66,000 people we employ.

"We were many nights working all night long when we had to get the cars ready and Mark would work late, sleep a few hours and then be up early to drive the truck. He was afterwards like 'what do we do?', but we knew Mark would have said 'keep going' so that's what we did with the support of his family, but it was a tragic loss. Mark was really the catalyst and cornerstone of our success for so long."



Helio Castroneves, left, scored an Indy 500 hat-trick for Penske, winning in 2001, '02 and '09. Above, Penske at the wheel of the Zerex Special

Hear the full interview at *motorsport magazine.com*

"Mark Donohue was the catalyst and cornerstone of our success for so long"

ON PERFORMANCE ADVANTAGES...

Aside from Donohue's technical nous, Penske always chased what he terms as "the unfair advantage", small often innovative engineering solutions designed to find those extra tenths of a second.

One of his early innovations was acid-dipping the chassis of his Trans-Am cars, which would remove the additional layers of paint, adhesives and sound-deadening from a stock chassis in order to make it lighter than the competition.

"We had a body in white, which was your standard unibody-type construction and we found an acid tank in California where we could dip the chassis in and it would take off about 50-60-70lbs by the time it came out. The first few times we tried it the chassis came out more like a sock, but eventually we got the right ingredients in there and we regularly shaved off 50-60lbs.

"Then of course the car roof would have a lot of oil can in it [a term when thin metal visibly flexes, like squeezing an oil can], so we'd put a leather cover over it - which wasn't unusual then - so you couldn't see the oil can and we told everybody the cover was to make the car faster, like a golf ball. We had some fun with that one.

"Probably the most interesting unfair advantage was when we built a 30-foot fuelling rig and put the 30-gallon drum on top and we could fuel in about three seconds, and everybody else was taking 8-10sec. That lasted for about two races before we got told to tear it down and take it home."

ON INSPIRING McLAREN...

A footnote of Penske's career is the fact that he, almost unknowingly, inspired Bruce McLaren to begin his eponymous business by having a hand in the first car McLaren ever built - through his Zerex Special.

Penske: "That car has an interesting history. It was originally an F1 Cooper [T53] that was damaged at Watkins Glen with Walt Hansgen driving and I bought the chassis. Then Jack Brabham came to Indy with a 2.7-litre Cosworth engine, so we took the Cosworth and put it into the F1 chassis and we had a guy in Philadelphia who built us a sportscar body and I sat in the middle of it. I won the Riverside [Formula Libre] race and the Laguna Seca race and then of course people started saying I couldn't sit in the centre. I questioned that there were two-litre Coopers that were running, but we changed it [into a two-seater].

"Bruce McLaren eventually bought it from me and fitted a Buick Oldsmobile 3.5-litre V8 and changed the chassis and that became the first car McLaren ever made. Bruce and I were great friends because of the Cooper relationship [Bruce raced for Cooper in F1 from 1958-'65 before founding McLaren] and that was a great car, very fast. I remember running it in one bank holiday meet in August and I could run the [softer] wet Dunlop tyres in the dry and won. The scrutineers were all over us that day and I remember Graham Hill came over and helped us pass the inspection after the race."

ON FORMULA 1...

During the early 1970s Penske began to seriously investigate a Formula 1 entry, entering two rounds in 1971 with a hired McLaren-Ford before committing to build its own grand prix racer - the PC1 for 1974.



MOTORSPORT IMAGES

Team Penske operated Porsche's LMP2 programme, and beat the LMP1 Audis at Sebring in 2008

It did two rounds with Donohue that year before signing Briton John Watson to race a second car for the full 1975 season. That was the start of a three-year F1 campaign, which would bring a single win - Watson in Austria 1976. Penske remains the only American team to ever win a world championship grand prix.

"We bought Graham McRae's workshop down in Poole, Dorset in 1973/74 and our first F1 car, the PC1, was designed by Geoff Ferris and it was a start for us," recalls Penske. "F1 was a cottage industry in Britain, with people from New Zealand, Australia and all over the world coming here to work and the technology was here, which we didn't have in the US. Moving here to run the F1 programme made sense. F1 was something that was important for our brand, but when we got to Indianapolis and saw the success we could have with Penske-built cars, even though they came from the UK, it was amazing. With the NASCAR and stuff we were doing we ultimately opted to stay in the US, but in 1976 we finished fifth in the F1 World Championship.

"We've looked at F1 since, and I know Gene Haas [Haas F1 owner] well because of the racing relationship we have in NASCAR. As I see it, the commitment is scaled-up with F1 with the staff and equipment required and I was not going to be able to run my business and operate in the US while trying to take on the factory teams here [UK]. The cost levels are significant and we wouldn't benefit from the notoriety and brand building F1 gives you.

"There was a business thought that F1 would be overload. But when the rules change [in 2021] it will attract new people, but I'm not sure on the state of the sport right now. I'd love to come in with an American team and American drivers, but I don't think that's the next chapter of my career at my age. You have to run the whole season and we just wouldn't be competitive. The technology and team you need. I don't think F1 is on the shelf for us."

ON ENDURANCE RACING...

It wasn't just single-seaters and stock cars that Penske prospered in either, the team has also been successful at endurance racing showpieces such as the Daytona 24 Hours and Le Mans. Penske still harbours ambitions to win in France.

Penske first won at Daytona with a Lola T70 in 1969 and more recently operates the factory Acura Dpi prototype programme. Around that, Penske's work on Porsches in Can-Am sparked a relationship with the Stuttgart brand, which would lead to Penske running the firm's RS Spyder LMP2 machines in the American Le Mans Series in 2006 and giving Porsche its first victory in the Sebring 12 Hours since 1988 when it won with Timo Bernhard, Romain Dumas and Emmanuel Collard in 2008 - beating the all-conquering Audi LMP1 crews.

However, Penske still harbours the ambition to win at Le Mans. He says: "I raced at Le Mans myself with Pedro Rodríguez [in 1963] and we'd love to go to Le Mans as a team. It's the one trophy we're missing really. We'd probably go with a GT car the year before to understand the nuances of racing there. You can see it and feel it and experience it because you can only do that by being there competing for a week.

"We beat the Audis in America, but Audi had great team like Joest doing a good job. I even once said 'let's pull one of the old Audis out and run that' but with the diesel technology and things like the hybrid systems there was a lot to do. It's a big step and we had to be sure it wouldn't impact our core business. Hopefully there will be a point in the future where we can do it with the rules looking at supercars and such as the future, and we can find a budget to go there. Getting a win at Le Mans is certainly on my want to do list."

For more from Roger Penske, listen to Motor Sport's Royal Automobile Club Talk Show at Motorsportmagazine.com.

> "I even said 'Let's pull an old Audi LMP1 out and run that at Le Mans', but it was a big step"

The final flying lap

In 1975, Penske and Mark Donohue made history at Talladega. **Robert Ladbrook** recounts the story

The combination of Roger Penske and star driver Mark Donohue brought innovation to many areas of the sport, but perhaps the duo's most notorious achievement came with 'Operation Talladega' and what was perhaps the ultimate iteration of Porsche's iconic 917 sports car.

American IndyCar driver AJ Foyt made headlines in 1974 when he lapped the high-speed Talladega oval at 217.854mph. During the 1973 season, Donohue and Penske were riding high with the 917-30 in the Can-Am series, winning six of the eight races as the Penske-Donohue-engineered 917 earned the nickname 'Can-Am Killer'. Its success was so widespread that the model was literally killing off interest in the formula, leading to its retirement after rule changes for 1974.

With backing from both Porsche and oil company Sunoco, Penske and Donohue decided in 1975 to dust off the machine and together set out to break Foyt's record, aiming for a 220mph run.

"We figured that the speed record would be a nice thing to have," says Roger Penske, looking back at the attempt. "We were just hoping the Porsche didn't fly out of the track because Talladega is a very fast oval. We knew the car would be really fast, but we'd never really opened it out before because it was such a beast."

With the Porsche engineered solely for top-speed-limited road circuits, the modifications represented a big challenge. Donohue conducted extensive testing at Daytona, only for the Porsche's regular 5.4-litre engine to suffer repeat failures under the stress of flat-out running.

To fix the issue, Donohue convinced Porsche to produce a smaller 5-litre 12-cylinder turbocharged unit instead with additional intercoolers. Regardless, the car could still produce upwards of 1500bhp.

Donohue and Penske arrived at Talladega to clouded skies and the threat of rain, and Donohue knew he had to make it count. Early runs identified a few issues as the steeper banking at Talladega was very different terrain to Daytona at 200mph.

"As you approach the turn your sense of the car tells you it won't be able to make the turn ahead, so you instinctively back off the throttle, then as soon as you do you realise you shouldn't have," said Donohue at the time. "Once you're committed and the car is settled and the suspension has deflected you feel safe and can go wide open, 'flat' as they say in Europe.

"Because the 917 wasn't designed for this purpose, there's a lot of downforce, but no thought had been given to drag, so we had to look to reduce that.

"Turn two was the worst part because the banking angle tends to level out before the turn does so the wind catches the front of the car and pushes it across the track towards the wall..."

Penske reckoned the difference between Donohue's target and Foyt's run was a mere 0.2sec in timing terms. On his final run, despite rain forming, Donohue lapped at 221.120mph.

The event data log mentions that Donohue was 'disturbed by raindrops on his visor, so entered the banked turn slower than probably possible', yet he still became the fastest man to lap a permanent circuit anywhere in the world.

Penske adds: "Mark was at his absolute best that day; we got the speed record, had a beer and went home."

Tragically, it would be Donohue's final triumph as he was killed just days later during testing for the Austrian Grand Prix. While the world closed-course speed record has since been surpassed by Gil de Ferran, who achieved 241.428mph at California during qualifying for a Champcar event in 2000, and despite Foyt's claim that he would return to Talladega to shoot for 225mph, nobody has ever attempted to break Donohue and Penske's benchmark at the Alabama speedbowl.



Porsche's Helmut Flegl oversees the run as Mark Donohue gets settled in the car. Below, The 917-30 had over 1500bhp



New kids on the block

Three highly rated youngsters faced the biggest race of their careers during the Australian GP. **Mark Hughes** followed them





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Clockwise from top left, Lando Norris, George Russell and Alex Albon fulfil mandatory pre-season media duties in Melbourne

THERE CAN BE NO CREDIBLE criticism of the calibre of the three drivers who made their grand prix debuts in Melbourne. The junior careers of Alex Albon, Lando Norris and George Russell are stellar, with titles and multiple race wins in recognised frontline career series littering their CVs.

Toro Rosso's Albon, the oldest of the trio at 22, has perhaps the most impressive karting pedigree, he won world and European karting titles, was a serial winner in GP3 and an outside title contender in last year's FIA F2 Championship. He's been on and off the Red Bull junior programme and more than once faced career oblivion, not knowing where the next drive was coming from. But he hung on long enough that Dr Marko eventually arranged to have him released from a contracted Formula E programme with Nissan to be Pierre Gasly's replacement at the junior Formula 1 team.

Norris, just 19, has had a more securely funded career path that has been planned with meticulous purpose, but he has delivered all the way. The youngest driver ever to win the karting world championship (at 14), he won nine races in his European F3 season as well as the title and, like Albon, was a contender for the 2018 F2 title up until the final round. McLaren has had him under contract for two years and he made a few toe-in-the-water Friday practice appearances in the latter part of last year, impressing by generally outpacing Stoffel Vandoorne and comparing very closely on pace with Fernando Alonso.

So keen was Williams to sign Mercedes young driver Russell, now 21, that it did so over and above several highly competent and experienced drivers who could bring a budget. He, too, is a multiple title winner, from karts (he won the 2011 CIK FIA European KF3 Championship), through to cars (BRDC Formula 4 and GP3 champion). He got his first taste of F1 with Mercedes at the Hungaroring in 2017, following up with a couple of late-season FP1 sessions with Force India that year. In the midst of beating Norris and Albon to last year's F2 title, he set the unofficial fastest F1 time around the Hungaroring during another test with Mercedes.

You get the idea: these are serious talents and potentially exciting additions to the F1 grid. We followed each of them through their Melbourne weekend as they made their F1 debuts proper.

They know each other well and are friendly; Russell and Albon even went out for dinner together in Melbourne on Wednesday evening, compared notes on how brutal the high-speed grip of these cars felt in Barcelona testing, and reassured each other that it wasn't just them.

ALEXANDER ALBON

Born: March 23, 1996

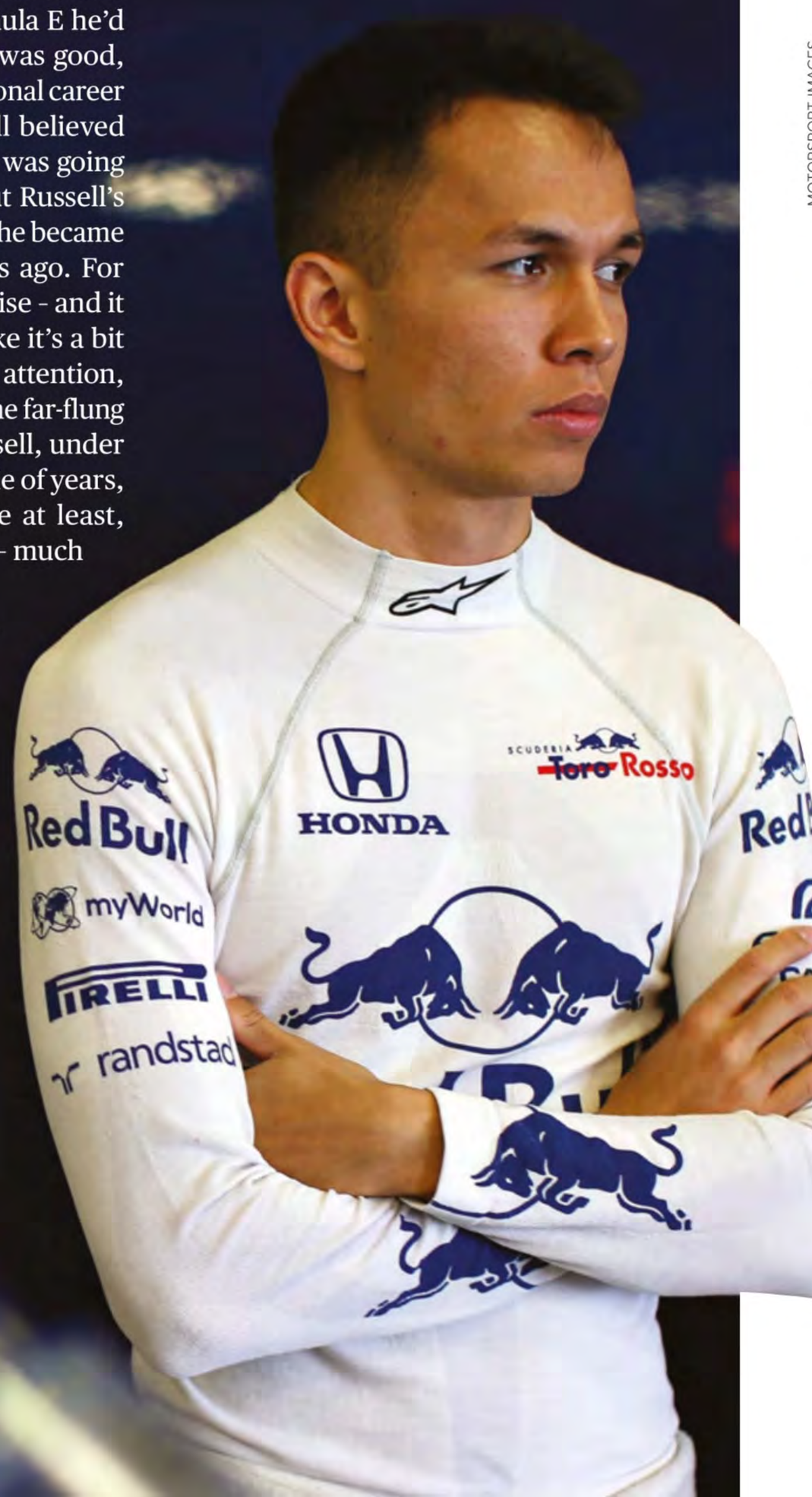
Technically, Albon is Thai, like his mother, as that is the nationality of his racing licence. But he was born in London and his father (former BTCC racer Nigel Albon) is British. He is perhaps the most open of the three, the one with least media training.

Quite shy, but very friendly, he's seemingly happy to talk to anyone for any length of time if they engage. He's the least at ease in the spotlight, but it's coming; in the last year or so his public confidence has really come on, according to those who know him. He's very likeable, quick with the giggle. Advisors have told him he needs to be more assertive with the team.

He's arrived in F1 almost as a bonus. When he signed up for Formula E he'd reconciled himself that this was good, he could make a solid professional career from racing. Much as Russell believed when it looked as though he was going to be a BMW DTM driver. But Russell's had his sights on F1 ever since he became a Mercedes junior two years ago. For Albon it's a very recent surprise - and it kind of shows. It all seems like it's a bit of a whirl for him, the media attention, the intensity of the debriefs, the far-flung location. For Norris and Russell, under F1 team umbrellas for a couple of years, it all seems - on the surface at least, covering over the butterflies - much more routine.

"I'm not stressed," Albon claimed on Thursday before the race. "It's just... media; it's a big jump from F2. I'm just getting used to it. It's a different world. We've just come back from promo events in Japan and Thailand and then another in Melbourne, in the city. In F2 we can walk around comfortably anywhere we want, but here it's a bit different. Until the lights go out on the grid I'm probably going to be shaking a bit. It hasn't hit me fully. I'm seeing it more and more now and I think yesterday hit me quite a bit when I saw the [Melbourne street] event."

He chats happily, talks of how his F1 deal came together in a big hurry. He came into Barcelona testing cold, with only simulator work to go on. "I just got a feel for the car, it didn't really fit me at first. On the lowish fuel runs the performance hits you a bit, the high-speed stuff. You've done it on the simulator so you know what you can do, but the physical forces aren't there... and when they are there the grip is just immense."





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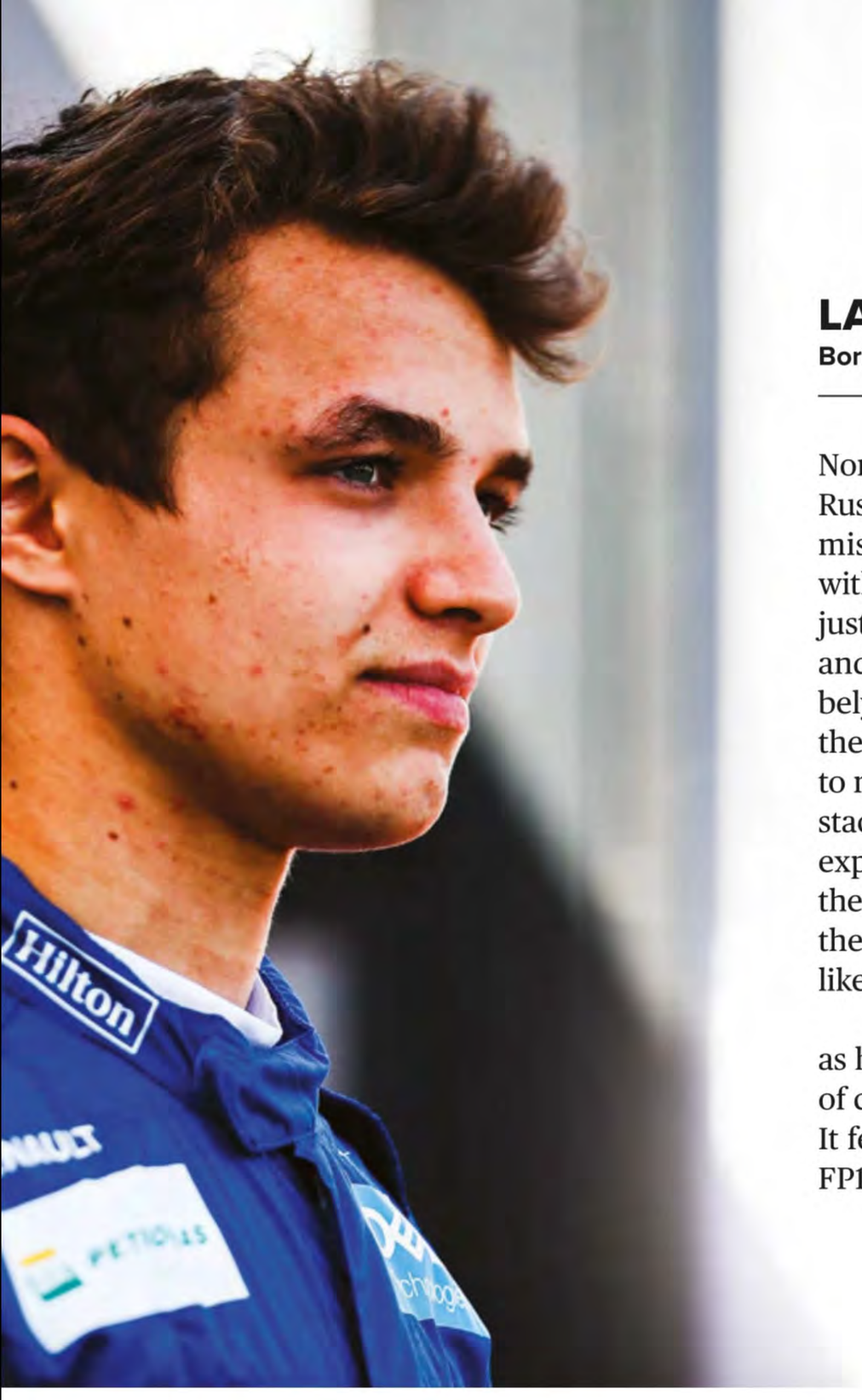
GEORGE RUSSELL

Born: February 15, 1998

Russell is the head boy; diligent, intelligent, composed. Very sensible. He has got every angle covered, has given everything immense thought and ticked the boxes. He clinched the Williams drive after doing a Powerpoint presentation to the management about why he merited a seat. Ambition oozes from him. He doesn't do quips or one-liners. He arrived here a week early to be sure to acclimatise, took a trip up Ocean Drive, but turned around after a couple of hours.

He's ready. "Of course I'm looking forward to it. This is Formula 1 and there are thousands of people who would dream to have my position. F1 is not like any other sport. There are 20 teams in the Premiership with 20 or 30 players in every squad. In F1 it's just the 20 best drivers. And to be here is a huge achievement.

"This pre-season's been quite strange because I've been so busy



LANDO NORRIS

Born: November 13, 1999

Norris, extra diminutive alongside the lanky Russell and tall Albon, has something of the mischievous schoolboy about him. But without ever following it up with pranks. It's just in the enthusiastic way he talks, quick and smiling, but the underlying messages bely that. He's got the most bubbly front of the trio, but he's perhaps the most difficult to read. His answers to questions are more staccato than Albon's, more precise but less expressive. At McLaren he's already part of the furniture, familiar with the systems and the people, very much at ease and already like a seasoned pro.

But he's every bit as nervous as Albon, as he readily admits. "The excitement sort of covers it most of the time, but it's there. It feels very different to just coming to do FP1. It's daunting when you think preparing for it and didn't want to leave any stone unturned. Because I didn't know what to expect from F1, I just wanted to be ready for this day. Melbourne has come around extremely quickly."

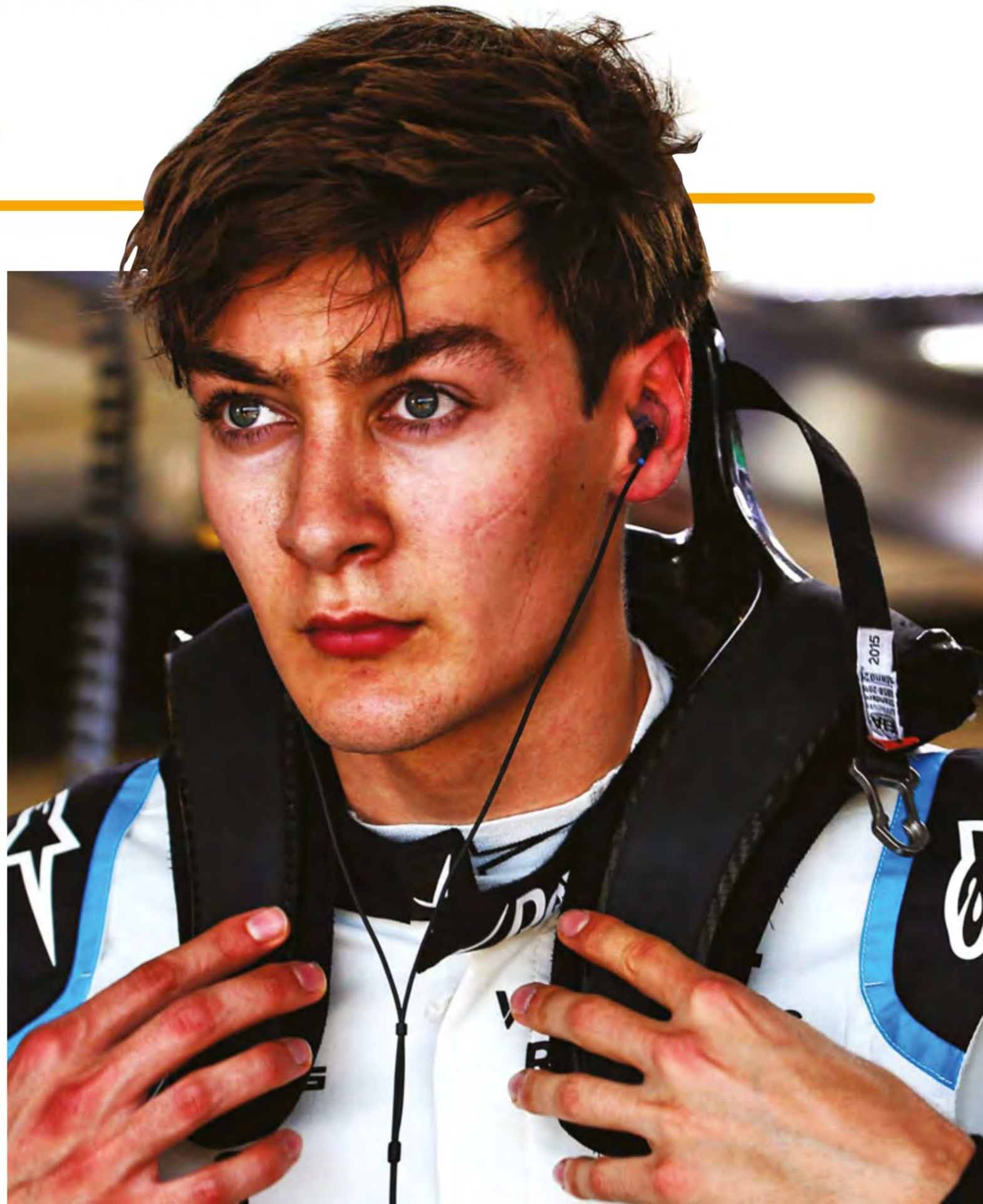
He may be prepared, but the one thing that he cannot change is the fact that in a Williams FW42, he's going to be running at the back, with only team-mate Robert Kubica for company. The car is getting on for 2sec per lap slower than the McLaren or Toro Rosso driven by his fellow rookies. "From my side and the team's we're going in with no pressure on our shoulders. Everyone's expecting us to finish last by a long way and come out of the garage and have the wheels fall off. Anything else we do is going to be an achievement. I'm just going out there to enjoy it and build on it. There are some good foundations in the car. The drivability really feels nice and the guys can concentrate on adding more downforce.

"I hope to be here for the long haul. F1 is a ruthless sport and, if you slip, you're out of the door and don't get a second chance. Getting here has been a huge achievement but it all starts again now. I'm not going to get complacent. I've got this opportunity and I'm here to make the most of it."

how many people are watching - plus the whole team at Woking looking at your on-boards and data. There's a weight on my shoulders to perform. It's a job; I'm not doing it for fun.

"I'm just trying to take it step by step; there's a lot of stuff to take in. The track looks a bit narrow in places, looks fun. I just want a smooth, stable weekend and be able to improve my driving. I feel quite confident inside the car; I did a decent number of laps in Barcelona."

Asked about the barometer of his team-mate Carlos Sainz, the inner confidence is clear as a bell. "There are some things Carlos can do better than I can, some things I'm better at than him. I need to learn all I can from him, as someone going into his fifth season of F1. Not just driving, but working with the team and the engineers. It's not about how I can beat him, but just improving myself."



ON TRACK

Melbourne, 15-17 March 2019



Norris leads Albon. Both felt they could have scored points, but circumstance dictated otherwise

MOTORSPORT IMAGES

Watching trackside in the morning, Norris looks the most familiar and at ease. Maybe it's those FP1 sessions from last year. Russell looks composed, with plenty in hand, as if he's just data-gathering. Albon is attacking with relish - but perhaps a little too much. The Toro Rosso is often out of line and he eventually puts it into the Turn Three gravel. In the afternoon, he remains spirited but a little wayward, relying a lot on his car control.

For the record, here's how they compared to their team-mates on Friday. In the morning Norris was the closest, 0.7sec off Sainz. Albon was 0.9sec off Daniil Kvyat. Russell 1.2sec off Robert Kubica. In the afternoon, Norris had the deficit down to 0.6sec, Albon to 0.7sec and Russell was now 0.2sec *ahead*.

There was plenty to reflect on after the debriefs. All were in the ballpark of where the cars should be. Everything would come down to putting it together in qualifying.

Remarkably, all three outqualified their more experienced team-mates. Norris made Q3 and Albon Q2, but Russell wasn't going to get out of Q1 in a Williams. Sainz was unlucky to have his last Q1 lap - which was set to be top 10 - ruined by a limping, flat-tyred Kubica. Scratch one McLaren. But Norris picked up the baton magnificently, punching above the car's weight and qualifying eighth.

Albon had made some set-up changes that suddenly brought him the feeling that had been missing, allowing him to qualify 13th, two spots ahead of Kvyat. Russell was more than 1sec faster than Kubica, putting together a superbly clean lap.

Norris was beside himself. "I loved it! Before this weekend I never did a nice lap in the car, either in Barcelona testing or on Friday here. Either I locked up or pushed too much. But today I did it several times. I'm very happy. I lacked a bit of confidence coming into the weekend because of not managing to put things together like I knew I could. But this has brought it back. After Barcelona we knew where we were - and it definitely wasn't where I've qualified today."

Albon was only slightly less thrilled. "I think I could have made Q3. I was just a tenth off. I guess every driver thinks that, but coming from FP1 and through the practices I was a bit on the back foot, just didn't really feel that comfortable with the car. During qualifying I started finding some stuff that really helped, working with the team in unlocking the car to make it a bit more predictable. That gave me an extra bit of time and put me back in that midfield group. Melbourne's not the kindest track to start out at. It's so bumpy. And if you're not comfortable and confident the lap time will never come, because you really need to be using all the track and playing with the bumps and the kerbs. It took time to get up to speed."

> "I have no interest in fighting Robert Kubica for 19th place"

Russell: "I crossed the line with a smile on my face after all three Q1 laps. I really felt we got the most from it. Overall, we want more, obviously. I want to be in the car longer than just the first few minutes of Q1. I went into this weekend with the mindset of step by step. I learned in Macau [2016] that track time was key. There, I wasn't inside the top 10 in any of the practice sessions or Q1. Then we put it on pole in the main session. I used the same approach here.

"Once I knew where the limit was, I went and gave it everything. Today I think that was our maximum. My goal now is to help the team go forward. I have no interest in fighting Robert for 19th place."

Race day and the place is filled. Sitting on the grid, the crazy number of people, the ceremony and ritual. But then everyone leaves and it's just you and the other cars. The lights went out and three new grand prix careers were underway.

Norris didn't make a great start, Albon did - so they found themselves running nose-to-tail in the mid-pack behind Antonio Giovinazzi, whose Alfa was slowed by body damage. This allowed those running on medium tyres to leapfrog them later, pushing them out of the points. It was just the way the cards fell. Russell ran ahead only of team-mate Kubica, but made it to the end, two laps down.

"I'm happy I got through it with no dramas, and physically feeling fine," he said. The race, I got through it basically. Yesterday was a really great day for me, I left the circuit with my head held high and today we knew what we faced. We've just got to analyse everything now, try to put a plan together."

Norris was downbeat after his Saturday elation. "A bit disappointed. I didn't maximise our potential and made a couple of mistakes."

Albon summarised the frustration. "You're fighting but you don't want to ruin the tyres. The race started off very well, I dropped the clutch and thought 'great, that was OK!' I made up two positions straight away and at that time we were in the mix, as I was already just one position away from the points. That was pretty much as good as it got for me, though. We were in a battle with Giovinazzi, I think he was struggling with his tyres and everyone on that strategy lost out. All of the guys who stayed out on the harder compound behind overcut us. That compromised our race."

But such disappointments are from the perspective of three actual GP drivers... ○



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"After his F1 accident, Moss was using 953 to assess whether he retained the instincts to be a racing professional"

54 years after it was damaged in a wet race at Silverstone, Lotus 19 953 is back on track

The five decade pitstop

In its heyday it was raced by drivers like Ireland, Hill and Gendebien, although Moss and Clark also had short stints at its helm. After more than half a century of inactivity, **Simon Arron** discovers more about a decorated Lotus 19 that's ready to race once again

PHOTOGRAPHER **LYNDON McNEIL**

March 20, 1965, Silverstone. It was a particularly wet spring landscape, so much so that the British Automobile Racing Club was eventually obliged to abandon its headline race, the Senior Service 200 for Formula 2 cars. Before that decision was taken, however, there had been a couple of accident-strewn support events, one of the victims of which you see here – an ex-UDT Laystall Lotus 19 that hasn't been used competitively in the intervening 54 years. But that's soon to change...

Its driver that day was Harry O'Brien, running under the Aintree Racing Team banner. While Jim Clark (Lotus 30) eventually got the better of John Surtees (Lola T70) at the front of the field, helped by the latter having a couple of excursions, O'Brien had worked his way through the field to third when, according to *Motor Sport* (April 1965), "He was unlucky to spin off on lap 15 and wreck his Lotus, after having driven very well."

It transpired that the left-front brake disc had shattered, locking the wheel and spitting the car sharp left into the bank between Stowe and Club. O'Brien took the remains back to his Merseyside base, where they later suffered further damage in a workshop fire, and that's where the story might have ended. But...

This is Lotus 19 chassis number 953, a car with a more colourful back story than most, and it is now owned by Henley-in-Arden-based Keith Bristow, who plans to use the car this summer in both hillclimb and race events.

It made its debut in 1961, at Goodwood, as part of the two-strong UDT Laystall/British Racing Partnership team owned by Stirling Moss's father Alfred and one-time business manager Ken Gregory, who also owned chassis 950 and 952. It is thought that Henry Taylor drove the car rather than team-mate Cliff Allison, but despite having accumulated a vast array of paperwork - plus pristine copies of race programmes from every meeting for which the car was entered - Bristow has as yet been unable to verify that to his absolute satisfaction.

Similar uncertainty surrounds several of the car's earliest races, but what is known is that the inexplicably underrated Olivier Gendebien (four Le Mans victories, winner of the Sebring 12 Hours and Nürburgring 1000Kms, two podium finishes from only 14 F1 World Championship starts) took it to class victories at both Riverside and Laguna Seca towards the end of '61.

The following season the team retained only 953 and the car was hugely successful in the UK, Innes Ireland winning several races, while Graham Hill triumphed in the Scott Brown Memorial at Snetterton and Masten Gregory took the Player's 200 victory at Mosport Park, Canada.

There were fewer headlines on the track in 1963, though the car's CV was embellished when Stirling Moss tested it at Goodwood shortly before Ireland raced it in the Lavant Cup. A year after his serious F1 accident at the same venue, Moss was using 953 to assess whether he retained the instincts he considered essential to a racing professional. He decided not, then stepped away.

South African Tony Maggs was the last top-liner to compete with the car under BRP's stewardship, taking fourth place in the 1963 Guards Trophy at Brands Hatch, and chassis 953 then passed to privateer Mike Pendleton then, subsequently, George Pitt.

The restoration keeps period features like the steering wheel and gearknob. Much work also went into the car's floor and sills

Pitt was due to drive the car in the Oulton Park Trophy on April 11, 1964, but then had a better idea. As *Motor Sport* reported, "The non-appearance of Jim Clark's Lotus 30 and Roy Salvadori's Cooper-Maserati robbed this meeting of much of its interest, for the duel between the 4.7-litre V8 Ford-engined Lotus and the five-litre V8 Maserati-engined Cooper could have been quite something. As it was, both cars were still being worked on at their respective factories. These two cars were intended for the main race of the day, the 37-lap Oulton Park Trophy and, as last year, there was a noticeable absence of large machinery.

"Clark was offered a Lotus 19 by George Pitt, this being the ex-BRP car with 2½-litre Climax engine, and he proceeded to set fastest practice lap ahead of Jack Sears in the fierce Willment AC Cobra, followed by Bruce McLaren in his newly acquired 2.7-litre Cooper Special, which used to be known as the Zerex Special when owned by American driver Roger Penske. This was throwing a lot of oil about and looked as if it wouldn't last. The only other big cars to start were John Coundley's 2.7-litre Lotus 19 and Tom Fletcher's Lister-Jaguar. The field was further depleted after Jackie Stewart had written off the venerable Ecurie Ecosse Cooper Monaco during practice, and it is not surprising that he has now declined to drive this car or the Tojeiro Buick any more.

"Despite these incidents 25 cars came to the line in mild, dry conditions and, as expected, Clark took the lead and held It comfortably. He broke no records, but his exemplary performance with a relatively old car pleased both the crowds and George Pitt and his mechanics, who had spent the previous night checking over a car that was already well prepared by any standards."

The following month Pitt guided 953 to victory at Aintree, but it was then sold to Bolton car dealership Entwistle & Walker and, subsequently, O'Brien. Which is where we came in.

FOR THE NEXT 30 YEARS THE CAR remained untouched, except by those aforementioned flames.

"It basically just sat there in the workshop," Bristow says. "And then, in 1996, a chap named Kelvin Jones persuaded Harry to part with it. He bought the chassis, sent it to a man who had built Lotus 19s in period, Ken Nicholls of Nike Cars in Devon, and asked him to repair it.

"It was provisionally entered for the 2006 Madgwick Cup at the Goodwood Revival, but the restoration was still incomplete and the car didn't materialise."

Three years later, its second career still on hold, Bromsgrove-based Lotus specialist Paul Matty acquired the car and he commissioned Andrew Tart of ATME to complete the restoration.

"I've worked on many Lotuses," Tart says, "but this was the first time I'd done a 19. It was a complete car, but it had just been dropped together to keep all the components in the same place. Ken Nicholls had done a good job repairing the chassis, but there was still some aluminium work to be done - floor, sills, complicated areas around the radiator - and we did all of that. It was taking time, though, and Paul was getting a little bit anxious about the number of hours that were going into it, so decided to finish it off in his own workshops. We'd completed it as a rolling chassis, though we didn't start the engine because we felt sure it was suspect, but it was now sitting properly on all four wheels, with suspension set-up all done. It just needed a few basic bits and pieces and, importantly, a decent engine. Paul had the details finished and in 2012 did a short demo run at Shelsley Walsh, during a Lotus celebration, and then put it on display in his showroom."



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"We started it up, to confirm that the cylinder block was damaged and needed replacing"

During that weekend, the attending Moss signed the engine cover - a detail that still survives to this day.

Bristow admired the car whenever he passed his friend Matty's premises. "I love the way the car looks and its very particular history," he says. "I just think it's a magical symbol of motor sport from that era." Late in 2016, he negotiated a deal to buy the 19, sold a lovely Ralt RT1 F2 car he'd been using on the hills to funds the restoration - and it went back once more to ATME to be primed for a full racing return.

"We started it up," Tart says, "to confirm the cylinder block was damaged and needed replacing. We've got the original 2.5-litre Coventry Climax FPF head on it and, very



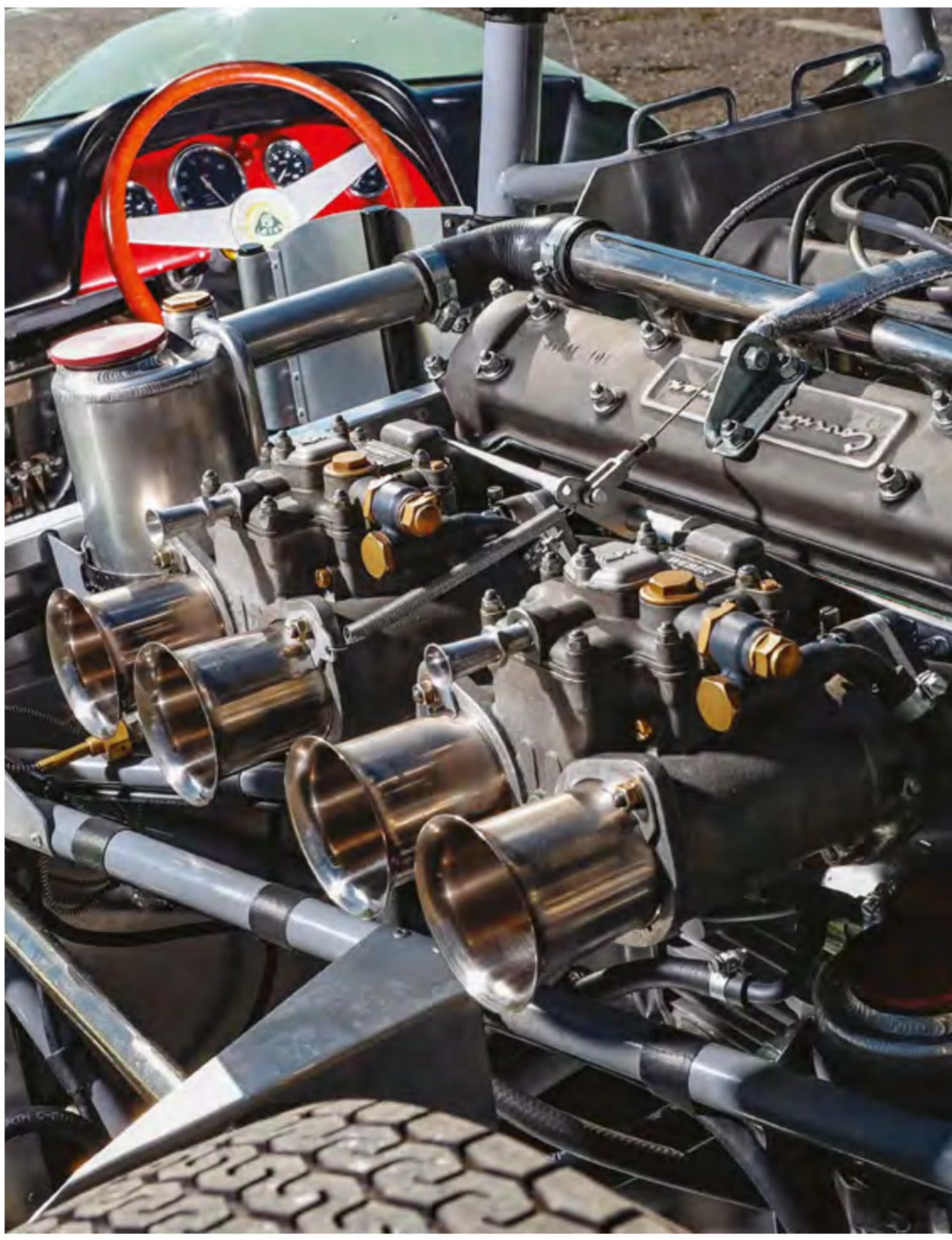
The Lotus hosted many star names, such as Graham Hill, Jim Clark (above, right) and even Stirling Moss, right







The chassis required complex aluminium work. Right: Original 2.5-litre Coventry Climax engine head remains



importantly, the original carburettors, so we then built a new bottom end, which is what we have today. It came back into our workshop again about two years ago, but there were supply delays with some engine parts.

"There are lots of original bits and pieces, including the steering wheel and the gearknob, both beautiful pieces of kit. The gearbox is original, too, a Colotti Type 32 that was used as an alternative to either the ZF or the Lotus 'queerbox' [period nickname for a famously unreliable transaxle].

"Although it's quite a big car, Keith is a big bloke and the standard driving position is crap. You are pushed to the right, too close to the gear linkage, and the steering wheel is at a horrible angle, not square in front of the driver. So we decided to alter the steering column slightly to square the wheel up, move it away from the gearlever and just make it more comfortable, because there's no point having the car if you can't drive it properly. We're using an original-style seat, but we've added a shoulder rest for Keith to lean on, which is important, and moved the pedals further down the footwell.

"It took a long time to get some of the bits right - turning complex metal around



Chassis plate confirms 953's identity. Original UDT Laystall badge, plus the Moss signature above the left-rear light, remain

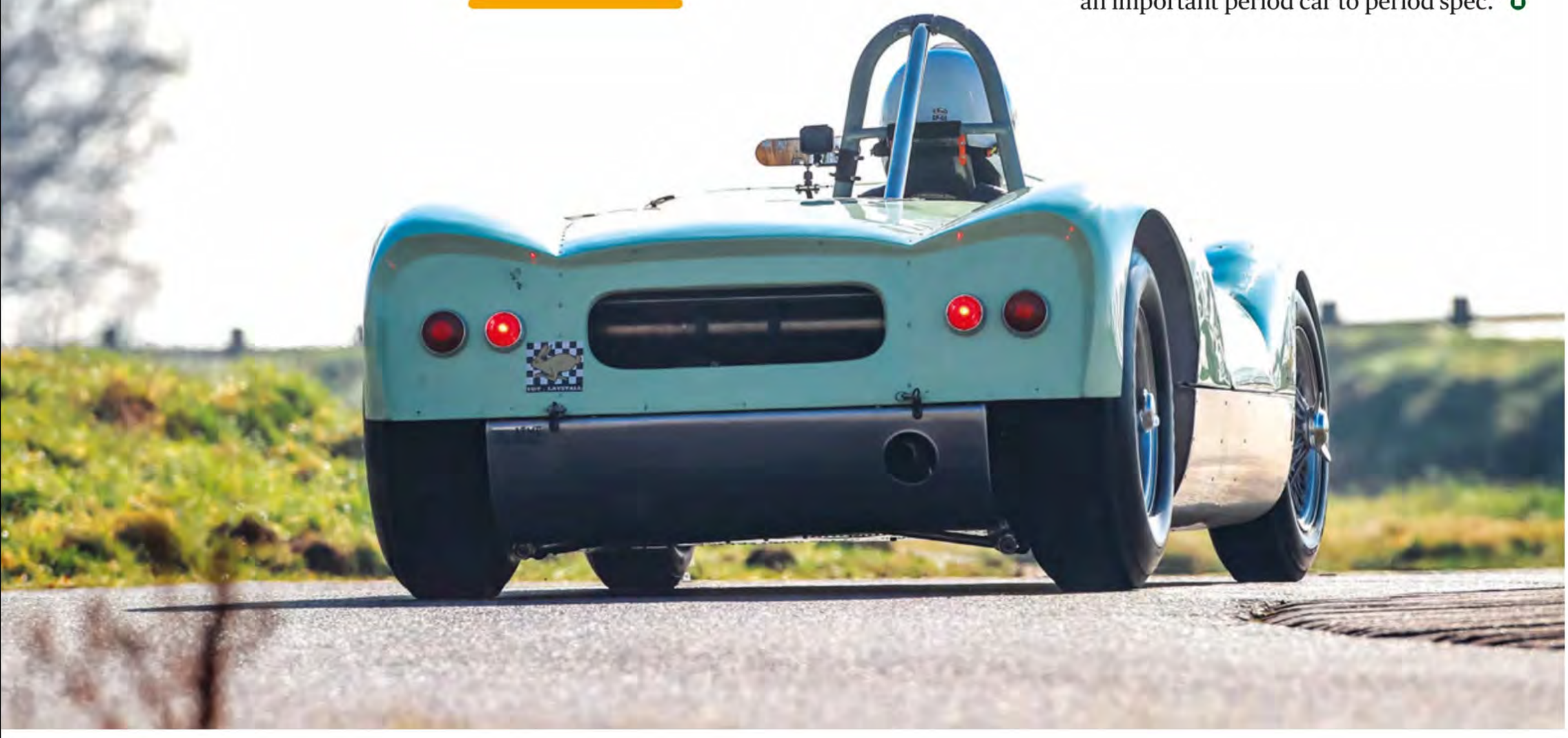
on itself to avoid any raw edges isn't easy, but that's how the car was in period. It just takes time, but it's worthwhile because it's a proper bit of kit and you want to do the job as well as you can. We made a new wiring loom, cotton braided as it once was, and went to a lot of trouble to find original switches, fuse boxes and so on - all nice bits of late 1950s/early 1960s automobilia. The gear linkage has a nice interlock mechanism, which was unfortunately missing, but coincidentally I had a Lotus 18/21 grand prix car in the workshop with the same linkage, so was able to copy it."

At the end of February, sitting on a nice set of Borrani wire rims, the car was taken for a gentle shakedown at the Curborough sprint course, in Staffordshire - almost as far removed as it's possible to be from some of the venues where it achieved its period successes. "It has taken longer than anticipated to get it ready for competition," Bristow says, "but we felt it was such a special car that we didn't want to cut any corners. It was important to get everything right - and I think Andrew and his team have done a fantastic job."

The car will return to Shelsley early in May, for its first competitive outing since 1965, and Bristow also plans to run it at Loton Park, Prescott and Château Impney, before later in the year taking it circuit racing in the Historic Sports Car Club's Guards Trophy. "I'll enjoy developing the car, making it competitive and we'll see where we get to," Bristow says, "then next year my ambition is to get a top pro to race it at Goodwood. The car's history is amazing, though for me the highlight is probably the fact Jim Clark raced it once - and won.

"In August 1963 *Autosport* mentioned that 953 had been 'probably the most successful sports car to be seen in the past few seasons' and we wanted to respect that - not to make a rocket ship, but to restore an important period car to period spec."

"The highlight is probably that Jim Clark raced it once – and won"



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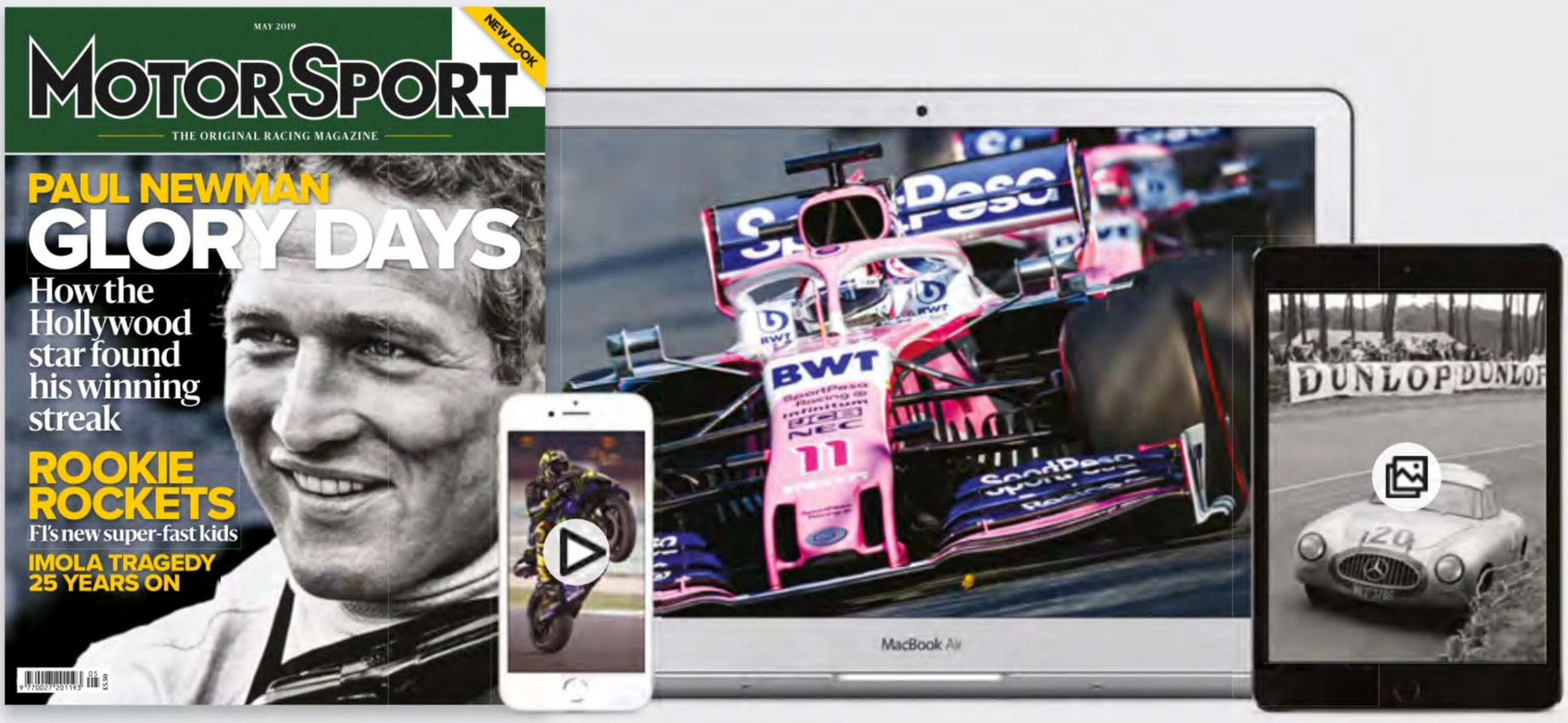
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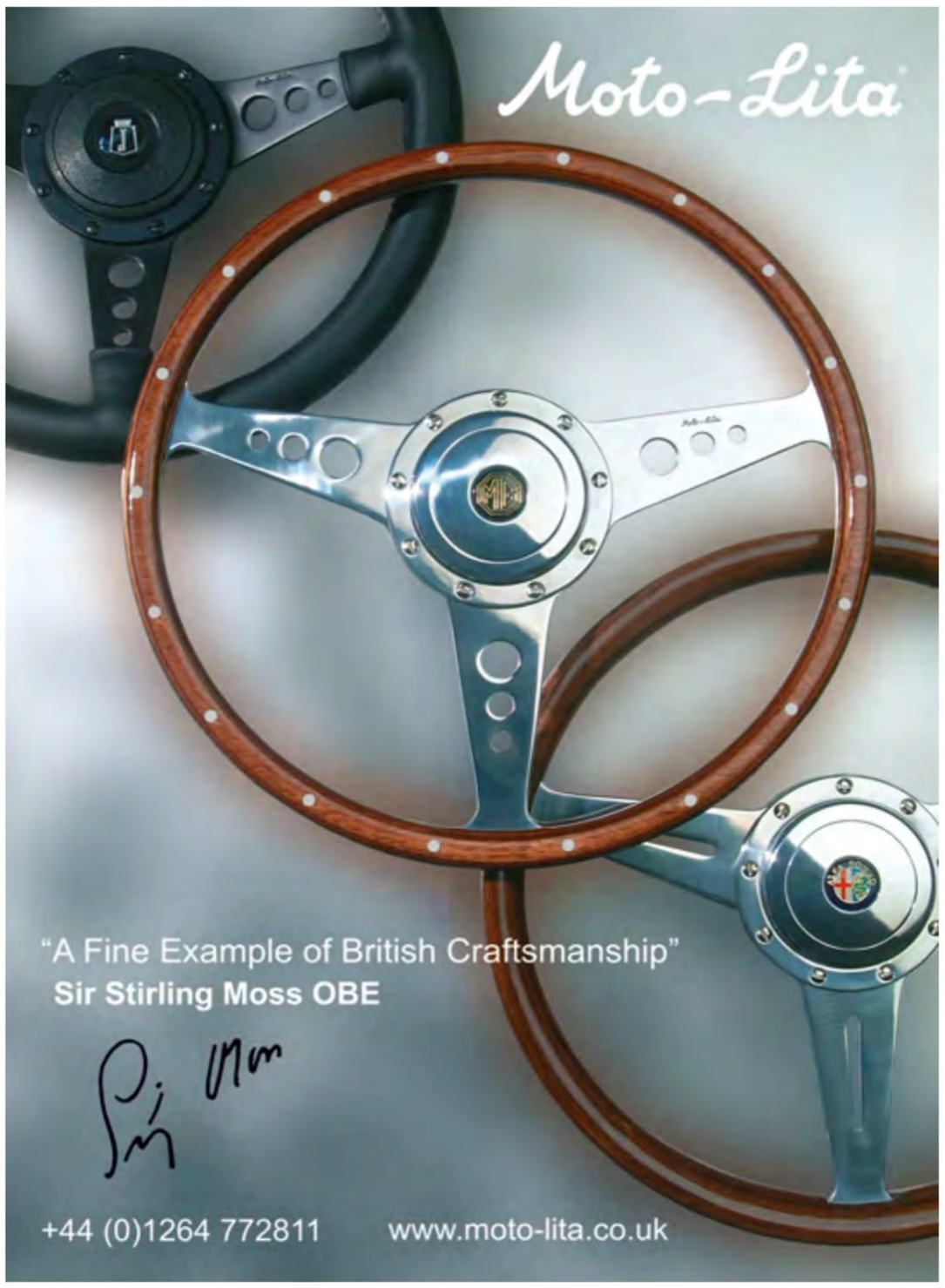
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PART THREE

THE ALAN HENRY TAPES

Luca di Montezemolo

The latest in a series of bygone conversations, taken from a rediscovered cache of taped interviews conducted by the late Alan Henry – a regular *Motor Sport* contributor. This is from the winter of 2000-01, when he visited Maranello to talk to Ferrari's chairman.

THEIR BACKGROUNDS WERE very different - one a former bank clerk who'd cut his teeth writing club racing reports at Snetterton, the other the son of an Italian aristocrat, but they had arrived in Formula 1 at roughly the same time during the early 1970s. Alan Henry's mission had been to write race reports and to garner information for *Motoring News*, while Luca Cordero di Montezemolo was tasked with restoring a spring to the step of a Prancing Horse that had been limping for several seasons.

Henry was close to Niki Lauda, who spearheaded Ferrari's recovery under di Montezemolo - so much so that, at one race in 1974, the Austrian carried a *Motoring News* decal on his helmet in exchange for an annual subscription. Less complicated times, those.

He was also well placed to forge a relationship with di Montezemolo, who went on to assorted senior roles within the Fiat empire - and also played a key organisational role when Italy hosted football's World Cup in 1990 - before returning to Ferrari at the end of 1991, to rebuild a team that had twice been champion constructor during the 1980s but hadn't had one of its drivers crowned since Jody Scheckter, in 1979. Finally, in 2000, Michael Schumacher ended that drought. Cue a flight to Italy...

Alan Henry On a purely personal level for you, what does Ferrari's double in the world championships for constructors and drivers mean?

Luca di Montezemolo It might be the biggest personal satisfaction of my professional life. When I came back to Ferrari at the end of 1991, I had in front of me two goals: one was to reorganise and rebuild the company, with a new range of products, looking ahead without losing any links to our past. That was related to the factory, road cars and so on. On the other hand, we also wanted to win the world championship again, so I have achieved both of those goals.

I won the world title in 1975 as a team manager, but that was a different situation because I was not the chairman and managing director of the company. Enzo Ferrari was there, but it was still very satisfying and I still have a copy of the back page from a 1975 *Gazzetta dello Sport* - a nice souvenir from Monza. First Regazzoni, second Fittipaldi, third Lauda - and Lauda was champion. That was fantastic, but different. This is my biggest professional satisfaction, because I achieved two goals - not only winning the championship, but Ferrari overall is in a very good shape.

AH What d'you think the title meant to the passionate man in the street here in Italy?

LdM It was important - and last year was fantastic, a big battle, very unpredictable competition right until the end. Our people had been sad, because we'd lost the championship at the last race for three consecutive seasons, twice with Michael [Schumacher] and once with Eddie [Irvine], so we had been so close. And then in 2000... 10 victories, 10 poles - it was a fantastic season.

AH You said that when you won the title in 1975 you were an employee, the team manager, but now you are seen to be as important to Ferrari as Enzo Ferrari was 30 years ago, the keeper of the flame. How does that make you feel?

LdM From one side it's a bigger responsibility, from the other... When I came back to Ferrari, it was what I call a life choice. Ferrari is my life, I'm here almost the whole time. To use today as an example, I started this morning with a meeting about the new Maserati model, then had lunch with the chief of personnel and the chief of finance, then five minutes ago I left the managing director of one of our key suppliers, to whom I spoke about the future of our relationship, now I'm talking to you and later I have a meeting about our dealer network in the Far East, so I'm really involved. In the meantime, we are testing [the F1 car] at Mugello and, every 90 minutes or so, I receive news from the track. For me it's a life choice and I'm very proud of what we've achieved together during the past 10 years.

AH Would you rather Ferrari won the world championship or Italy the World Cup?

LdM (laughing) Unfortunately we have not won the World Cup for many years [1982 as he spoke, though Italy would win it again in 2006], so the victory of Ferrari was really important - and, you know, not only for the Italians, because in front of my eyes I still have Indianapolis and Hockenheim, where I was really enthusiastic to see so many red Ferrari flags.

At Indianapolis, when for the last three laps Michael was alone in the lead, he was able to look around a little bit and said, 'I didn't imagine I'd see so many Ferrari flags here, where Formula 1 is not so popular.' Barrichello told me the same thing in Germany. When he was entering the stadium, he could see only flags, flags, Ferrari flags. He said to me, 'I'm Brazilian and have nothing to do with Germany, so I was really impressed.' Anyway, we have done our best against very strong competitors, in a really difficult championship, and finally we succeeded. But now that is over and we have to look at the future.



MOTORSPORT IMAGES

AH The future looks very promising. You've got Jean Todt, Rory Byrne and Ross Brawn all staying until the end of 2004, yes?

LdM When I was in charge of the team in the 1970s, I tried to do my best to create a good atmosphere. When we won in 1975 Ferrari had been looking to win the title for the first time since John Surtees in 1964... In my blood I know the importance of teamwork. I hired Jean Todt in 1993, in the middle of a lot of politics - a Frenchman in charge of the Ferrari team, a man with no

rank him in the overall picture of F1 drivers?

LdM Looking at the drivers that have been close to me - Regazzoni, Lauda, Reutemann, Prost, Alesi - he's by far the best I've ever seen in a race. I don't like to make comparisons with Senna and Mansell, who have been fantastic. I love particularly Mansell, because I liked his attitude very much, and Senna was unbelievable. But it's stupid [to draw parallels] because the time is different, cars are different, situations are different. For me Michael is by far the best driver in the world; he is very close to the team, very correct, particularly during difficult moments. I like him very much.

AH D'you think the pairing of Michael and Rubens will improve even more in 2001?

LdM I hope so, I really hope so. Their relationship is good, Rubens is a guy I call 'the old young'. He's very clever, big experience, a correct guy. I think the combination is very good - and I think he had a very good first season with Ferrari in





Luca di Montezemolo's first success was as team manager with Niki Lauda back in 1975. Right: Luca at press conference with Enzo Ferrari holding court, far right

"Paying to watch a grand prix on TV is against the future of F1"

experience in Formula 1. I think I was looking for stability, a good atmosphere and a good group and I think our biggest strength was to be together, to be close to each other in the difficult moments. Remember two years ago? The beginning of the season was terrible for us, then we recovered. But the biggest challenge for us was in 1993, 1994 and 1995 - even 1996 was difficult, trying to maintain passion around Ferrari without many victories. So, to answer your question, I've done my best to maintain group stability and it is important now to sign a deal until the end of 2004, because it means Todt will have been with us for 11 years and this in Ferrari's history will be a record, as you know far better than me.

AH What about Michael? How do you a very peculiar year, when we were, let me say, obliged to win. For him there was a very different pressure from his first year with Stewart. He has done very well and his victory at Hockenheim for me was crucial, super, super important.

AH Formula 1 has always been a particularly political business...

LdM Si...

AH ...even in the 1950s, '60s and '70s.

LdM (raising voice) Correct! Now tell your younger colleagues - it has *always* been like this, always. Now the only difference in my opinion is that there are more players, big companies, and more communications people involved: television, radio, newspapers, internet, private channels, pay TV...

AH McLaren always seems nervous about what Ferrari is doing and thinks there might be irregularities, but if you go back to Brands Hatch 1976 and the row with James Hunt - it's all the same, isn't it?

LdM I'd like the opportunity to tell you my opinion. I think Ron [Dennis, then McLaren's boss] has a complex about Ferrari, but I respect this man a lot because I know where he started, I know what he has done. I respect and admire him, full stop.

AH D'you feel now that Ferrari might be on the edge of a period of sustained success, such as you enjoyed from 1975 through to '79?

LdM I think that we've been on the pace since 1997. At the time of the crash between Michael and Villeneuve [in that season's Jerez finale] we were ahead, with 17 laps to go in the final race. Then we were on pole position the year after at Suzuka, ready to win the championship [until Schumacher stalled at the start of the formation lap and had to start from the back], then we lost with Eddie but without Michael [injured at Silverstone] - and even with Eddie we won the constructors. So, to be honest, I think we'd already been competitive.

AH Today in Formula 1, you have to read *The Financial Times* - it's almost as important as a motoring magazine. What d'you think of all this business of the car companies buying into F1, or Bernie with his TV rights?

LdM I think Bernie has done a huge, huge job for Formula 1 - and for himself, but also for F1. Today we have almost all the biggest car manufacturers heavily involved in F1, either as engine suppliers or, in Ford's case, they've bought a team. Third, it's normal in my opinion that the players - and we are the players, we run the game - have to think of the future. I was the first to be in favour of becoming a public company, for the simple reason that when you are public you need clear rules, clear numbers, clear procedures, open books - far more transparency. Bernie is not a kid any more, the constructors are there, we are the players - it's normal that we want to have a bigger part in handling a business in which we are the biggest player.

AH When you say 'we are the players', d'you mean the teams or the car companies?

LdM That's a very good point. In my opinion the biggest objective is to have a bigger cake for the teams, because the teams are the players. But behind the players there are very well organised companies, big companies, with management, people, money and strategies. When I say 'players' I mean the teams. Today, the cake is too small for the teams, because TV rights and trackside advertising are extremely significant. In football, advertising in the stadium and on TV is crucial for the teams. For Manchester United, the TV rights, advertising and merchandising are the three key elements for investment.

Looking at life after Bernie, the teams have to have a bigger cake, because races are expensive. Today we are forced to compete all over the world, which means heavy costs. For me it is positive to have the car manufacturers as protagonists for our future activity. This means also that the sport can theoretically become public. If you are private investors, you like to invest in a company owned by the biggest car manufacturers. I think it's useful for everybody, if it's done step by step. Personally I'm totally against the possibility of subscription TV. I can never accept this.

THE TAPE TRAIL



It was an email from the blue. I'd met Nick Henry many years previously, when he was a teenager accompanied by his dad Alan in the Silverstone paddock, and he felt the moment for re-acquaintance was ripe.

Specifically, he had come across boxes of interview tapes in his late father's old office and wondered whether they might be of interest to *Motor Sport*. Just a touch...

We finally met for breakfast at The Milk Shed, near Bicester, and a bag of jumbled cassettes indicated greater potential than we could have dared to anticipate: Jenks & Senna, Ron Dennis, Dan Gurney... it was a veritable treasure trove of voices from a bygone age.

This interview with one of Ferrari's most successful and flamboyant bosses took place in the winter of 2000. Parts of the interview may have appeared in print at the time but as far as we can tell the full transcript has not been published before.

One of the great joys of reading – and listening – to these conversations is realising that sometimes the parts which were thought to be important at the time are less illuminating than some of those that weren't. Indeed, taken together the tapes represent valuable parts of a lifetime's work and we hope to return to them again in the future.

Simon Arron



MOTORSPORT IMAGES

Ferrari is popular all over the world, I will never accept that you are obliged to pay a television rate to watch a Formula 1 race - that's against the future of F1.

AH So Bernie has to be careful in his negotiations?

LdM I first met Bernie Ecclestone at a hotel near Heathrow Airport in 1973, with Colin Chapman, Ken Tyrrell, Teddy Mayer and the young Max Mosley from March, so I've known him many, many years. I think he's very intelligent and loves F1. He loves his own profit, but he loves F1 and has done a lot for it. At the moment I think he's the first to understand perfectly that F1 has to be put on a stronger footing for the future, stronger, more stable.

AH But it must be accountable, the car companies must have some say if they pay all this money to be involved, they have to have influence. Can I just ask one more question, about your personal future? Last year you were quoted once or twice, saying that you wished you could have a holiday and take some time off.

LdM Yes, but again I've made a life choice. Maybe there have been some years when I've thought, after a victory, that I should say, 'Thank you very much, I've achieved my goal, I think I've done my best for this fantastic company, but now I want to do something else.' But that was not my decision - my decision is to stay here. There are lots of challenges in front of me - Maserati, trying to win again the championship with Ferrari. You never know what might happen, but for now my life - and not only my work - is here.

AH So no future career in Italian politics?

LdM I don't think so. But then life is always unpredictable. During the World Cup I didn't expect I'd be coming back to Ferrari as the chairman and the managing director...

EPILOGUE: The 2000 world championship double was the first of five on the bounce for Michael Schumacher and Ferrari. Luca di Montezemolo was replaced by John Elkann as Fiat chairman in April 2010, but continued as Ferrari president and chairman until autumn 2014, when he resigned amid growing friction with Sergio Marchionne, CEO of Ferrari's owner, Fiat Chrysler. Kimi Räikkönen was the last Ferrari Formula 1 driver to take the title, in 2007; the team has not been world champion constructor since 2008.

Listen to Luca talk to Alan at *motorsport magazine.com*

Ferrari's golden era came from 2000-2004 with Michael Schumacher winning five straight titles. Di Montezemolo oversaw the team's 57 GP wins across those years



Genius of the Lamp

Vehicle brightwork has more than one meaning. In a quiet Birmingham street, a small outfit is dedicated to making sure that you can see the road ahead from the seat of your vintage car. **Gordon Cruickshank** went to shine a light on headlamp restoration

PHOTOGRAPHER **LYNDON McNEIL**



Brazing a collar onto a restored and copper-plated shell for an Edwardian acetylene light

GENIUS OF THE LAMP







MASTER CRAFTSMEN





Banked-up stores are vital to GOTL's restoration work, as are a myriad of different shaping and forming tools. Top right, damaged Franconia bullseye lamp with repaired unit alongside. GOTL handle lamps from 1895 onward

Car designers talk of the lights and brightwork on a vehicle as 'the jewellery'. That terminological crossover couldn't be more appropriate while investigating the glittering caverns that contain Genius of the Lamp in Birmingham's Jewellery Quarter.

Alright, it's not actual caverns so much as a door in a brick wall that opens into some dark storerooms. But climb upstairs where there are windows and suddenly points of light gleam and flicker everywhere, from brass and copper, from glass lenses and chrome reflectors, from brazing torches and the fierce white flare of a carbide lamp. This place is packed with lights and lamps and lanterns of all shapes and eras which have come here to be saved and rejuvenated.

And it was started by a jeweller. Having trained in jewellery and silversmithing, Kam Lawla took a temporary job helping repair lamps. "I meant to go back to silversmithing and engraving," he says, "but the lamps took over. That was 13 years ago." Since founding GOTL with brother Raj and Joe Vella, they've earned an international reputation with rare and unusual lights of all sorts coming from Germany, Italy, Japan or the States.

On a bench lies a vast Franconia carbide light that's been in a crash, its brass casing dented and torn, fragments of glass clinging to the rim. It looks a hopeless case, but to Kam's team almost nothing is past saving. On another bench sits a row of oval brass Bleriot carbide lamps sent from the US for refurbishment. With cases mended, reflectors resilvered, burners cleaned and a cracked glass remade to the same complex bevelled ellipse, they're being reassembled by Zak. Carbide lamps were the goods before electric bulbs, dripping water on calcium carbide to make acetylene gas which burns with a bright flame. So can you test them here? "Oh yes," Zak says. "We keep a stock of carbide in hand."

That reminds me of a wonderful piece of circumlocution in the *Badminton Book of Motors*, published in 1902. Discussing carbide lamps it stresses that you must keep the water tank topped up, but that other

liquids will do. It continues coyly: "If no water is to be found, the human body possesses the resources to supply the want."

It's not all ancient illumination. Across from Zak, Romero is planishing a 1930s Alvis lamp shell - smoothing out dents using a leather-faced hammer and gently tapping against 'stakes' - different shapes of metal former chosen to match the varying internal curvature. Next it will be copper-plated and then chromed. "We do top-quality work," says Kam firmly, holding up a shining reflector. "We're not cheap but we're the best."

Every proud boss will say this about their own work, but a lot of this stuff will sooner or later be admired by thousands on the lawns of Pebble Beach and Chantilly.

Once the refurbished lamps have been through sanding and polishing they arrive at the plating shop, with bubbling stripping and plating tanks, bright blue copper sulphate crystals clinging to electrodes along the edges. Here Rob applies copper, nickel or chrome, depending on vehicle era,as well as silver or gold if desired. "Silver is the best reflector - you can polish it to a mirror-finish," says Kam. "We probably use a good kilo of silver every month - and that's pure, not jewellery silver."

He holds up a vintage serpent horn, 3ft of tapering segmented brass ending in a snake's head. "The rubber inside perishes, but we have a way of sorting that. This comes from the States. It's hard to find the same quality of plating as the rest of a restoration, so a lot of American collectors ship all their brightwork to us for concours. As far as we know we're the only people in Europe who do all this. Basically, people send us their problems and we solve them."

He pulls down a reel of narrow woven fabric. "Lamp wick. We work on lamps from 1895 on, and side and rear lamps on early cars often used paraffin so we need to keep this in stock."

That's not the only thing in their extensive stores. Kam visits auctions and autojumbles buying lamps and parts for spares: there are shelves and racks of lamp shells, conical, spherical and bell-shaped; boxes of rims, reflectors and bullseye lenses, bulbs and holders. GOTL manufactures too: it can supply you a fresh pair of Lucas P100s, new lenses for the Zeiss lamps on your Mercedes SS, or complete Bleriot 'self generating' brass headlamps patterned on a 1904 original.

There's plenty of other work as well: Gancho shapes brass sheet into a radiator shroud while on a bench lies a sheet of brass with 'Austin' boot badges sliced out of it by water-jet cutter, while a new grille for a Gullwing Mercedes dangles from a hanger. There's jewellery too, and aeroplane models and a 1960s metal sculpture that has come for rechroming. Rows of plastic bags contain patterns for badges, brackets and insignia - they can tackle anything small and shiny.

There are now 14 people working here, several who came as young lads and were trained up by Kam. Gancho, who back in Bulgaria was a blacksmith, knocked on the door and asked if there were any jobs. Now he's doing fine brasswork. "And we like everyone to be able to do everything," adds Kam, who by now has donned goggles to braze a mount onto a large Edwardian copper-plated lamp. So, whether it's brackets to be riveted in place, glass to be shaped and polished, or wiring and bulbholders to sort, work shouldn't be held up if someone's off.

Some of the projects come direct from owners, some via restoration firms - I see some lamp shells with the label of a well-known Bentley restorer attached.

But if it matters enough, people will find their way to specialists such as this where hand skills persist, and the only computers merely run the accounts.

> "We use a kilo of silver every month, and that's pure, not jewellery silver"



Reassembling a pair of reshaped and freshly nickelled carbide lamps for an American client

THE ESSENTIALS

- **Name** Genius of the Lamp
- **Specialisation** Lamp restoration
- **Established** 2004
- **Number of employees** 14
- **Premises** Birmingham
- **geniusofthelamp.co.uk**

DRAMAGRILL.DE

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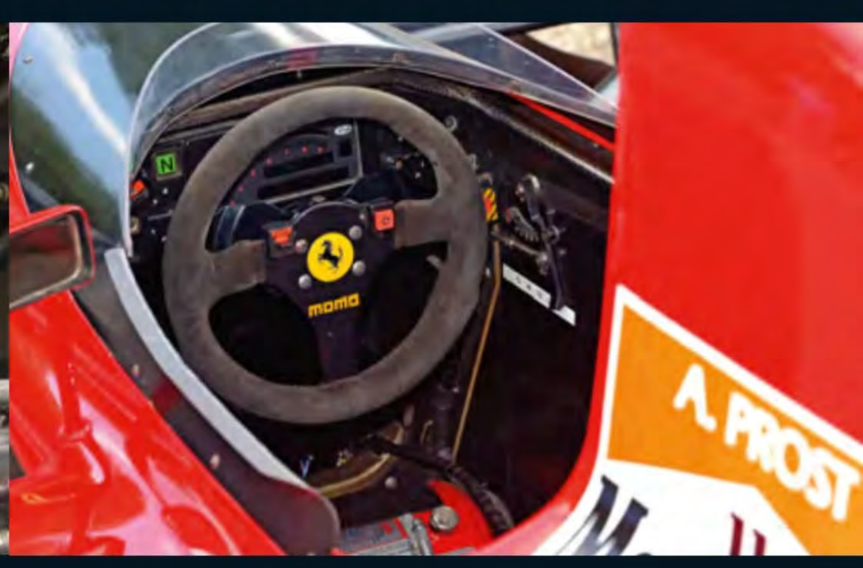
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The Lotus Elite weighed just 500kg, excelled through corners... and at Le Mans

Challenging the Elite

Colin Chapman was on to something when he 'added lightness' to his 1950s sporting sensation, says **Simon de Burton**

COLIN CHAPMAN'S ENTHUSIASM for 'adding lightness' is well known, and if there was one car that proved his theory as well as the famous Seven (if not better) it was surely the svelte and slippery Elite launched in 1957.

Despite being powered by a lowly 1216cc Coventry Climax FWE motor derived from a fire engine pump, the Elite's gossamer 500kg weight combined with that famous Lotus handling enabled it to show a clean pair of heels to many more powerful cars, while its frugal fuel consumption also made it a handy endurance racer - with the result that Elites achieved class wins in every Le Mans 24 Hour race from 1959 to 1964.

For the preparation of works cars the factory relied on an outfit called Team Elite that was the racing division of Derby Lotus dealership David Buxton Limited - and it was to Buxton himself that the Elite you see here was originally supplied in September 1960.

After many years as a road car, the Elite was acquired by the respected Leicestershire-based historic race preparation specialist Simon Hadfield, who modified it into a highly competitive machine that achieved numerous podium finishes, including a class win at the Spa Six Hours.

Since 2015, the car has been owned by enthusiastic driver, Equipe Classic Racing organiser and former Virgin Radio CEO



John Pearson has raced the car regularly, and has just finished a full rebuild of the key components

John Pearson, who has lavished £50,000 on it to create what must be one of the most attractive and best-fettled racing Elites available today.

The pristine body benefits from Perspex side windows and lightweight bonnet and boot lid, while the numerous other racing modifications include a T45 roll cage, Tillett Racing seat, Willans harness, race battery and foam-filled fuel tank.

The correct Coventry Climax engine has seen just five races since a full specialist rebuild that included the fitting of a Boss Racing cylinder head with Twin 40 DCOE Weber carburettors, lightweight alloy radiator and Maniflow stainless exhaust system. The list also extends to the suspension and steering (all rebuilt and re-aligned), the transmission (rebuilt BMC gearbox with straight-cut gears driving a limited-slip differential, and the braking system (upgraded to late-model specification).

A well-sorted Elite such as this one is possibly even more competitive today than the original cars were when new - and the model's 1957 launch year makes it eligible for FIA Period E events, with this particular car being invited to compete at last year's Goodwood Moss Trophy where it lined up against considerably more valuable cars, such as Ferrari 250s and Aston Martin DB4s.

After three years of great racing with the car, Pearson is now selling in order to focus his attention on a somewhat hairier 3-litre Healey. He'll undoubtedly enjoy the larger car's extra grunt - but he's bound to miss the Elite's finesse which results from all that 'added lightness.'







1960 LOTUS ELITE. £92,500
On offer privately from John Pearson, Surrey by email: *john@thepearsons.com*

In the market for less common coupés?

If you'd rather the Elite than an Elise, here are some other unusual two-seaters



1967 MASERATI MISTRAL 4000. €168,000. Featuring Maserati's twin-spark straight-six engine, which also powered the firm's F1 efforts, this is the 255bhp version. *carcollectionwittner.at*



1967 TVR GRANTURA. €45,900. While the Tuscan, Cerbera and such steal the limelight, the Grantura offered great looks mated to a 1798cc MG engine. *garage-11.de*



1968 MAZDA COSMO 110 S. £69,995. The Cosmo was the first model to use the Wankel rotary engine and was labelled 110 both for its horsepower and top speed. *fast-classics.com*



1974 DETOMASO PANTERA. £69,990. An Italian unsung hero, the Pantera enjoyed a 20-year run yet still remains a relative scarcity. This boasts the 5.7-litre Ford V8. *simonfurlonger.co.uk*

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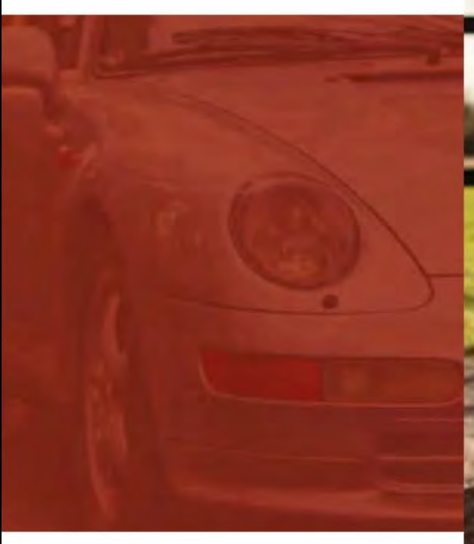
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1964 MERCEDES-BENZ 230SL
BUYER PAID £61,650
SELLER RECEIVED £58,560



1979 MERCEDES-BENZ 380SL
BUYER PAID £18,250
SELLER RECEIVED £17,337.50



1968 MINI COOPER S
BUYER PAID £27,000
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This Plus Eight is a special case, being the widest-bodied version the factory has ever made

AUCTION HERO

Wide-body Moggie

This 1976 Morgan Plus Eight Super Sport Lightweight is the Le Mans project that hit the skids, says **Simon de Burton**

MORGAN'S NEWLY unveiled, 335bhp, BMW-powered Plus Six will undoubtedly be a hoot to drive, while also being civilised, (reasonably) practical and Teutonically reliable, but offered the choice between it and this decidedly 'old school' Morgan that's coming up for grabs at R.M Sotheby's in Essen on April 11 - well, you know what I'm thinking.



The interior is best described as "exquisitely vintage". But is prime for restoration

As it happens, the 1976 car's upper estimate of around 75,000 euro puts it near the price of a Plus Six but, as the photographs show, it's dripping with the type of genuine patina that money can't buy.

It also has an interesting history that began when racer Andy Garlick decided to take advantage of a revision of the production sports car regulations for the Le Mans 24 Hours and set-out to commission Morgan to build him a Plus Eight racer.

Unfortunately, the rules were changed again before the build was completed, rendering the car once more ineligible and causing Garlick to abandon the project, leaving it to be adopted by Lanchester Morgan dealer I & J MacDonald, which took delivery in the summer of 1976.

What it got was, allegedly, the widest Plus Eight ever built, and the only one to leave the factory on wire wheels. Beneath the aluminium bonnet, meanwhile, nestled a 215 ci (3.5-litre) Oldsmobile V8 - not vastly different from the regular Oldsmobile-derived Rover unit - mated to a 'rally' gearbox. There was also a bespoke roll cage, aluminium floorboards and rear brake drums, and upgraded front discs.

"The widest Plus Eight ever built, and the only one on wire wheels"

The car was used on the road and lightly campaigned for around a decade before being traded to Morgan dealer John Worrall, who then sold it to the current Swedish owner who has been its custodian for more than 30 years, during which time he has gradually improved it with better brakes and suspension and a limited-slip differential.

Although raced on several occasions during the 1990s, it has largely been used as a road car and appears at auction fresh from storage - and complete with all of its original fixtures and fittings (the interior looks exquisitely 'vintage') plus a wealth of ephemera that includes photographs of it in-build at the factory, a booklet explaining the story of its creation and numerous photographs of the so-called 'Monster Morgan' in action at various competitive events.

So, if you're contemplating a Plus Six but think it might be a bit too civilised, this undoubtedly more raw - but possibly more rewarding - Morgan might just offer a totally illogical but strangely tempting alternative.

On sale at RM Sotheby's Essen sale on April 11



1968/9 BRABHAM-COSWORTH. SOLD FOR $1,105,000. BONHAMS, AMELIA ISLAND.
Do 1960s F1 cars come much more 'quintessential' than this Brabham that won the 1969 Canadian Grand Prix in the hands of Jacky Ickx? The car had previously been driven by Jochen Rindt in Repco-engined BT26 guise and, since 2002, was owned by prominent U.S collector Bob Baker of Paragon Racing, from whose estate it was consigned for sale.



2013 LOTUS T125. SOLD FOR $417,500. RM SOTHEBY'S, AMELIA ISLAND.
This oddity dates from Danny Bahar's tenure of Lotus. He instigated a private racing league called the Exos Club, it cost $1m and members got a T125 along with the use of a transporter and pro coaching. But the project bombed.



1930 BROUGH SUPERIOR SS100. SOLD FOR £425,000. H & H, SOLIHULL.
This part-restored, JAP-engined Brough set a new auction record for the marque having been originally owned by the noted 1920s racer and close friend of George Brough, F.P. 'Gentleman' Dickson – who died at the young age of 42.



1957 FIAT-ABARTH 750. SOLD FOR $98,000. RM SOTHEBY'S, AMELIA ISLAND.
When the Italian government introduced taxation on larger-engined vehicles, the country's inventive car makers produced 'pocket rockets' such as this delightful, Fiat 600-based, Zagato-bodied Abarth 750.

March Madness

Amelia Island brought a mixture of bonkers bargains and surprise sales

THE MAJOR MARCH AUCTIONS staged during the annual Amelia Island car week should serve as a reasonably reliable thermometer of the classic car market - but this year's sales were enough to confuse even the most level-headed of statisticians.

RM Sotheby's led the way total-wise with a $38m event, followed by Gooding and Co. at $22m, Bonhams at $15.7m and Russo and Steele at a 'mere' $3.7 million. But who could have predicted that the top Gooding seller would be a 1930 Packard Speedster at $1.76m, while a brace of Porsche 911 2.7 RS - sure-fire sellers two years ago - would fail to find a buyer, or that a beautifully original 1964 Shelby Cobra would just scrape by at close to $100,000 below its low estimate?

Bonhams also confounded expectations with the sale of all 28 brass-era cars from the estate of collector Don C. Boulton, among them a 1914 Simplex that fetched $885,000.

R.M Sotheby's single-owner 'Youngtimer Collection' sold well - with a 1994 Toyota Supra drawing an estimate-busting $176,300.

The house did, however, restore some sense of 'normality' by hammering down a 1965 Ferrari 275GTB for $2.2m to achieve the top sale of the week.





1977 FERRARI 308 GTB. SOLD FOR £31,360. HISTORICS, ASCOT.
The antithesis of the cosseted, low-mileage Ferrari classic, this business-like 308 GTB was originally a Maranello demonstrator before being converted into a replica of the 1981 Daytona race car and campaigned relentlessly.



1967 SUNBEAM ALPINE. SOLD FOR £14,625. SILVERSTONE AUCTIONS, COVENTRY.
This Alpine race, road or rally car seemed great value. It came with a rebuilt Coltec Racing Holbay engine, a lightened shell and a Fiat five-speed gearbox upgrade. It was also fitted with in-date harnesses and fire extinguisher.



MAX GIRARDO

"All of the Koum lots sold under estimate, but were the estimates too high?"

I'm reflecting on the results from Amelia Island. Interestingly, there were no big cars in any of the big three auctions. The most valuable car of the weekend was RM Sotheby's 1937 Bugatti Type 57 SC by Corsica, which was bid up to $5.6 million but didn't find a new home.

The first of the Big Three was Bonhams, its auction led by the collection of the late Don C Boulton, and anyone interested in Brass Era cars was watching intently. These cars are some of the best for the London-to-Brighton Veteran Car Run, and the collection sold well. The best of the rest was the Formula One GP-winning Brabham. The car is perfectly suited for the 2020 Monaco Historic Grand Prix, and was sold back to Europe. Overall, the results were in-line with last year, although some argued that the selection lacked modern cars. But I believe that the Boulton Collection made up for it. As for attendance, the Bonhams tent didn't seem to have the same buzz as its competitors, which could be down to the selection of the cars; Brass Era cars aren't necessarily '*en vogue*'.

Gooding and Company was the polar opposite to Bonhams, with a more modern selection of cars, and the atmosphere was different as well — younger cars attracting a younger audience. Like Bonhams, Gooding had its own collection to offer: the Jan Koum Collection, the founder of Whatsapp and an avid Porsche collector. All the cars were offered without reserve, which is always a true test of the market, and in general, they all sold under estimate. Most will say that this is a sign of the market, but I wonder if the estimates may have been too aggressive.

RM Sotheby's held the final auction and increased its sales by over $10m compared to 2018. Its sale total was higher than both Gooding and Bonhams combined. Unfortunately, its star lot (the previously mentioned Bugatti) didn't sell, but its top-selling car, the 1965 Ferrari 275 GTB, was a beautiful example. In my opinion, the bargain of the weekend was the very eligible 1949 Maserati A6 1500/3C Berlinetta by Pinin Farina, which sold for $505,500. The last time it sold at auction (in 2014), the car made $891,000.

The old saying of buying the best still stands, but the days of a Ferrari Daytona making well over estimate are probably behind us. Combined, over $75m of cars sold, which, interestingly, is almost exactly the same as in 2018, but there were more cars on offer in 2019.

Max Girardo is the founder of classic car specialist Girardo & Co. Before that he spent 20 years in the classic car auction world, where he was the managing director and head auctioneer at RM Sotheby's

Max's top picks coming up this month



BONHAMS

1968 'TERRY DRURY' FORD GT40, MEMBERS' MEETING
I know it's cliché, but the story behind it is great. A car from long-term ownership that has all the elements to do well at auction.



RM SOTHEBY'S

2004 BMW M3 CSL, ESSEN, €80,000 As I've recently got an M3 CSL, I suppose that it had to be one of my picks of the sale, and this example is making me question whether two might fit in my garage.



RM SOTHEBY'S

1975 LANCIA STRATOS HF STRADALE, ESSEN, €480,000 I love Lancias, so how could I not pick this Stratos? Estimates and asking prices have been creeping up on these cars.



Buying guide

Porsche 956/962

A Le Mans legend with an unrivalled string of successes

DID ANY RACING CAR ENJOY such a long and distinguished career as Porsche's 956/962? The answer has to be no.

A machine that was designed for the new Group C category in 1982 claimed a first Le Mans 24 Hours victory on its debut and was still at the forefront six seasons later. And it kept on racing – and winning – long after that.

The statistics of the 956 and its long-wheelbase cousin, the 962, are impressive: six Le Mans wins and, over in the USA, five victories at the Daytona 24 Hours and four at the Sebring 12 Hours. There were four world championship drivers' titles, and then three titles in IMSA.

The car – powered by a flat-six, originally intended for IndyCar racing – can claim almost 300 race victories around the world during a career lasting deep into the 1990s.

Yet the importance of the car transcends its success. Once customer cars came on stream for the 1983 season, it became a staple of the World Endurance Championship grid and later, after the introduction of the 962 in 1984, in the IMSA Camel GT Championship. Privateers could buy a turnkey car, take on the factory and have a fighting chance of winning.

PORSCHE 956/962

- **Price new** £178,000
- **Price now** £3 - 6.8 million
- **Engine** 2.65-litre flat-six turbo
- **Power** 620bhp
- **World championships** 4
- **Wins** 290
- **Verdict** No sports car achieved so much for so long

Joest Racing did just that first time out with its 956 at the Monza 1000Km in April '83. It made a habit of vanquishing the Rothmans-sponsored factory cars over the years, most famously at Le Mans in 1985.

The importance of the Porsche prototype to worldwide sportscar racing resulted in an industry growing up around the car. A total of 188 956/962s were built, yet nearly 80 of those never saw the inside of Porsche's Weissach factory. Customer teams on both sides of the Atlantic began commissioning their own tub on which to hang Porsche running gear, sometimes with aero or suspension revisions to boot.

Perhaps the most amazing thing about the 956/962 given its stellar career is that it was designed and built in the space of eight months. The project wasn't signed off until the summer and the beginning of the company's financial year on August 1, and



The Porsche 956 (Rothmans) set the standard for the later 962 (Shell) to follow. Both cars excelled

the first car was testing by the end of March. That wasn't bad considering it was Porsche's first monocoque chassis, and its first car with ground-effect aerodynamics.

The 956 didn't win on its debut at the Silverstone 6 Hours in 1982, a bizarre regulatory twist saw to that. The fuel allocation for a six-hour race was, in something of an oversight, the same as for a 1000km event, and six hours around 'old' Silverstone was a lot further than 1000km. Jacky Ickx and Derek Bell aboard the solo entry were told by the architect of the 956, Norbert Singer, ahead of the race that they wouldn't be on the top step of the podium. He was right.

But the new Porsche did win next time out at Le Mans, taking a one-two-three result. It would be beaten just twice in the world championship up to the end of '84. It was still the dominant car through the '85 and '86 seasons, until Jaguar and then Sauber-Mercedes got up to speed.

"A road-going 962 went to Le Mans aiming to win the GT class, but won overall"

Victory at Le Mans in 1987 wouldn't be the last big win. Joest triumphed at Daytona in 1991 before Porsche hurriedly put together a Le Mans campaign in 1994 around a road-going version of the 962 produced by privateer Jochen Dauer. It went aiming for GT honours, but ended up winning overall.

That wasn't the end for the 956/962. Remarkably the design would notch up its final Le Mans start four years later. Singer's design had graced the grid of the 24 Hours for an amazing 17 years in succession.

Market view

Lasting appeal, but history is the key

It's no secret that classic Porsche and race car values have grown, and the 956 is no exception. Including the later 956B there were 28 956s produced; 18 were delivered to customers and 956-001 through to 956-010 were for the Porsche works team.

Chassis 956-003 was described as "amongst the most important Porsches in existence" in the catalogue ahead of its $10.12m sale in 2015, but demand hasn't always been as strong. In 2007 the same car went to auction with an unpublished estimate but did not sell. In the same month works stablemate 956-002 sold for £185,000 highlighting that the success of 956-003 is financially tangible.

In February 2014 chassis 956-004 sold for £1.96m. Non-works chassis 956-110 went to auction in October 2018 and while it failed sell, it had a high bid of £2.73m, which is the most recent indicator for current values.

The 2015 sale of 956-003 suggests that the success of each vehicle is highly influential in the price achieved. Days of the sub-£200,000 956 are no more. An entry price of £3m would not seem unreasonable with works cars likely to attract a premium over this. At the time of sale chassis 956-003 was the most expensive Porsche ever sold.

Robert Johnson,
Classic and Sports Finance

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ONE CURRENTLY FOR SALE

Porsche 956

On the forecourt

Podium pedigree at Le Mans before success in the Far East. Maxted-Page has a real rarity for sale

This historically significant 956 was the first of the initial batch of customer cars delivered ahead of the 1983 season. Most famously, 956 chassis 101 finished third at Le Mans in '83 behind the ailing Rothmans factory cars with a driver roster including racing legend Mario Andretti.

The American, who shared the Kremer Racing-run car with son Michael and Philippe Alliot, was one of three F1 world champions and a further nine grand prix drivers to race 956-101 during its contemporary career. Alan Jones, Keke Rosberg, Derek Warwick and Hans Stuck would all climb behind the wheel during its two-year stint with the German Kremer squad in the World Endurance Championship.

The car would notch half-a-dozen top-six finishes in the WEC in addition to its Le Mans podium, and also won a round of the German DRM championship on the Diepholz Airfield Circuit with Franz Konrad. It was subsequently campaigned by the Nova Engineering squad in the All-Japan Sports-Prototype Championship in 1985-86 in FromA colours, claiming victory in the prestigious Suzuka 1000Km in '86.

The car has been with its present owner for 20 years, and underwent a restoration at UK 956/962 specialist Katana in 2013 and is now up for sale with Maxted-Page at £3.75 million.

"It has an amazing history," says Lee Maxted-Page of the machine that demoed at the Goodwood Members' Meeting in 2014. "It is all about the history with 956s and 962s."

Maxted-Page, Halstead, Essex. Tel: 01787 477749
maxted-page.com



ONE UNDER RESTORATION

Porsche 962C

In the workshop

Richard Lloyd Racing was a leading Porsche privateer, and one of its 962Cs has been revived by specialist firm Katana

Richard Lloyd's GTi Engineering squad was the first Porsche privateer to plough its own furrow with the 956 and build a monocoque in aluminium honeycomb. It continued development with the first of its 962Cs to come on stream in 1987, a car that is now part of the Duncan Hamilton ROFGO collection after undergoing a period restoration at Katana.

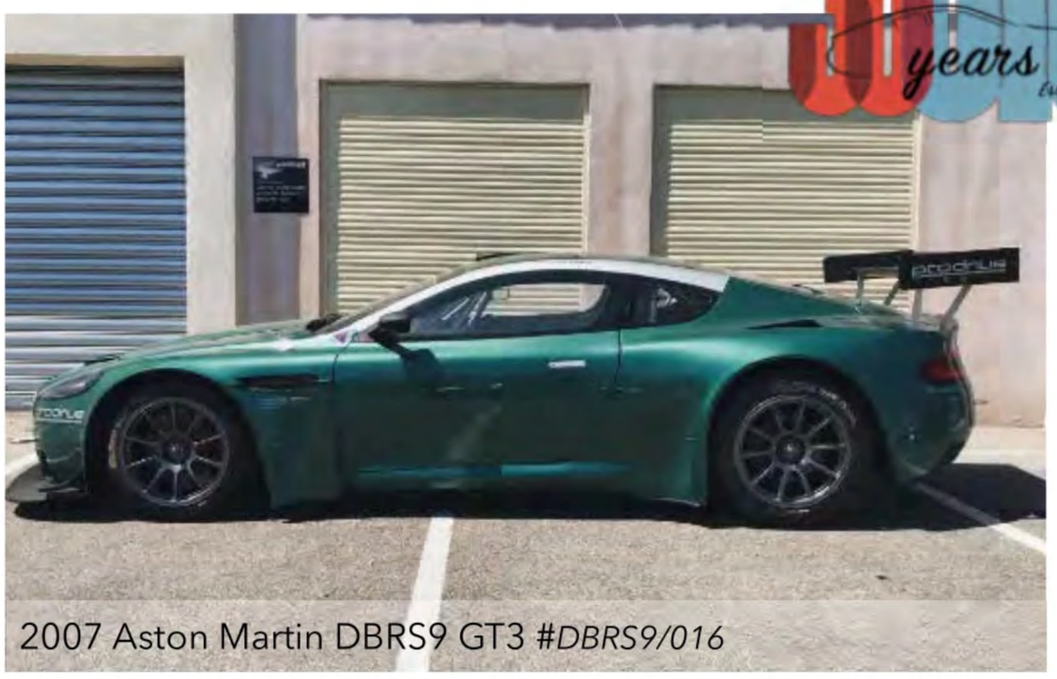
Chassis 962C-106B is now back in all its 1987 glory after a chequered career following its sale by the renamed Richard Lloyd Racing squad. It was raced in the All-Japan Sports-Prototype Championship by the Trust team from 1988. Crashed in testing ahead of the 1991 season, it was rebuilt around a new tub from RLR, while keeping the same chassis plate, and the original turned into a show car.

When the show car came to Katana, it was ascertained that the chassis was the one with the 1987 provenance. This included a victory for Mauro Baldi and Jonathan Palmer ahead of the factory cars at the Norisring sprint in the World Sports-Prototype Championship and another in a non-points event at Kyalami. In a hastily-arranged deal with Porsche, the car was decked out in Rothmans colours and works driver Jochen Mass loaned to the team.

The car has now been returned to '87-spec by Katana: "When it came to us, it wasn't correct at all, but we were able to take some parts from the sister car and find an original '87 RLR tail section in California," says Katana's Trevor Crisp.

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Buying guide

Lancia Delta HF Integrale

A rallying icon that has undergone more than a few evolutions

NOBODY COULD HAVE predicted what the future held for the Lancia Delta when it was unveiled at the Frankfurt motor show in September 1979. There was little to suggest that the boxy, if not unattractive, family car with no more than 84bhp would go on to become the most successful rally machine in history and a hot-hatch icon. The Integrale monicker given to progressively hotter versions is today a byword for both style and performance.

When the last Integrale rolled off the production line, 15 years after its launch, the Delta had notched up an amazing 46 World Rally Championship victories as it swept to six consecutive titles for manufacturers from 1987-92 and four for drivers. And that tally doesn't include the four wins from the Group B Delta S4 look-alike.

The world has the demise of Group B to thank for the Integrale. When the category was canned in favour of Group A in the wake of the accident in which Henri Toivonen and co-driver Sergio Cresto died aboard an S4 on the 1986 Tour de Corse, Lancia competitions boss Cesare Fiorio turned to the hot version of the road-going Delta.

LANCIA DELTA HF INTEGRALE 8V

- **Price new** £14,000
- **Price now** £10-20,000
- **Engine** two-litre, eight-valve in-line four-cylinder
- **Power** 185bhp
- **0-60mph** 6.6sec
- **Top speed** 134mph
- **Rivals** Ford Sierra RS Cosworth, Mazda 323 4WD
- **Verdict** The demands of international rallying created a legend

The 140bhp Lancia Delta HF 4WD had been introduced to the market in '86 as part of a facelift and would go on to carry the hopes of the Italian marque in the WRC the following year. It was barely distinguishable on the outside from the hottest of Deltas that had preceded it, the HF Turbo ie, but it had another 20bhp from its eight-valve 2-litre engine to go with its four-wheel-drive system.

The squat look that defines the Integrale was still a year or so away. But the HF 4WD was good enough to score a debut victory on the 1987 Monte Carlo, with Miki Biasion driving, and claim that year's WRC title with Juha Kankkunen.

Development of Group A rally cars was limited by strict homologation rules, hence the introduction of the first Integrale in September '87. The developments on the road car could be carried over into competition, which explains the bulging









wheelarches to incorporate wider tyres and an uprated version of its in-line four powerplant with new valves and a bigger turbo and intercooler. The louvred bonnet, another Integrale signature, hinted at an extra 20bhp.

Biasion again did the business on the maiden outing for the Integrale, the 1988 Rally Portugal, and went on to win the first of his two world titles with Lancia. But the Italian marque wasn't finished. There would be a further upgrades to the Delta as it sought to keep the car competitive.

The 16-valve Integrale, with 200bhp, came 18 months later, Biasion maintaining his run of out-of-the-box wins with the Delta on the 1989 Sanremo. The Lancia factory pulled out of rallying after another WRC title double in 1991, but development of the Integrale continued. The Evo 1 was revealed at the back end of that year. It had more power, of course, and the body bulged further – the bonnet hump grew and so did the wheelarches to allow a wider track front and rear.

"The demise of Group B led to the development of the Delta Integrale"

The Evo 1 claimed more silverware with the semi-independent Jolly Club squad – eight wins and another manufacturer title. And there was one more evolution of the car to come, the Evo 2, that was never developed into a rally car. Largely a cosmetic upgrade, it did, of course, have more power.

It is the evo cars – the *evoluziones* – that are the desirable ones today. More powerful and refined, they are the classic Integrales.

The squat, flared stance of the Delta Integrale made it a sporting icon for the road

Market view

Rallying history that's cheaper than you think

With the Italian version of Singer, Automobili Amos, creating a Lancia Delta Integrale 'resto-mod', there's a growing appetite for this rallying icon.

At £270,000 Automobili Amos' Lancia Delta Futurista is out of reach to most, but the original models remain affordable.

There are a few variants: 8v and 16v, Evoluzione I and Evoluzione II, alongside anniversary Martini 5 and 6 models. Due to build numbers and specifications, prices can vary wildly, from £10,000 for a standard 8v needing attention, to 10 times that for a Martini 6.

Enthusiasts are opting for the limited-edition cars that celebrate Lancia's rallying victories. An Evoluzione I Martini 6 is expected to sell at RM Sotheby's April Essen sale for £105,000 plus buyer's premium. Meanwhile, Artcurial offered a standard, low-mileage Evoluzione I for no reserve at its Paris sale earlier in the year, which hammered at £62,983.

Owning an Integrale means having a slice of rallying history. It's '80s four-wheel drive hot-hatch royalty, designed by Giorgetto Giugiaro, and has one of the most iconic badges on the front. If you can, get your hands on an Evoluzione I or II but the 8v and 16v still offer the same exciting ride for a fraction of the price.

David Bond, Managing Director, Footman James

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ONE CURRENTLY FOR SALE

Lancia Delta HF Integrale

On the forecourt

An immaculate yellow Evo II that's a thoroughbred Italian... brought over from Japan

Giallo Ginestra yellow is probably the most desirable of Lancia Delta Integrale Evo II colours, reckons Keith Turner of Automoda. "People seem to love it," he says. "There were supposed to be only 250 made and a lot of them have ended up over here in the UK."

The 1995 car on Automoda's Reading forecourt found its way to the UK via Japan, not an uncommon route for imports today.

"A lot of Integrales have been coming from Japan; they are expensive cars to keep over there and are slowly being off-loaded by their owners," says Turner. "They tend not to have any rust because they don't salt their roads over there.

"This is a nice, original example that's totally unmodified, as the cars from Japan tend to be. It's been very well looked after and comes with all its service history too – if you can read Japanese!

"It's at the top of the price range for an Evo II, at £68,000, because it wants for nothing. It has had a full service with new belts, and we've fixed all the little Integrale niggles."

It is the *evoluzione* cars that are commanding the highest prices today. Turner explains that this is because they are the nicest of the Integrales to drive.

"They are more refined, have air-con, the big winged seats and all the bits people want. People are not settling for an earlier Integrale if they can afford a later one."

Automoda, Beenham, Reading.
Tel: 0118 971 0186. *automoda.net*



ONE PREVIOUSLY RESTORED

Lancia Delta HF Integrale

In the workshop

Running a Delta Integrale doesn't have to be a chore, provided you look after it

Allitalia has looked after this particular 1991 J-reg Integrale 16V since 2005 – and over that time it has undergone what company boss Howard Edwards calls a "rolling restoration". The major jobs on a car that until recently was its owner's everyday driver have been done piecemeal over the years.

The car needed new sills as long ago as 2006 and in 2010 required attention to the rear arches and the screen surround, and that's when it underwent a full respray.

"When the roof starts to go, and they all do, that's when it's time to respray the car because the windows have had to be taken out," says Edwards. "We've done it this way with a lot of cars. We've always been about trying to keep our customers on the road at a realistic price."

The engine of this particular 16V remains largely original. A cambelt failure a few years back necessitated an overhaul of the cylinder head, yet its bottom end remains untouched since it left the factory and the car is coming up to 174,000 miles.

"The owner has been extremely conscientious over the years," explains Edwards. "He'll warm it up for 10 minutes at the start of a journey and leave the engine idling for 15 minutes at the end of it.

"There can't be many Integrales out there that have done such a high mileage. We've done engine rebuilds on cars that have done only 40,000 miles, but this one shows what they can do if they are looked after."

Allitalia Ltd, Wrexham, Wales.
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THE EX – MARTINI, MULTIPLE NURBURGRING WINNER

1978 BMW 3.0 CSL 'BATMOBILE' GROUP 2

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1984 LOLA T-616 RACE CARS



This amazing pair of Mazda-Lola T616 racecars made history when they scored a 1st and 3rd finish in their class at the legendary 1984 24 Hours of Le Mans with their Lola chassis powered by the small Mazda rotary engine. Mazda became the first Japanese manufacturer to score a class win at Le Mans.

Tasked with running the BF Goodrich team was the seasoned Jim Busby Racing team. Busby himself also served as one of the drivers. British specialist manufacturer Lola was commissioned to design and construct a new prototype racer, suitable to race in both the World Championship and the IMSA Championship. This was a very lucrative deal for Lola as no fewer than three cars were ordered by BF Goodrich. The final piece of the puzzle was an agreement signed with Mazda for the supply of the compact and lightweight Type 13B rotary engine.

The two lightweight Lola team cars outlasted the other C2 competitors and defeated the more powerful competition. This accomplishment was highlighted by the fact that both cars had run the grueling race on specially developed BF Goodrich Radial T/A street tires.

Based on the T600, Lola's original GTP/Group C car, the new T616 was built around an aluminum honeycomb monocoque, which used carbon-fiber reinforcements. The engine served as semi-stressed member of the chassis with part of the load shared by tubular frames that ran from the rear of the monocoque to the gearbox on either side of the engine. The front and rear suspension was through double wishbones with coil springs over adjustable shock absorbers. Ventilated discs with on all four corners.

Mounted amidships was a Mazda supplied rotary engine, which was compact, light and relatively powerful. It featured two combustion chambers with a swept volume of 1,308cc, which using the equivalency factor for rotary engines, equated to 2,616cc. To further improve combustion, the twin-rotor engine was equipped with twin-spark ignition. It tipped the scales at just 110kg, yet produced in excess of 300 bhp. The howling engine was mated to a five-speed gearbox supplied by Hewland. The T616 was clothed in a fiberglass reinforced plastic body that was carefully crafted to optimize the ground-effect aerodynamics. The underbody venturi's were fed through a large opening between the front fenders. The accelerated air then exited the venturi's through a sizeable rear diffuser. A small wing mounted above the front air-intake and full width rear wing gave the team plenty of room to further adjust the aerodynamics. Thanks to the lightweight materials used, the Mazda-engined T616 tipped the scales at just 700kg.

Taking the class win was Car 68, driven by Americans John Morton and John O'Steen, along with Japanese driver Hoshami Katayama. Car 67, raced by American Jim Busby and Rick Knoop, and Dutchman Boy Hayje, finished third in class.

During 1984, the T616 cars enjoyed success at the world's greatest race tracks. Early in the year, Car 67 claimed class victory at the 1,000 km race at Monza, driven by Jim Busby and Rick Knoop. Later in the year, the cars raced at the Nurburgring in July, and Car 67 finished 2nd in class. Car 67 also finished 2nd in class at the Mount Fuji circuit in Japan, driven by Busby and American Pete Halsmer. Car 68 finished 4th. The team almost won the Group C2 Prototype class in the Sports Car World Championship in 1984, coming in a remarkable second in the points.

Price on application

For further information contact Dobson Motorsport

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1958 LISTER JAGUAR “KNOBBLY”



In 1955, a handful of Lister-Bristols were built with a new body built by an ex-Bristol employee with the aid of a wind tunnel. Despite its new fins and strakes, it was less successful than the original Lister-Bristol of 1954. Lister moved up to a six-cylinder motor from a Formula 2 Maserati A6GCS for their own car, while customers continued to receive the Bristol motor, sold for 3900. Lister also attempted single-seater racing with a multi-tube chassis powered by a Coventry-Climax motor and using an MG gearbox, but the car was a failure.

For 1957, Lister redesigned the car around a 3.4 liter Jaguar D-type XK inline-six, with an aerodynamic aluminum body; it was tested by racing journalist John Bolster, performing a 0–100 mph (0–160 km/h) run in 11.2 seconds. Driver Archie Scott Brown won the 1957 British Empire Trophy in the new Lister-Jaguar. Refined again in 1958, the Lister-Jaguar entered international competitions. Brown was killed that season when he crashed the Lister-Jaguar at Spa-Francorchamps. Lister also developed another single-seater car based on the Lister-Jaguar, for use in the unique Race of Two Worlds at Monza. Cars from this era are affectionately known as the “Lister Knobbly” cars, due to their curved bodywork.

For 1959, Lister hired aerodynamicist Frank Costin, who produced entirely new bodywork built around a new Chevrolet Corvette powerplant. However, the front-engine layout of the new Lister-Chevrolet was quickly eclipsed by the rear-engine layout of the new Cooper sports car. By the end of 1959, Lister withdrew from competition, although production of sports cars continued for customers.

This particular car, BHL2, one of no less than three works cars built by Lister using the BHL2 chassis number, started life in 1958 as a Lister-Jaguar “Knobbly” factory race car using registration number MVE 303 and was raced by none other than Stirling Moss, Wolfgang Seidel and Ivor Bueb with great success in the 1958 season, including a number of wins. This was the only works car to survive 1958-59 with the original magnesium paneled body. It was sold to a man named Jim Diggory at the end of the year, re-registered as TUN 708 and then to other owners, one of which who subsequently crashed the car on a public road. Although the car was apparently damaged significantly, many of the remaining parts were sold, over a period of time, to John Pearson, a well-known restorer of Jaguar and Jaguar-powered cars in the UK. He proceeded to rebuild the car, using a combination of the remaining original parts and new parts made by established craftsman in the local area. The rebuilt car was then sold to Steve O’Rourke, manager of the famously popular band, Pink Floyd in 1989. O’Rourke retained the TUN 708 registration and raced it extensively in Historic events for many years until 2003, when it was sold to the American collector Nick Colonna.

The current owner purchased the car from Colonna and also raced it extensively in Historic events throughout the US and Canada, including multiple times in the Monterey Historics. He has spent well over $200K on the maintenance and upgrades to this historic machine, adding safety features and making sure the car was always race-ready, as it is today. This unique car, while tied to the past history of Brian Lister and names like Stirling Moss, is a race-ready, competitive Historic racing car and is perfect for gentleman racers worldwide. It has FIA papers, many historic photos and has been prepared and maintained by Intrepid Motorcars of Sparks, Nevada for over 10 years and is ready to go racing once again. This will complete any collection of rare British race cars that can be very competitive in events like the Goodwood Revival and the Rolex Reunion.

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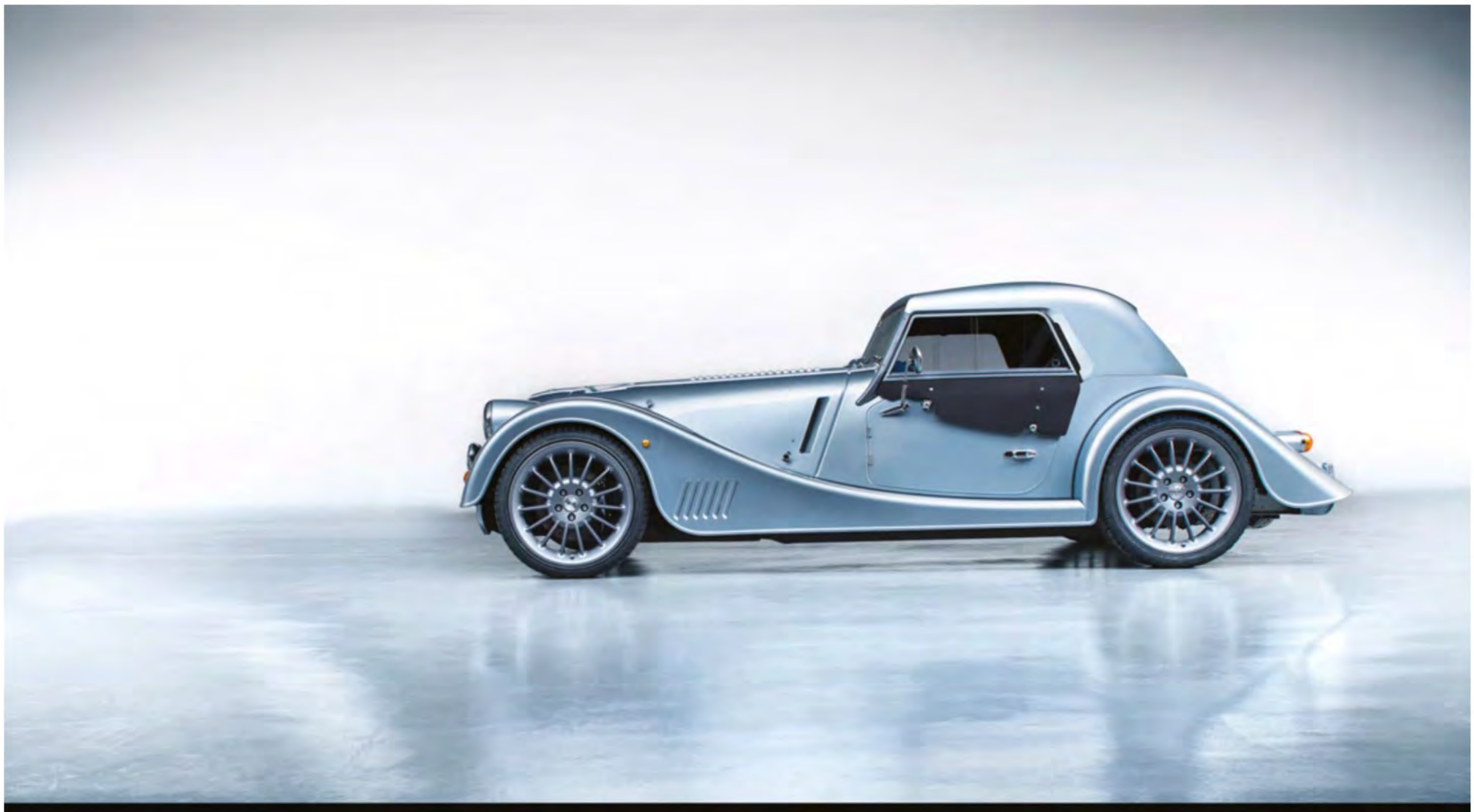
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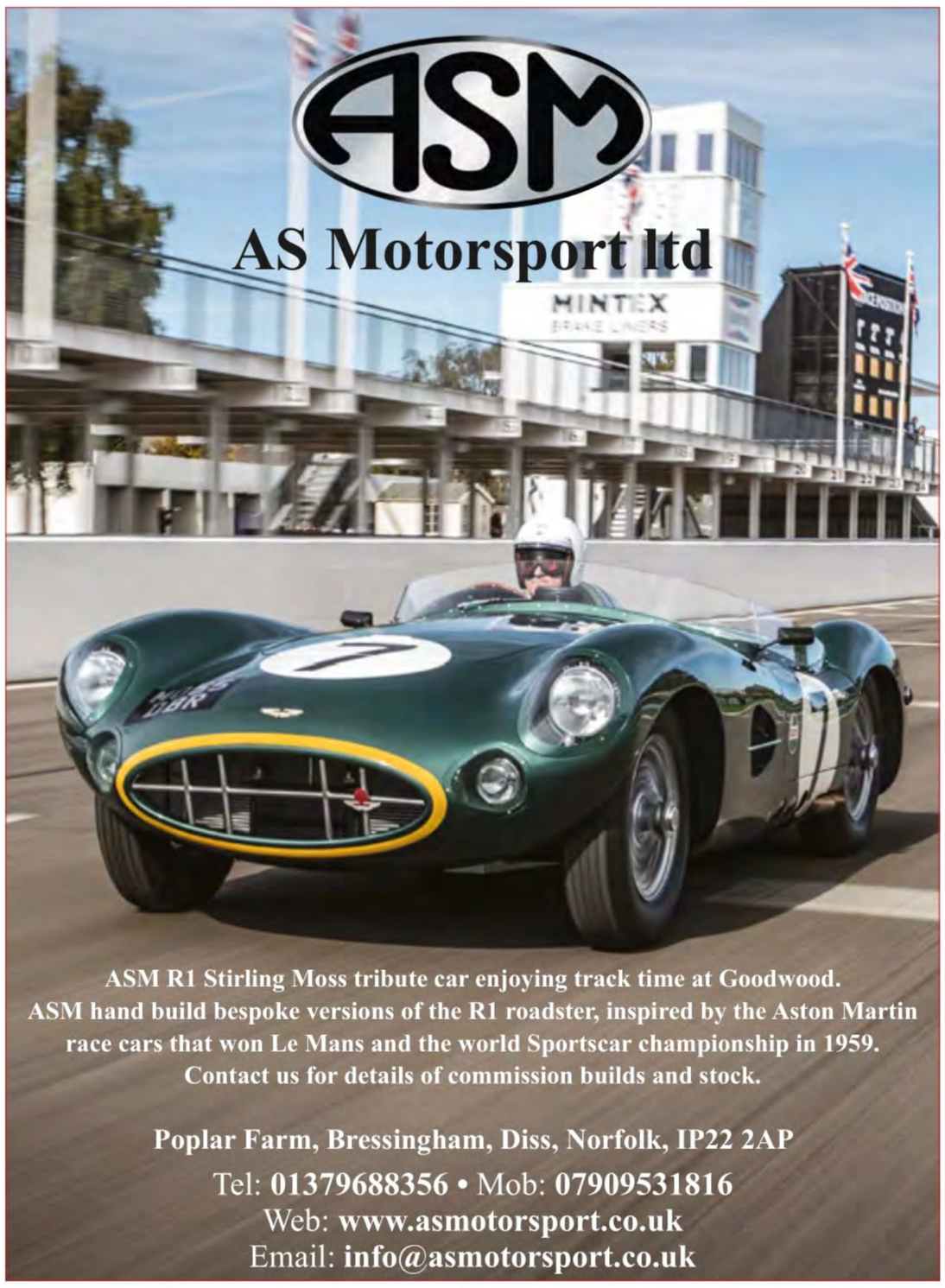
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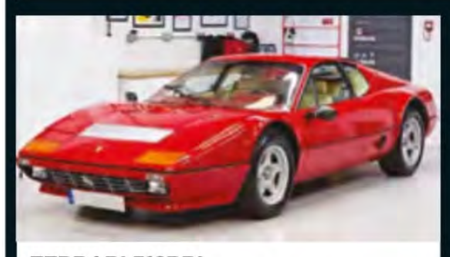
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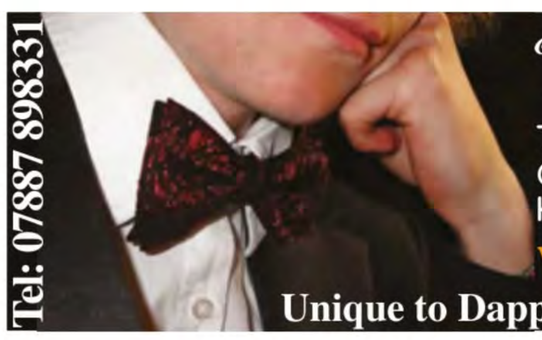
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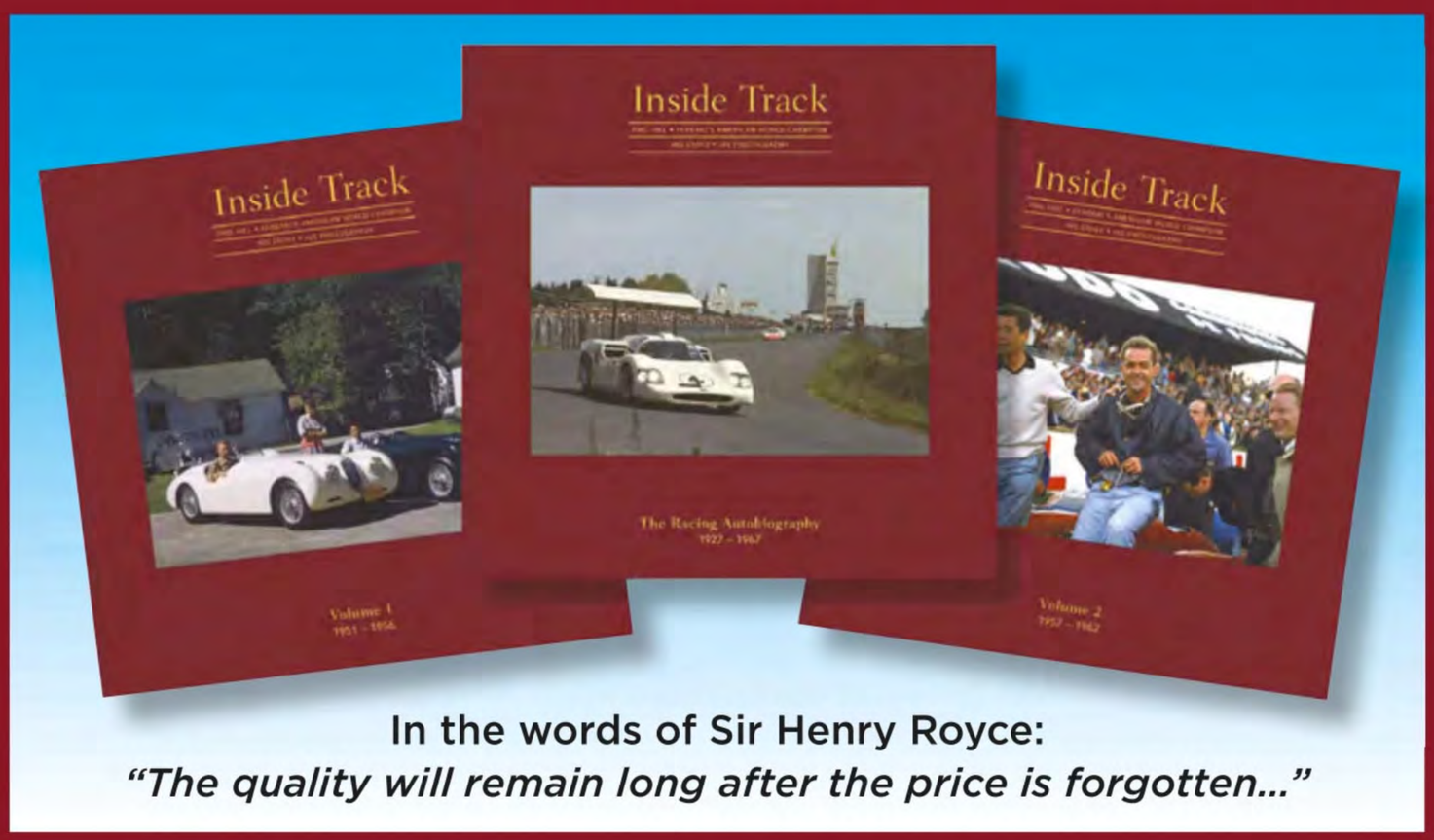
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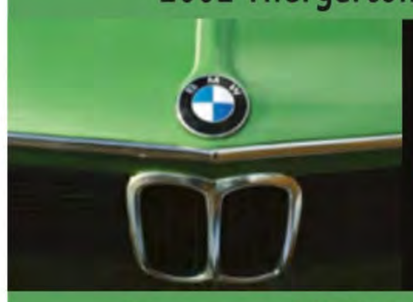
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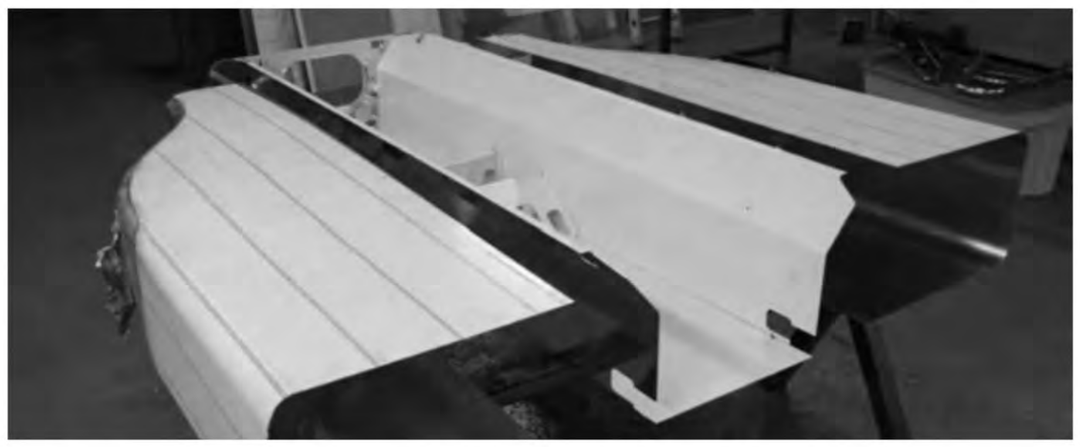
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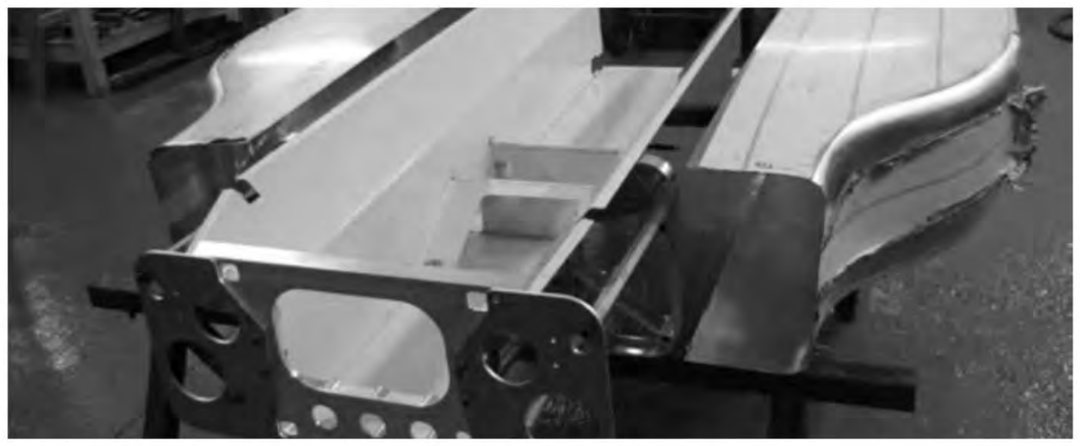
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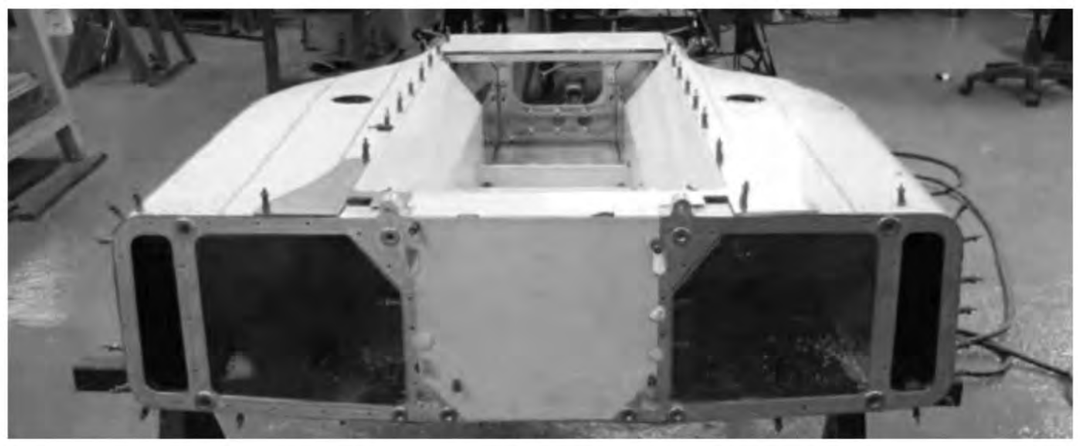
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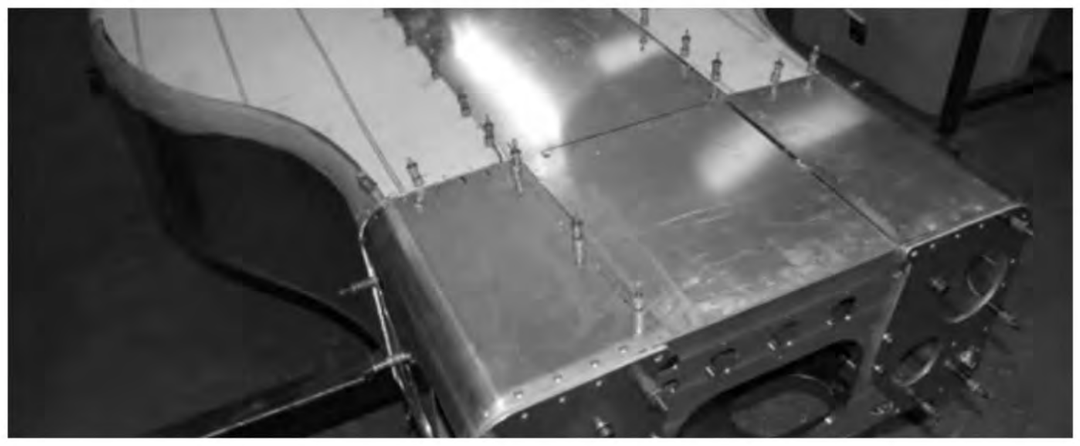
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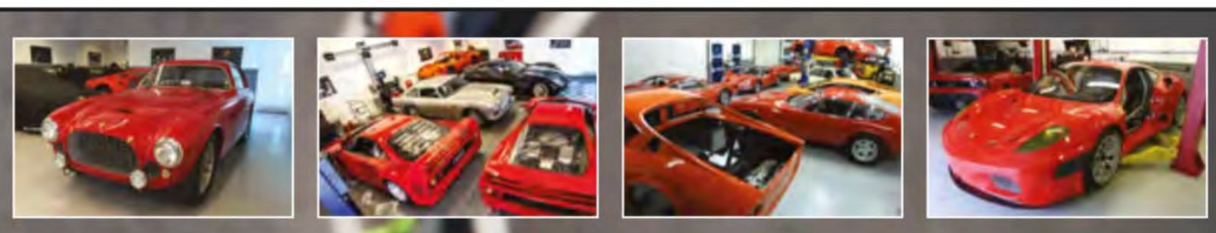
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Exciting news for Classic Porsche 911 owners



New production Weber 40 IDA3C and 46 IDA3C carburettors will be available again from early 2019.
These legendary carburettors are being made by Weber in Spain, using original Factory drawings and brand new tooling to ensure OEM levels of performance and quality. Contact us now for further details

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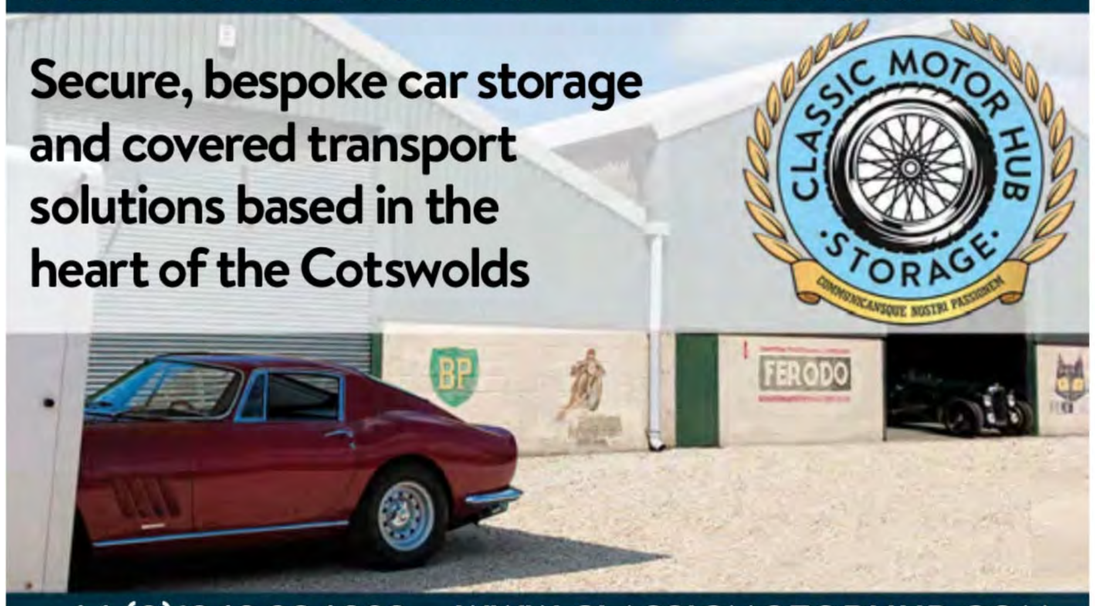
All Kits Feature Genuine Spanish WEBER Carburettors, Manifold Linkage, Fittings and Weber Tuning Manual

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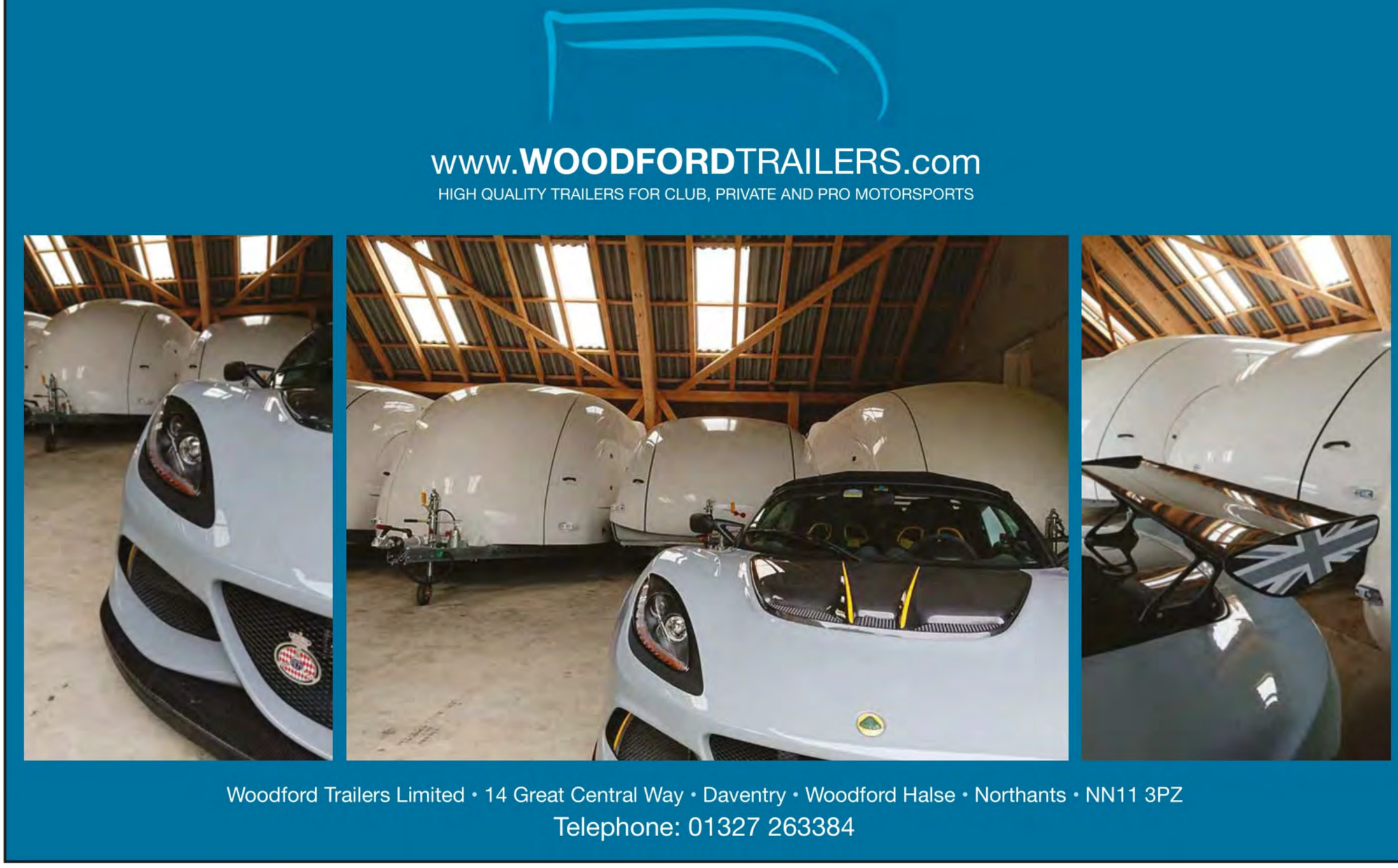
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The Maranello Concessionaires Ltd Ferrari 275LM of Lucien Bianchi/Mike Salmon is pushed to the grid. It would retire after eight hours with gearbox failure



Graham Hill and Jackie Stewart fought to 10th place aboard their 2-litre turbocharged Owen Racing Rover-BRM

Driver access, and camaraderie, was very different back then. Here legends including Graham Hill and Jackie Stewart (Owen Racing Rover-BRM), John Surtees (Ferrari 330 P2) and team boss Rob Walker take time for a chat

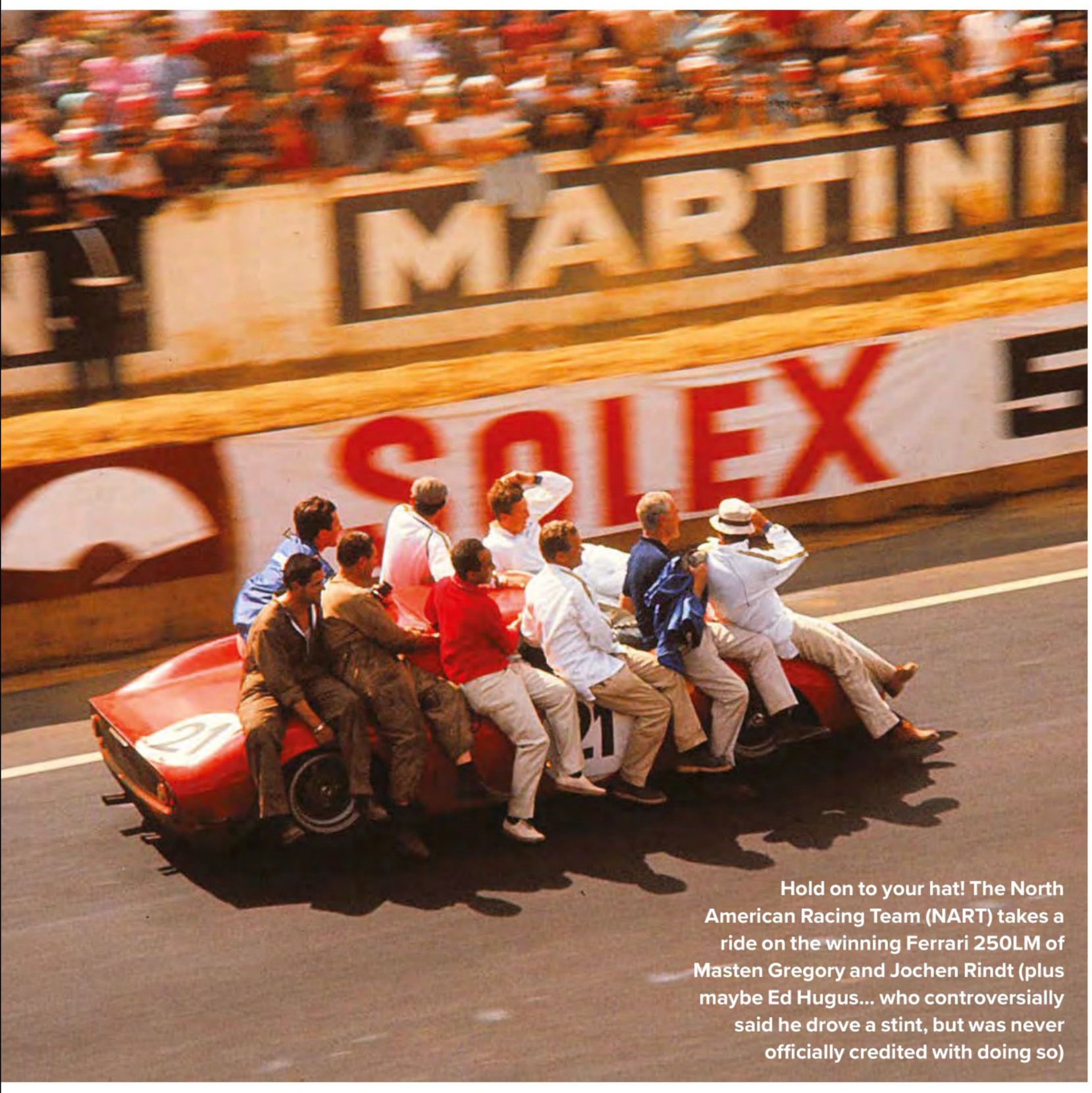


He might best be known for his Mini antics on the Monte, but Paddy Hopkirk shared this MGB with Andrew Hedges. They finished 11th



Classic endurance

Le Mans in 1965 was undoubtedly a more open place than it is now. Keen motor sport photographer and reader **Brian McFadzen** grabbed his Kodak SLR camera and headed to La Sarthe to capture some stunning images of the cars and drivers from a very special era



Hold on to your hat! The North American Racing Team (NART) takes a ride on the winning Ferrari 250LM of Masten Gregory and Jochen Rindt (plus maybe Ed Hugus... who controversially said he drove a stint, but was never officially credited with doing so)



Early into its production, the Ford GT40 started to make an impact. Rob Walker's entry was quick before blowing up



Jo Bonnier at the wheel of the Ferrari 365P2 he shared with David Piper. They dropped out with ignition problems

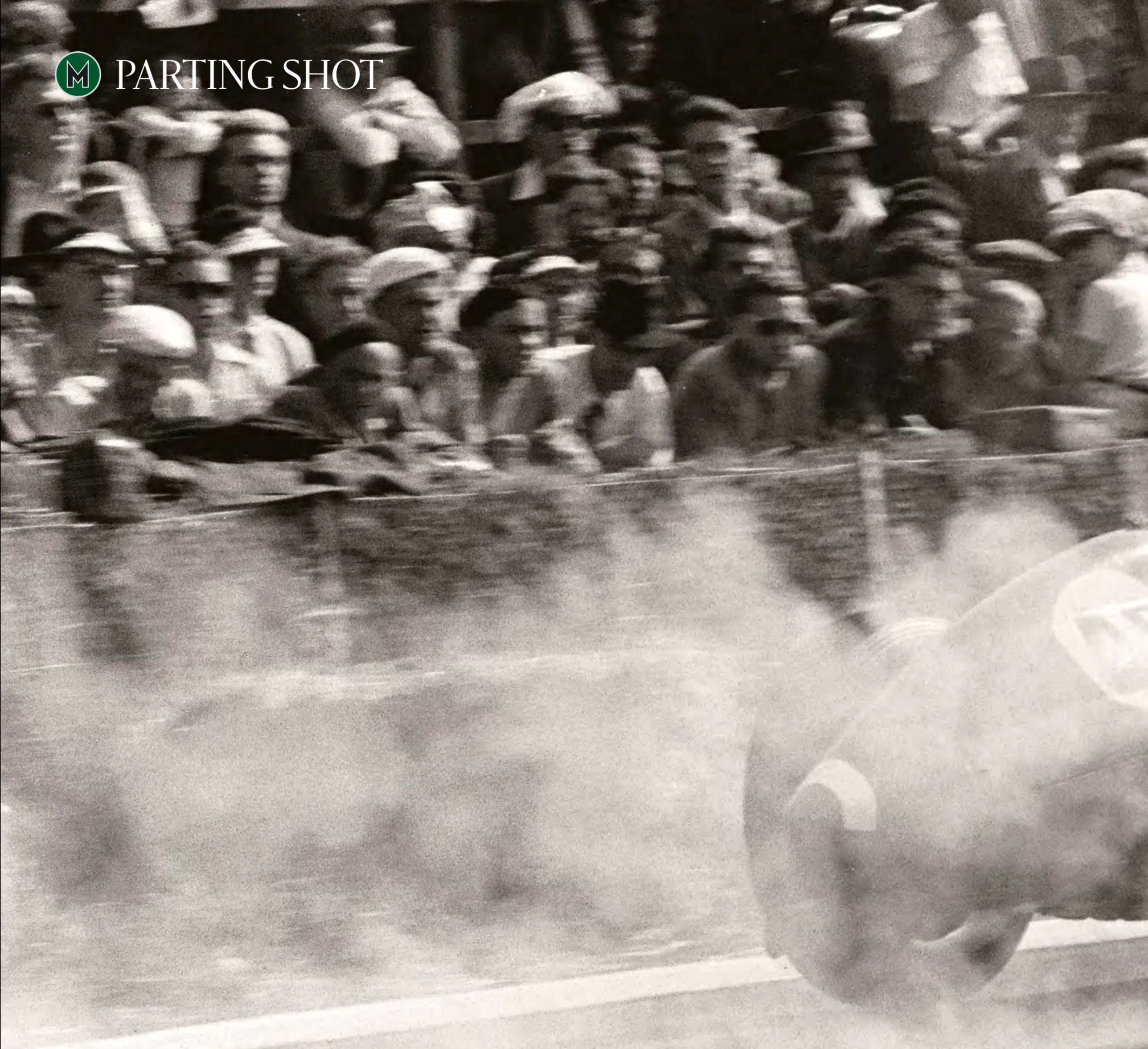


Privateers starred in '65, the Pierre Dumay/ Gustave 'Taf' Gosselin Ferrari 250LM could have won were it not for a tyre blowout.

SEND US YOUR IMAGES

If you have any photographs that might be suitable for *You Were There*, please send them to: Motor Sport, 18-20 Rosemont Road, London, NW3 6NE or e-mail them to: editorial@motorsportmagazine.co.uk

PARTING SHOT



JULY 1, 1951
REIMS-GUEUX, FRANCE

Yves Giraud-Cabantous lights up the rear tyres of his Talbot-Lago T26C to entertain the crowd during the French Grand Prix. A perennial midfielder during his four-year F1 career, Giraud-Cabantous finished the race in seventh, six laps down on the winning Alfa Romeo of Luigi Fagioli and Juan Manuel Fangio. José Froilán González/ Alberto Ascari beat Ferrari team-mate Luigi Villoresi to second place.

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1958 Aston Martin DB MkIII

Finished in pale metallic blue with contrasting grey hide interior. This car has been the pride and joy of a fastidious gentleman who has owned it for over 20 years. Shortly after his initial purchase the car was sent to Racing Technologies in 2003 who rebuilt and upgraded the engine and made improvements to the handling of the car. New Michelin tyres were fitted in 2016 since when the car has covered only 2,500 miles and I should go so far as to say that this is one of the best driving Feltham Astons that we have ever had the pleasure of handling. Other items which contribute towards the quality of the vehicle are an aluminium radiator coupled with and electric cooling fan and an electric heated rear window. This now represents extremely good value at **£250,000**



1969 Aston Martin DB6 Vantage

Finished in Dubonnet Rosso with contrasting pale beige hide interior. This is an original factory Vantage which has had only 3 owners from new, the last of whom is an enthusiastic lady member of the Aston Martin Owners Club. She has used the car for numerous events organised by the club and during her ownership has had the car regularly maintained with various well known marque specialists, all of which is recorded within the well-kept history file. Built from new to Vantage specification, this is one of only 69 genuine RHD Vantages with the 5 speed ZF gearbox making it very rare indeed., Recorded within the history file is the fact that in 1970, the wheel arches were flared. Although DB6 prices have levelled out over the past 18 months, the Vantage version remains the most desirable and this car is now represents very good value at **£250,000.**



2010 Aston Martin Rapide

Finished in Quantum Silver with Chancellor red hide interior and best quality grey Wilton carpet throughout. First seen at the Detroit Motor show as a concept car in late 2006 and designed by Marek Reichman, the car finally became available to the public in 2009. This 2010 example has covered 76,000 miles in the hands of 2 private owners and has remained in remarkably good condition considering the mileage. The specification includes touchtronic transmission, sports seats with seat cooling, Nexus alloy facias and 20 spoke silver finish alloy wheels. Offered today at what must be the cheapest on the market, it now represents amazing value for a car that was originally priced in excess of £150,000. Now only **£39,950**



1959 Triumph TR3A

Finished in the original colour scheme of Pearl Grey with contrasting red upholstery. The restoration of this beautiful example that has recently been finished has been a labour of love by the last owner and is a credit to his expertise and attention to detail. The car is as good on the underside as it is on the body and the engine bay is sheer delight. Everything on this car is working correctly and the car drives at least as well as it looks. Pearl Grey was a discontinued colour at the time of the original build and hence it must have been specially ordered at the time. With this car is a file of invoices and many of the parts were supplied by marque experts Revington TR in Somerset. There is also a detailed resume of every stage of the rebuild of the car together with a set of detailed photographs. This is probably the very best TR3A currently on offer and still competitively priced for such a beautiful example at **£39,950**

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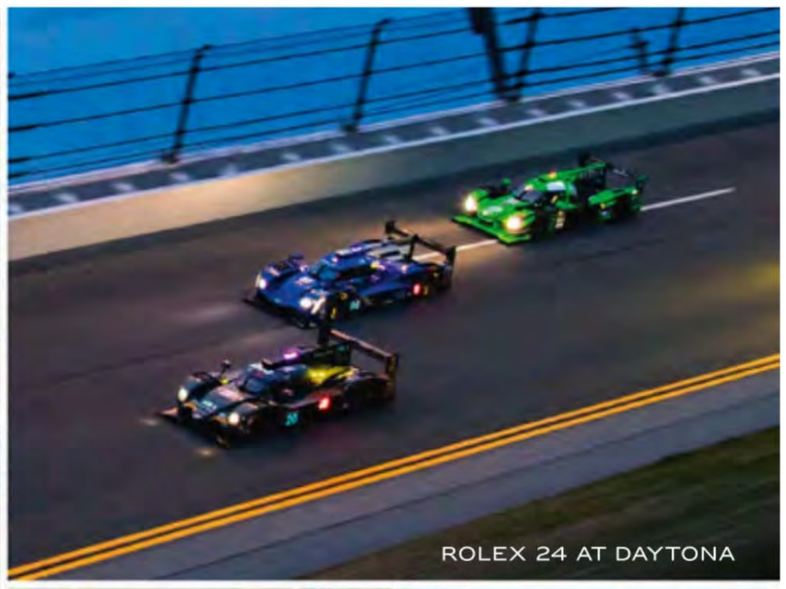
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