

NIGEL ROEBUCK
'MY INDY LAP WITH ANDRETTI'

THE REAL LINK BETWEEN **SENNA & HAMILTON** *p30*

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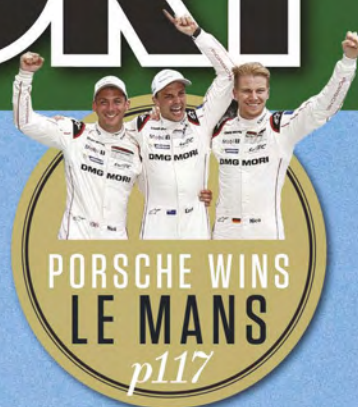
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WHO WOULD YOU choose to become a member of the *Motor Sport* Hall of Fame? A great Formula 1 or sports car racing champion? How about a designer or engineer who helped shape an era? Is there a motorcyclist or rally driver that inspired you and captured your imagination like no other? We need to know – because your votes will decide who next will enter our exclusive club for motor racing’s greatest achievers and most charismatic figures.

We launched the *Motor Sport* Hall of Fame in 2010 as a means of celebrating and acknowledging the heroes who have shaped racing history. Since that night at the Roundhouse in London, where we announced the original eight founding members and the first four inductees, a total of 29 racing legends have joined the club, the most recent in 2014 being James Hunt, Alain Prost, Ross Brawn and TT star John McGuinness. After a pause for breath in 2015, we’re building a new head of steam to expand the Hall of Fame next year.

But this time it will be different. To date, the team here at *Motor Sport* has chosen each new member. Sure, we’d consider carefully the thoughts and suggestions of readers, and those of previous inductees too. But ultimately the choices were down to us. Now we have shifted that responsibility on to you, the knowledgeable and loyal readers whom the Hall of Fame should truly represent.

Here’s how it will work.

For the first time, we have created categories for the awards representing the breadth of world motor sport: Formula 1, sports car racing, the US scene, motorcycling and rallying. Our role will be to offer ‘long lists’ of names for each, to be drawn up from what are



DAMIEN SMITH
EDITOR

likely to be lively discussions broadcast as part of our popular series of online audio podcasts. Then it is over to you, to vote via our website on whom from each category should join the club.

To ensure each nomination is considered carefully, we’ll stagger the release of the ‘long lists’ through the rest of this year and into next. First up is Formula 1. We’ll be recording the podcast to decide the nominations in the wake of the British Grand Prix, so keep an eye on the website and social media, listen in, then cast your vote. We’ll release the options for the other categories in similar fashion in the weeks and months to come.

Your choices will be revealed at a *Motor Sport* Hall of Fame ceremony next year, where for the first time tickets will be available to purchase. We’re still

working on a date and venue, but you can be sure it’ll remain in keeping with previous Hall of Fame nights that proved so popular among the great and good of motor racing.

We’re excited by this new era for our exclusive club. Its biggest fault up to now was that it was too exclusive – you, the readers, weren’t invited! Now, through voting and perhaps even joining us on the night, the *Motor Sport* Hall of Fame will genuinely become inclusive, just as it should be. We hope you enjoy the podcasts – and happy voting.



“WHY ARE THOSE PRETTY WOMEN standing there?” asked my 12-year-old daughter as a victorious Lewis Hamilton pulled into *parc fermé* at the Canadian Grand Prix. She takes little notice of motor racing, but had there been any chance of Formula 1 piquing her interest, it was snuffed out as soon as I told her the identikit models’ purpose was purely decorative. She wrinkled her nose and went back to her book.

Motor racing doesn’t do itself any favours when it comes to women. I’m no prude, but ‘eye candy’ in a sporting context... it’s so 20th Century. I’m not talking about exploitation here – the young women involved weren’t forced to stand there and I’m sure were delighted to do so. Rather, it’s about what they stand for, the message it broadcasts about motor racing’s attitude to half the world’s population – and a largely untapped audience. It makes no sense.

Happily, there are in 2015 many examples of proper role models in motor racing to inspire girls, as highlighted by a recent discussion hosted at the Institution of Mechanical Engineers in London. ‘Women in Motorsport Engineering – Beating the Competition’ featured a panel of women who have built respected careers in the sport on equal terms, and on merit.

Leena Gade, race engineer at Audi Sport Team Joest, is the best known following her role in guiding André Lotterer, Benoît Tréluyer and Marcel Fässler to three Le Mans victories in the past five years. She was joined by Bernadette Collins, a former design engineer at McLaren and now a strategist at Force India, and Gemma Hatton, a race engineer at the new Paras Racing British Touring Car Championship team. □



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The trio spoke eloquently about their jobs and what inspired them. It demonstrated that for all the dated grid girl ‘fluff’, motor racing remains a fantastic, meritocratic industry where motivated, educated, intelligent people can get on, whatever their sex, race or background. Which makes the image misfire even more pronounced.

They were asked about an idea espoused recently by that man with his finger on the pulse, Bernie Ecclestone, who reckons an all-female race series is the best means to promote women in motor sport. “I’m all for equality, but the all-female idea is inequality in the other direction,” said Collins. “There is no reason why women can’t compete with men, as drivers or engineers. It’s a terrible idea.”

Hatton described it as “obvious segregation”, while Gade added “There’s nothing better than beating the guys at the rules they wrote themselves. It’s only as hard as you make it to be a woman in motor sport.”

On the question of the lack of women racing drivers, all agreed that, as Hatton put it, “There isn’t one that’s fast enough for F1”, and that’s unlikely to

change until the pool of women racers gets bigger. “That’s down to parents not putting daughters in karts,” said Collins. “It’s an attitude that will take time to change.”

But the female minority in engineering has wider, more important implications. Host Jennie Gow pulled out a statistic that only six per cent of the national engineering workforce is female, with Collins making the point that a serious perception problem lies at its heart. “So many people don’t know what engineering actually is. They tend to think we go to work in greasy overalls. This country needs to do more to revive the image of engineering.”

“In Germany engineers are regarded as highly as doctors,” said Hatton, as confirmed by Gade, who lives in Ingolstadt. They all agreed this is not a gender-specific problem, too. Alarmingly, engineering is unfashionable as a career choice for boys as well as girls.

The evening was thought provoking and inspiring – particularly for a father of daughters. *Motor Sport* recorded the discussion and it’s available now on our website as a podcast special. It is well worth an hour of your time.



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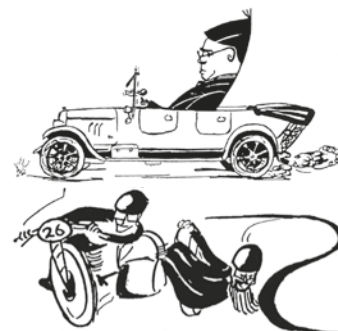
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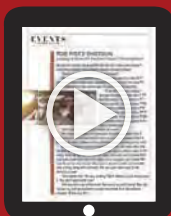
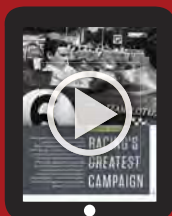
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- Jim Clark's amazing 1965 season
- A lap of Le Mans with Tom Kristensen
- Indy 500, 50 years ago: race highlights





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THE MOTOR SPORT MONTH IN PICTURES



JUNE 14, 2015

Porsche takes no17

LE MANS, FRANCE

Having taken its 16th Le Mans win in 1998, and then stayed away until last year, Porsche has returned to the top of endurance racing's most famous podium. Nick Tandy, Nico Hülkenberg and Earl Bamber headed a Porsche 1-2, with Mark Webber/Brendon Hartley/Timo Bernhard taking second ahead of André Lotterer/Benoît Tréluyer/Marcel Fässler (Audi).

ROLEX/STEPHAN LOOPER



GETTY

MONZA, ITALY, JUNE 21

Loïc Deman gets the jump on former GP driver Paolo Barilla and Simon Fish as the first of two Masters Historic F1 races begins at Monza. Deman won both at the wheel of his CGA-run Tyrrell 010. There were 35 cars in the field, 15 more than there were in the concurrent Austrian GP, about 400 miles away.



SIMON ARBON

RED BULL RING, AUSTRIA, JUNE 20

From the left, former F1 racers Christian Danner, Riccardo Patrese, Gerhard Berger, Niki Lauda, Jean Alesi, Nelson Piquet, Alain Prost and Pierluigi Martini gather for a pre-Austrian GP demo run. Martini's Minardi failed to last the distance...

RED BULL

LE MANS, FRANCE, JUNE 13

Before Porsches took first and second places in the main event, Ford GT40s did likewise in a 55-strong Le Mans Legend race on Saturday morning. Bernard Thuner and Claude Nahum won from Andrew Smith and James Cottingham. Solo racer Ludovic Caron was third in his AC Cobra.

LE CASTELLET, FRANCE, JUNE 20

The sun sets on the Nissan GT Academy GT-R of Alex Buncombe, Wolfgang Reip and Katsumasa Chiyo, who won the third round of this year's Blancpain Endurance Series. The top six positions went to as many different marques, with Bentley, BMW, Mercedes, Ferrari and Lamborghini next up.

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JAKOB ERBEY

THE MOTOR SPORT MONTH IN PICTURES



➔ DARWIN, AUSTRALIA, JUNE 20

One day before celebrating his 41st birthday, V8 Supercars veteran Craig Lowndes clinched his 100th series victory, beating Tim Slade and Chaz Mostert at Hidden Valley, Darwin. The Triple Eight Holden driver has been competing in the category since 1996.

➔ ISLE OF MAN, JUNE 12

John McGuinness demonstrates the extraordinary balance that forms an essential part of the modern road racer's armoury. The Lancastrian's victory in this year's Senior TT was his 23rd on the Isle of Man, edging him ever closer to record holder Joey Dunlop's tally of 26. The 43-year-old Honda rider also broke Bruce Anstey's circuit record by covering the 37.73 miles at an average speed of 132.701mph.



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Nigel Roebuck

PAST, PRESENT, FUTURE

McLaren racer-turned-tester Kevin Magnussen tells Nigel Roebuck all about his passion for motor sport history and his hopes for the future. Patiently awaiting his next big chance, the Dane believes some rivals are in F1 purely for the money. Kevin? He just wants to compete...



ALL IMAGES: LAT

REFLECTIONS
with
Nigel Roebuck

IN THE MONTRÉAL Paddock Kevin Magnussen grinned at a photograph of Jean Behra's Gordini at the Nürburgring in 1952.

"I've never driven round there," he said, "but I know what it's like because my dad took me round in a road car and I thought it was fantastic. One of the problems today is that Formula 1 cars are not fast any more, and the tracks don't *feel* fast – but if you put today's cars on this track, I don't think we'd complain they weren't fast enough! A place like that takes guys with small balls away..." In a handful of sentences, you can perhaps get a flavour of Magnussen's colourful way with English and also of how he feels about the sport he loves. Unlike

virtually all his contemporaries, he is fascinated by its history.

"You know," he said, "I've never been to an 'old' track that I didn't like. They're more fun than modern circuits, and one thing that definitely makes them better is when there's no run-off – just grass and a wall or a tree or something. Everybody has a brain, so you know if you go off it's going to hurt, and obviously that makes it more exciting – OK, of course we don't want to get hurt, but... No matter how you look at it, it's a choice: if we make it safer, we make it less exciting. It's as clear as that.

"I know Jules [Bianchi] very well, and it's terrible when there's a bad accident like his, but whatever you do in the world someone will get hurt. Compared with most things racing is still bloody dangerous, but what happened to him didn't really seem part of the sport..."

We look at a picture of Stirling Moss's Maserati 250F en route to victory in the 1956 Monaco Grand Prix.

"That's such a beautiful car – and look how close the spectators are! I'd love to drive that – as a racing driver, you know, you look at a car and think, 'I can imagine how that feels', but this... I really can't imagine.

"I've never driven a really old F1 car. I drove Mika Häkkinen's McLaren – the '98 car that won the world championship – and that was old to me, but still quite a high-tech car. In fact, the only thing old about it is the *huge* laptop they use to start it!"

Until I pointed it out to him, Kevin hadn't taken in that in the cockpit Moss was wearing a white T-shirt. He giggled in astonishment. "It's so hardcore! That really is cool..."

On to Jimmy Clark's Lotus 49, sideways at Silverstone in 1967. "You could watch that all day, couldn't you? The problem is that you can't unlearn anything – what we have now is what we have. Remembering my time in Formula Ford... this must have been like a big, powerful Formula Ford car to drive.

"In today's cars the tyres are gripping, and now they're not any more, but in Formula Ford they're *never* gripping, so you were always over the limit and I guess it must have been the same with cars like this..."

Next, a picture of J Hunt, relaxing by a pool with four or five ladies. "What a legend!" said Magnussen. "And you know it's not like one is his girlfriend, and the others are just friends..." As I said, the boy has some knowledge of racing's past.

The 1979 battle at Dijon between Gilles Villeneuve and René Arnoux he knew all about. "Villeneuve overtakes Arnoux into a corner, locks up completely and gets sideways, and you think, 'That's it for him', but he holds it – doesn't even run wide! Amazing..."

I told Kevin about Patrick Depailler and his eccentric motorcycling habits; how he would ride his Kawasaki flat out in the hills above Clermont-Ferrand, clad only in a pair of shorts. "James," I said, "always reckoned Patrick had a death wish, but he said no, it was the

opposite – it made him feel acutely alive. 'I get to the bottom of the mountain, and there is no blood, and I have nothing broken – and it's only because of my skill...'"

Magnussen said: "People who become F1 drivers these days are completely different personalities from those in the past. You don't need that adrenaline – it doesn't take that any more. There are many drivers who want to get to F1 today, but I think a lot of them – I'm not saying all – just want to be superstars, and rich and famous, not so much because they really love Formula 1."

Time was, I said, when they may have become famous, but emphatically they didn't get rich: when Jim Clark won the world championship in 1965, Colin Chapman reputedly paid him £7500.

"It would be interesting," Magnussen mused, "to see how many of today's drivers would actually leave the sport if they weren't getting paid what they are, and couldn't afford their own jets and stuff – that's what gets dreamed about these days..."

Presumably, I said, you wouldn't include yourself. "Well, I'm not getting paid much, anyway! But actually I think there'd be a lot of drivers leaving, saying, 'Ha, I can make more money somewhere else.' Maybe that's the target for Formula 1: to make the race cars cooler than private jets..."

We looked at a shot of Senna's McLaren heading down towards Eau Rouge. "I think it was a bit more exciting then than it is now..."

Because of the lack of run-off? "Yeah! Back then this would have been a corner – a *proper* corner."

These days, I said, most drivers reckon that downforce has made Eau Rouge 'easy flat', that a greater challenge is Pouhon, the long downhill left-hander further round the lap.

"Yes – but there's so much run-off there! If you go off, it's like a car park! The problem is that everything depends so much on your car – everyone has the courage to go to the limit of the car, to slide it or whatever, so it's just about how much grip you have..."



IF IT WAS A PLEASURE TO WATCH FELIPE MASSA AND Sebastian Vettel work their way up from the tail of the grid, the Canadian Grand Prix – at a circuit renowned for unpredictability – was otherwise a dull affair, and the highlight of my weekend was this relaxed chat with a driver not even taking part.

I remember Fernando Alonso telling me about his year in the shadows, as Renault test driver in 2002, and how frustrating he found it. That said, he was at least in the car a lot, for testing was ceaseless back then – and there was also the comfortable certainty that he would be racing it the following year.

To be a test/reserve driver for a major team can bring its own rewards, but only by proxy. Olivier Panis, in that role with McLaren 15 years ago, told me that every time Häkkinen or Coulthard won a race he felt he had contributed, but his eye never left the big picture: if he could match Mika's test times – which often he did – it would remind the F1 community of his abilities, and perhaps get him back on the grid.

And the ploy worked, at least to some degree. In 2001 Olivier joined the fledgling BAR outfit, and later Toyota, but neither produced much in the way of results, and in '05 he retired from F1.

A successor to Panis as McLaren test driver was Pedro de la Rosa, who gave great service to the team, and partnered Kimi Räikkönen for much of the 2006 season, following Juan Pablo Montoya's impromptu departure. It didn't lead to a full-time drive, however, and de la Rosa reverted to his old job before leaving for Sauber in 2010. When that



Melbourne 2015: Magnussen subbed for an injured Alonso a year on from his striking debut for McLaren (below)

didn't work out he rejoined McLaren – still in the test role – the following year, but what said everything about a racing driver's need to *race* was Pedro's decision for 2012 to join no-hoper HRT.

"Once I'd raced for McLaren," he said, "it wasn't easy to go back to being the test driver..."

In 2015, after a debut season alongside Jenson Button, Magnussen finds himself in just that position. Had Ferrari not absurdly brought in salesman Marco Mattiacci to run the F1 team last year, Alonso would not have left, but they did, and his move to McLaren meant no drive for either Button or Magnussen.

Ah, but which? After one season of Sergio Pérez at McLaren, within the team there was little enthusiasm for a second, but assuredly it wasn't like that with Magnussen, and in the press room there was a conviction he would get the nod for 2015 – indeed a belief that he had already been told the drive was his.

Kevin would not, however, confirm that: "I wanted to believe I had the seat, but I was never completely sure at any point. I could see that... other people thought I would have it, so I kind of felt comfortable about that, but still I knew it wasn't done and, looking back, I took that pressure quite badly.

"I tried to do even more to show that I was much better than Jenson – and *no one* is much better than Jenson! Maybe someone is better, but no one is *much* better, and instead of concentrating on that I should have focused on simply being the best I could be, on trying to beat him and everyone else: if you only focus on one target, you'll miss it..."

For all that, Button's enquiries about a World Endurance Championship drive, as well as his body language at the final race, Abu Dhabi, suggested that it would indeed be Magnussen alongside Alonso in 2015, but still the saga dragged interminably on. Finally, a week before Christmas, we were summoned at short notice to Woking, where more body language – between erstwhile antagonists Alonso and Ron



Dennis – would be up for scrutiny, and where finally we would learn the identity of Fernando's team-mate.


In the event, there was no need of a formal announcement: one glance at Kevin's face told you how the decision had gone.

He freely admits that at first he didn't cope very well at all. "I just hated everything, you know. I didn't give up, but I was very depressed and didn't care about racing. You get that attitude sometimes when things go wrong. I'd *loved* racing the car, thought I was going to go on doing it, and in the beginning I just thought, 'F*** it...'

"Honestly, it's only been recently that I've started to turn things around. At first I was just depressed, but you don't *really* understand the consequences of what's happened until you get to the track, and see yourself not racing. When I was testing in Barcelona, and then I was in Australia, it didn't really hit me..."

At Melbourne Magnussen was temporarily alongside Button again, for Alonso's testing accident had ruled him out of driving there. And although it may have been a wretched weekend – in qualifying the McLaren-Hondas were slowest of all, and Kevin's then expired on the formation lap – at least he had been there as a driver. In Malaysia, a fortnight later, he was not.

"That was when it started to get really tough – for the first time in my life I saw my own series race without me. You have to remember I started karting when I was two years old, and I've been racing since I was six, and it just felt weird. For so long you lived race by race, and then suddenly you're not racing, and you don't have anything to look forward to – I don't have a contract for next year, I don't have *anything*. There's a chance I won't ever drive a race car again – I don't believe it, of course, but there is that tiny chance, and it hurts so much."

Lest the words smack of self-pity, I should say there was nothing of this in Magnussen's demeanour. More than I have ever seen before, 

REFLECTIONS with Nigel Roebuck

being shut out of a racing car seems to amount in Kevin's case almost to physical pain, but, as he says, he has recently 'started to turn things around'.

"For now, I've accepted not driving for a while – I've kind of got over the desperation of it because I've got a goal in my head: getting back to F1 in a competitive race seat so I can eventually try and win the world championship. That is now my only focus, and it helps a lot, rather than think all the time about how unbelievably uncomfortable it is not to drive a race car..."



JAN MAGNUSSEN, KEVIN'S FATHER, WAS himself on the McLaren books 20 years ago, but he raced for the team only once, standing in for a sick Häkkinen at Aida, and after a couple of disappointing seasons with Stewart Grand Prix found himself out of an F1 drive. That being so, I wondered if he had been able to help his son through the darkest days.

"Not really," said Kevin. "He was depressed, too! I'm sure that all through my career he's been a bit worried because he had a tough time himself – especially when he was out of F1, he had a real depression. He took it really hard.

"In many ways my dad's always been a bit against my racing. He supported me because he knew how much I wanted to do it – paid for my karting, and so on – but he never actually encouraged me, because he thought that, overall, it hadn't really been worth it.

"My dad loves race cars, and he has a proper passion for driving them, but he's had a tough time. Now he's happy, he has a wife and a good life, racing in the States, but through his career it's been tough, and he's always been worried that I should go through the same. When I lost my McLaren race drive I took it badly, but not as badly as he did! I didn't get so much support from him, no, because he didn't know what to do. When you're down, it's better to go to someone who sees everything from the positive side, who'll say, 'Hey, man, come on – keep pushing...'"

Magnussen has an engaging way with him, exuding a fundamental honesty quite out of kilter with this politically correct age: desperate he may be to get back in a car, but that doesn't keep him from critical observations of the current Formula 1. When, after sampling Ayrton Senna's McLaren-Honda MP4-4 recently, Alonso remarked that he wished he could have raced in that era, Kevin was not surprised.

"I absolutely understand what Fernando said – I think in those days a driver could make much more of a difference than now. I've driven in Formula Ford and World Series by Renault, which are more like old-school race cars, and there you can make more of a difference as a driver – even if you don't have the best car. You can push the limits, and get around the corner quicker than the guy who doesn't have the same talent."

Alonso also made the observation that these days a driver is consciously aware of not running at the limit, so preoccupied is he with

constantly listening to instructions, to adjusting this and that.

"He's right. It's not possible to push the limits any more, so it's about finding them – and it's much harder to do now. In terms of being enjoyable to drive on the limit, the coolest car I've ever driven was the [World Series] Renault 3.5 car: you get in it, and you *feel* the limit, and you say, 'OK, this is probably it.' Then you go faster, and faster, and you think, 'Jeez, every time you push it's not the limit, after all!'

"In today's F1 cars, though, on the first lap you're sliding and understeering and locking up, and you think, 'OK, it's not about pushing the limit any more – it's about finding the best compromise.' That can't be right, can it? I don't think true race fans want to see that."

Something else, I said, that fans don't like is the notion that half the time the drivers are effectively cruising, so as to 'save' something, be it fuel or tyres or whatever.

"No," said Magnussen firmly, "the idea of a racing driver 'cruising' is not right. It comes back to what kids dream about these days – it's not the race cars any more, and we need to change that: we need to make them *really* fast – much quicker than they've ever been before. We've got the safety to do it now, but as they've made the cars safer, they've also made them slower. So let's make them safe – and fast, as well. And, at the same time, let's go back to the old race tracks, like Imola and Zandvoort and Brands Hatch and Watkins Glen!"

Not terribly mainstream, I said, your last observation – nor one likely to go down well at a meeting of the GPDA.

"No, you're right," Kevin laughed. "But, seriously, people like me fell in love with racing in the '90s, when it was really cool and exciting, but for the future... what is there for kids to fall in love with now? No sound, not really fast..."

Something else that has surely lessened the *mano a mano* aspect of F1 is the constant radio dialogue between driver and race engineer,

giving the impression of 'driving by numbers'.

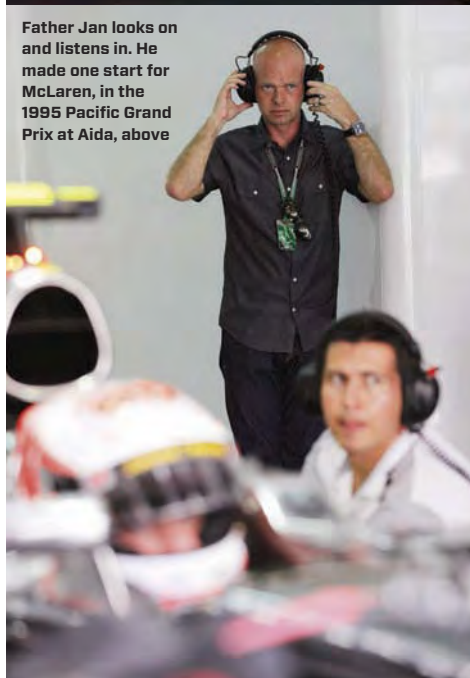
"Of course fans don't like that," said Magnussen, "and you can see why. What would happen, I wonder, if they took away the radios, and you just had a number on the steering-wheel keeping you up to date with the fuel or whatever, and that's it, get on with it..."

"The tyres used in the World Series allow you to go flat out for the whole race – they have pitstops in the rules for the sake of entertainment, but you don't *need* one. In one way, pitstops are good because it means that if you're starting from the back you can undercut people – but at the same time they don't change much at the front because the fast guy will win.

"I remember a Renault 3.5 race at Budapest when I missed qualifying and started at the back. It was raining hard and we ran the first 15 minutes behind the safety car – the race was only 30 minutes long, so when the safety car came in I had 15 minutes to do it, and I finished second! It was just pure balls – no one could see anything, there was



Father Jan looks on and listens in. He made one start for McLaren, in the 1995 Pacific Grand Prix at Aida, above



massive aquaplaning everywhere, but it was the same track for everyone, so make the best of it.

“It’s so frustrating when you know you’re better than someone, and he’s just cruising around in front of you – it’s not how it should be. In conditions like that day in Hungary, though, you could feel how much better you were than other people – you could get past them, and it felt good!

“Honestly I think it was wrong that I was able to finish second in my first Grand Prix – I’d tested for a maximum of five and then straight on the podium! It’s not really right. After 20 races or so you should be getting better, and then it would be different.”

It seems a long time ago now, but Magnussen indeed finished second – behind Rosberg’s Mercedes, ahead of team-mate Button – on his F1 debut in Australia last year. As so often, though, Melbourne proved to be an anomaly in the Grand Prix season, and these were to be the only podiums for McLaren in 2014. Looking back on the remarkable start to his F1 career, Magnussen has mixed feelings. “I feel a bit ambivalent about it, because obviously you’re happy at the time – getting to F1 is a big achievement in itself, and when your first race finishes like that, it feels great.

“The problem was that everything afterwards was measured against that result, which made it tough – if it had come at the end of the year, it would have been better, I think. Yes, it’s good to finish your first Grand Prix on the podium, but if I could choose I would have done that in the last race...”

We can compare Magnussen’s situation at McLaren with those previously endured by Panis and de la Rosa, but at least they had plenty of ‘seat time’. Now, with testing all but banned, a test driver’s lot is to spend his time in the simulator.

“I wouldn’t say it’s frustrating,” said Kevin, “but of course it makes you wish you were driving the real car – you get a little bit of the same feeling, and it’s kind of nice, but not exciting. A bit like watching porn – not the real thing...”

Nor, with drivers like Alonso and Button on board, is there any question of ‘Friday mornings’ at the races. Meantime Magnussen is obliged to endure the less appealing aspects of the F1 driver’s life – not least the ceaseless travel – without the pleasure of competing, and attending McLaren debriefs, I suggested, must be salt in the wound.

“Exactly! I look at the data, I look at the on-board videos, and all I do is think, ‘I could do that better!’ I’m happy to be there, though, because I’m learning, and it’ll help me in the future.”

Had Alonso not been told by his doctors to skip Melbourne, Magnussen might well be enjoying a season of Indycar racing, with Andretti Autosport.

“I was massively tempted by that – I just needed to get back in a race car, back to my normal life. Of course I have other interests, but basically I live to race.

“I was with the Andretti team in Indianapolis and was going to do a test, but at the last minute we couldn’t find the money for it, so there was a little delay. I had to test at Barcelona, and then do the race in Australia, so it was just too late, really. We only had a couple of weeks to find sponsorship, and we lost time when I was testing and racing the

McLaren. One day I’d love to race Indycars. The ovals appeal to me – I really like the Indy 500...”

For now, though, Formula 1 remains the goal, and recently Magnussen went to his native Denmark with Ron Dennis, the aim of the trip to drum up sponsorship for Kevin. “Once a year all the biggest businessmen have a get-together in Copenhagen: we went on the stage, and did a Q&A, then Ron made a speech, and basically we were trying to tell Denmark to get together to support me.

“It doesn’t mean that it’s 100 per cent necessary, but it would help my situation. We told them that it was not only for me that they needed to do it – it was for Denmark, too, because if I can win in F1, it would put the country on the map.

“We don’t know yet if we were successful, but it was definitely worthwhile: apart from anything else, Ron taking the time to travel to Denmark showed me that he still believes in me. McLaren don’t need this – they’ll do fine without me – but I need it, and Ron didn’t do it because he thinks I’m a nice guy: he did it because he thinks I can help him.

“As I said, I really think F1 should reward talent a bit more, but in the end it’s still where the best drivers are, and that’s why you want to win in F1 more than anywhere else. When I was six years old I didn’t think about making a lot of money from doing this: I just loved it, and that’s never changed...”



I HAVE NO IDEA HOW MANY LAPS OF THE INDIANAPOLIS Motor Speedway Mario Andretti must have run in the past 50 years, and neither has he. We can tot up that, in the course of 29 500s between 1965 and 1994, he covered 3040 laps, plus another 116 in qualifying, but how about the endless days of testing?

“Well,” he said, “leaving aside the month of May, when we used to test at Indy it was for a week at a time and I’d test anything between 20 and 25 sets a day, with at least 10 laps on each set. I’ve probably run 100,000 miles there...”

That would equate to 40,000 laps of the Speedway, which is quite a thought: from now on I will always take pleasure in being able to say that, for three of them, I was along for the ride.

My trip in the Dallara-Honda two-seater came late on the Thursday afternoon before this year’s race, and as the time approached I mentioned it to one or two people. “I’m sure you’ll get a kick out of it,” said Rick Mears, “and that’ll please Mario – but don’t think that’s the main reason he drives the two-seater: it’s because it keeps him in a race car! When I realised the flame was flickering, I quit, but Mario’s not like that. He may be 75 years old, but with him the flame still burns...”

No question about that. “You know me,” he said. “I purely, purely love my driving, just like always. I never wanted my racing career to end, but realistically I count my blessings every day for the longevity that was given to me – dodging several bullets, and so forth.

“After I retired in ’94, I was out of Indycars for nine years and then got back in at the Speedway, just doing a test for Michael’s team because he had drivers injured at the time. It ended badly, when I did that flip, but otherwise once I got back into my element that day you’ve no idea how good it felt...”

“WHEN I WAS SIX I DIDN'T
THINK ABOUT MAKING A LOT
OF MONEY FROM THIS.
I JUST LOVED IT
AND THAT'S NEVER CHANGED”

REFLECTIONS
with
Nigel Roebuck

‘When I did that flip...’ Andretti, then a mere 63, was lapping in the 225mph range when he ran over wreckage from Kenny Bräck’s car, which had crashed at Turn One in front of him. Mario’s car somersaulted several times – above the height of the debris fence – before landing right side up. When it comes to dodging bullets, he knows whereof he speaks.

‘Last year, at Sonoma,’ Andretti said, ‘I experienced that big earthquake, in the middle of the Saturday night. I was thrown out of bed, got dressed in complete darkness, went to the parking lot and sat in my car. I couldn’t stop shaking – I was following the race at Spa on Twitter on my phone, and I could *not* stop shaking...’

‘I was slated to be on track in the two-seater at eight that morning – which I was. And you know what? As soon as I got into the cockpit, everything just quietened down, and I was as calm as could be – just because I was back in my element...’

‘The Fastest Seat In Sports’ is what it says on the front of the pale blue Dallara, and I’m not about to argue. There are six purpose-built two-seaters involved in this programme, and – with some pride – Andretti informed me that his was the quickest of them.

‘I keep lobbying for more horsepower, and you’ll notice that, compared with the others, my car is pretty trimmed out! If I don’t get my way, I start pouting, so they think, ‘Oh, we’ve got to keep Mario happy...’ They let me do quite a bit of adjusting, chassis-wise, and some of the changes make the car much freer and more balanced. It handles pretty nicely – I’m having a ball with it.’

Quite apart from the pleasurable aspect of the experience – which was intense – it is probably no bad thing for anyone who writes about this sport, and presumes to make judgements about its participants, to be reminded once in a while of how these people spend their working lives.

I have many times been driven by racing drivers on road circuits, but this was my first time on an oval, and I’ll confess that on the first flying lap, as we went down the backstretch towards Turn



A willing volunteer prepares to step forward for a lap of Indianapolis with Mario Andretti, who remains very committed, below

“I FOUND MYSELF
THINKING, ‘NO MARIO,
YOU CAN’T TURN
IN AT THIS SPEED.’
HE DID, THOUGH...”



Three, I found myself thinking, ‘No, Mario – you *can’t* turn in at this speed...’

He did, though, flicking the car right, in time-honoured style, before pitching it left into the turn, and then – *very* soon, it seemed – doing the same for Turn Four. Child’s play for him, but a very grown-up experience for me, and I savoured every moment. When he backed off, and brought us into the pits, I wished overwhelmingly for more.

When you watch at Indianapolis the turns seem long and open, but when you pitch into them at speed they take on the aspect almost of 90-degree corners, and I was aware of the g-forces at work on me.

‘What were we lapping at?’ I asked Andretti afterwards. ‘Oh, 185-190,’ he said, ‘but remember this: that’s faster than any stock car has been round Indy in the Brickyard 400!’

That was something, but I attempted to put our speed into the context of the 500, tried vainly to imagine how it must be to lap Indianapolis 40mph or so quicker

than that – with a car to your left, another to your right, one in front, one behind – and to keep it up, Ye Gods, for more than three hours. Many times have I been to the Indy 500, but this one assuredly I watched with fresh eyes.

‘Doing this ‘Indy Experience’ with Honda makes sense for me,’ said Mario. ‘I love the people who operate it – they’ve run teams all their lives, and they’re ultra-professional. I’m glad that people like you, who’ve experienced so much in motor racing, can still get pleasure from something like this – although I’m the one that’s actually getting the most out of it! For you, I guess it was probably a novelty to go round an oval...’

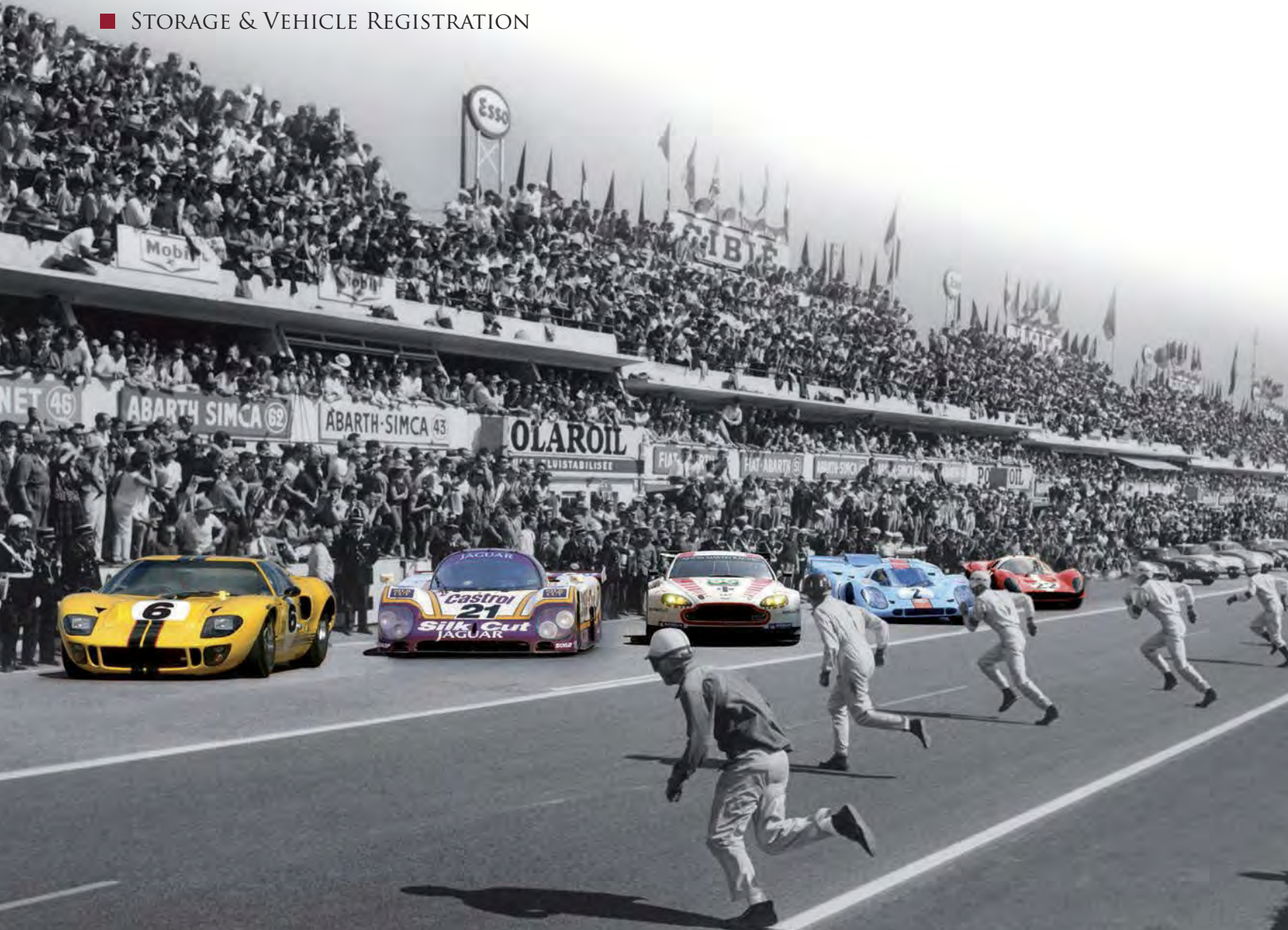
Indeed so, and not only for me. ‘The only time I throttle back,’ Andretti said, ‘is when there’s someone really old in the car – last year I drove a lady who was 102! She’d been going to the 500 since 1948, and when she was 100 years old she said it was her dream to drive round the Speedway with me in the two-seater. She wasn’t worried about herself – she said, ‘I need to do it before Mario gets too old!’”

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GREEN AND PLEASANT?

The Austrian Grand Prix's host circuit bears the national Formula 1 team's name, but Red Bull has yet to record a better result than the eighth place Daniel Ricciardo notched up in 2014. He was but 10th this year, as Nico Rosberg and Lewis Hamilton recorded yet another Mercedes 1-2

F1 FRONTLINE

with
Mark Hughes



Without financial restructuring, the big teams could soon snuff out the smaller, loyal players

B

ACK WHEN THE FORMULA 1 cake was last sliced up among the teams and the rich made richer, one of the biggest beneficiaries was Red Bull, with an annual premium payment of more than \$70m just for being Red Bull, unconnected with its share of prize money. This is second only to Ferrari among the five teams that receive payment based on their historical record and perceived drawing power.

Four of those five teams operate with a staff of 800-1000 – and fantastic facilities that can only be funded by such massive pay-outs. The remaining teams are struggling, with none of these ‘legacy’ payments but still a major proportion of big-team cost bases for the facilities they need. Even if they somehow are successful, they still receive only performance-related payments – not the extra near-\$100m of Ferrari or Red Bull’s \$70m-plus. The smaller teams are essentially subsidising the excesses of the bigger ones.

Those smaller teams – Sauber, Lotus, Force India – are struggling to remain viable as a result. These are good, high-calibre teams with a proven record of success over the years. So with questions over their viability – and therefore their future usefulness to the big teams in subsidising them and ensuring none have the embarrassment of being at the back – are the major players looking at ways to ease the financial burden of the minors? No, of course not. They are making plans to replace them, if necessary, with ‘franchise teams’ – small, independent teams that buy customer cars from the big teams. That way, the big teams get two additional income streams to keep feeding their bloated excesses: 1) the money that would no

STRAIGHT *talk*

Why the big teams are a threat to the survival of the small

longer be paid to the small teams because they were not ‘constructors’ but merely customer teams, and 2) the money the smaller teams would pay the big teams to supply them with cars. Those smaller constructors that have remained loyal to F1, that exist only to race in F1, that have a fine race-winning pedigree, that have been part of the sport’s fibre for decades – well, they can go and sink, can’t they?

There is a possibility of EU action to address the iniquitous payments. But by the time that happens – if ever – we may already be into the franchise team era. Meanwhile the sport will be reliant essentially on the five teams currently being subsidised by the smaller ones. But those five teams are rock-solid, right? Ferrari, tick. McLaren, probably – though it faces financial challenges if it continues to under-perform on track. Williams, tick – though it has a hungry cost base to feed. Mercedes? Only for as long as its marketing objectives are being met.

Red Bull? Ah. Here’s what Dietrich Mateschitz said recently: “Renault take from us time and money, will and motivation... the aerodynamic rules do not allow our designer to use his full talent... when we see that we don’t have any chance to win the championship because of the restrictions on aerodynamics as well... then we lose the desire. We are bad at being support actors.” And on the matter of his team having committed to the sport until 2020: “You can’t force one to stay when he wants to go out. I don’t know if we will have our teams still.”

Renault Sport’s inability to create a competitive engine is central to this, and it’s difficult to see it continuing beyond its contract, which runs to the end of next season. Which all compounds the situation further – making the sport reliant on Mercedes and Ferrari for engine supply. Which points F1 even further down the scary vulnerability of the customer-car route.

Can you spot what’s gone wrong, the catastrophic errors that have been made along the way? It’s not difficult, is it? ☑



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

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Outstanding in the shadows

One of racing's great achievers, Bob Bell has never courted the limelight. Now a consultant to Manor GP, he has a unique distinction: he played a key role in the cars that dominated the final phase of F1's first turbo era and the dawn of its second

photographer STUART COLLINS

FORMULA 1'S FIRST TURBO ERA WAS brought to a close by McLaren's dominant MP4/4 in 1988, when Ayrton Senna and Alain Prost between them won all but one race. Last year, the Mercedes W05 dominated the inaugural season of the hybrid turbo formula almost as surely, Lewis Hamilton and Nico Rosberg between them beaten just three times. Two cars, a total of 35 races – and they won 31 of them. One man was instrumental in the creation of both, an unheralded, softly spoken Belfast engineer who has neatly sidestepped the spotlight for more than three decades in

the sport: Bob Bell. He was the aerodynamicist in charge of the MP4/4 and the technical director at Mercedes as the W05 was conceived.


He'd already been at McLaren six years, recruited by John Barnard direct from Queen's University Belfast with a doctorate in aeronautics engineering, as the MP4/4 did its first test on the eve of the season – at Imola, where it was almost 2sec clear of the field.

“Ron [Dennis] called me into his office,” he says, “which was always ominous. He told me he'd just heard from the track team that the car was immediately more than 1sec a lap quicker than everything else. Even then it didn't really sink in. I just thought, ‘Wow, it cools, it hasn't gone off and it's a second a lap quicker. At least I'm OK for another few months.’ It was a sense of relief – and only later pride.”

It's significant that Bob was at the factory rather than the track as the car was making its first run. Always happier within the nitty-gritty than

the glamour, he's an enabler, someone who makes sure things happen, are done in the right way within the required timeframe. The perfectionist within him and the great way he has with people make him brilliantly suited to this task. The ego-massaging high-profile roles he's happy to leave to someone else. These are traits that would come to determine the trajectory of his career, as a very effective and much coveted manager of engineering groups – especially so as the size of F1 teams grew exponentially in the late 1990s/early 2000s. Back in 1988, even McLaren numbered only about 100 people, about a tenth of the number involved in creating the Mercedes W05 26 years later. At McLaren in 1988, Bell was the only aerodynamicist in the whole company!

“Developing the W05 was all about managing a very large group of people, making sure they had the resources and knew what the direction, priorities and targets were. Teams go into such intimate detail now on the smallest things because that's where the gains are. Getting one per cent more out of each of a lot of people adds up to an awful lot more than getting 10 per cent more out of yourself. So I put all my energy and focus into making sure that the W05 represented the best of the collective effort between Brackley on the chassis side and Brixworth on the engine.

“In the '80s we didn't have finite element analysis for working out structures on the car; most of the composite and metallic design was done by rule of thumb and empirical method. We had no CFD to help with the aerodynamics; we ran a very modest and mediocre aero programme five days a week, eight hours a day, all very laid back. That was at the National Maritime Institute tunnel in Teddington. I did the aero design, drew the wind tunnel model bits, oversaw the wind 

F1 FRONTLINE
with
Mark Hughes

tunnel tests. But I was also head of R&D so was doing material development, structural development, drawing bits when there were just not enough people to draw them to get them out of the door. I was trying to get McLaren's first CAD-CAM system introduced. When I first went there in '82 they didn't have a technical computer. They had a computer sitting in the accounts office that ran the payroll, but there wasn't a single technical computer and I remember [commercial boss] Ekram Sami and I spending a day at an IT trade show trying to convince some vendor to give us a couple of small PCs to do some technical stuff. It felt very different to today, because you were doing loads of different stuff – none of it very well. I was deeply involved in a hands-on way."

While Bell handled the aerodynamics, Steve Nichols was in charge of overall design and Neil Oatley worked on the '89 car. In overall technical charge was Gordon Murray, newly recruited from Brabham by Ron Dennis. "Gordon pushed for the laid-back seating position he'd

enjoy that advantage for a considerable period. Geoff set off to do the early architectural work on the 2014 car, principally aero studies. Aldo looked after development of the existing cars, then as we approached 2014 it became time to do detail design work, so Aldo moved into that while Geoff moved on to look at how the car would be run and operated, which was much more involved than before. I acted as the overseer for those two strands of work and made sure that what the chassis group was doing gelled with what the engine group at Brixworth was doing under Andy Cowell. There was a lot going on and we just dealt with it better for the long term because we started earlier and dedicated resources to making it happen."

Pushed on what the MP4/4 and W05 projects had in common to account for their success, Bell cites four factors: "They were both great examples of a genuine team effort. The people involved approached it as a common task and there was no clash of egos. Steve, Neil and I really gelled on a personal level and it was a similar thing at Mercedes



Mercedes W05 and McLaren MP4/4 - different eras, different rules, but a common thread: the technical input of Bob Bell

already tried on one of his Brabhams [the BT55 of 1986]. That was his main direct contribution to the car, which was otherwise Steve's work. Gordon was nominally put above Steve and Neil, while as the aerodynamicist I was junior to them."

By the time Bell became technical director at Mercedes, recruited by Ross Brawn in 2012, he would be overseeing a staff of hundreds. Bell assumed some of the technical control relinquished by Brawn as Ross concentrated on his team principal role. Bob recruited in turn Geoff Willis and Aldo Costa. It was a high-calibre collection of individuals, each of them having served as technical directors elsewhere – but, as Bell sees it, such a group was absolutely necessary given the task in hand at the time, and goes a long way towards explaining Mercedes' current dominance.

"I think the other teams really missed a trick at that stage," Bell says. "There was so much to do. When I came in we were working on the then-current 2012 car, the 2013 V8 car and the 2014 hybrid. On top of all that we were in the midst of exhaust blowing – which was a huge area of development requiring a very close liaison between the chassis and engine groups. There was such a lot going on and the formula change was of such a magnitude that we felt it was a real game-changer – and that we had to get it right. Because if we did, we could potentially

“RON’S VISION CHANGED THE SCALE OF F1, AND IT TOOK THE OTHERS A LONG TIME TO CATCH UP”

between me, Geoff, Aldo and Andy Cowell.

"Secondly, we had fantastic – though very different – leadership in Ron and Ross respectively. Ron's vision changed the scale of F1. He saw the way the sport was growing through what Bernie was doing and used that to generate much bigger sums of money for the team. He understood you had to have a big chunk of the organisation just out there finding money. He scaled it right up year on year and it took the others a long time to catch up. He was very good at getting the best

drivers, had a way of convincing them that McLaren was the place to be, a way of instilling loyalty. Ross was a very different sort of boss to Ron. He'd started out as an apprentice machinist and could do everything. He was completely unruffled, objective and calm but tough. He almost relished a fuss, particularly a legal fight and just rose above everyone else. When you were in a difficult situation, you were confident that the captain at the helm was going to rescue the day. You only really noticed his presence when there was an issue to be resolved: the bigger the issue the bigger his presence. Some people tend to be shy and disappear into the background when a dark cloud appears over the horizon, but Ross walks with you to face it – and that gave you a great deal of confidence. I deeply admired him and learned a lot from him about how to treat people and lead people.



Brawn has never sought the glare of publicity. Despite his vital input to dominant teams, his name is not widely known. Below, W05 hit the ground leading

“Thirdly, both cars had undoubtedly the best engines of their day. Honda led the way in ’88 – though Lotus had that engine at its disposal too – just as Mercedes produced the best power unit in 2014.

“Fourthly, perhaps the competition just did a poor job on both occasions. That can happen, and in each of these cases I think it did.”

He might have made a fifth point – that both teams were rather well served by driving talent. “I saw far less of Ayrton and Alain than I did Lewis and Nico. Because I was based at the factory, the only time I really saw the McLaren drivers was when I ran a couple of tests. The animosity between them wasn’t really apparent on the surface and they were very professional. Ayrton was much more proactive than Alain and gave the impression of being more in control of the group of people around him, plus his relationship with Honda was much closer. When you were with Ayrton you definitely had the feeling that this bloke was something special. I got a similar feeling with Schumacher at Mercedes, but I didn’t get it with anyone else. Nico and Lewis are very fast, very talented and incredibly strong technically. If you brought Senna back and put him in Lewis’s car, Lewis would probably beat him. Maybe if you put Lewis in Senna’s car Senna would beat him. The sport has evolved, become much more technical. You now need a much deeper understanding of the technology behind the cars so it’s difficult to draw comparisons.”



Brawn and everyone else who worked on the W05 project cite the incredibly tight co-operation between the chassis and engine sides of the equation in the conception of the car – and that’s not a claim that could really be made of McLaren and Honda in the late ’80s. “Obviously, they were two different entities – unlike at Mercedes. When he was at McLaren a few years earlier John Barnard had been a pioneer of integrating engine and chassis – and he had been on Porsche’s case in making the TAG engine to his dimensional specifications. But with Honda, we did

our thing, Honda did its own. It came together and we went racing. There was not the same level of unity, but it worked out OK. Osamu Goto was the Honda guy assigned to the project – a very good engineer, very westernised and a good link between the two organisations.

“At Mercedes Andy Cowell’s great strength was that as a club racer himself he understood that it’s about getting a complete car across the line in the shortest time. We are not racing dynos or wind tunnels. He would make sure there was a common rate of exchange between the engine and chassis guys that would allow numerate, dispassionate decisions about what was best and he challenged everyone on that.”

This fed into the whole car, as can be attested by the fact that the engine’s unique front-mounted compressor – an intrinsic part of the W05’s aero advantage – arose from a question originating in the chassis group. □



There's one more contrast in the circumstances behind the creation of each car: those central to the MP4/4's creation had yet to make their reputations – the car itself did that for them – whereas those behind the W05 had long served in senior positions. “When John Barnard had left McLaren at the end of '86, there was an immediate sense of relief. John was a brilliant engineer but a real dictator. He was a hard man to work for. As soon as he went, Steve took charge and rallied the troops and we made real progress in solving some of the issues on the car at that time. There was a relief palpable through the whole organisation that you now had breathing space and a sense of freedom. Steve kept us all pointing in the right direction but in a very unobtrusive way. California Dreamer was his nickname but he's a very clever guy. So we all felt a bit disappointed when Ron brought Gordon in. We were all thinking, ‘We don't need a replacement for John, we can do this ourselves.’ But Ron was seeing a bigger picture. I'm sure sponsors were tapping him on the shoulder, asking what he was going to do about replacing his star designer. But at the time it felt like an intrusion. It wasn't ever completely comfortable between Gordon and Steve, but it was workable and they respected each other. Gordon gave Steve the latitude to do the car the way he wanted and Gordon was more of a bridge between the technical and commercial side.

“Gordon brought with him David North, the transmission specialist, and he was a revelation – and made the Weismann three-shaft gearbox on the car work.” This gearbox – made possible by the reduced crankshaft height of the Honda motor, in turn made possible by a

“F1 NEEDS TO LOOK AT A BUDGET CAP AND SLACKENING OFF THE TECHNICAL RULES. IT'S TRULY WHAT F1 SHOULD BE ABOUT”

smaller, tougher clutch – was an essential element of the design, allowing Bell to sweep up the underfloor for increased ground effect. “We worked hard to minimise the volume of everything so we maximised the space I had to play with aerodynamically. It was an evolution of the '87 car, still with the classic McLaren coke-bottle bodywork in plan view – an Alan Jenkins invention and one that has stood the test of time. The mechanical guys would develop the chassis while in

parallel I came up with a set of wings, bodywork and radiator duct layout that fitted around that. Nowadays it's still parallel but the aero guys now have more say up front, starting earlier, defining the chassis shape – and the mechanical guys will run along behind trying to make it fit. Back then we didn't have the people or time to do it like that.”

A visual comparison of the two cars reflects the times; the McLaren's clean-drawn simple lines classically elegant, the Mercedes (regulated to be 10 per cent narrower) with all the surface fussiness that comes from computerised optimisation loops and the intricate regulations that have tried to limit downforce. Yet with similar power-to-weight ratios, on the remaining roughly comparable tracks, the newer car is between 10 and 11sec per lap faster while using about 30 per cent less fuel. It also took about 10 times as much money to create.

Bell knows very well the passion, sacrifice and talent represented by both cars. “Being involved in one wasn't more joyous than the other, just different. The McLaren experience was more intimate of course, but the Mercedes one was just as satisfying. But I do think F1 needs to look at somehow applying a budget cap and slackening off the technical rules. It would be wonderful and truly what F1 should be about.”



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GRAND PRIX NOTEBOOK

CANADA & AUSTRIA

Rd 7 MONTRÉAL, JUNE 7 2015

1	LEWIS HAMILTON	Mercedes W06	1hr 31min 53.145sec
2	NICO ROSBERG	Mercedes W06	1hr 31min 55.430sec
3	VALTTERI BOTTAS	Williams FW37	1hr 32min 33.811sec

FASTEST LAP KIMI RÄIKKÖNEN Ferrari SF15-T 1min 16.987sec

RACE DISTANCE 70 laps, 189.67 miles

POLE POSITION LEWIS HAMILTON Mercedes W06 1min 14.393sec



Rd 8 SPIELBERG, JUNE 21 2015

1	NICO ROSBERG	Mercedes W06	1hr 30min 16.930sec
2	LEWIS HAMILTON	Mercedes W06	1hr 30min 25.730sec
3	FELIPE MASSA	Williams FW37	1hr 30min 34.503sec

FASTEST LAP NICO ROSBERG Mercedes W06 1min 11.235sec

RACE DISTANCE 71 laps, 190.77 miles

POLE POSITION LEWIS HAMILTON Mercedes W06 1min 08.455sec

THESE WERE THE TWO RACES THAT, LAST YEAR, BUT FOR over-conservative strategy calls, Williams could have won. The Mercs were vulnerable – and Williams should have been able to pounce. They didn't. Those calls were risk-averse for two reasons: the operation and confidence levels were being rebuilt by the Pat Symonds-Rob Smedley axis after years of poor performance. Secondly, the risk downside might have threatened a much-needed top-three placing in the constructors championship that had big, maybe crucial, financial implications.

Williams is not yet back to the level of its glory years. With a budget less than half Ferrari's, how could it be? But Mercedes last year gave it the chance of re-establishing itself at the sharp end, with a well-balanced, low-drag car that had a power advantage over its Ferrari and Renault-engined opposition. But it took time for the team to catch up with the car's competitiveness. In hindsight the Canada and Austria opportunities came too early last year. By, say, Singapore Williams was again emerging as a team of the front rank, able reliably to maximise whatever hand it had been dealt. *That* team could probably have won those earlier races.

Into 2015, with essentially a development of the same concept, this more seasoned team has a car that in the first part of the campaign was not quite as competitive. It's as far behind the works Mercedes as ever, with a resurgent Ferrari now between them. The Red Bull challenge may have faded but the Ferrari one more than overwhelms it. So for the first few races this more savvy Williams had to concentrate on maximising what it had. The fact the team had twice as many constructors points as last year at the equivalent stage, despite a slightly less competitive car, was testimony to how good the operational side of things had become.

Meanwhile it was evolving the FW37 as quickly as it could – but that wasn't as quick as Ferrari, with the wind tunnel time advantage gifted it

by its relationship with the Haas team, which is due to join F1's ranks next year. Further, the FW36's low-speed downforce deficit was even worse on this year's car, as an abysmal Monaco performance confirmed.


In Canada, Montréal's long straights played to the car's strengths, even if its slow corners didn't. Between that race and Austria, the first major aero upgrade would be ready to address that slow corner problem.

CANADA

VALTTERI BOTTAS GAVE WILLIAMS ITS FIRST PODIUM OF THE year, with a measured drive more than 40sec behind winner Lewis Hamilton at the flag. The result did rather flatter the car's performance.

Williams got a major break from the various dramas of Ferrari. The faster of the red cars – Sebastian Vettel's – had to fight its way through the field after a faulty ersH left it near the back of the grid. As for Kimi Räikkönen, he ran third ahead of Bottas until a spin at the hairpin on his out lap gifted Williams the opportunity of pitting its man and getting out ahead of the Ferrari. Bottas is invariably faultless under pressure and he was again here. Räikkönen could find no way past so Ferrari brought Kimi in for another stop, to relaunch a fresh-tyred attack on the Williams late in the race – but he couldn't quite catch it before the flag fell on one of the most incident-free and dull Montréal races anyone could recall.

Felipe Massa – like Vettel, stuck in Q1 because of an ers malfunction – came through the field with Vettel to finish sixth, one place behind.

Williams had taken points off Ferrari, though not entirely through merit. But it was at least back to competitiveness. Meanwhile, an aero upgrade improving rear-end low-speed downforce was ready for 

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introduction in Austria. But beyond that, this team had some longer-term strategic decisions to make – as Smedley outlined in Canada.

“If we concentrate only on car performance, just carrying on what we are doing will not close the gap to the front,” he said. “To develop the aerodynamic capability, understanding and improving tyre science etc, we have to evaluate certain [financial] decisions that have an element of risk management if we want to close that gap.”

AUSTRIA

IT WAS A VERY DIFFERENT LOOKING FW37 AT THE RED BULL Ring, with new floor, diffuser, rear wing, brake ducts and guide vanes ahead of the sidepod. The tunnel suggested it was a major step, and hopes were high.

Internally, Williams CEO Mike O’Driscoll had approved a plan to commit resources early to next year’s car, gambling on boosted FOTA income if the team places third again in the constructors championship.

This update therefore will be the biggest the 2015 car will see – so it was crucial it worked well enough to secure that third place. Smedley was still pushing for more. In the Williams motorhome post-qualifying, Sir Frank listened in at Rob’s table. Was Williams a team punching above its weight, Smedley was asked. “No, I think we are punching at our weight. But we could do with putting a few pounds on,” he replied, looking with comedy timing at Sir Frank, who smiled beatifically.

Qualifying showed the Mercs still comfortably fastest, with Lewis Hamilton taking pole from Nico Rosberg. Vettel’s Ferrari was next, narrowly ahead of Massa’s Williams. Bottas had been compromised by yellow flags and was sixth. Of more significance, the aero loadings on the car during dry Friday practice suggested the update was working just as the tunnel suggested it would. It had brought an extra 0.4sec of performance. “This year we reckon Ferrari brings an average of 0.2sec to its car every race,” said Smedley. “By Montréal we were about 0.4sec behind them. This has found us those 0.4sec – but they’ve probably added their usual 0.2sec. So essentially, we’ve halved our deficit.”

The race – won comfortably by Rosberg after he out-accelerated Lewis Hamilton off the line – confirmed that the gap between the red car and Martini-liveried one was much closer than it had been. An increasing distance behind the Mercs, Vettel and Massa ran third and fourth for the first half of the race, the Ferrari establishing a useful 6sec cushion over Felipe. But Williams could barely believe its luck as it watched the Ferrari mechanics struggle to attach Vettel’s right-rear wheel at his pitstop. It cost 10sec – easily enough to allow Massa to be ahead as the Ferrari rejoined.

Vettel had about half the distance left to make up those 4sec. He launched himself into it with vigour, and Massa responded, both cars flat out – often lapping quicker than the cruising Mercs – and the gap was sometimes 0.1sec in Vettel’s favour, sometimes 0.2sec. But never more – the updates had worked. Massa meanwhile was faultless. “I knew he’d catch me eventually because the Ferrari is very good on its tyres late on. But I just went as fast as I could to delay how long it took him to get to me – and once he’d arrived I concentrated on not making any mistakes.” He was Bottas-like unflappable for the last 10 laps, helped by the Williams’ greater end-of-straight speed. Another podium, another defeat of the faster Ferrari – and a closing of the gap to that Ferrari.

In the Massa/Vettel dice could be seen the Ferrari’s advantage: braking and front-end low-speed grip. The FW37’s rear end had been tamed, and now it needs a front end that can keep up. In the Williams tunnel, hopefully ready for Hungary, is a new front wing... 📍



SPIELBERG, RINDT KURVE

Trackside view

“ I’m looking down at the Rindt Kurve, a backdrop of tall firs and lush meadows, their long grass damp underfoot from the Friday morning dew, beautiful contours, constant birdsong as the sun breaks through the clouds. Aside from the artificial grass beyond the garishly-painted exit kerb, it all looks much as it would have when this place first hosted the race in 1970, another lifetime ago.

It needs the current cars to place the corner in its true context and out they come, the Honda’s characteristic part-throttle pop as Button completes an installation lap echoing across the valley like gunfire, bouncing off those big old hills. The track is starting its descent down the valley as the turn begins, creating an initial understeer balance that delays the rear tyres loading up until near the apex, at which point, with a lot of lock applied,

the rear slides spectacularly.

The first to demonstrate this is Felipe Massa, his moment creating a ‘whoah’ of appreciation from the onlooking fans standing at the fence. It’s a corner entered at about 120mph in fifth gear for most cars, but Pastor Maldonado’s not ready to accept such a limitation on his first full attack through here, carrying in a speed that the front tyres are never going to accept, and it duly spits him out to the run-off area.

Nico Rosberg then arrives with similar entry speed to Maldonado but that Merc just hunkers down and grips. Thus encouraged next time through, Nico is on the gas a full 10 metres before the apex – and the car catapults out of there. That’s what a great car looks like, but even the Manor is great to watch, Will Stevens floating it in there with oversteer manipulated with his right foot. I watched V10 cars through here back in the day – and they did not look this good. ”

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FORD WILL MAKE A FULL FACTORY return to the Le Mans 24 Hours next season on the 50th anniversary of the first of its four consecutive victories in the French enduro in 1966 (below).

The US car giant is developing the carbon-chassis Ford GT supercar, which was unveiled at this year's Detroit Auto Show, to the new GTE rulebook that comes into force in 2016. It plans to field a minimum of two GTs at Le Mans as part of a full-season attack on the World Endurance Championship, though a four-car assault involving additional entries from a United Sportsscar Championship campaign appears likely.

Ford will mount concurrent WEC and USC campaigns under the banner of Chip Ganassi Racing, which has partnered with the manufacturer in the USC's Prototype division since the beginning of 2014. It will enter two cars in the GT Le Mans class in North America from its Indianapolis headquarters and then join forces with the Multimatic organisation, which has developed both road and race versions of the GT, to run the WEC cars in GTE Pro from workshops in the UK.



1966 AND ALL THAT

Ford's return to Le Mans, which was announced at the French track on the eve of this year's race, was planned from the very conception of the latest car to carry the 'GT' monicker – road and race car have been developed alongside each other at Multimatic in Canada. The twin aims of the racing car are to celebrate the brand's success with its MkII, MkIV and GT40 racers from 1966-69 and to promote the Ford Performance sub-brand of which the GT is the halo model.

"In 1966 I was nine and had never



Ford launches Le Mans return

Two works teams likely to contest GTE Pro in new GT supercar | BY GARY WATKINS

seen such a thrilling moment as the Fords finishing one-two-three,"

said company executive chairman Bill Ford. "I am very proud of our past but more interested in what happens in the future. We are back with a great partner like Chip Ganassi, and it feels great."

Ford vice-president of global development Raj Nair explained that the company had "developed the GT from the outset to have a car capable of bringing Ford back to racing".

The Ford GT project represents the company's first overt factory sports car racing programme at this level since its Group C prototype campaigns with the C100 in the 1980s. That project was canned after a little more than a season of racing ahead of the 1983 WEC.



"If I didn't think we could win, I wouldn't have undertaken the programme."
Chip Ganassi

FIRST FOR GANASSI

Team owner Ganassi admitted that the lure of the GTE programme was one reason why he signed up with Ford to run a pair of Riley DPs, powered by the same 3.5-litre twin-turbo EcoBoost V6 used in the GT, ahead of the inaugural USC in 2014.

"This one has been in the oven baking for more than two and a half years,"



said Ganassi.

"The chance to go to Le Mans was the clincher when it came to moving over to Ford. I've always wanted to go to Le Mans, but I told everyone that you have to wait for the right programme. Talk about landing on your feet. It is really exciting to be with these guys."

Ganassi said it was "to be decided" how many cars will be entered for Le Mans. But he hinted that the US-based squad could join the European team in the blue-riband WEC round. "Any time you have a new car you are

probably better off having multiple cars, so you are learning at a faster pace," he explained.

The WEC race operation will be headed up former Aston Martin Racing team principal George Howard-Chappell, who is also programme manager for the Ford GT racer at Multimatic. "I think it would be too rambunctious for an American team to come over here to Le Mans cold," said Ganassi. "I'll have help from George, and it will be some of their people and some of our people."

DRIVERS NOT YET CONFIRMED

No drivers were announced at the launch of Ford's Le Mans return, but Ganassi admitted that Joey Hand would almost certainly be part of his plans. The US driver opted to leave BMW at the end of last season after learning that he would not remain in the DTM and joined Ganassi's Prototype squad in the US.

"I think it's safe to say you'll see Joey in this programme," said Ganassi, who also suggested other team regulars could join its twin campaigns "either on a permanent basis or from time to time".

Ford is known to have approached a number of GTE drivers currently in the WEC and is thought to be close to signing more than one. Long-time Ganassi driver Scott Pruett, who has won five Grand-Am titles with the Ganassi team, is another candidate. The 55-year-old said that "he hoped to be part of the programme" and "to come back to Le Mans next year" for what would only be his second start at the 24 Hours.

Pruett has undertaken the initial shakedown running in the first Ford GT, which began in May, along with Multimatic regular Scott Maxwell. An extensive programme in North America is planned through the summer before testing begins in Europe in the autumn ahead of the car's debut in next January's Daytona 24 Hours round of the USC.

The car will run, like all its factory rivals in both the WEC and the USC, on Michelin tyres.

WHAT'S THE TARGET?

Ganassi was bullish on the launch of the programme in Le Mans in June. "We want to come here and be at the front straight away: we don't go to any races not aiming to win," he said. "If I didn't think we could win, I wouldn't have undertaken the programme."



■ Chip Ganassi's previous visit to Le Mans ahead of the launch of the Ford GT programme came as a driver back in 1987. The recently retired CART racer was picked up by the Sauber squad to share one of its Mercedes-engined C9 chassis. The car failed to finish, in what would prove to be Ganassi's last ever race as a driver.



GORDON KIRBY

THE RISE OF JOSEF NEWGARDEN

JOSEF NEWGARDEN HAS BEEN KNOCKING on the door since he came into IndyCar in 2012 with Sarah Fisher's team. Last winter Fisher merged with rival Ed Carpenter, so Newgarden is now part of a two-car operation called CFH Racing. The 24-year-old from Tennessee has delivered in the best possible way, scoring his first IndyCar win at Barber Motorsports Park in April and winning again at Toronto in June, where Newgarden and team-mate Luca Filippi scored a one-two.

Josef has no doubts that Scott Dixon (Ganassi) and Team Penske's four drivers – Will Power, Juan Pablo Montoya, Simon Pagenaud and Helio Castroneves – are the men to beat this year. "Dixon looks very good on the road courses," Newgarden says. "There, I think he's actually a little stronger than the Penske army."

"I think we're right behind that bunch – really close. We've got a little bit more to do to take that final step and say we're the quickest of everyone, but I think we're right there with those guys. We made big strides over the winter to get there."

"The big thing for me is to get ourselves in a place where we're consistently running up front every weekend, where we're always a threat and always challenging. I think we've had that at most races this year. We're often right in the mix. We've been running in the top 10 and frequently in the top five, so we're right there with the front group."

"If we can continue doing that I think we'll have a good shot at more victories and finishing well in the championship. That's really the main goal. We're here to fight for victories and

be in a position to convert our luck into wins."

Josef believes he can win anywhere. "I feel we're going to have a shot at winning at every track we visit," he says. "I'm excited about all of them."

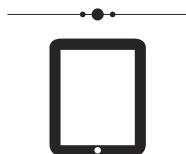
Last year Newgarden signed a one-year contract with CFH for 2015, and there's lots of speculation about whether he will continue with CFH or move on to a bigger team such as Penske or Ganassi. Some suggest he could also make the move to F1 with Gene Haas's new operation.

"I don't know anything about F1, or what might develop in the next year or so," Newgarden says. "F1 has always been my ambition. When I moved over to Europe to race Formula Ford and GP3, I wanted to try to get into Formula 1. That's always been on my plate and still is, but I just don't know how it would happen."

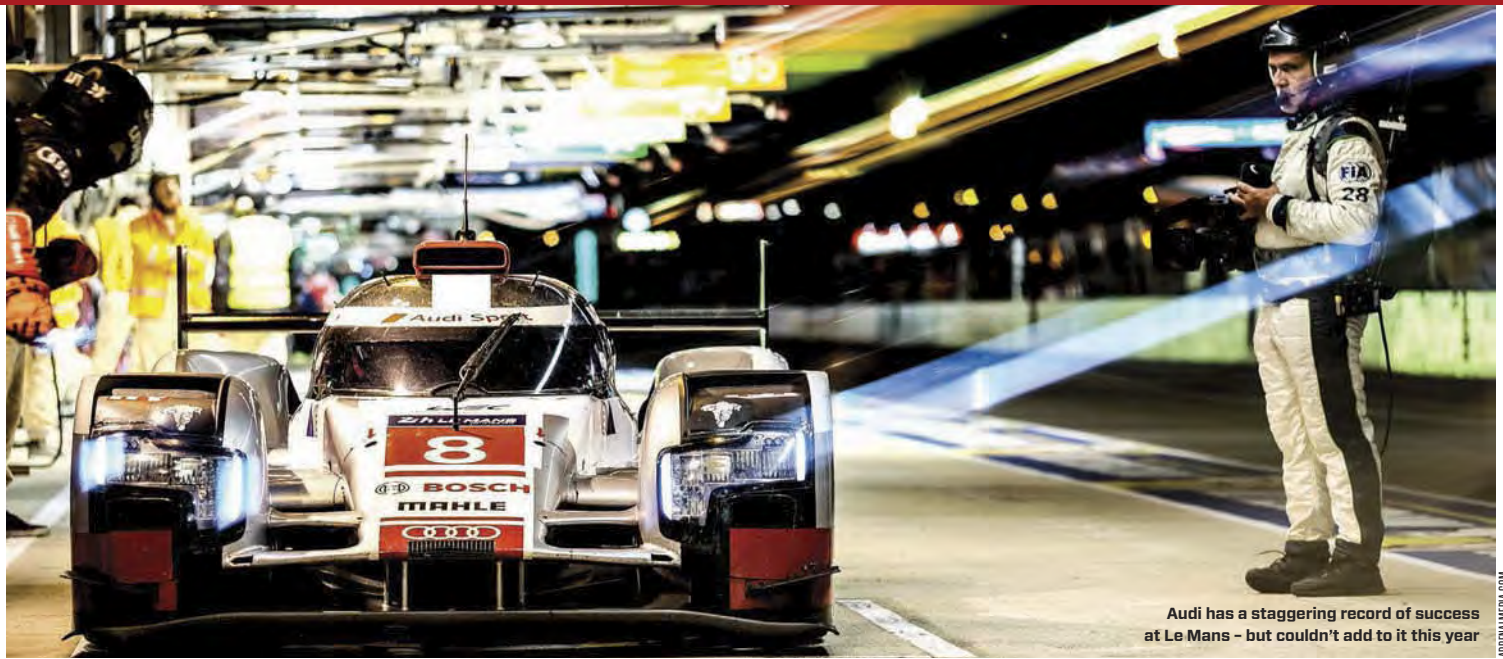
"I really want to have good success in IndyCar, but F1 is still on the list. I don't know if it's still possible to go and do that. Time will tell."

"There are lots of good things going on here in IndyCar. I've always loved Indycar racing and think it's the best racing on the planet right now. You can't find anything better, so it would be a big decision to do something different. And I've had so much help to find success in IndyCar with all the people and the team around me. It would be a very big decision if it came up."

Newgarden and CFH Racing have arrived as serious contenders in the States. It will be interesting to see whether they can win more races this year, but for whom will Newgarden race next?



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Audi has a staggering record of success at Le Mans - but couldn't add to it this year

ADRENALINE.COM

OLIVER JARVIS

TIME TO SWITCH TARGETS - AND REGROUP

"WHAT'S MORE IMPORTANT; WINNING THE World Championship or Le Mans?"

I honestly didn't know my personal answer to that question until I was on the Eurostar on my way to Le Mans the Saturday before the race. With plenty of time to myself, it was hard for me not to dream about standing on the top step of the podium looking out over the sea of fans below. It was that feeling of excitement, nervousness and knowing that no other single race could have that much impact on your career that gave me a clear answer. There really is no other race in the world like Le Mans.

Arriving at the track, the whole Audi Sport Team Joest squad and I were under no illusion of what it would take to be victorious in the 83rd running of Le Mans. That's not to say that we weren't arriving full of confidence, because after our wins in the opening two rounds of the FIA World Endurance Championship in the R18 e-tron quattro we knew we had a car capable of fighting for victory. To win at Le Mans, you need to not only be quick but also to stay out of trouble for the full 24 hours, because of the strong competition.

Unfortunately for me, that dream of standing on the top step of the podium disappeared shortly before the end of the third hour. It felt like déjà vu from 2014. I was closely monitoring the live feed and also the onboard of all three Audi race cars when I suddenly saw ours strike



the barrier causing substantial damage. I immediately thought our race was over and that for the second consecutive year I wouldn't even get to drive our R18. But incredibly the team was able to repair the car and get us back on track in only four minutes. Having worked with Audi Sport Team Joest for many years, I am fully aware of just how good they are but I think anyone who saw Loïc Duval's accident on TV will agree this was something very impressive.

As a driver in this situation it's a strange feeling because you know that ultimately your chance of winning the race is effectively over, but you never stop believing. You hold on to the hope that with a trouble-free race for the next 21 hours and the chance of your rivals also hitting trouble, there's still a chance. For me that's the magic of Le Mans. To have come back from that and be able to stand on the podium would have felt like a victory in itself.

Unfortunately further time spent in the garage to replace a rear engine cover that was coming loose and a very costly safety car period meant that we missed the podium by just 50 seconds.

I think Loïc's accident raises some issues with the WEC'S current use of 'slow zones'. In this particular instance the green flag had been waved and the track declared clear over the radio but unfortunately there was still a flashing yellow board entering Indianapolis which caused cars to slow to 80kph just ahead

of my French team-mate, giving him no room. The rules are clear: the flags take precedent. In the car we have an FIA warning system that tells us when there is a yellow flag slow zone, and when the track goes green. I believe that the implementation of slow zones, flashing boards and the FIA in-car warning system is a step forward but now we need to make sure that it is implemented in a consistent manner.

That said, did the crash cost us victory? Partly, but not solely. All three Audis suffered uncharacteristic problems causing us to spend too much time in the pits and so were unable to put the leading Porsche under enough pressure on Sunday.

As the chequered flag flew, it left me with the strangest of feelings. There is so much build up and expectation around the race and the adrenaline has got you through the night on little to no sleep. As this starts to wear off and tiredness takes over, the full impact of the disappointment hits home - especially knowing there is a whole year before another chance at victory. So Audi did not add to its impressive tally of 13 Le Mans wins since 2000.

Congratulations must go to Porsche on a very impressive and well-deserved victory. Especially to fellow Brit Nick Tandy. Enjoy it, guys, because we will come back next year even more determined to reclaim victory! But until then we have the remainder of the year to focus on recapturing the World Championship crown. 🏆



1972 Ferrari Dino 246 GT
Estimate (£): 240,000 - 280,000

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1959 Cooper Monaco Estimate (£): 160,000 - 180,000

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— OBITUARY —

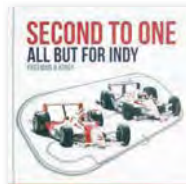
Erik Carlsson

ERIK CARLSSON, RALLYING'S FIRST superstar, died on May 27. He was 86. As large in size as he was in stature, the Swede's generous proportions were at odds with the tiny cars he pedalled so rapidly. Save for one outing in a VW Beetle, he drove only Saabs over the better part of two decades.

Nevertheless, his rise to greatness began on two wheels. In 1947, the teenager acquired a Norton and enjoyed success in hill trials. Five years later, he made his debut as a driver in his native Trollhättan aboard a second-hand Saab 92. His take-no-prisoners style was immediately evident: after cresting a hill, the car went backwards through a hedge and into the garden of a grocer's shop. Unbowed, he went on to win his class.

His career would go on to encompass a hat-trick of victories on the RAC Rally in 1960-62 and back-to-back triumphs on the Monte Carlo Rally (1962-63). Nevertheless, he cited his proudest achievement as being second places on the gruelling Liège-Sofia-Liège Rally.

He retired in 1967, but returned two years later and finished third in the Baja 1000. Much goodwill illuminated his post-rally career as an ambassador for Saab, Carlsson having made the UK his home following his marriage to Pat Moss in 1963. *Richard Heseltine*



Second to One

All but for Indy

Joseph S Freeman & Gordon Kirby

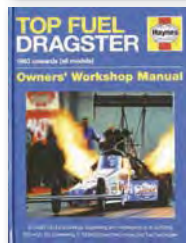
When Michael Andretti was first asked to write the foreword to this, he required some persuasion. You could understand him thinking that such a book – about drivers who came close to winning the Indianapolis 500, but didn't actually do so – might have negative connotations. Then he read the script and realised otherwise.

It's an old racing adage that nobody remembers those who finish second, so *Motor Sport's* US editor Gordon Kirby set out to celebrate the species with collaborator Joseph S Freeman. It's quite a cast, too: the aforementioned Andretti apart, you'll find Arthur Duray, Lou Moore, Rex Mays, Eddie Sachs, Dan Gurney, Paul Tracy, Peter Revson... more than enough top-class racers to fill a full 500 grid, in fact.

The prose focuses mainly on individual Indy records, rather than broader career views, but it's an interesting idea, very well executed and a refreshing change from the norm. **SA**

Published by Racemaker

ISBN: 978-1-935240-07-5, \$75



Top Fuel Dragster

1963 onwards (all models) - Workshop Manual

Dan Welberry

A couple of years have passed since Haynes withdrew from the world of motor sport publishing, but it continues to produce its well-established Workshop Manuals – and from time to time these throw up something sumptuous or quirky, with a strong competitive spirit. Recent examples include the Lotus 49 (£22.99), Ferrari 250 GTO (£25), Ford GT40 (£25) and this, a nuts and bolts guide to the world of top fuellers.

It outlines the niceties of a sport that is often unfairly dismissed by those who have never experienced its sound and fury. And at its highest level, it has arguably more complex intensity than any other branch of our sport.

A wealth of technical detail is supplemented by commentaries from leading racers, including Don Garlits and multiple European champion Andy Carter, and there are some terrific action sequences alongside endless photographs of gaskets.

The bottom line, though, is this: if you haven't yet experienced a top-line meeting at Santa Pod, it's time you did. **SA**

Published by Haynes

ISBN: 978-0-85733-265-3, £21.99



Gilles Villeneuve

A Life in Pictures

Mario Donnini

Does the world need another Gilles Villeneuve book? Possibly not, but you're unlikely to find anybody complaining about it in the *Motor Sport* office. As the title implies, this one is largely photographic – a cocktail of charming, candid portraits and no-nonsense race action. There is a fair amount of text, too, with eye-witness accounts from such as Mauro Forghieri and Marco Piccinini. This is bilingual – written in Italian, and translated into English that has a few missing conjunctions, but the words serve a largely secondary purpose.

A 'life in pictures' merits a half-decent Formula Atlantic portfolio or perhaps a snowmobile, yet there are no shots of Villeneuve's career before Silverstone 1977. Some images are a touch grainy, even by the standards of late 1970s film processing, but their content is beyond reproach. **SA**

Published by Giorgio Nada

ISBN: 978-88-7911-610-7, €40

Porsche 917

The Autobiography of 917-023

Ian Wagstaff

How can a single racing car with a relatively short, albeit important, career history inspire a book of 320 pages packed with detail? Very easily, as it turns out. The second in the 'Great Cars' series is masterful and deserves to be included in any 'book of the year' list.

Porsche 917-023 didn't win much – except the race that mattered. It sounds blithe to name any 917 'unremarkable', but in relative terms that's what it would have been without Le Mans. The chassis paved the way for the (recently extended) record run of 17 Le Mans wins when it triumphed as the 'tortoise' to the Gulf and Salzburg 'hares' in 1970.

Motor Sport contributor Wagstaff uses the car as the fulcrum around which he spins a wider story, taking in every shade of this multi-coloured era of sports car racing. There are driver interviews and profiles of the seven men who raced 917-023, a chapter on the two teams that ran it, details of its life post-racing and a technical analysis illustrated by fine studio photos. Snippets of the wider world in 1970 also add welcome context.

Fine design and high-quality paper ensure period photos are presented as they should be – and that always makes a difference. We look forward to future releases in this series. **DS**

Published by Porter Press

ISBN: 978-1-907085-21-5, £60





Brno, 1996: Rossi battles with Jorge Martinez en route to his first GP win

MAT OXLEY

THE MAKING OF VALENTINO ROSSI

ON AUGUST 18 1996 VALENTINO Rossi won his first Grand Prix, in the 125cc class at Brno in the Czech Republic. Eighteen years later he is still winning Grands Prix. You probably already know that this is a unique achievement in motorcycle racing.

That first victory wasn't followed by theatrical celebrations or frenzied crowd worship, because the Rossi legend had yet to be built. In the summer of 1996 no one knew that the 16-year-old would amount to anything special because success in GP racing's smallest class is no guarantee. The bike world is littered with the broken bikes, bones and dreams of successful juniors who thought they had what it takes. But handling 50bhp doesn't mean you will cope with 250 and enough electronics to send you to the moon.

When Rossi commenced his GP career that spring, he wasn't even sure he had what it takes to make it in 125s. The first time he shared a track with 125 GP riders he was stunned by their speed.

"F**k, it was incredible!" he says. "They were so fast! It was like another sport, maybe four seconds a lap faster. I needed to learn another way to ride."

School friend Uccio Salucci – still at Rossi's side – remembers the sense of foreboding that came over the youngster during his baptism.

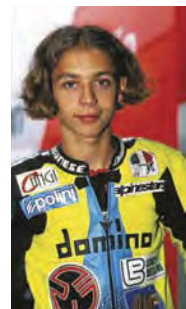
"After a few days testing Valentino said, 'F**k, Uccio, these riders are very, very fast; maybe too fast for me'."

Rossi wasn't a particularly quick learner in his younger days. He had yet to locate the limit and spent most of 1996 tripping right over it, much to the disgust of team owner Giampiero Sacchi, who was paying for the accident damage to Rossi's Aprilia RS125.

"Many of these crashes came from Vale [pronounced as in 'valley'] not thinking: the tyres, cold... give gas... crash!" says Sacchi, rolling his eyes. "So we take him into the motorhome and I say, 'Vale, how is it possible you crash so much?' But now I understand: if a young rider is very fast, he's going to crash. He needs to discover the limit, and without crashing that's impossible."

Rossi wasn't the only one getting lost and ending up tumbling down the road chased by a disintegrating motorcycle. At that time the 125 class was changing, with a new breed of youngsters prepared to win by any means necessary, regardless of whether that meant knocking off a rival or two. These impetuous upstarts were upsetting the old guard, men like four-time world champion Jorge Martinez, now owner of the Aspar MotoGP team.

Rossi's antics in his very first Grand Prix race caused Martinez to crash.



"Before my first victory I thought that all riders are divided into two big groups: those who win Grands Prix and those who don't. And if you haven't won, then you never know..."

"After the race Jorge came to see me in my pit with a lot of anger. He wanted to kill me... But it was necessary for me to ride crazy because my bike was so slow, and when you ride like this all the time, it's possible you make mistakes."

Step by step, accident by accident, Rossi learned. At the Spanish GP in May he came within a fraction of a second of his first podium finish. Six races later, at Zeltweg in early August, he achieved it.

"I began to think that I had the potential to fight for victory, but you never know until you actually get there," he says. "Before my first victory I thought that all riders are divided into two big groups: those who win Grands Prix and those who don't. And if you haven't won, then you never know..."

Not only was Rossi learning, his bike was getting better. By mid-season the Aprilia factory was starting to believe in him and furnished him with upgraded engine and chassis parts.

"At Brno I got pole. I didn't expect to win the race but I was beginning to arrive in a good place, so I knew something was possible. I remember the race; it was a very hard battle with Martinez, like much of the season. In the end it turned into a big braking battle; who could brake the deepest, because Martinez was always the rider who could brake latest. At the very end I was able to overtake him. I remember after my win he gave me his hand and said, 'F**k, you were strong'."

Speaking to journalists later, the vanquished Spaniard was less congenial. Much earlier in his Grand Prix career, Martinez knew Rossi as a paddock toddler, travelling around Europe with his racer father Graziano, who rode factory bikes for Morbidelli, Suzuki and Yamaha. "I should have taken my chance then and run him over," he said, only half joking.

The aggression Rossi unleashed at Brno in 1996 is still there, though now tempered with decades of experience and meted out in carefully controlled doses; except in qualifying, which seems to be his eternal Achilles heel. Whether or not he wins this year's MotoGP championship, few will dare argue that the Italian isn't the greatest bike racer of all time. What is beyond question is that no motorcycle racer has ever walked the line for so long, balancing youthful vigour with Yoda-like wisdom. ☐



SILVERSTONE CLASSIC

F1 set for summer boom

Grand Prix cars centre-stage in busy historic season | BY PAUL LAWRENCE

THE RESURGENCE OF RACING for Historic Formula 1 cars will reach a new peak this summer when a combined total of nearly 80 cars race with Masters Historic Racing in the UK and the USA.

A new record for the 3-litre F1 era will be set at Silverstone Classic (July 24-26) when an incredible grid of 43 cars from the 1970s and early 1980s contests a pair of races for the FIA Masters Historic Formula One Championship. The Silverstone event will be the fourth of eight on the 2015 schedule. The field includes an unprecedented eight Williams chassis and six Tyrrells. "We hope to be presenting our biggest-ever grid," said Rachel Bailey from Masters.

Meanwhile, the boom in historic Formula 1 racing in Europe is being mirrored in North America and a 35-strong grid will contest the Monterey Motorsports Reunion event at Laguna Seca (August 13-16). The grid for the Masters USA event will include Chris McAllister's Ferrari 312T, European visitors Greg Thornton and Tommy Dreelan in March 761s as well as four-times 500cc World Motorcycle champion Eddie Lawson in his Wolf WR4.

Back at Silverstone, current BTCC

stars Matt Neal and Gordon Shedden will return to historic racing for the Classic. They will share Neal's Ford Lotus Cortina in the U2TC race for pre-1966 up to 2-litre touring cars after making their historic debut at the 2014 event.



SILVERSTONE CLASSIC

"The main aim is to go there and have a bit of fun, although of course by nature 'Flash' and I are both competitive and we will want to do well," said Neal. "In fact, we probably need to go out and do a bit of homework with the Cortina, because we're certainly not underestimating the level of opposition in the U2TC class."

Giacomelli F2 restored

THE EX-BRUNO GIACOMELLI BMW-powered March 782 Formula 2 car has recently been restored and will

now go on show at the BMW museum.

The 1978 car has been rebuilt by Cars International in Hungerford and had a recent shakedown run at Silverstone. Paul Osborn from Cars International gave it a first run. "It is perfect. Unlike many cars from this era it feels a part of you," he said. "The engine is brilliant."

Marc Surer, team-mate to Giacomelli in the BMW Junior Team that season, was expected to drive the car at the recent Goodwood Festival of Speed. Giacomelli and Surer finished one-two in the European Formula 2 Championship that season.

Stars line up for Eifel

FORMER WORLD RALLY champions Stig Blomqvist, Timo Salonen, Walter Röhrl and Hannu Mikkola will all drive during the Eifel Rallye Festival in Germany (July 23-25). The champions will drive cars of the type that featured in their career, with Salonen due to demonstrate the Peugeot 205 T16 he took to the 1985 title.

The WRC victors will join former European Rally Champions Sandro Munari, Yves Loubet and Robert Droogmans in the 150-strong entry for the annual celebration of rallying history, which is based in the town of Daun. Munari will be reunited with the Lancia Stratos that he took to victory on the 1977 Monte Carlo Rally.

Dragon Theo Paphitis, below right, has taken to the track in a historic Ford Anglia (bottom)



A Dragon at Donington

THEO PAPHITIS, ONE OF THE businessmen from the *Dragon's Den* TV series, has started historic racing in the Ford Anglia previously campaigned by Celia Stevens.

The Cyprus-born businessman and long-time car enthusiast made his debut



EFFELOWMAN

in the Historic Touring Car Championship race at Donington Park. He qualified last and finished at the tail of the field. Paphitis, 55, then raced with the HRDC at Brands Hatch and finished mid-field in the All Stars race.

He will continue to gain race experience this summer, fitting races in around his busy work and family schedule. Ultimately, racing at the Goodwood Revival Meeting is one of his ambitions.



GETTY

Sunbeam back to Pendine

NINETY YEARS AFTER SIR Malcolm Campbell became the first person to travel at 150mph, his World Land Speed Record run will be recreated at Pendine Sands, South Wales.

On Tuesday July 21, Campbell's 350hp Sunbeam will complete a low-speed demonstration run at Pendine, driven by his grandson Don Wales. It will be 90 years to the day since Campbell set the new record in 1925 at the wheel of the Sunbeam, now tended by the National Motor Museum at Beaulieu.

"I cannot believe that I will get this fantastic opportunity to drive this iconic machine on Pendine Sands," said Wales.

Behra Maserati tops bill

MASERATI 250F CHASSIS 2518 WILL be one of the star entries at the Chateau Impney hillclimb on July 11/12. The ex-Jean Behra car will be campaigned by Oliver Way in the first revival of the event last held in the 1960s.

The 250F will take on eight ERAs in a rare gathering of the Bourne-built pre-war racing cars, with Mac Hulbert leading the way in the ex-Raymond Mays R4D. The ERA pack includes GP1 in the hands of Duncan Ricketts.

The capacity entry has quality to match the quantity and includes Willie Green (Jaguar D-type), Julian Bronson (Scarab) and Adam Jones (Chevron B8).

■ The Austin Healey Sprite in which 1969 BTCC champion Alec Poole first made his name is back in action this year and will compete at the Chateau Impney hillclimb. 'TZA 238' was used by Poole in the early 1960s in speed events, races and rallies and was later raced by James Thacker in the 1970s. After an accident at Silverstone in 1977, it sat unrepaired for 35 years until Thacker set about rebuilding it in 2012.

■ The third Shere hillclimb will be held on Sunday September 6 on a mile-long course on Staple Lane near Guildford. This non-competitive demonstration event is expected to attract around 135 participants in a range of classic and performance cars. The day starts at 9.30am and each car will complete three runs up the hill.

■ A new classic rally in June 2016 will recreate the original Paris-Vienna road race of 1902 as a regularity rally for vintage and classic cars. The 2016 Paris-Vienna will run in the spirit of the original city-to-city race, an epic 890-mile contest which included a crossing of the Austrian Alps. The new event will run over six days from June 13-18.



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STAR LOTS @ SILVERSTONE AUCTIONS

1983 OSELLA-ALFA ROMEO FA1E { Silverstone Classic competition cars, July 23 }

A selection of Piercarlo Ghinzani's race cars is crossing the block at Silverstone on July 23, including this striking Osella FA1E. The car was driven by Ghinzani for most of his rookie F1 season in 1983 and, like the other cars on offer, has been maintained by the man himself ever since. Also available at Silverstone are the Marches with which he won the 1977 European F3 and 1979 Italian F2 titles. FA1E estimate: £100,000-125,000



1977 March-Toyota 773
Estimate: £45,000-55,000



1979 March-Toyota 793
Estimate: £40,000-48,000



1985 Toleman TG185
Estimate: £35,000-45,000



1986 Osella-Alfa Romeo FA1F
Estimate: £60,000-70,000

UNDER THE HAMMER

Classic and racing auctions from around the world | BY ALEX HARMER

DVCA

@ DORCHESTER JULY 8



1967 Ford Anglia 1600 De Luxe Estate
First registered in 1967. Bought in 1991 by David Steel for use in rallying. Won its class in the 1993 Monte Carlo Challenge
Estimate: £6000-8000

H&H

@ DROITWICH SPA JULY 11

1973 Chevron B23/36

Upgraded from B23 to B36 spec in 1976. Campaigned on both sides of the Atlantic in 1600cc and 2000cc guises
Estimate: £140,000-160,000

1938 Alfa supercharged voiturette

Raced at Brooklands, Crystal Palace, Silverstone and Goodwood
Estimate: £130,000-150,000



AUTOMOBILIA

FOR SALE AT
SILVERSTONE
AUCTIONS



Piorelli belt buckle
designed by Salvador Dali
Estimate: £400-600



1975 Gottlieb Pinball
"Spin-Out" Table
Estimate: £3000-4000



1968 Chevron B8
Estimate: £180,000-220,000



1926 Ford Indianapolis racer evocation

Tribute to Alfred Moss's 16th-placed car in the 1924 Indy 500
Estimate: £14,000-16,000



1971 Ford Escort RS 1600 evocation

A past winner of the Classic Sports Car Club's Swinging Sixties series
Estimate: £30,000-35,000

Auctions America

@ SANTA MONICA JULY 17-18



1991 Lola T91/00

Ex-Arie Luyendyk Indycar, run by Andy Granatelli. Winner at Phoenix, second at Michigan in '91
Estimate: \$100,000-125,000

1964 Cooper Monaco

Estimate: \$200,000-250,000

1970 Datsun 240Z

Extensive international race history, including the 1971 Macau GP
Estimate: \$60,000-80,000



1986 March 86C

Driven by Chip Ganassi in the 1986 Indianapolis 500 – his final Indycar race
Estimate: \$45,000-65,000



1988 Oldsmobile Cutlass

Driven by Cale Yarborough and Dale Jarrett in the Winston Cup
Estimate: \$60,000-80,000

Silverstone Auctions

@ SILVERSTONE JULY 23



1979 Ford Capri Group 1

Ex-Gordon Spice. Six overall BSCC wins in '79
Estimate: £75,000-90,000



1999 BTCC Renault Laguna

Estimate:
£100,000-115,000



1998 BTCC Nissan Primera

Estimate:
£90,000-105,000

Bonhams

@ OXFORD JUNE 20



1974 BMW 2002 rally car

Winner of the 1975 Donegal Rally (Achim Warmbold/
John Davenport), it was later driven by both
Björn Waldegård and Ari Vatanen
Sold for £119,100

C.1925 Hispano-Suiza 20CV 16 project chassis

Thought to be unique
Sold for £59,740

1971 Abarth 1300 Sport

Rare hillclimb prototype
Sold for £39,100

1910 Hotchkiss Type X6 Series 1

Believed to be one of only two surviving cars
Sold for £91,100



AUCTION CALENDAR

JULY

- 9 DVCA
Dorchester, UK
- 11 COYS
Woodstock, UK
- 11 H&H
Droitwich Spa, UK
- 13 SHANNONS
Melbourne, Australia
- 17-18 AUCTIONS
AMERICA
Santa Monica, USA
- 20 ARTCURIAL
Paris, France
- 23-26
SILVERSTONE
AUCTIONS
Silverstone, UK
- 26 RM SOTHEBY'S
St John's, USA
- 27 BARONS
Esher, UK
- 29 H&H
Buxton, UK

AUGUST

- 6-8 BARRETT-
JACKSON
Reno, USA
- 8 COYS
Nürburg, Germany
- 10 SHANNONS
Sydney, Australia
- 13-14 BONHAMS
Monterey, USA
- 13-15
RM SOTHEBY'S
Monterey, USA
- 13-15 RUSSO
& STEELE
Monterey, USA
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- 5 BONHAMS
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- 5 BONHAMS
Chantilly, France
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AUCTIONEERS
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DREAM GARAGE

LOTUS ELAN S3 DROPHEAD

It's what wasn't included that made the original Elan special. Colin Chapman simply left out much of the weight and size that other makers deemed necessary to a sports car. And power too: why bother with costly big sixes or bulky V8s when a compact Ford-based four offering you a modest 105bhp could propel a lightweight vehicle at pulse-raising speeds, as long as it also handled with the poise of a tightrope walker? That was the Chapman recipe, served up on a bed of structural ingenuity and task-sharing forethought that made components do double duty wherever possible.

True, that trademark cruciform chassis was only meant to be a testing expedient under the intended glassfibre monocoque, but having made its way to production it contributed to one of the world's great cars. Reliability and endurance scares simply melted away for a driver on a snaking road, sensing the grip through a slender wheel that practically whispered back to you, enjoying balance and agility that little else could match at the time. Few cars have done so since...

A good Elan still delivers that mix, and this example promises all you could want.

Restored at great expense by its last owner and then stored for many years, this 1967 car boasts all the refinements of the Series 3 including the legendary Lotus twin-cam engine. Recently rebuilt by a Lotus-trained mechanic in the School Garage workshop, it has only 100 miles on it. Underneath that simple, sleek

shape, says seller Martin Daly, the chassis and suspension components are all new, and couplings replace the notorious Rotoflex driveshaft joints.

"It's barely been used since the rebuild," says Daly, "and everything about it is exactly as it should be." He's been a fan of Elans since they were fresh on the scene and reckons this one is well up to snuff. "I have a Ferrari 458 Italia of my own," he says, "which is the finest

thing I've ever driven – but old as it is, this Elan still gives you the same sort of thrill. It's a fantastic drive."

In its bright red with black trim and new hood to match, this remains one of the prettiest convertibles around. It was the Elan that Mazda looked to when visualising the MX-5, as being the distillation of the British sports car. The essence of enjoyment, in fact.

FACTFILE

YEAR 1962-73

ENGINE

1558cc twin-cam four

TRANSMISSION
five-speed manual

SUSPENSION

front: double wishbones, rear: Chapman strut, wide lower wishbone

TOP SPEED 118mph

NUMBER BUILT

9800 approx

PRICE £38,950



New Dino in the pipeline

Ferrari set to revive its most famous name | BY ANDREW FRANKEL

FORTY YEARS AFTER THE NAME was last used, news comes from Ferrari that it is to build a new Dino. Details are very sketchy at present, but it seems the car will be powered by a new twin-turbo V6 developing about 500bhp. The best guess at an on-sale date is 2018.

This is not news Ferrari intended to communicate any time soon, but it emerged during a conversation between Ferrari's new chairman Sergio Marchionne and two British journalists at the recent launch of the new 488GTB. It was my good fortune to be one them.

The main points Marchionne wanted to get across were that Dino was the most revered of all names currently sitting on the shelf of any car manufacturer and that it would be used again in the right way or not at all. But he was then kind enough to concede that a new Dino was 'a question of when, not if', from which it is fair to conclude he has already given the project the green light. He was also emphatic in his insistence that a new Dino would not be any kind of



"I would rather build 500 fewer cars than the market demands than 500 too many."
Sergio Marchionne

entry-level Ferrari, which means it will be priced no less than the £150,000 currently asked for the California T.

As for the V6, Marchionne said Ferrari was actively considering such an engine and that internally the response had been positive. Such a motor would of course have a direct link to the V6s used in the original 206GT and 246GT Dinos and won't exactly be news to Ferrari: it's been making Maserati V6s for years.

What follows now is the purest speculation, based on little more than nods, winks, knowledge of Ferrari's current line-up and perhaps some understanding of the way Maranello works. It will be interesting, for me at least, to look back at these words in three years to see just how close to – or far from – the mark they are.

I expect the new Dino to be a mid-engined two-seater, available in open and closed form with an electrically retractable hard top for the convertible GTS. I expect the engine to be essentially the same as the 3.9-litre V8 used in the 488GTB, but minus a

couple of cylinders. On a purely mathematical basis, that would reduce its capacity to about 3.0 litres and power output to approximately 500bhp. So equipped and presuming the car is somewhat lighter than the 488GTB, it should have no problem whatever breaking the 4sec barrier to 62mph, with 100mph coming up in comfortably less than 10sec. So it's not going to be slow.

The car should also trigger a realignment of Ferrari's sports car range, allowing both the 488GTB and the F12 (or their successors) to be pushed further upmarket into even more premium pricing territories. This would then allow Ferrari to let the Dino maintain or increase profits without dramatically increasing production, a point about which Marchionne is very specific: "I would rather build 500 fewer cars than the market demands than 500 too many." And so say all of us.

Which just leaves the question of what kind of car the Dino will be. I hope it's more than just a junior 488GTB. I hope Ferrari takes specific steps to imbue it with a character of its own, and the option at least of a manual gearbox would do that very well. And Ferrari should learn from the values of Dinos today (£300,000 and counting for a nice one) that it doesn't matter how fast such cars go, but how they go fast. It should be a delicate, precise, beautiful instrument designed purely for the provision of driving pleasure.

Murray & Cosworth at TVR

IT APPEARS THAT TVR'S DEATH has been somewhat exaggerated. Reports of the resurrection of TVR have peppered the news pages of car magazines in the near decade since the most recent of these striking British sports cars was delivered, but now they carry more than a ring of truth, not least because they come backed by two of the most respected names in the industry.

The all-new TVR model to be launched in 2017 will be developed by Gordon Murray Design and powered by a normally aspirated dry-sump V8. It will be a traditional British sports car in layout, with its engine at the front and driven wheels at the back but featuring a composite structure. It will have a manual gearbox and Cosworth branding on its cam covers, although the engine is believed to be a proprietary unit

extensively modified for the purpose by Cosworth rather than a brand-new design.

Lots of questions remain unanswered, such as where the car will be built, how much will be charged and what volumes are anticipated. The description and positioning suggest, however, that the new TVR will pick up where the last ones left off. TVR boss Les Edgar – who bought the rights to the company in 2013 – has said in the past that he envisaged the new car's closest rival to be a second-hand Aston Martin, which implies a price point of perhaps £70,000.

This is tricky territory for low-volume British sports car manufacturers: venturing onto such ground with cars of inadequate construction quality is often blamed for the demise of the old TVR, Lotus has struggled to sell the Evora for such money while Noble Automotive failed to find enough people prepared to spend Porsche 911 money on such cars. There could hardly be two names with more kudos than Murray and Cosworth, so perhaps the company founded by Trevor Wilkinson in 1949 may yet and at last realise its full potential. Nothing, however, will be as important as the quality of its construction. Get that right and TVR might yet have a future, and a bright one at that.

Return of the 911R?

PORSCHE IS BELIEVED TO BE ON the point of launching a third GT-series 911, to go with the extant GT3 and GT3 RS. The new and as-yet-unnamed model will be designed to be a pure driver's car and, as such, unconcerned with such issues as ultimate speed or lap time. Instead it will aim to provide maximum driver involvement and, to that end, will have at least the option of a manual gearbox for the first time since the demise of 997-based GT3 RS in 2011. Expect a car shorn of aerodynamic addenda, featuring less extreme wheel and tyre combinations and perhaps a more accessible price point to provide a bridge between the Cayman GT4 and the standard 911.

The change of heart concerning manual transmission in a GT3 is believed to stem from the manual-only Cayman GT4, demand for which has taken Porsche completely by surprise. What would you call it? I think 911R has a certain relevance and ring to it...



Urus concept showed Lamborghini had SUV plans; after a pause for thought the project is now under way



Lambo commits to SUV

LAMBORGHINI HAS ANNOUNCED that its SUV will go into production after all. Many had thought the company had gone cold on the idea because it is more than three years since the concept version of the so-called Urus was shown, but now it has been given the green light and sales should start in 2018.

The introduction of a third model line for Lamborghini will more than double the company's sales and, if built in Italy, require a total redevelopment of the Sant'Agata site.

Lamborghini is not saying much about the car's specifics, but it is safe to say that it will be constructed around VW's large SUV platform. As such it will share underpinnings with the recently launched Audi Q7 plus the

next-generation Porsche Cayenne and, probably most relevant of all, Bentley's forthcoming Bentayga SUV. Power is most likely to come from the 4-litre twin turbo engine already used by Audi and Bentley because its relatively small capacity is attractive to the Chinese market, it can easily be boosted to beyond 600bhp and it can also be turned into a plug-in hybrid.

Bentley's success in lobbying VW to have the Bentayga assembled in Crewe will provide Lamborghini with a powerful argument to have the Urus built on home turf.

It will be interesting to see what, if any, response the confirmation of the Urus elicits from Ferrari. At last year's Paris motor show Sergio Marchionne confirmed Ferrari had no plans to build an SUV, but since then not only has its closest physical and conceptual rival now confirmed such a car, but so has Rolls-Royce. With the Bentayga and Maserati Levante now moving closer to production, Ferrari would seem isolated as the only major player in the super-luxury sector without firm plans to sell into what is now car for the car the world's most lucrative market segment. Can Marchionne really afford to turn away that kind of opportunity, even if it comes with snorts of derision from the purists? ☑

FERRARI 488 GTB

Wonderful in many ways, but also symbolic of a changing world | BY ANDREW FRANKEL



FACTFILE

£181,849

ENGINE
3.9 litres, 8 cylinders,
twin turbochargers

POWER
660bhp@8000 rpm

TORQUE
560lb ft@3000 rpm

TRANSMISSION
seven-speed double
clutch, rear-wheel drive

0-62MPH 3.0sec

TOP SPEED 205mph

ECONOMY 24.8mpg

CO₂ 260g/km

WHEN YOU DRIVE THE new Ferrari 488 GTB and feel more power under your foot than offered by the pinnacle Ferrari Enzo hypercar of just 10 years earlier, it is easy to forget how it got that way. The journey

that leads directly and without interruption to this wildly potent machine begins in 1968 with Ferrari's first mid-engined car, a machine so junior to its mighty V12 stablemates it was named after Enzo's son. Its 2-litre V6 engine offered just 180bhp and it was called the Dino 206GT.

Today's junior Ferrari, this 488 GTB,



offers 660bhp – or, put another way, precisely double the output of Ferrari’s Boxer flagship scarcely more than 30 years ago. And all I can think it has in common with its original 206GT ancestor is that mid-mounted engine location and an 8000rpm red line.


The 488 GTB is technically a modified version of the 458 Italia that came out in 2010, but as the only significant components carried over are the gearbox, steering rack, glasshouse and roof, it can be thought of as effectively new. Its engineering is so dense that a room full of motoring hacks, who can usually be counted on to start dozing after about 45 minutes of technical presentations, were held rapt for more

than two hours, once even breaking into spontaneous applause as some unfathomable evidence of its mechanical complexity was displayed like lines of DNA code on a screen.

However, the essence of it is this: if you exclude the Italian-market 208GTB Turbo tax-break special of the 1970s and ’80s, the 488 GTB is only Ferrari’s second turbocharged mid-engined car after the F40. Its engine retains the flat-plane configuration of all Ferrari V8s (save that fitted to the Lancia Thema 8.32) and has a capacity reduced from the 4.5 litres of the 458 to just 3.9 litres but its power output raised by an entire 100bhp. The car’s construction is still all-aluminium, Ferrari resisting as

ever the lure of anything more than cosmetic carbon fibre in its production models. Even so there are no fewer than 12 different alloys in its structure and body and, despite the additional turbos, wastegate and 20 per cent increase in required cooling capacity, the 488 is still 10kg lighter than the 458 it replaces.

But I don’t think it’s as pretty as the 458. It’s more pugnacious and more heavily muscled, especially around its shoulders where those huge air intakes feed the engine, but to me the 458’s shape is cleaner both front and rear, and more memorable.

The interior follows standard modern Ferrari form, though I’d say its perceived quality has improved. 

ROAD TESTS

www.motorsportmagazine.com/author/andrew-frankel

The steering wheel still comes pointlessly loaded with buttons and the navigation is still hopeless, but visibility is superb, the driving position almost faultless (a touch more reach control on the wheel is all that's needed) and the big central tachometer full of both promise and presence. If you're in the market for one, take care over which seat you choose: Ferrari offers three and the lumbar support of the standard chair in the car I drove was inadequate on the road, the lateral support equally deficient on the track.

The 488 GTB is the first Ferrari you start without the need for a key, a pointless 'enhancement' in my view. You're answered not by a sharp snarl, but a dull woof from the turbo. Like all modern Ferraris the 488 offers a 'bumpy road' button that slackens off the damping when required, providing ride quality absolutely as good as can reasonably be expected in this kind of car – possibly better. The car is quiet enough too, but only in seventh gear and on part throttle which, to be fair, is how it will spend almost all its motorway miles. If you're just idling your way through traffic you may not appreciate the unavoidable blare of Ferrari's new turbo motor.



I TOOK IT TO THE HILLS SOUTH of Bologna hoping for clear roads and a chance to understand better a Ferrari more changed in character than any I can recall since Maranello ditched the mid-engined, flat-12 Boxer, Testarossa, 512TR and F512M series and returned to its front-engined roots with the 550 Maranello, some 20 years ago. This strain of Ferrari has always been the one that required you to work a little to access its performance. Drive a little old Dino or a brand-new 458 and both require you to think a little, downshift and raise the revs to the roof before they'll do their wonderful stuff. If you wanted a Ferrari with a bottomless lagoon of power into which you could effortlessly dip at will, you bought one with 12 cylinders.

No longer. Ferrari's engineers explained in great detail precisely how they deliberately manipulate the engine's torque, creating different maps and therefore a different torque curve for every gear and only allowing the engine's full potential to be deployed in



top. In the lower ratios, torque is artificially meted out as the revs rise in an attempt to simulate the characteristics of a normally aspirated engine. I can scarcely imagine how it would feel if left to its own devices: as it is, driving this car safely in public is an exercise in perpetual, saintly restraint. The performance gain over a 458, partly in terms of ultimate speed but more relevantly in terms of accessibility, is shocking, and I use the word after some thought. When Ferrari replaced the 599GTB with the F12 the power gain was greater even than this, but the increase in accessible torque was as nothing by comparison. In short I can think of no car in the company's history that has offered a greater hike in real-world performance over its predecessor than this.

488 GTB has a lag-free turbo and an almost faultless seating position, but steering wheel suffers from unnecessary button clutter



And it has been done without turbo lag. By mounting the twin-scroll turbos on shafts carried by ball bearings and creating the compressor wheels from a low-density titanium-aluminium alloy, the delay between a request for power and its arrival is not perceptible – at least to this particular human. It can be measured, however, and Ferrari claims it is one tenth of a second slower than the normally aspirated 458, an interesting technical detail but not one of any relevance on the road.

But you still find yourself wondering about what all this additional power and torque is actually doing for you. Because the car develops peak power at 6000rpm and maintains it through the next 2000rpm to the limiter, Ferrari has been able to stack the gear ratios in such a way that, when you're driving flat out, you never have less than all 660bhp at your disposal. By contrast, if you drive a 458 the same way and – because like all normal cars it cannot maintain peak power from one shift to the next – the average amount of power at your disposal during maximum acceleration is not the 560bhp maximum, but something closer to 510bhp. So in the real world, the actual power difference



Brief test at Fiorano underlined the newcomer's relatively docile track manner, but there's no classic soundtrack by way of accompaniment

between them at maximum attack is about 150bhp. But you'd need to be a braver man than me to use it in public.

In fact what actually happens is you run up against other limitations, usually the traction capability of rear Michelins that despite being soft, fat (they carry a 325/30 section) and purpose-built, are unable to cope with the demands of this engine at the exit of even third-gear corners on completely dry roads. Leave the electronics engaged and there's nothing to fear, because literally the only evidence of the tyres having had enough is a little blinking light on the dash and a curious sensation of the engine having been robbed of a couple of hundred horsepower.

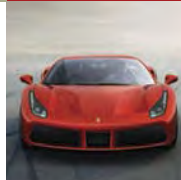
Driving this way does leave some fairly fundamental questions unanswered. The car feels a bit like a circus lion, claws blunted by electronic control and restrained by the environment in which it finds itself. Rightly or wrongly but without question, any owner wishing to really understand the true nature of their 488 GTB is going to need to attach him- or herself to the 10 per cent or so who will actually ever take theirs to a track. Happily, Ferrari owns

Fiorano for precisely such purposes.

I'm not expecting anyone to feel sorry for me but the next part of the job, while fun, is hard. As usual, I got four laps, of which the last had to be slow to cool the carbon-ceramic brakes for the next use. So that's three laps, substantially less than five minutes in which to persuade a car with a lot more power than a McLaren F1 to reveal all. If by the apex of turn one you're not on the limit with all the stability control turned off, you're wasting time.

So now is the time to tell you that very few standard mid-engined Ferraris have ever felt good on a race track. Highly evolved esoterica like the LaFerrari, 458 Speciale, 430 Scuderia and so forth are designed for this kind of work, but the everyday cars are not. While a front-engined machine like an F12 will amiably and effectively skid about until you run out of rubber, in the mid-engined machines it's usually me who runs out of nerve first.

But not this one. You might have thought a turbo engine with all that torque would prove rather adept at unsticking the rear end of the 488 GTB and you'd be right, but now and for once that's an entirely good thing. The



488 has the best weighted, most linear steering system to bless a Ferrari in at least 10 years, while the chassis is actually rather docile, phenomenally so you might think, given the forces at work. Inherently it wants to understeer, which is good, but it doesn't take much encouragement, barely a prod of the foot in fact, for it to start sliding. And here's where it gets really clever: the car, via a dialogue between the electronic differential and Ferrari's side-slip control software, knows what you're doing. It can measure the amount of opposite lock being wound on and the rate at which it is being applied and then compare this with what you're doing with the throttle. Then, if it concludes there's not actually a complete moron behind the wheel, it'll let you get on with it and let you drift until there's no more steering lock to be had. If not, and even with traction control switched off, it'll at least try to save you from yourself.

For this I want to place the 488 GTB among the finest mid-engined Ferraris of all time, and the chassis merits it without question. For a standard Ferrari production model, it is a landmark. But there is also that engine to consider. We all need to understand that Ferrari had no choice but to use turbos because once it is spun off from its parent later this year, it cannot offset its emissions against Fiat Panda sales, so has to be seen to be an environmentally considerate citizen. In terms of engine response I know no better turbo motor than this, and many might consider its lack of aural theatre a better than fair price to pay for its power and the way it is delivered. But I'd still rather it were normally aspirated and would sacrifice power that can rarely be used for the searing, soaring soundtrack of a traditional Ferrari sports car.

But this should not be allowed to cloud Ferrari's fundamental achievement with this car. If you believe a Ferrari should always live at the outer limit of road car performance, then this one deserves its place in the Maranello stable more than most. All I would say is that the 488 GTB is so ferociously fast that there is surely now space in the range for another, more accessible product – and at a lower price.

A new Dino perhaps? Turn to the news on page 52, and you'll see others in a rather better position to make it happen have had the idea too... 📧



MERCEDES-BENZ SL400 417 MILLE MIGLIA

Tribute to a fine race performance that's all too often overlooked



JOHN FITCH. THERE CAN BE few characters whose contribution to our sport and our safety have been more overlooked. A fighter pilot and one of few to have shot down a Messerschmitt ME262, post-war he won the Sebring 12 Hours in a Cunningham, was Pierre Levegh's team-mate at the calamitous 1955 Le Mans and won the Tourist Trophy at Dundrod in a 300SLR (and was always scrupulously clear about the fact Stirling did the lion's share of the driving). After retiring he forged a new career inventing safety barriers, doing the crash testing himself. Fitch's impact attenuation systems line US highways to this day.

What has this to do with a new Mercedes-Benz SL with a matt-black paint job, red brake calipers, red wheel surrounds and red accents on the bumpers? Its full name gives it away: this is the SL 417 Mille Miglia.

You will know already about the 1955 Mille Miglia. But behind Moss, Jenks, Fangio and their 300SLRs came another Mercedes in fifth place, a showroom-standard 300SL 'Gullwing' model given the start time of 4:17am and therefore race number 417. Driven by Fitch, it won the GT class and beat some purpose-built prototypes too.

And it is that achievement this limited-edition SL seeks to honour. Just

FACTFILE

£85,335

ENGINE

3 litres, 6 cylinders

POWER

328bhp@5250 rpm

TORQUE

353lb ft@1800 rpm

TRANSMISSION

seven-speed automatic, rear-wheel drive

0-62MPH

5.2sec

TOP SPEED

190mph

ECONOMY

36.7mpg

CO₂

178 g/km



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500 will be sold around the world, though I think restricting it to 417 would have been more elegant (if less profitable). Oddly you can't get one with the full-fat 577bhp 5.5-litre AMG motor, so your choice is between a 3-litre twin-turbo V6 version with 328bhp or a 4.6-litre V8 with 449bhp. Mechanically they are both the same as the cars upon which they are based.

I drove the SL400, which has the V6 motor, and its performance was actually quite impressive. Thanks to extensive use of aluminium, modern SLs are quite a lot lighter than they look. And I guess that as Fitch's car also had six cylinders and displaced three litres, there is a parallel to be drawn. But the 400 is lacking somewhat in the theatrical department, doing its thing efficiently and effectively but without drama, which I thought rather a shame. The V8 SL500 has always been my favourite of



the current generation and will I am sure do a far better job of doing justice to the Mille Miglia insignias on its carpets, and to the name of the very great man who stayed stuck in the shadow of Moss from Brescia to Rome and back. It offers not just real punch, but a thunderous soundtrack, without compromise to the comfort that has been a hallmark of SL philosophy for six generations and more than 60 years.

But if you're happy just to cruise, as so many SL owners have been in this time, the SL400 does the job well, but not half so well as that other enduring talent of the species, which is to suck stares off every pavement you pass. I've driven Lamborghinis that attracted less attention than the matt-black SL with the red wheel surrounds.

If that's worth approximately £12,000 over the price of a standard SL, feel free to proceed. Just be aware that you can buy a nice normal SL500 for £2200 less than the SL400 417 Mille Miglia.

It won't have a matt finish, but it will be one of the best roadsters you can buy and – in one blast of its V8 motor – will come closer to evoking the spirit of Fitch and his Gullwing than any amount of paint and logos could ever manage. ☑



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Ferrari

Strong-arm tactics

Following Mark Hughes' piece on the effect of aero on F1 cars and the cost and complexity of changing regulations, I have a simple solution. Outlaw power steering. Downforce at the front wheels would be limited to what the driver could physically handle and the rear would have to be reduced to balance it. Cockpits might even have to be made big enough to accommodate drivers of average size.

John Sisson, Queensland, Australia

Wingless into battle

Based on the announcements by the F1 Strategy Group, it's pretty clear that they are not going to right the ship. There are too many competing (self-) interests and at least two important stakeholders are unrepresented: track owners and fans.

As usual, Mark Hughes makes the complex easier to understand in your July issue when discussing the proposals put forward by the F1 Strategy Group. There's no doubt that more downforce is counter-productive. Let's see F1 cars without all their aero appendages. It is plain that of all the technical advances that have been derived from F1, aero downforce does nothing for road cars. Get rid of it.

Strip the cars of their wings, give them wider, stickier tyres, and turn them loose. They might not be faster than the old V10s, but they will surely be fun to watch.

Paul Malkoski, Aurora, Colorado, USA

Dire straights

I have been an avid follower of Grand Prix racing for 48 years. While friends spoke of falling asleep halfway through, I doggedly watched every one. I still love the idea of it, but for the first time I'm wondering if I can go on. I don't think there was that much overtaking back then, but cars retired so there was much more doubt about the result and thus more variety and anguish wondering if your hero would last the distance. I know drivers have always had to look after their car and tyres, but somehow it's becoming too clinical.

The other problem is the rise of the strategist. Left to their own devices, drivers tend to overdo it in the thrill of

battle and might not make the finish. Isn't that more exciting? I think it is, and again it throws up some variety. Leave the driver to manage his own race, no radio or dash messages.

In a frustrating Canadian GP none of the anticipated action came to much, although we kept being told that they were all saving it up for a charge at the end, thus heightening the ultimate disappointment. Even Vettel's recovery from the back, a great drive, left me unmoved. If the Circuit Gilles Villeneuve can't give us a good race then things are really dire.

Later I watched some IoM TT. How do those guys do it? Even on TV it's stunning. The onboard is frightening, with the suspension going all over the place and the whole bike shimmying. F1 looks like a cruise by comparison.

At least I enjoy Le Mans. They've managed to keep that interesting, with just as much technology.

Jeremy Wheatley, St Albans, Herts

Badge engineering

I have just read Simon Arron's article on Gold Leaf Team Lotus (July) and thought you might be interested in a bonnet badge I have. I worked at Lotus from 1966 until 1969. When the sponsorship was announced in 1968, it was decided to commission eight special badges for the F1 team cars and also the personal transport of Colin Chapman and the

Rare survivor: one of a handful of car badges made to mark Gold Leaf sponsorship, along with the name plaque from Clark's last British race



then chairman of John Player. I guess the F1 team car badges were lost or broken in accidents etc. What happened to the others I've no idea, although at least one still exists and belongs to a former Team Lotus mechanic.

I also have the name plaque from Jim Clark's winning Lotus 49 at Silverstone in 1967, the last UK race in which he took part. I worked for Team Lotus that weekend and we had to tow Jim's 49 to the circuit behind the team van from a garage in Brackley, because the transporter was bringing Graham's car from Hethel following an accident on Friday. A far cry from today!

John Parramint, St Césaire, France

Formula Juniors

I have loved and watched motor racing for 56 years, including Grands Prix at Aintree, Silverstone and, most enjoyably, Brands Hatch.

Maybe it's my age, but I managed to sleep through most of a recent Grand Prix, with its predicable racing, shortage of overtaking and very poor driving standards. When F1 drivers on eight-figure contracts are miserable after finishing third in a Grand Prix, I lose all interest. They should live in the real world and ask themselves what they are giving to the fans.

Now more than ever I appreciate the Le Mans 24 Hours – never a boring period, everyone respecting each other, a great race.

But I have also become a fan of proper racing again. Have other readers witnessed the Ginetta Junior series on the British Touring Car Championship support programme? It features superb racing, slipstreaming and impeccable driving standards, even though competitors are all under 18. I think it's the best racing since slick tyres ruined the Formula Ford Festival.

Guy Raines, Malton, North Yorkshire

Tacklin' Macklin

I am working on a biography of British racing driver Lance Macklin.

Driving primarily for HWM, Aston Martin and Austin-Healey, he was a staple of the British and European motor racing scene from the late 1940s until the mid 1950s. An affable character, he was widely recognised as an exceptionally quick driver with a

Competition or Concours

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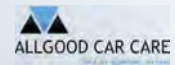
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charming personality, although he is arguably most widely remembered for his part in the 1955 Le Mans tragedy.

After retiring from racing in 1956 he went to work for Facel Vega, then led an adventurous and well-travelled existence until his death in 2002. I'm looking to speak with anyone who knew him or came into contact with him before, during or after his racing career.

Jack Barlow, jacksbarlow@gmail.com

Glasses guide

The caption to the photograph of Sir Stirling Moss at Laguna Seca (p91, July 2015) should be corrected for historical accuracy. The caption writer identified it as Moss wearing "bolt-on Groucho Marx accessories." They are not at all like Groucho's painted on 'tache. Moss is wearing a Raymond Glendenning spectacles, nose and handlebar moustache set, a popular Christmas novelty in the Fifties. I had a set myself.

Glendenning was a famous radio and television commentator and first president of the Handlebar Club, who met monthly to drink beer and discuss moustaches. He could hardly have been known in the USA; who on earth took them to Laguna Seca?

Stuart Tallack, Felpham, West Sussex

Knight to remember

I see from the newspapers that Lenny Henry is to receive a knighthood. It may be deserved – I am not in a position to pass judgment. However, I am in a position to say that John Surtees should certainly be made a Knight of the Realm – the only world champion on both two and four wheels, and a tireless worker for the Henry Surtees Foundation.

Through your superb magazine can you encourage every reader to write to his or her MP, demanding that Surtees is included in the next Honours List, before it is too late?

John Fellows, Hatherley, Cheltenham, Glos

Route and branch

In Ed Foster's July article, it says that Moss and Jenks's 1956 Mille Miglia run finished when the brake pedal broke off.



Very convincing, Stirling – we thought it actually was Raymond Glendenning...

That was in 1957 in their Maserati 450S, 12 miles from the start. They didn't hit anything, Moss broadsiding the car and stopping it on the gearbox.

In 1956, torrential rain led to total loss of adhesion going into an S-bend near Rieti in their 350S Maserati. The subsequent crash is as described in Ed's article, except for one vital fact that Jenks always mentioned in his accounts. When the car finally came to a stop, it had gone through the barrier and was heading down into the valley below when it hit a tree, nose first. As Jenks recalled it was the only tree for yards around, and had they not hit it, their next stop would have been in a rocky river bed 300 feet below. Jenks never forgot that the tree saved his and Stirling's lives.

Roger Howard, Rigaud, Québec, Canada

Voici Ascari

I very much enjoyed reading Nigel Roebuck's tribute to Alberto Ascari in June's edition of your excellent magazine. I wholeheartedly agree that it is astonishing that there has never been a definitive biography – in our language – of one of the motor racing gods. Just in case he hasn't come across it, I thought it useful to mention a superb biography of the great man in French. It is entitled *Alberto Ascari – Premier Double Champion du Monde*, written by Pierre Ménard and Jacques Vassal. It is 160 pages of pure magic, beautifully illustrated, and for those who don't speak French the excellent pictures tell their own story.

Published in 2004 by Chronosports SA, the ISBN reference is 2-84707-027-3. Chris Bromley, Coventry, Warks

Frank about Matich

I am writing as a great fan of the late Frank Matich, following your obituary. Although he was an enormously gifted driver and engineer, I feel a myth is beginning to be woven. He was a modest man, and I am sure he would not want mistruths to cloud his actual achievements. In particular I make reference to his results in the Tasman Series of both 1964 and 1965, when racing the Brabham BT7A. He did not, as is being suggested more and more, "beat the Internationals" on a number of occasions in this car. His tally of

Tasman results in the Brabham? A third place at Longford in 1964 and another at Warwick Farm in 1965. No other finishes were achieved. His epic duel with Jim Clark at Lakeside in 1965 was spoiled by a broken rotor button, but this race did not count for that year's Tasman Championship.

Neil Nicoll, Wollstonecraft, Australia

Top marks

Without doubt the July edition was your finest ever, if not the finest ever example of any motor sport magazine – Jimmy Clark, Stirling Moss and Bruce McLaren all in one issue. I'm not normally taken to emotion as a result of the written word, but the 1955 Mille Miglia/Moss and Jenks article left me with one hell of a lump in my throat.

Malcolm Clarke, Amersham, Bucks

Gathering Moss

Congrats on your recent 1955 Mille Miglia coverage. Since a car's number showed its start time, Sir Stirling's 722 couldn't have been more appropriate since it combined his favourite race number (7) with the 22nd Mille Miglia. I had the privilege of lunch with him virtually on his victory's 25th anniversary. He agreed it was his greatest race and autographed my 1955 copy of *Motor Sport*, containing DSJ's excellent first-hand report. A treasured possession!

Alec Forty, St Andrew's, Guernsey

Fine Tailoring

What an excellent article by Simon Taylor about his experiences alongside Stirling Moss in the 1995 Mille Miglia. His description of those 16 wet miles in 14 minutes is an astounding piece of writing. I have always appreciated Simon's prose style, but this really sums up what it must have been like.

Trevor Mann, Crowborough, East Sussex

Long-distance approval

Just have to congratulate you on a fab edition of the magazine. After reading all the Le Mans articles – and especially the Norbert Singer interview – I felt transported to a different time and place, yet remained excited about the present. Quite an achievement.

Paul Brewer, London SW6

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

by Richard Holt



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BALL

The watch industry has been known to take itself a little bit too seriously. When a new product is unveiled, it is done with such a flourish that you would think they had invented a machine to cure all ills and simultaneously provide a source of clean, limitless energy. What you generally get, though, is a watch similar to one they made earlier.

The mistake is forgetting the reason why people want watches: we buy them because they please us. And there isn't anything wrong with grown-ups having toys, of course. The unwritten constitution of life does not demand you should stop having fun as soon as you get the vote.

But the watch industry is in denial – it likes to think of the products it makes in terms of need, rather than want. Which is understandable, given how things used to be. The Ball watch company dates from a time when mechanical watches were a literal matter of life and death. In 1891, reliance on a faulty timepiece by the conductor of a passenger train in Ohio led to a high-speed collision. The loss of eight lives spurred the rail company to action, and a jeweller and watchmaker by the name of Webb C Ball was enlisted to ensure that all railway workers adhered to strict standards of timekeeping.

He implemented a regime of regular testing to make sure no watch varied from the standard by more than 30sec.

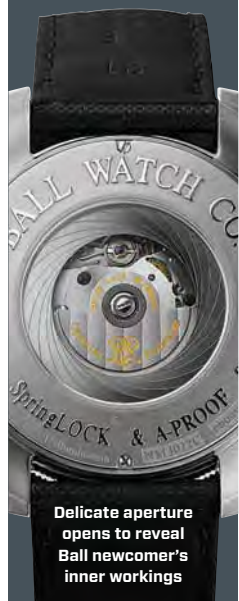
This same ethos continues with the company today, with a Ball motto of Accuracy Under Adverse Conditions. Given this, you'd be forgiven for thinking that these would be first in line for a seat in the serious carriage.

The latest release, the Engineer II Magneto S, has a no-nonsense name and design to match. It has a large, simple dial with micro-gas tubes on the hour markers and hands, making it highly legible in low light.

So far so sensible. But the joyful genius of this watch is found on the back. With a twist of the bezel, a beautifully designed, wafer-thin iris aperture shimmers open to reveal the movement beneath. When closed, the system keeps the workings protected with an anti-magnetic alloy. But whenever you want, you can turn the satisfyingly weighted bezel and gaze lovingly at the beating heart within.

Ball takes its timekeeping seriously, but also remembers that customers need to be entertained. They would not want you to call this watch a toy, but it is a lot of fun.

www.ballwatch.com



**Delicate aperture
opens to reveal
Ball newcomer's
inner workings**

STRUTHERS LONDON

Struthers London was founded by the husband and wife watchmaking team Rebecca and Craig Struthers, after years spent restoring and enhancing vintage timepieces. They have now launched a new watch in collaboration with London Morgan, the swanky Morgan dealership housed in a South Kensington mews. The Morgan Aero 8, inspired by the car of the same name, follows the Morgan philosophy of combining "state-of-the-art technology and centuries-old techniques", according to Struthers. The watch contains a vintage Omega movement that has been stripped back and "remastered". The case is made of 18ct white gold and the Aero 8 is limited to eight pieces. £22,500

www.londonmorgan.co.uk



TAG HEUER

More than two decades after his tragically early death, Ayrton Senna's name is returning to the range of Tag Heuer, for whom he was a well-known ambassador.

The brand celebrates its association with a series of special Senna editions of its Formula 1 watches. In

brushed steel with three chronograph counters, they come with a Ronda quartz movement and represent the entry level to Tag Heuer ownership. They were due to be unveiled at the

Goodwood Festival of Speed, which this year marked the Swiss watchmaker's fifth year as official timing partner. The Tag Heuer Drivers' Club is now a fixture at the world's least sedate garden party. £1350

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JIM CLARK IN 1965



RACING'S GREATEST CAMPAIGN

Some motor sport seasons are defined by intense rivalry, others by one driver's domination. On an individual level, though, Jim Clark's 1965 remains unrivalled in terms of its success and diversity: Tasman champion, Indy 500 winner, a second Formula 1 title clinched by August... not to mention numerous victories in F2, sports and saloon cars. Here we present a detailed diary of his astonishing year, one that is unlikely ever to be matched

writer PAUL FEARNEY

JANUARY

- 1** ■ CLARK celebrates New Year and his almost full recovery from a slipped disc – the result of a snowball fight in Italy! – by leading all 85 laps of the South African Grand Prix from pole position in a Lotus 33, its low-slung exhausts indicating the short-stroke, flat-crank version of Coventry Climax's 1.5-litre V8. He records East London's first 100mph race lap in the process and wins by 29sec – despite being shown the chequered flag one lap too early and pausing for a confab with team boss Colin Chapman before completing a banker lap.
- 4** ■ THE 'Wallaby Route': Johannesburg to Sydney on a Qantas Lockheed Electra turboprop, via Mauritius, the Cocos (Keeling) Islands, Perth and Melbourne – and thence to Auckland.
- 6** ■ UNOFFICIAL practice for the opening round of the Tasman Series, the New Zealand GP at Pukekohe.
- 8** ■ CLARK'S one-off Lotus 32B – an F2 monocoque adapted to accept a 2.5-litre Climax FPF 'four' and a ZF gearbox – suffers transmission and fuel mixture problems in official practice.
- 9** ■ HAVING won the first 12-lap heat, his GP ends on lap two (of 50) when the Cooper of Bruce McLaren rams him at the hairpin. (Clark will exact 'revenge' on the road south to Levin when his Ford Zodiac accidentally rear-ends McLaren's BMC 1100 and splits its fuel tank.)
- 15** ■ CLARK tops the times in practice at Levin. He leads both his eight-lap heat and the 28-lap final from flag to flag, creating a lap record in the former and winning the latter by 11.3sec. He also wins the Flying Farewell, a non-championship sprint race with a rolling start.
- 22** ■ CANTERBURY'S drought breaks and so practice for the Lady Wigram Trophy begins in the rain. Clark is fastest in the dry afternoon session.
- 23** ■ THOUGH he wins the second 25-mile heat, Clark starts the 44-lap final from third position because the first heat had been the quicker. He takes the lead from the 4-3-4 grid and is 11sec in front after 11 laps. Fading oil pressure forces him to coast around some corners but, although the chasing McLaren equals his lap record, he wins by 10.2sec.
- 28** ■ CLARK sets the fastest time in unofficial practice at Teretonga...
- 29** ■ ...AND also during a blustery official practice.
- 30** ■ HAVING set a new lap record while winning his six-lap heat, he makes an unusually slow start in the 75-mile final and yet leads by the end of the first lap. McLaren keeps him honest, and an overheating engine causes him concern, but he completes his Tasman hat trick with 13.5sec in hand. Worried about his engine, he is beaten by McLaren in the six-lap Flying Farewell.

FEBRUARY

- 1** ■ BACK in Australia, Clark spends a great deal of time at Bankstown Airport, regularly arriving at 6.30am in order to cram for his private pilot's licence; he soon goes solo. He also racks up a £4 laundry bill during his extended stay in Sydney.
- 12** ■ CLARK and the Brabhams of Graham Hill and local ace Frank Match beat the Warwick Farm lap record in testing.
- 13** ■ THEY set the official pace, too, with Match – his car featuring a duck-tailed rear spoiler – fastest, from Hill and then Clark.
- 14** ■ MATCH leads briefly before the overseas stars assert themselves. Despite losing third gear early in the race, Clark maintains the pressure on Hill and takes the lead on lap 34



Jim Clark gets some rare opposite lock on as Bruce McLaren's Cooper hustles him at Pukekohe. Right, Clark learned to fly in Oz





Stirring effort at the first Brands Hatch Race of Champions nets Jim 100 bottles of bubbly for landmark 100mph lap



Sparkling evening: Clark and Sally Stokes shine at the RoC Ball in the Park Lane Hotel



GETTY, TERRY MARSHALL, REX FEATURES

(of 45). He wins by more than a minute after his perennial rival suffers a late spin.

- 20** ■ PRACTICE for Sandown Park's 100-miler is marred by four-time Australian champion Lex Davison's death during practice; he suffers a heart attack and crashes his Brabham.
- 21** ■ THE Dunlop-shod Clark leads in sweltering conditions, but pole man Jack Brabham, benefiting from a new Goodyear compound on his Brabham, overtakes on lap seven (of 54) and wins by 4.6sec. Second place, however, is sufficient to make Clark the Tasman champion.
- 26** ■ HE is outpaced in practice for the Australian GP at Tasmania's Longford – the fastest track of the series – by Firestone-shod Coopers and Brabhams on Goodyears and Dunlops.
- 27** ■ HE finishes fifth, his spare Climax down on power, in the 10-lap qualifying race, the *Examiner* Trophy...

MARCH

- 1** ■ ...AND is fifth once more, albeit only 8.4sec behind the victorious (and clutchless) McLaren, in the 26-lap GP. Clark's Tasman winnings amount to £4000. There is no celebration: Davison protégé Rocky Tresise's fatal accident in a Cooper also claims the life of a photographer.
- 6** ■ CLARK takes pole for the non-championship Lakeside '99'.
- 7** ■ HIS dice with Matich is a humdinger. Content to continue their struggle after his rival loses nine laps because of a broken rotor arm, Clark lowers the lap record and wins by two laps from Frank Gardner's Brabham. When Clark is threatened with disqualification for drinking a post-race beer in the paddock, Matich wades in and the charge is dropped.
- 8** ■ FROM Brisbane to London Heathrow on a Boeing 707: an exhausted Clark arrives at John Whitmore's London flat in Balfour Place, Mayfair.
- 11** ■ CLARK has a seat fitting for the Lotus 38 Indycar at the team's Cheshunt HQ.
- 12** ■ HE is quickest in both practice sessions for the inaugural *Daily Mail* F1 Race of Champions at Brands Hatch. In the morning, he uses a 1963-built Lotus 25B, chassis R6, fitted with Goodyears and an old-spec cross-crank Climax. He finds three-tenths during the afternoon in a Type 33 on Dunlops and using a flat-crank engine. He wins 100 bottles of champagne for the venue's first official 100mph lap. Then it's back to London for a gala at the Park Lane Hotel, with girlfriend Sally Stokes.
- 13** ■ CLARK wins the first 40-lap heat at Brands Hatch in a Type 33. The star performer, however, is Brabham's Dan Gurney, who charges from the fifth row to finish second. Though Clark holds a 20.8sec advantage – the winner is to be decided on aggregate – he chooses to battle the American in the second heat. The latter's Goodyears appear to have more grip and he noses level around the outside of Paddock Hill Bend on lap 12. Clark sits tight through Druids, only to run wide onto damp grass at Bottom Bend and biff a bank at 60mph. Chassis R10, the South African GP-winner, is wrecked and Clark suffers bruising. It's the end of a so-so day.
His pole-sitting Group 2 Ford Lotus Cortina, this season fitted with a BRM-tuned 150bhp twin-cam, had earlier wobbled from the lead of the opening round of the BRSCC British Saloon Car Championship when its left-front wheel came loose; though retightened, it parts company a few laps later. ☐

- 19** ■ CLARK'S new Ron Harris-Team Lotus Type 35-Cosworth SCA, which he drives while wearing a Pac-a-Mac secured at the waist by string, is joint second-fastest – 1sec slower than Mike Costin's Cosworth Engineering fuel-injected Brabham – in wet practice for the Formula 2 Senior Service 200 at Silverstone. In contrast, he puts JCB's Lotus 30, originally entered for Pete Sadler, on pole for the opening round of the British Sports Car Championship; his 4.7-litre Ford V8-powered Group 7 machine is 1.6sec faster than John Surtees' new Lola-Chevrolet.
- 20** ■ THE two dice in atrocious conditions, passing and re-passing for the lead, before Surtees spins from contention. Both on Dunlops, Clark's R6 compound in the new R7 anti-aquaplaning pattern is superior to his rival's R6s and he wins by a lap, even though he, too, spins and the race is halted after 18 (of 25 scheduled) laps. The BARC suspends the meeting before abandoning it 90 minutes later.
- 26** ■ CLARK'S Cortina beats Alfa Romeos and BMWs to win the Sebring Three Hours for Group 2 'sedans' by two laps from its Team Lotus-run English Ford Line sister car of Jack Sears. He also collects a \$50 ticket for speeding (in a Ford Galaxie) on the interstate and arranges for his spare race engine to be used by a privateer Ginetta in the subsequent 12 Hours.
- 30** ■ CLARK and Gurney attend the first Type 38's shakedown at Snetterton. They lap anti-clockwise to compensate for its offset suspension and are limited to 7500rpm (160mph). Only minor adjustments are required and it's declared a success.

APRIL

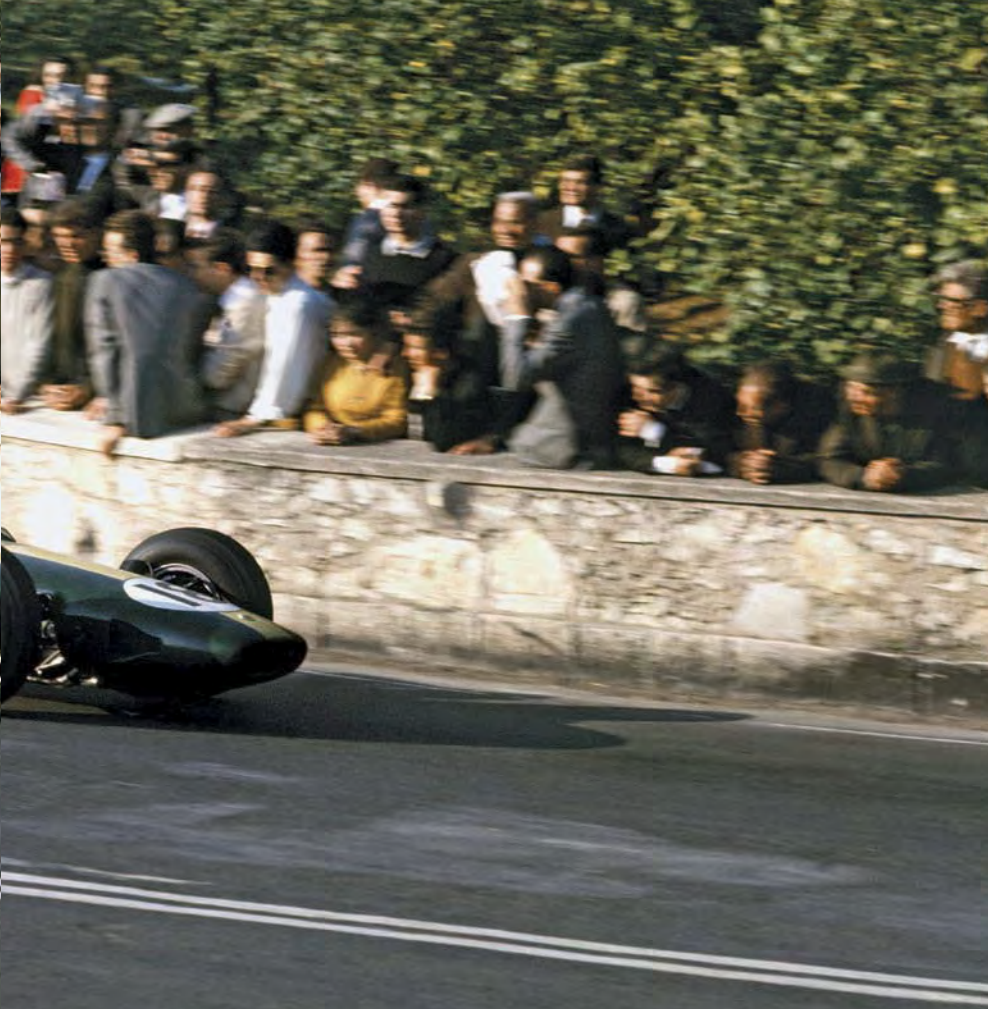
- 2** ■ DESPITE his new Type 33, chassis R11, being under geared for this fast road circuit, Clark leaps to the top of the timesheet in the closing seconds of the first practice session for the non-championship F1 Syracuse GP in scorching Sicily.
- 3** ■ IT'S hotter yet and so he sits out all bar the final 20 minutes of practice. No challengers for pole emerge and he saves his machinery for the 195-mile race.
- 4** ■ AS anticipated, Clark and the Ferrari V8 of Surtees are contenders for victory. The surprise package is Jo Siffert's Rob Walker-run Brabham-BRM, which leads the first 10 laps and twice repasses Surtees for the lead thereafter. The Swiss sensation is leading on lap 46 (of 56) when a missed gear grenades his V8. Clark has just set the fastest lap (on lap 45) and is lining up Surtees when the Ferrari, after one more lap in front, lapses onto six cylinders. Clark wins by 42.1sec, but admits that he's been lucky.
- 5** ■ THE Lotus Indycar is shown to the press at Cheshunt. Clark is absent...
- 7** ■ ...BUT he tests both cars in unhelpful weather at Silverstone: the Indy version is halted by a fuel filter problem; the short-oval car, fitted with a lower final drive for the race at Trenton, New Jersey, runs fine. In a car set up to turn left only, he's 5sec off F1 pace.
- 9** ■ CLARK qualifies fifth at Snetterton for the F2 *Autocar* Trophy, 1.2sec off pole. He also qualifies fifth – behind three Ford Mustangs and a Galaxie – for the 15-lap saloon car support race.
- 10** ■ HAVING almost dead-heated winner Hill's Brabham-BRM in the first 25-lap heat, Clark's Type 35 is leading the second and headed for overall victory when its Cosworth engine begins to fail. A conrod snaps on the last lap and he coasts home sixth, third on aggregate. This follows the disappointment of being



Heat was on at Syracuse: Clark said it was a lucky win – but he did have pole and fastest lap...

Flying in the rain: after a long-haul trip from the US, Clark's delicate hands extract F2 victory at a wet Pau





Cortina good news; Type 30 frequently bad. Jim masks his views of the troubled sports car



L.A. COOTNER

overtaken by Gardner's Goodyear-shod Race Proved by Willment Lotus Cortina midway through the BSCC encounter. All those Mustangs, however, beat them both.

17 ■ IN mixed conditions at Goodwood on Easter Saturday – dry morning, wet afternoon – the BRMs of Jackie Stewart and Hill outqualify Clark for the F1 *Sunday Mirror* International Trophy. The latter is using Climax's four-valve head and Dunlop's 13-inch R7s for the first time. His works Cortina and Type 30 Series 2 – stiffer chassis and 15-inch wheels – are also beaten to pole: by Mike Salmon's Mustang and McLaren's Elva-Oldsmobile respectively. Clark is hampered by clutch-slip in the Type 30, now running fuel injection, and briefly tries a Cosworth-engined Cortina.

19 ■ THREE wins and three fastest laps is Clark's tally at an inclement Easter Monday Goodwood. Even though the St Mary's Trophy for saloons is halved to five laps because of hail and pressing TV needs, he wins by 22.6sec. Hill leads the 42-lap main event, but Clark, revving to 10,000rpm, passes him on lap six and pulls away to win by 24.2sec. He shares his 107.76mph fastest lap with Stewart, however, and has to cadge a lift to the pits after suffering a front puncture (cover for an engine problem perhaps) on the slowing-down lap. He completes his hat trick by winning the 21-lap Lavant Cup by 20sec in the Type 30; his fastest lap is four-tenths shy of the day's F1 best.

21 ■ CLARK tests Type 38/1 at Trenton. But when new team-mate Roger McCluskey destroys 38/2, Chapman decides to withdraw from Sunday's 100-mile USAC race. Clark's car is flown directly to Indy; the wreck is returned to the UK.

24 ■ HIS participation in the F2 Pau GP has long been a bone of contention, but now Clark arrives in plenty of time and qualifies third after experimenting with Goodyears on his six-speed Type 35.

25 ■ HE finds grip (on Dunlops) in the rain where others cannot and leads all the way, lapping the entire field. Brabhams are generally quicker than the Lotuses; Clark is the difference. The downside to this trip is the tummy bug that still will be affecting him six weeks later.

30 ■ THE new 5.3-litre V8 in his Type 30 Series 2 breaks a conrod and Clark, who drives Vic Wilson's privateer version in the afternoon, has to make do with fifth on the grid for Oulton Park's RAC International Tourist Trophy, a round of the World Championship for Makes.

MAY

1 ■ REDUCED to a 4.7-litre, he inherits the lead of the first two-hour heat due to the misfortunes of others. Then he, too, hits trouble: a loose rear wishbone. He spends 12 minutes (eight laps) in the pits and finishes 16th. Having charged from the back of the grid, he's leading the second heat when more trouble strikes: terminal gearbox failure after 41 laps.

3 ■ CLARK'S first day at Indianapolis: he laps at 152.5mph and is pleased by his Type 38's handling.

5 ■ AJ FOYT'S modified 1964 Lotus 34 crashes because of a rear hub failure and organisers USAC restrict Team Lotus to 30 laps between crack-tests.

6 ■ CLARK is second-fastest: 154.772mph.

7 ■ HAVING finalised their race settings, Team Lotus and engine partner Ford turn their attention to qualifying, when 30 per cent nitromethane will be used. A tyre decision must also be made before Pole Day: Goodyears are 2-3mph faster but ☐

- have a tendency to chunk; thus Clark demands Firestones.
- 8** ■ AT 158.926mph, he closes on the lap record.
 - 9** ■ PARNELLI Jones' Type 34 also suffers a hub failure and all Lotuses and Lolas are grounded.
 - 10** ■ FOYT (on Goodyears) laps at 158.311mph; Clark manages 157.168mph.
 - 11** ■ FOYT is quickest again – 159.943mph – but says his Lotus is “unsanitised” compared to his Lola. Mind games. Clark laps at 157.8mph.
 - 12** ■ IT'S confirmed that Team Lotus will not contest the Monaco GP (May 30). Talk of a Ford jet whisking Clark from Nice to Indy was merely that: talk.
 - 12** ■ FOYT is fastest: 161.146mph; Clark – clocked at 196mph on the back straight and 149mph through Turn Two – laps at 160.142mph.
 - 15** ■ A 200,000 crowd enjoys a thrilling Pole Day. Its running order is decided by ballot for the first time: Clark draws 12. After a late swap of gear ratio, he joins the track moments after rookie Mario Andretti has set a four-lap record in his Hawk-Ford: 158.849mph. Clark, also on Firestones, tops that: 160.729mph. He's being interviewed when Foyt's opening lap is announced: 161.958mph. 'Super Tex' takes pole – at 161.233mph – before Gurney completes an all-Lotus front row. His place in the race secure, Clark returns to Scotland for a much-needed break. Incessant Indy hoopla is not to his taste.
 - 27** ■ FINAL checks on Carburetion Day: back on pure methanol, all goes well.
 - 30** ■ TEAM Lotus's mechanics finish their final preparations unusually early: 10.30pm.
 - 31** ■ CLARK assumes the lead of the 500 at the start when Foyt misses his shift. The latter, reportedly running nitro, takes the lead on the next lap; Clark makes it easy for him, as he plans to follow and assess. But Foyt's Goodyears seem to have shed some speed in curing their chunking and Clark realises that he can lap faster, without exceeding his 8800rpm limit. He repasses on lap three – and leads a total of 190 laps. His supremacy is absolute.

His mandatory refuelling stops, on laps 66 and 136 – using designer Len Terry's twin-pipe venturi rig and carried out by crack NASCAR crew the Wood Brothers – are paragons of efficiency. When Foyt's transmission fails after 115 laps, Clark's only worries are a strange noise from the rear and a slight soreness in his right wrist.

He wins – the first overseas victor since 1916 – by two minutes, having broken 19 of 20 distance records and averaged 150.633mph for 3hr 19min 05sec. His purse is \$166,621, which he shares in usual Lotus fashion: 45 per cent each for himself and the team and the remainder for the mechanics. He also wins free meat for a year (he takes cash in lieu), an engraved Premier watch and a \$1000 man's wardrobe, plus the Plymouth Sport Fury convertible Pace Car. (Ford eventually swaps the latter for a Galaxie 500 after the replacement Mustang earmarked for Clark is accidentally dropped onto the dock at Southampton.) The team celebrates in a local Italian restaurant. Because Memorial Day is 'dry' in Indiana, red wine is served in coffee cups. ☐

JIM CLARK'S 1965 DIARY

Resumes on page 80





A believer in rear engines, Gurney fired Chapman's interest in Indy, then became a Lotus driver and finally an independent rival



FORD

A SPECIAL RELATIONSHIP

Dan Gurney was essential to Jim Clark's victory at Indianapolis in 1965 – and to far more beyond this seismic year in 'Brickyard' history

writer GORDON KIRBY

T

HE 10 YEARS FROM Dan Gurney's rookie assault in 1962 to his All-American Racers' Eagles breaking the 200mph lap speed barrier in '72 would be the apogee of Indycar racing's role in contemporary US

culture, as dramatic increases in downforce, tyre grip and engine power led to performance levels raised beyond anyone's wildest imagination.

And it was all triggered by Dan inviting Colin Chapman to Indianapolis in 1962.

That year Gurney made his rookie start, in the only rear-engine car in the field, in front of Chapman, whom he'd flown over from London. The Lotus boss could have witnessed the history he himself would later make, had Gurney's run in Mickey Thompson's John Crosthwaite-designed, Buick stock block-powered car lasted to the chequer. "If it had run properly I bet we could have won the race," Dan says. "It was that good. We had a lot of fun and surprised some people with that car."

He qualified eighth and ran with the leaders until the transmission failed, but the experience convinced him rear engines were the way to go at Indy, just as in Formula 1. Most Indy experts believed Jack Brabham's run to ninth place in the 1961 Indy 500 in a Cooper F1 car fitted with a stretched 2.6-litre Climax engine was an insignificant event. Gurney was not among them.



HIS EXPERIENCE IN EUROPE CONVINCED Dan that the best candidate to tackle the USAC establishment was Chapman. "You had to have an inquisitive mind like Colin had. He had an infectious presence. He was a leader and had followers who believed in him, and that included drivers. He made one mistake after another, but you never knew when he would make another seismic breakthrough.

"I could see the Lotus cars had the ability to go quickly because they were light, they were slippery and the basic building blocks were good. The way Chapman knitted them together was a step up on the other guys. I watched from a distance as I was driving for Ferrari, then BRM, then Porsche. Lotus progressed and evolved more rapidly than the other guys. They were light, maybe too light, definitely fragile, but clean and aerodynamically pretty darn good. Colin had thought a lot about drag and had it sussed. There was no downforce yet, but drag-wise they were among the best."

On successive weekends in mid-summer Gurney won the French GP at Rouen and the non-championship Solitude GP in Germany in a



flat-eight Porsche F1 car, and the following weekend Dan and Chapman were in Detroit for a pivotal pitch to Ford Motor Company.

"We had an audience with three key Ford guys, Bill Innis, Bill Gay and Don Frey. Chapman essentially convinced them that there was a chance that with only 350 horsepower Ford could have a car that could win the Indy 500. They had a 289 cu in rocker-arm V8 engine and they said they thought it could make that much power."

But Ford's buttoned-down executives weren't impressed with the supremely confident Chapman. They thought him arrogant and contemptuous of American ways. Thankfully, Dan's charm and amiability saved the day.

The dominant Offenhauser-powered USAC Championship roadsters remained largely unchanged from the basic precepts laid down before World War II. But the sleepy days of the 1950s at Indianapolis were about to get blown away by the Lotus invasion of what had long been a strictly American preserve.

Chapman's plan was to mate Ford's 260 cu in push-rod V8 to a lightweight, aerodynamically clean Lotus chassis and beat the Offy-powered roadsters on weight, handling, reduced drag and fuel consumption. By running the Ford engine on gasoline rather than the alcohol mixtures preferred by the Offy engine men, Chapman calculated a Lotus-Ford could run the 500 miles on one pitstop compared to two or three for the roadsters. "In those days," Dan adds, "you could practically run any fuel that you wanted, and for qualifying you could run a mixture that was too volatile to go the distance in the race."

The chassis and running gear of the Indy Lotuses had to be substantially stronger than the company's successful F1 cars. "Chapman knew this was another step in terms of both power and reliability," Gurney says. "Even though 350hp wasn't that much, it was more than F1 cars were making at the time so they knew there was some fragility there. It was also heavier and



Leading lap after lap, Clark scores victory from an all-Lotus front row (above). Top, Gurney lined up in AAR-entered Lotus



IMS&LAT

carried more fuel [than an F1 car], so the loads were higher. Plus sustained turns like those at Indianapolis are hard on wheel bearings and suspension. You're also talking about a 500-mile race, so that again required more durability at the expense of weight and quickness."

Dan's biggest worry with Chapman was his insistence on making his cars as light, or even lighter than seemed possible. "He was a brilliant engineer, but there was a cavalier outlook because if you talked to him about failure he'd say the best car would be one that fell apart as you crossed the finish line. If you're a race driver, you don't know if you would survive that."

Len Terry was assigned by Chapman to do the actual drawing and design work on the Lotus 29 Indy project. Like Chapman, Terry had built his own small sports cars and was an assiduous engineer, but their approaches to life were almost diametrically opposed. Terry and Chapman rarely agreed and Terry would leave Lotus in 1965 to join Dan's burgeoning new All-American Racers operation in California to design the first Eagle F1 and Indycars.

While the first Lotus Indycars were built, the engines were developed at Ford in Detroit, Gurney testing an aluminium 260 cu in V8 in one of Carroll Shelby's new Cobra GT cars at Riverside, California. Shelby took it to Daytona in February to race-test the engine, but it gave trouble and was changed for a normal 289 V8 for the race. "We had our share of troubles, but it didn't deter us," says Dan. "We were very enthusiastic about pioneering and making this thing happen. It was a lot of fun."



WITH HIS LIMITED ROOKIE EXPERIENCE to draw on, Gurney was the Lotus team leader in coming to grips with the Speedway. "It was a formidable place," he says. "Each corner was subtly different from the other, but there were places in Europe that were just as fast, like Spa.

"Trying to come to grips with those turns at Indy helped me in Europe. Jimmy and I talked about it. Our feel for the car was almost exactly the same and we were pretty open with each other. He had this God-given talent and he loved doing it. He was quiet, but he loved the fact that he was as good as he was.

"Jimmy was very human. He was game, he was adventuresome and he wasn't inhibited. He would jump into almost anything, which is something that some of the guys that came along later wouldn't do. They were afraid, in my opinion, to take a chance at looking bad. But Jimmy wasn't. He knew he would be able to look good."

Their time together at Indianapolis cemented a growing bond that had taken shape from regularly racing each other in F1 and sports cars. "Jimmy and I developed a mutual respect that lasted for the rest of our careers. It meant a great deal to me." ■



"WHEN WE GOT OUT IT WAS A PIECE OF CAKE"

Mario Andretti was new to rear engines - and to Indy. Yet in an untested car he nearly made pole...

MARIO ANDRETTI STARTED racing Indycar roadsters for Clint Brawner's Dean Van Lines team in the second half of 1964. But at Indianapolis the following year Brawner rolled out his first rear-engined car, based on a Brabham chassis. Powered by a Ford V8, it was the first rear-engined car Andretti drove.

Back then there were three weeks of practice at Indianapolis, with the track opening on May 1. But the brand new Brawner/Brabham wasn't ready until the middle of the second week. Pole Day in 1965 fell on May 15, and Mario didn't run until May 9 when an engine failure cost more time. "I'm a rookie and I'm waiting for my new car," Mario recalls. "I've never sat in it, never driven a rear-engine car. I mean, I was dying. But when we got out there it was a piece of cake."

First Mario had to complete his rookie test, which he cruised through. That left only two days before Pole Day, yet by the end of that week he was as quick as anyone. "I was lucky because the car was so good. It really didn't need any serious sorting. The more I learned, the more I enjoyed it"

Andretti set new one- and four-lap records in his rookie qualifying run, averaging 158.849mph for the four laps. But right away he was beaten by Jim Clark, and then both were beaten by AJ Foyt in a 1964 Lotus-Ford he had bought from Colin Chapman. Before the day was over Dan Gurney made it an all-Lotus front row, knocking Andretti back to the inside of the second row.

"I was 40 horsepower down," Mario says. "Most people were running 10 per cent nitromethane in their methanol in the races, but I couldn't get Clint to do that. He was afraid it would burn the engine down. The other guys were running 20 per cent nitro for qualifying. If we had done that, maybe I could have sat on the pole in my first year.

Brawner [above right] was always so conservative. He didn't want to spend the money."

Mario's goal in his first 500 was to make the finish. He let the leaders go early on and fell back a few places, but later realised he could run a little quicker and was soon back to fifth behind Clark, Foyt, Gurney and Parnelli Jones. And that was where he ran for the rest of the race. Clark dominated, running away to win easily in his third start at Indianapolis. Foyt and Gurney dropped out with transmission and engine problems respectively, while Jones kept Mario at bay despite running out of fuel as he took the chequered flag.

Brawner tried to get Andretti to go after the fuel-starved Jones in the closing laps but he was too exhausted to try. Their inexperience with the new car had caught up with them. "What killed me in the race was the car getting looser and looser, because it was burning all the fuel from the left side tank first," Mario says, "So when I was midway through the fuel load the car was bicycling because I had all the weight on the outside."

At the end of the race Andretti's hands were badly blistered, and he was completely exhausted. The car's cockpit was poorly ventilated so that he overheated. "Too bad we didn't know the beast better, but we still finished third. It was a miracle that thing ran all day with no experience at all!"

But Mario had won his share of \$42,500 for finishing third and earned the race's 'Rookie of the Year' award. He was leading the USAC Championship going into round four at Milwaukee the following weekend and scored his first USAC Championship win aboard Brawner's rear-engine car at Indianapolis Raceway Park in July. He went on to win that year's USAC title and took the championship again in 1966. A third title would follow in '69 as well as his first - and inconceivably what would turn out to be only - Indy 500 victory.

In 1963 they learned together how best to attack the new challenge. "You're exposing yourself to a fair amount of unknowns, so Jimmy and I were pretty focused," Dan says. "We were trying to get the most out of the car all the time, and oval racing was new to both of us. We had a lot of respect for it. I know Jimmy did. "It's just so different from road racing. You're up against an evolutionary process that has trained American drivers and designers into the nuances of these various circuits. People harboured their speed secrets and no one expected them to help you."

Clark and Gurney qualified fifth and 12th in 1963, and Clark finished second to Parnelli Jones in the race with Dan making it home seventh. The following year they ran into tyre trouble after Chapman insisted on running Dunlops rather than the Firestone rubber preferred by Ford. Clark led the race but less than a quarter of the way into the 500 his left rear tyre threw a tread, breaking his car's rear suspension. Meanwhile, Gurney was never happy with his car and Chapman pulled him into the pits and out of the race after Clark's tyre problems.

Following the '64 500 Ford insisted on buying the Type 34s from Lotus and selecting who would drive them in any other USAC races that year. Ford wanted Foyt and Jones in the cars and, sure enough, at Milwaukee in August the pair of USAC superstars were aboard the factory Lotuses. Clark and Dan were busy that weekend at the Austrian GP and Jones won the race after Foyt hit gearbox trouble at the start. The cars appeared once more that year, at Trenton in September: Jones won again while Clark dropped out because of a holed water radiator.

At the end of the year Bobby Marshman crashed his Hopkins Lotus and was badly burned while testing at Phoenix. He succumbed to his injuries seven days later. Eddie Sachs and Dave MacDonald had lost their lives in fires during the opening laps of that year's 500 and in response USAC made some serious rule changes for 1965. Gasoline was banned in favour of methanol, fuel

tank capacity was restricted to 75 gallons, and crushable aviation-type fuel cells specified. Two mandatory pitstops were required for a 500-mile race and pressurised refuelling was banned.

At the beginning of the new year Dan formed his own team, All-American Racers, with backing from Goodyear. Chapman was happy to sell Dan one of the new 1965 full-monocoque Lotus 38 Indycars.

Clark and Bobby Johns drove the new factory 38s on Firestone tyres with Dan in his own AAR entry on Goodyears plus AJ Foyt and Parnelli Jones in the previous year's Lotus 34s. Foyt took



**"YOU FELT LIKE
YOU WERE
MAKING HISTORY –
AND THAT'S
ALWAYS GOOD**

the pole from Clark and Dan so that Lotus swept the front row for the first time. Only six front-engine cars made the field.

Clark went on to score a dominant win leading all but 10 laps, beating Parnelli Jones by almost 2min after Foyt dropped out with transmission failure. Gurney ran third in the opening laps behind Clark and Foyt, fighting an ill-handling car. He was soon passed by Jones, then his timing gears failed, halting him after only 42 laps.

"To some degree we got caught up in an effort to do Lotus one better by running more crossweight in the car to help a 'loose' condition instead of putting a bigger bar on the front. It was a nightmare. I couldn't blame the Lotus guys. It was my own team and we just got outfumbled."

Gurney raced his 38 in two more races that summer at Milwaukee. He finished third in a 150-miler in August, then dropped out of a 200-mile race due to engine failure. Of course, in 1966 Gurney debuted his own beautiful and very effective Eagle F1 and Indycars. He won the '67 Belgian GP in his superb Eagle-Weslake V12 and went on to finish second at Indianapolis in '68 and '69 and third in '70, his last start in the 500. Eagles would win the 500 in '68 and '75 with Bobby Unser and in '73 with Gordon Johncock.

Dan looks back on his involvement in the historic Lotus-Ford Indy effort with considerable pride. "I wouldn't have missed it for anything," he says with a grin. "You felt like you were making history, and that's always good."

A NASCAR driver at Indy... how come? I saw the track for the first time in 1948 and it just stuck in my mind. My father [called Socrates, but known to all as 'Shorty'] was into open-wheel racing and competed in Midgets on dirt ovals – but stock cars were all the rage by the time I was old enough to race.

Lotus Powered by Ford in 1965 wasn't your first experience of Indy... No, I'd driven 'Smokey' Yunick's 'capsule car' [the wild Hurst Floor Shifter Special] in 1964. He got a lot of press because of it – some of it favourable – but I was just asked, "Are you nuts?" I replied, "No, eager." Its chassis was nice, but we had lots of engine problems. Running fast enough to qualify, I got a little bit hot into Turn One. I clamped on the brakes – and bent the pedal. I went in, tail first.

When I returned from my check-up at the clinic, Mickey Thompson asked me to try his car; Masten Gregory had walked away from it. I was pumped and did a blistering lap. I rolled back in and Mickey told the guys to fill it with gasoline – it had fuel tanks all over the place – and that's when I said, "I can't do a job for you." I didn't like the way it drove. Whenever you got out of the throttle it wanted to spin. Something was wrong with its Posi-traction diff, too, because it was lighting up its inside rear wheel on acceleration. Plus I'd cooked the brakes within nine laps. I realised that this was not a good long-term situation for me.

Finally, still on the same day – Bubble Day – Lindsey Hopkins offered me a ride in his roadster. I was vibrating with excitement and accepted. But it developed a magneto problem and that was that.

How did the Lotus offer come about? 'Smokey' and Colin Chapman's garages were next to each other [in '64] and the Lotus boys were interested in our car, so we got to know each other pretty good. I also got on real well with Ford and was driving for his number one NASCAR team, Holman Moody. I was doing OK with them but wasn't happy. I was due to drive the Charlotte 600 when I got this call from the blue sky: I was gonna drive for Lotus at Indy.

When John Holman warned me that this wouldn't be good for my career, I replied: "Even if I never drive another stock car, I'm going." I've never regretted



A SWITCH OF DIRECTION

Bobby Johns was making a name in NASCAR when he got a call – fancy being Jim Clark's team-mate for Indy?

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it. Lotus was aware of my background and must have trusted me. *They called me.*

What was the Lotus 38 like to drive? Fantastic. So light. We were simulating pitstops when they put the jacks under and bent the front suspension. I must have had my foot on the brake as they lifted because the tyre didn't roll forward and the strain was in a direction not normally under load. The guys strengthened and brazed it – where would you Brits be without your brazing torches? – and it wasn't an issue during the race.

What was the team like to work with? Our gearbox guy, an Australian [Jim Smith, who was also Jim Clark's mechanic], was so funny: his stories, accent, attitude and mannerisms. [Chief mechanic] Dave Lazenby was the only one that I held tightly to, though. He was the man for getting things done, not Chapman. I was a bird dog keen to get all the answers and the mechanics appreciated that.

And what was Jim Clark like as a team-mate? I never really got to know many racing drivers because it caused problems when you had a job to do on the track. But I had a couple of dinners with him and it soon became clear that

he was great to spend time with. His conversation tended towards the light side. I knew some drivers so wrapped up in trying to win that they were uncomfortable to be with. Jim was the opposite.

He was far superior to me as an open-wheel driver. When he lapped me I tried to hang on – but we were in different races. It wasn't just me: he scorched the whole field. But I was on no economy run. The Lotus needed to be run hard and that's what I attempted to do. I chased Don Branson to the chequer and beat him on the line for seventh place [from 22nd on the grid]. I was either going to pass him or crash trying. I was in way over my head.

What happened after Indy? I'd run well with Holman Moody in the first part of the year, but at Atlanta after Indy I was 3mph slower than before. I was inside the top 10 in the race when the engine exploded and put me in the wall. I coasted in, gas, oil and water pouring out. The team didn't even lift the hood: "What's the matter now?" I was as mad as hell. They'd created a situation to get rid of me. And I was glad to go.

In truth, I wanted to be back racing with Dad again. He was a little guy with lots of energy. He loved racing and was always thinking: he designed those

clevis pins that keep hoods fastened; he ground his own cams... That's how we went racing. I have a photo of him from Indy '65 and his chest is stuck way out. He could not have been prouder.

Tragically, he was murdered in a robbery-gone-wrong in 1970. Students from a nearby school, all on drugs, started shooting the place up. Dad's business was already taking over my career... He'd established it in 1937, and by now we had a block-and-a-half of warehouses. We had a good thing going. Sure, I got out of racing before I wanted to, but it is what it is.

Is it true that Lotus asked you to return to Indy in 1966? I may have had something from them, a letter perhaps – I lost my memorabilia in the Miami Riots [of 1980] – but nothing was firmed up. Money talks and bullshit walks. With a good sponsor already lined up I had the chance to make an early entry with a couple of established engineers – George Salih [a back-to-back winner in 1957-58] was one of them – with good credentials...

So how did Indy treat you after 1965? The Vollstedt I drove in 1968 was real good. I was hopeful of qualifying it but was the last to run. It was so dark that they called it off.

When I qualified JC Agajanian's Shrike in 1969, I scraped onto the grid. Only afterwards did Firestone discover a bigger-diameter tyre on its inside wheel. Reversed stagger! It had been trying to turn right all the time. It was something we'd normally check, but it was a late deal and wasn't our team. During the race a rear coil spring broke and went into the crowd. Then the turbo manifold busted. We lost time in the pits – but finished 10th in a real battle of attrition.

But NASCAR was your bread and butter? Indycar was a once-a-year thing for me; NASCAR was closer to home. I'd raced in it since 1952, and [founder] Bill France Sr was a good friend who helped me a lot when I started out. It was good to be in at ground level. Even when I was drafted in 1953 [for two years at the time of the Korean War] I was still able to race. I had a good knowledge of mechanics and the Commander at Fort Jackson asked if I'd like to be an instructor. I had my own garage, lived off post and had the US Army to help run my car.

And you almost won the 1960 Daytona 500... I was driving Smokey's Pontiac that 'Fireball' Roberts had used to win the 1959 Firecracker 400. I was thrashing along during testing when Smokey called me in; he could tell from the engine note that I wasn't yet into the secondaries on the four-barrel carb; the throttle's return spring was so damn strong. I pushed it as hard as I could and the car was going sideways, spinning its wheels, and the cockpit filled with smoke: I ran 149mph; Fireball had done 144. It was a flying machine.

But when I was drafting and pulling 154mph the rear window popped out. The rear of the car lifted off the ground and I spun on the back straightaway. There was no wall and I almost went into Lake Lloyd. We checked: there were tyre marks in the mud.

I'd had a 30-second lead [with eight laps to go] but Junior Johnson was long gone by the time I'd sorted it all out. That was the biggest race I ever lost – and the biggest race he ever won: all those stories about him inventing drafting.

But I've had a great ride in racing. I made some decisions that I was not exactly on top of, but that's how it goes. And I've met some great people with heaps of talent. Lotus at Indy was the cream of that crop.

Interview by Paul Fearnley

JUNE

- 4** ■ CLARK qualifies fourth for the Player's 200 at Mosport in the works Type 30 Series 2.
- 5** ■ HIS race ends because of a broken driveshaft in the first 100-mile heat.
- 7** ■ AFTER another transatlantic flit, he loses his rag when a rival balks his Cortina, fitted with new BRM rods and pistons, during the short morning practice at the Whit Monday Crystal Palace meeting. He regains his composure to qualify second (behind Gardner's Cortina) for the Norbury Trophy, and wins his class by finishing second overall to Roy Pierpoint's Mustang. He also qualifies second for the F2 London Trophy, but wins both 25-lap heats in a Type 35-Cosworth. The latter result earns him £150.
- 11** ■ THE first two-hour practice session (for works teams only) at Spa's Belgian GP is complicated by a leaking oil pipe that sidelines his four-valve Type 33 and forces Clark into team-mate Mike Spence's 16-valve flat-crank car. He's fourth-fastest nevertheless.
- 12** ■ MORE frustration. Team Lotus is swapping from peg location to knock-off hubs and track time is lost because of ill-fitting wheels. Back in chassis R11, Clark digs deep to qualify second, albeit 2sec slower than Hill's BRM.
- 13** ■ RAIN. Hill gets the jump, but Clark passes him despite the spray and holds a big lead after one lap. "Lifting off less than the others," he laps all bar Stewart's BRM and wins by 44.8sec, despite a bout of clutch-slip towards the end.
- 15** ■ FORD GB invites Clark, Stewart and Whitmore to a PR stunt at Brands: driving a D300 truck loaded with one ton of concrete blocks. Clark sets fastest time on the short circuit before bald tyres end the fun.
- 17** ■ INDY winners Clark, Chapman and Type 38 are the star attractions in Ford's Product Salon at the World's Fair in New York. Clark commits a PR gaffe by slating "lousy" Le Mans before remembering how much money his host is spending trying to win that weekend's race.
- 24** ■ CLARK, Stokes, Chapman and Spence fly to Clermont-Ferrand for the French GP. On arrival, they bump into Yuri Gagarin, who has jetted from the Paris Air Show at Le Bourget. The Russian cosmonaut is a fan of Clark's and jollity ensues. Thus delayed and dashing to the hotel, Chapman crashes the hire car into a ditch. Clark is knocked unconscious momentarily. The incident is kept secret and the injuries are treated at a doctor's surgery gone midnight.
- 25** ■ CLARK thumbs a lift from Surtees after the Type 33's rear suspension fails during the first two-hour practice session. Fifth, he's the fastest newcomer to this challenging five-mile circuit.
- 26** ■ MATTERS go from bad to worse when the four-valve engine snaps a camshaft as Clark begins his pole bid. Jumping into the spare car – chassis R6, fitted with an old high-exhaust V8 – he grabs pole from Stewart by five-tenths.
- 27** ■ "A TYPICAL Clark race," according to Chapman. Still in R6, he leads all 40 laps, sets a new lap record, wins by 26.3sec – and collects £660. Had it not been for Stewart, his nearest challenger would have been two-and-a-half minutes distant.

JULY

- 3** ■ AMERICA'S IRS is withholding half of Clark Indy winnings, the *Daily Express* reveals. An appeal is under way. In the meantime, he qualifies third for the F2 Reims GP.

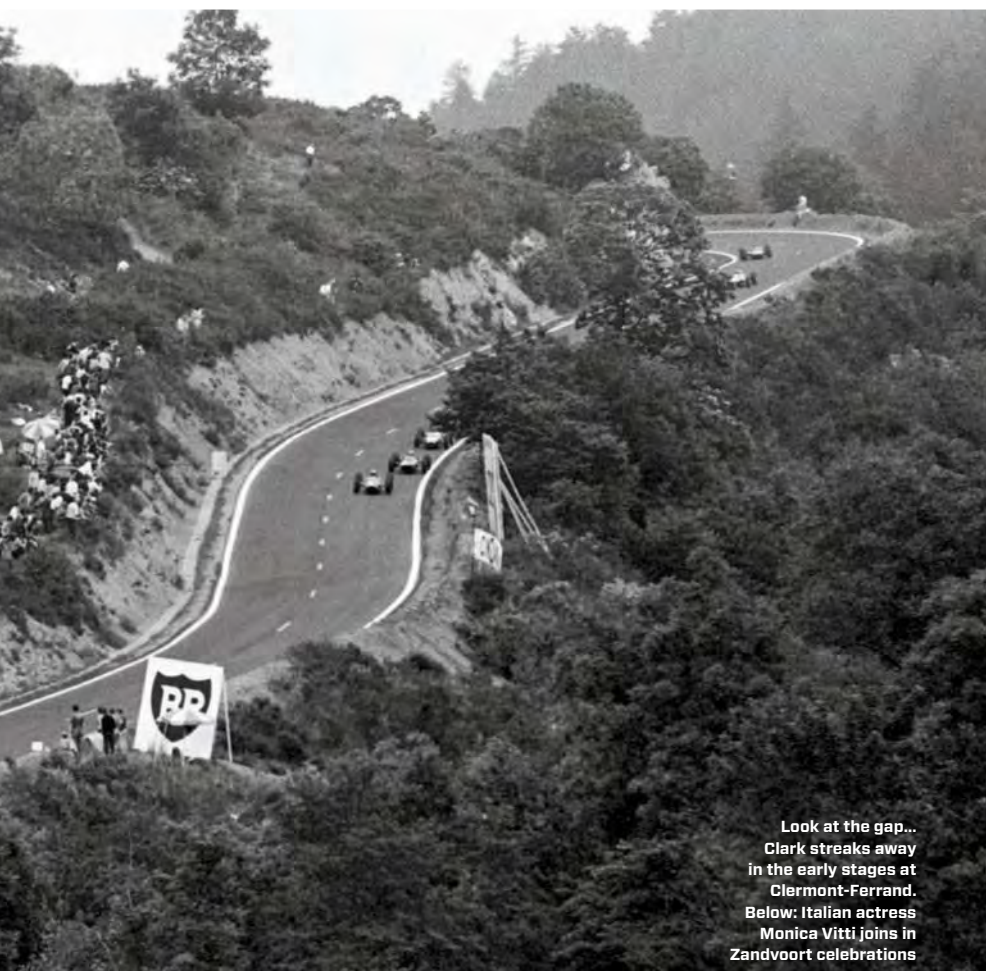


Above: Whitmore, Clark and Stewart go HGV at Brands.
Right: Clark honoured in US.
Below: dominance at Spa





Supreme car sympathy nets a British GP victory, unlike Mosport (left) where Jim's 30 breaks again



Look at the gap... Clark streaks away in the early stages at Clermont-Ferrand. Below: Italian actress Monica Vitti joins in Zandvoort celebrations



LAT. FORD, SUTTON, PAINAGES

- 4 ■ A TYPICAL Reims slipstreamer, the top four separated by six tenths after 191 hectic miles. Clark's Type 35 finishes third behind Jochen Rindt's Brabham and the Lola-BRM of Gardner; he reckons that he has been "duffed up" by the opposition.
- 5 ■ HE flies to Zurich for a lunch meeting with Ford bigwigs...
- 6 ■ ...AND then flies to Paris and drives to Rouen...
- 7 ■ ...WHERE he practises for the F2 race before returning home for the British GP.
- 8 ■ THOUGH forced by an engine shortage to use a two-valve Climax, he tops the morning practice session at Silverstone. He goes two tenths faster in the afternoon, but Hill's BRM pips him by a tenth to the £100 on offer for the day's fastest lap.
- 9 ■ REUNITED with chassis R11 and its four-valve engine, Clark is the only man to dip below 1min 31sec and so claims pole. In America, meanwhile, the cover of *Time* features his portrait – by Austrian-born American artist Henry Koerner – beneath the headline *The Quickest Man on Wheels*.
- 10 ■ CLARK holds a 30sec lead with 20 laps (of 80) remaining in the British GP when a crankshaft seal fails and the oil pressure dips alarmingly during surge; he has to freewheel around certain corners to save the engine. BRM alerts Hill, who begins to charge despite his spongy brakes. Though the latter sets the fastest lap on the last lap, his Lotus quarry escapes capture by 3.2sec. Clark, Chapman, Spence and Stokes dash to Luton Airport, where Chapman's private plane is ready for the short hop to Rouen. They land as darkness descends.
- 11 ■ THE Brabhams of Brabham and Hill claim pole and the fastest lap respectively, but Clark's Type 35 wins the F2 Rouen GP by 14.5sec. He decides to stay overnight to celebrate his *Trophées de France* title with a glass of champagne, followed by a meal with the mechanics at a local restaurant.
- 12 ■ HE then flies to London in "filthy weather" and spends the remainder of the day catching up on paperwork. His *Daily Express* column reveals that he's thinking of retiring and denies any secret arrangements between Chapman and Ford to build a 3-litre F1 engine for the new 1966 formula.
- 14 ■ CLARK and Chapman receive BARC Gold Medals from athletics golden girl Mary Rand at London's Grosvenor House Hotel.
- 15 ■ "NOTHING could ever induce me to leave Scotland permanently," writes Clark in the *Daily Express*.
- 16 ■ IT'S bitterly cold at Zandvoort as Clark's Type 33 tops the timesheet in morning practice for the Dutch GP. It rains in the afternoon.
- 17 ■ DESPITE better conditions, any hope of his improving on that Friday lap ends when the four-valver dumps its oil. He will contest the race in Spence's 16-valve, flat-crank car, chassis R9, and start from the middle of the front row.
- 18 ■ AFTER passing Richie Ginther's Honda and Hill's BRM before six laps are complete, Clark controls proceedings to win by 8sec. That he sets the race's fastest lap as early as lap five suggests that he has speed to spare. The day ends on a sour note, however, when Chapman is arrested for punching a policeman. The prize ceremony is cancelled and Clark alters his travel plans – he'd been scheduled to judge a competition at London's Lyceum – to act as a witness. Chapman faces a £500 fine or a two-year prison term...
- 19 ■ ...BUT is released without charge by a court in Haarlem. During his night in the cells he has sketched a new Formula 3 design on the back of the writ!
- 30 ■ ANY thoughts of clinching the drivers' and constructors' world championships at the German GP are put on hold as Clark's Type 33 bounces and scrapes around the Nürburgring. A raised ride height and different shock absorbers cure this

and he's almost 4sec faster than his rivals in the afternoon.

31 ■ HE keeps a wary eye during the final two-hour morning session, but nobody comes close and he will start from pole.

AUGUST

1 ■ FINDING good grip on the concrete pit apron, Clark jumps into a lead that he's never to relinquish. His standing lap is a lap record, and he lowers the mark again on laps two and three. Though Hill's BRM matches him on the latter, Clark pulls away at a rate of three seconds per lap thereafter. Having set fastest lap on lap 10 – at more than 101mph – he senses a change of engine note and backs off, yet wins by 15.9sec. He's thus world champion for a second time. It's also his first victory on the Nordschleife. Both achievements are celebrated in the restaurant beneath the main grandstand.

8 ■ A FAILED transistor box halts Clark's Type 35 after seven laps of the F2 Kanonloppet at Karlskoga, Sweden. Although Brabham wins, the *Daily Express* headline reads: "Jim Clark Loses".

10 ■ CLARK tests the latest Type 38 Indycar, chassis 4 – though it's actually the fifth built – at Snetterton. Its symmetrical suspension (to suit right- as well as left-handers), larger brakes and five-speed ZF gearbox allow him to lap at F1 speeds using just two gears.

14 ■ CLARK puts the venerable chassis R6 on pole by four tenths for the F1 Mediterranean GP at Sicily's Enna-Pergusa speedbowl.

15 ■ A SLOW start puts him on the back foot, however, and it's team-mate Spence who takes the fight to Siffert's Brabham-BRM – until a stone in the face causes the Englishman to crash. Clark's two-valve engine has sufficient grunt to set fastest lap, but it falls four tenths shy in the final dash to the flag; for a second consecutive year, the feisty Swiss denies him victory in this race.

20 ■ CLARK and Chapman fly in the latter's plane (soon to be sold to Clark) from North London to Delémont, capital of Switzerland's Jura canton.

21 ■ STARTING at 6.30am, Clark completes six practice runs of the winding St-Ursanne-Les Rangiers hillclimb – in a 495bhp Indycar! His best beats the old record, but Siffert's nimble Brabham-BRM is 3.6sec faster yet.

22 ■ RAIN makes Clark's task even more difficult. Despite mud on the road, his second run – 2min 43.9sec – is 7sec faster than his first. Siffert's FTD is 2min 25.1sec and he wins on aggregate over two runs.

28 ■ AN up-and-down day at Brands Hatch. Clark qualifies second in his Cortina (behind Brabham's Mustang) and third in his F2 Type 35, but his new 5.7-litre V8 (an extra 100bhp) Lotus 40 sports-prototype is barely finished and he can do no better than the seventh row after five minutes of seat-time. He then dashes to contest the Swiss GP – a round of the world sportscar championship at Ollon-Villars hillclimb – in the Indycar.

29 ■ HAVING missed official practice, he undertakes three trial runs of the five-mile course that rises from the Rhône valley. A cracked suspension upright is discovered after the first and is welded. He clocks 4min 34.5sec on his second, but a misfire ruins the third. That problem persists and blights his run proper: 10.8sec slower than in practice, he's 35.5sec behind Lodovico Scarfiotti, overall winner in a Ferrari Dino 206P.

30 ■ CHAPMAN collects Clark from Heathrow and flies him to Brands Hatch for its inaugural August Bank Holiday meeting. The latter will soon be wondering if the rush has been worth it. Though his Type 35 wins the F2 Eagle Star Trophy, he



Watch period 1965 Indy 500 film and British Pathé's 'The Amazing Jim Clark' on his German Grand Prix win

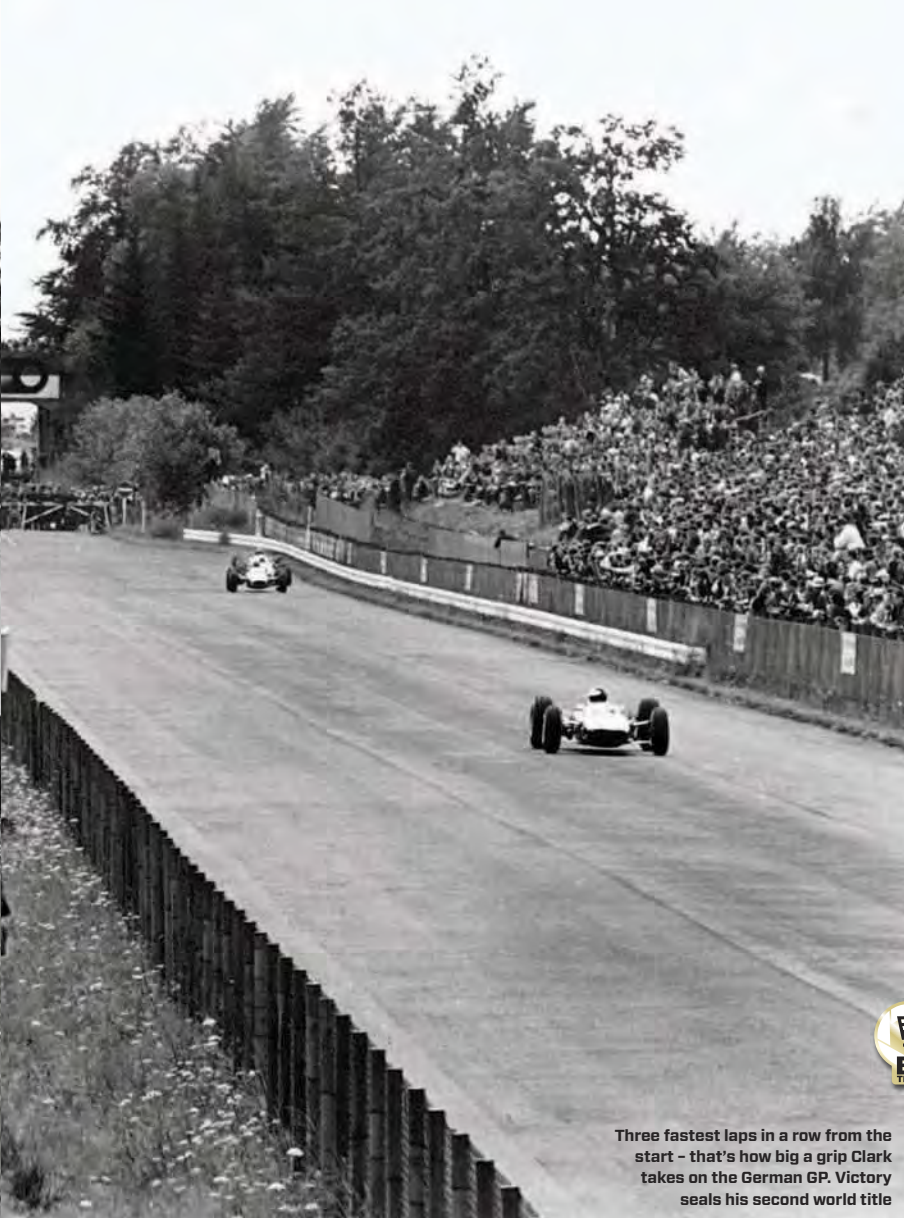
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Brands brings less success than normal – he wins only one of the three categories. Below, Indy power is little help on St Ursanne hill



LAT. REVISIT/ISTOCK. GÖTTERE



Three fastest laps in a row from the start – that's how big a grip Clark takes on the German GP. Victory seals his second world title




suffers four incidents/accidents elsewhere.

The Type 40's Hewland gearbox – in place of the 30's ZF – suffers gremlins in the first 30-lap heat of the Guards Trophy and Clark spins on two occasions when it selects neutral; he finishes eighth, two laps down. A locking front brake – a Lotus development of three-pad calipers clamping vented discs – deposits him in the ditch at Clearways during the second heat. To cap it all, his Cortina team-mate Sears spins him on the opening lap of the Ilford Films Trophy. On its fourth lap, Clark cuts cheekily across the grass at Bottom Bend to pit because of a puncture. He's allowed to resume and sets a spectacular lap record before being halted by an ignition short. This is fixed trackside by a mechanic – a disqualification offence – but he pits again, this time to complain about the steering.

SEPTEMBER

- 10** ■ CLARK divides his time between chassis R11 and R6, the latter still fitted with its old-spec V8, during the three-and-a-half-hour afternoon practice session for the Italian GP at Monza. He sets second-fastest time in the former.
- 11** ■ IN the four-valve R11, he is the only man to go below 1 min 36sec and so wins the 200,000 lire on offer for pole.
- 12** ■ THOUGH he leads the first two laps, it's apparent that he cannot shake off the slipstreaming BRMs of Stewart and Hill. Clark leads 19 laps in total and sets the fastest lap – 133.427mph on lap 46 – before dropping from the lead battle on lap 64 (of 76) because of a malfunctioning fuel injection pump.
- 17** ■ CLARK qualifies fourth for the F2 Oulton Park International Gold Cup – its afternoon session ruined by rain – and is beaten to the BSCC pole by Brabham's Alan Brown-run Mustang.
- 18** ■ A PARACHUTE display is cancelled because of high winds, but the racing goes on. From the outside of the front row, Clark is leading the Gold Cup when he spins under heavy pressure at Cascades on lap eight (of 40). He rejoins in 16th place and sets joint fastest lap during a brilliant recovery drive that sees him finish sixth and claim the point that wins him the *Autocar* British F2 Championship. He leads the 19-lap BSCC race, too, but is soon overtaken by Brabham. The latter wins on the road, only to be disqualified one week later for using non-homologated engine parts. Of more immediate concern to Clark is the fact that Brabham's plane seems dangerously low on fuel. A young Geoff Brabham breezily tells everyone not to worry and they make an unscheduled but very necessary stop at Coventry en route to London. In other news: Ford is to fund a 3-litre F1 engine built by Cosworth for Team Lotus.
- 22** ■ CLARK receives the freedom of the Burgh of Duns.
- 25** ■ HE qualifies third for the F2 race at Albi.
- 26** ■ ALTHOUGH Brabham's 16-valve Brabham-Honda starts from pole and sets the fastest lap, Clark's Type 35 pips it to victory by eight tenths after 192 miles.

OCTOBER

- 1** ■ ANOTHER oil leak on his four-valve Climax forces Clark to swap to Spence's 16-valve Type 33, chassis R9, during the opening four-hour practice session for the United States GP at Watkins Glen. He sets second-fastest time in it but also suffers a grassy moment when he selects the wrong gear.
- 2** ■ HIS engine not yet fixed, he begins this session in Mexican 

Though the title is won, Clark battles at Watkins Glen – against engine maladies as well as eventual winner Hill, below



team-mate Moises Solana's chassis R6 – and ends it back in Spence's after the repaired engine strips its timing gears. Despite setting the day's best time in R9, Clark elects to start from second on the grid in R11, after the four-valver is re-repaired using parts from the Brabham unit rejected by Gurney.

- 3 ■ CLARK battles the pole-sitting BRM of Hill for the lead until his Lotus suffers a broken piston on lap 12.
- 22 ■ THOSE engine woes continue when the re-re-repaired four-valve Climax goes bang during first practice at the Mexican GP. Clark is two hundredths slower in Spence's requisitioned car than the pace-setting Brabham of Gurney.
- 23 ■ HIS Type 33 fitted with the 'old nail' cross-crank V8 that took him to victory at the French GP, Clark bucks the trend of a hotter and supposedly slower session with a successful last-minute dash for pole. He is also named by America's ABC TV channel as Man of the Year of its *Wide World of Sports*.
- 24 ■ HIS 'trusty' V8 feeling tight from the start, Clark makes a slow getaway and retires after eight laps when it seizes. His F1 winnings for the year amount to £13,340.
- 31 ■ A \$50,000 purse attracts a stellar sports car field to the 200-mile *LA Times* GP at Riverside. Clark's Type 40, now fitted with a 5.8-litre V8, lines up only 13th and finishes 10th in the 20-lap qualification race. In the 77-lap GP, however, he moves stealthily through a dwindling field and finishes second, 5.8sec behind Hap Sharp's Chaparral.

NOVEMBER

- 1 ■ CLARK and Stewart land at Prestwick Airport, Glasgow, where the assembled press ask the latter about his first-born son Paul, then just four days old, and Clark about his father, Jim Sr, who had collapsed recently at Berwick market.
- 4 ■ A DAPPER Clark attends Zandvoort for a Ford Corsair V4 – and tractor! – media launch...
- 12 ■ HIS father improving, Clark opens the Scottish Motor Show at Glasgow's Kelvin Hall...
- 19 ■ ...ATTENDS the annual dinner dance of the Scottish Motor Racing Club at Ingliston's McRobert Pavilion...
- 24 ■ ...AND is voted second to world champion road cyclist Tom Simpson in the *Daily Express* Sportsman of the Year.
- 26 ■ DURING a riotous West Essex Car Club dinner dance at Park Lane Hotel, Clark, Chapman, Hill and Les Leston re-enact 'Zandvoortgate' and de-bag 'policemen' Peters Arundell and Jopp.

DECEMBER

- 11 ■ CLARK receives five awards at the BRDC's dinner dance at The Dorchester in London. He wears a kilt of Cameron of Erracht tartan for the occasion. 🍷

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TEAM LOTUS MECHANICS

The realities of a working life with Colin Chapman
and Team Lotus, as related by David Lazenby,
Bob Dance and Cedric Selzer

writer SIMON TAYLOR | photographer JAMES MITCHELL



A PART FROM THE NAME, Formula 1 today and Formula 1 of half a century ago have very little in common. The whole massive commercialised circus exists on a stratospherically different level in the 2010s to how it was in the 1960s, and about the only similarities between the Lotus-Mercedes E23 and the Lotus-Climax 18 are that they both have four wheels and one driver.

For example, McLaren-Honda send to each Grand Prix – not counting the two drivers and their own management – 121 people. F1 rules set a limit of 45 on those who can actually work on the cars, which in McLaren's case breaks down as 29 mechanics and 16 engineers. But there are also doctors and physios, media and marketing staff, hospitality hostesses and chefs, and no fewer than 26 truckies to get those vast pantechnicians in and out. That's all to run two cars in one race.

In 1960, when Team Lotus fielded two cars at a continental Grand Prix, they sent just three people, or at the most four. They trundled

across Europe squashed into the cab of a dodgy flat-bed Ford Transit that carried one car and towed the other on an open two-wheeled trailer. Once there they'd unload the cars, prepare them, run them through practice, carry out the drivers' requested set-up changes, and repair any Friday and Saturday mechanical failures or accident damage. Then the race, coping with signal boards, pitstops and mid-race disasters, before loading up the remains for the drive back – trying not to fall asleep on the way, for they would have had virtually no sleep for three days.

Inevitably these men were very resourceful characters. Along with considerable mechanical and fabricating skills they had to be resilient, thick-skinned, able to work prodigiously long hours without complaint, and used to raising two fingers to officialdom. They also needed an indomitable sense of humour in the face of endless pressures, unforeseen setbacks, deep disappointments and, sometimes, tragedy. Many joined full of excitement and optimism, only to leave as the rigours of the job wore them down. For a handful of others it became the only life they knew.

Which is why I find myself enjoying a pub

lunch with three men who have lived that life, and been an integral part of some of motor racing's greatest days. The chosen hostelry is the Bird in Hand in the Norfolk village of Wrenningham, just up the road from the traditional home of Team Lotus.



BOB DANCE JOINED TEAM LOTUS IN 1960, when its F1 drivers were Innes Ireland and, in his first Grand Prix season, the young Jimmy Clark. Incredibly, 55 years on, he is still with Team Lotus – Classic Team Lotus as it is now, still at Hethel and with Colin Chapman's son Clive at the helm. When I arrive to take Bob to the pub he is appropriately working on Lotus 25 chassis R4, the very car with which Clark won the 1963 world championship, and now raced by proud owner John Bowers. Yesterday Bob celebrated his 80th birthday: a surprise party was laid on, and to his astonishment more than 100 old motor racing friends and colleagues turned up.

"After national service I tried to join Lotus, and they offered me three-and-six (17.5p) an hour. I was getting five bob (25p) working at a Rootes dealer, and my parents said I couldn't take such a big salary drop. After Lotus moved from Hornsey to Cheshunt I tried again, and drove over in an Austin 7 Special I'd built. I'd made quite a nice job of it, and when Roy Babcock, who ran Lotus Components, saw it he offered me five bob an hour straight away. My first task was building the sequential gearboxes for the single-seaters, and after a few months I moved across from Components to Team."

Cedric Selzer was Jimmy's mechanic during his first world championship year. He came over from his native South Africa in 1961 as a racing-mad 24-year-old, and got himself to the Monaco Grand Prix. "In the Tip Top bar after the race I found the Team Lotus chief mechanic Jim Endruweit and asked him for a job. That led to a one-month trial which turned into three unforgettable years." Cedric went on to work for Paul Hawkins and Ulf Norinder, and designed an FF100 sports-racer, the Nerus Silhouette, before settling down with his own business specialising in Mercedes road cars. In the Classic Team Lotus shop he studies R4, diminutive, slender and beautiful, and reminds us with justifiable pride: "I built that."

David Lazenby, as a young lad, also built an Austin 7 Special. "In 1959 I was working on it in the street, and a chap walked by and said, 'If you've got something like that you ought to go and work for Lotus.' I said, 'What's Lotus?' I found out where they were and went to see Len Street, who ran the Elite assembly shop, and he hired me. I got bored there pretty quickly, moved to Service, got bored there, and then Jim Endruweit suggested I join Team. After that I



wasn't bored any more, I can tell you."

After a decade with Lotus, David left to design and build his own Hawke single-seaters, which became one of the chassis to have in Formula Ford. Then he set up a business making racing car parts. "I learned that you didn't make money building racing cars, but you could make money selling people bits so that they could lose money building racing cars."



Race mechanics usually gave each other nicknames: it went with working endless hours in small spaces, and being thrown together in primitive accommodation which, Cedric remembers with a grimace, once involved him and David sharing a narrow bed. David claims to have forgotten this. Cedric got his nickname as soon as he arrived: "Jim Endruweit said nobody could be called Cedric. My friends in South Africa called me Ced, but he said Sid was easier, and that soon became Sidney. David was always just Laz, and Bob became The Vicar, because he wore a white vest under his shirt which looked like a dog-collar." He still does.

In the pub, over steak and kidney pie (Laz), baked potato with prawns (Bob) and beef lasagne (Ced) the stories pour out. It's like three old boys meeting up at a school reunion 50 years on, remembering the dramas, the all-nighters, the make-do and mend, the pranks, and the bollockings from the headmaster.

"Colin Chapman would get into a huge paddy about nothing," Laz remembers. "He'd come rushing through the workshop, spot something he didn't like, tear you off a terrible strip, and storm out. He could be an absolute swine, and if you knew he was about to come through the door you'd sneak out of the other door, to get out of range. But it never lasted. Next time he came in it was all forgotten. Sometimes you had absolutely no idea what he'd been so mad about."

Bob agrees: "I remember once he was in the race shop and he got so angry he was banging his head on the sliding doors, bang, bang, bang, shouting, 'No, no, no, no!'"

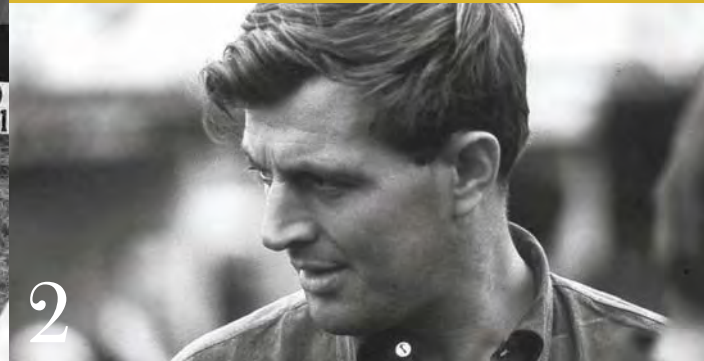
Yet for all of them Chapman was an inspiration. Bob: "He was a genius, of course. He was a hard man, but he was also a brilliant motivator. He got things out of you that you never knew you had." Laz: "You'd have worked all night and all the next day, you'd be on your knees, and the Old Man'd come rushing in, there'd be a lot of fuss and noise, and you'd just feel picked up and you'd get on with it."

Cedric: "If we'd had a good race weekend, if it was Sunday night and the work was finally over for a bit, we'd go out to a restaurant and let our hair down. And often the Old Man would come and join in. If there was a group from one of the other teams at another table, Colin usually threw the first bread roll. But you always had to tell the truth to the Old Man, because if you didn't he'd always know. The only thing you lied about was the Mechanic's Gallon."

The famous mechanic's gallon came from Chapman's paranoia about saving weight: one reason why Lotuses were fast was because they were as light as possible. Bob explains: "He'd work out how much fuel we'd need for a race, and then he'd add a five per cent safety margin. But still one or other of the cars would sometimes run out before the end of the race. So we'd get the figure from Chapman, and



1 Thirsty work: future Tui designer Allan McCall perched between Bobs Dance (left) and Sparshott
2 Period portrait of David Lazenby
3 Cedric Selzer focuses on workshop preparations in 1964



4 Team Lotus line-up: from left, Bob Cull, Bob Sparshott, Bob Dance, Sid Carr, Arthur Birchall and Allan McCall
5 Dance takes notes as John Whitmore and Jack Sears discuss matters Cortina at Dulton Park, while Colin Chapman dreams up the next brilliant idea

then we'd add another gallon, just to be sure. That was the mechanic's gallon. It used to make Colin furious: 'We've spent thousands of pounds making these cars lighter, and then you slosh in more fuel and make them heavier again.'

"Later on, in 1978 when we had Mario [Andretti] and Ronnie [Peterson], I told Colin I wasn't going to be involved in any more mechanic's gallons. I said we had to get it right to start with. Glenn Waters and I were on Mario's car, and Rex Hart and Nobby Clark were on Ronnie's. At Kyalami Mario ran out of fuel two laps from the end, spluttered into the pits for a couple more gallons and dropped to seventh, and Ronnie won. Mario was livid. Glenn and I hadn't put in a mechanic's gallon, and of course Rex and Nobby had."



THE AFOREMENTIONED TRANSIT flat-bed was known as PMT, after its registration letters. Laz: "It was a dreadful thing. We shoe-horned a straight-six Zephyr engine into it, and you could wind it up to 80mph going downhill. Rushing along a narrow road in Northern France we lost one door mirror on a passing truck and the other on a lamp post. I went to London Airport one day to pick up a wrecked Indy chassis, and on the way back I was flat out over a brow and suddenly the steering had gone. No steering at all. It swerved into the kerb, knocked off the left front wheel and somehow ground to a halt. After that we threw it away."

Cedric: "By then we'd also got a Bedford TK van which could take three cars, but it only had a little 2.8-litre engine, and it was absolutely gutless. It had a four-speed box and a two-speed axle, and you had to use all eight gears to keep going. If you were in the left-hand seat in Europe it was your job to shout when it was clear to overtake, but overtaking anything would commit you to the wrong side of the road for a long time. And we used to change drivers without stopping – keep your foot on the throttle while the other guy slid underneath you and grabbed the wheel.

"We were entered for the Pau Grand Prix in 1962 with two 24s. There was one for Jimmy with a V8 Climax, but we didn't have another V8 for Trevor [Taylor]. So at the last minute Colin told us to put in a four-cylinder, and we worked three days and the two nights between to get it done, inventing and fabricating the engine mounts as we went along. At midnight on the second night Jim Endruweit suggested I got a couple of hours' sleep in the Bedford, and he woke me at 2am to get back to work.

"The next afternoon the Bedford had to leave with the Clark car because it was booked on the ferry. Colin told Jim and Laz to get across the Channel and wait for the second car on the



From the left, Lazenby, Selzer and Dance regale the author with a volley of anecdotes. Dance remains involved with Classic Team Lotus to this day

French side. I worked on, making up a throttle linkage, doing all the last bits, and Colin came in and said, 'Right, time to go. Get it onto PMT, drive down to Dover, push it onto the car deck and leave PMT on the quayside. When the boat gets to France push it off the car deck, meet up with the others, load it up and off you go.' I said to Chapman, 'I've done three days and two nights straight, I'm in no state to go anywhere.' 'Of course you are,' he said. 'Come up to my office.' And he poured me a massive tot of whisky.

"After that I felt even worse, so he phoned Pete Arundell, who was driving for us in Formula Junior then, and told him he had to drive PMT, the 24 and me to Dover. Pete was extremely grumpy about being demoted to truck driver – to be honest, he was usually pretty grumpy – but we set off for Dover. Four fitters from Components were still working on the car, and as we drove off they were hanging on the back of the truck trying to fix the

bodywork. They jumped off when we got to the Red Cow pub in Waltham Cross.

"Pete drove like a lunatic, and in Walthamstow High Road we nearly mowed down an old dear on a zebra crossing, so I shut my eyes. At once I was asleep. I woke at Dover, and we pushed the 24 onto the ferry car deck, tiny beside all the trucks and cars. Pete, still grumpy, turned PMT round and shot back to Cheshunt. When I got to Calais the others were there waiting for me. We pushed the 24 into the Bedford with the Jimmy car, and we drove the 700 miles to Pau. For three days I hadn't been home, hadn't changed my clothes or showered. I must have smelt like a polecat.

"Of course Trevor's car hadn't turned a wheel, hadn't been set up at all. We tried to sort it during practice, but in the race he had lots of pitstops to solve various problems, and our reward for all that work was him finishing last. And hotel rooms hadn't been laid on for us: that was the time Laz and I had to share a bed."



THERE ARE MANY MORE STORIES.

Smuggling Derek Wilde, the team gearbox man, in and out of Holland for the Dutch Grand Prix, hidden under a car cover, because Chapman suddenly decided he should go but wouldn't let him go home to fetch his passport. Also at Zandvoort, on a rare night off when the cars were ready for the next day's practice, joining a group of BRM mechanics singing rude rugby songs in the street with Graham Hill conducting, and then stripping off and plunging into the freezing cold sea – with Tim Parnell the subject of much mirth because he insisted on keeping on his very large pair of underpants. At Zeltweg, after a late night working on the cars, coming back to the hotel which was quite smart: the sort of establishment where you put your shoes outside the door to be cleaned when you went to bed. “Derek collected up all the shoes and put them outside different doors on

different floors. Well, it seemed funny then.”

Then there was Bob's bomb. In the Cheshunt car park, one of those old-fashioned stick-on demister bars disappeared from the windscreen of a colleague's aged Rover. Then Bob saw the stolen demister on the screen of an even more ancient Ford 10 parked in the road. “I thought, we'll fix him. So I made a bomb out of a plastic bag filled with acetylene. I sneaked it under the bonnet and connected it to the HT lead.

“We saw this old boy go to his car and there was a giant flash and a huge bang. The Ford's bonnet came off its hinges, and its front wings fell off into the road. A crowd gathered, so we thought it was time to sneak off to the caff down the road for our tea. The police took the car away and fingerprinted it, but by the time they came back we'd gone off to the next race. If you did that now you'd be locked up for a long time, but things were different then.”

Working conditions at races weren't always

Scottish borders. Within a few years he was much more sophisticated, living in Paris while his tax situation was sorted out, with lots of beautiful girlfriends.”

They all agree that the bond between Chapman and Clark was very strong. Says Cedric, “I only once remember Colin losing his rag with Jimmy. It was that 1962 Silverstone International Trophy when Graham Hill caught Jimmy napping and they crossed the finish line side by side, with the BRM's nose just ahead. Jimmy said he'd seen the pit signals showing him the gap to Hill, but he didn't register them properly. It was a most unusual mistake for him. Back in the paddock Colin showed his displeasure in a typically Chapman way. The public were allowed into the paddock in those days, of course, and with everybody milling around The Old Man shouted at Jimmy: ‘You've let the mechanics down. You've let the team down.’ It was very embarrassing. I just

**“THE OLD MAN SHOUTED AT JIMMY,
‘YOU’VE LET THE MECHANICS DOWN.
YOU’VE LET THE TEAM DOWN’ ”**

easy. The cars might be quartered in a back-street garage with an earth floor, or sometimes the paddock was just a grass field, and when it rained everything – cars, tools, mechanics – got wet. Cedric: “At Monaco we always used a little garage four miles up the coast at Eze-sur-Mer. We'd drive the cars to and from the track every day, among the camions and taxis and 2CVs. The gendarmes didn't mind. The only worry was you were so low that people couldn't see you, and you felt a truck might go straight over you.

“One year at Monaco we were working on the cars and we noticed a very pretty girl standing there watching us. She was English, and I think she was after Jim Clark. A lot of girls were. So I said to her, ‘While you're hanging around you might as well make yourself useful,’ and I gave her a set of overalls and told her to clean the wheels. She got to it, and of course Chapman chose that moment to come rushing in to hand out a couple more jobs for us. He looked at her and said, ‘Who's that?’ I explained, and he just said, ‘See she doesn't break anything’ and rushed out again.”

Some of the drivers appreciated how hard the lads were working, some didn't. According to Laz, “Jimmy was a really nice guy. He was quiet and reserved, but he'd take the time to come and look at what we were doing. He was always interested. At first he was just this rural sheep farmer parachuted into F1 from the

went away and hid until it was over.

“But the thing about Jimmy, one of the ways he was so much better than everybody else, is that if there was a problem with the car he just drove round it. Like in the 1963 French Grand Prix at Reims: he got a bad misfire, the engine was at least 1500rpm down, but he managed somehow to stay in front. Then it started to rain, and as the track got slippery he even extended his lead, and he won.”

Bob: “Another one was the 1965 British Grand Prix. He was in the lead, Hill's BRM was second, and suddenly Jimmy was coming through Woodcote every lap with his engine apparently dead. Then on the straight the engine would cut in, sounding fine and healthy. We couldn't understand what was going on. Because of this Hill was catching him, but Jimmy managed to stay ahead and won by 3.2sec. Afterwards he told us that on long fast right-handers, like Woodcote, the oil pressure needle was sagging down to zero. He didn't want to run the bearings, so on those corners he was dipping the clutch and coasting round. And like that he got to the flag.”

Cedric has another story that underlines Clark's natural talent. “At the 1964 French Grand Prix at Rouen there was a support race for historic cars, and Patrick Lindsay won it from pole with his ERA, Remus. He'd raced it for years, it was totally familiar to him, and

he was very quick in it. Jimmy asked Patrick if he could try it. Rouen was a really challenging road circuit, particularly those fast downhill sweeps, and Jimmy had never driven anything like that. It was totally alien to his experience, sticking up in the cockpit with that big steering wheel and rock-hard suspension. He only did four laps – but at once he got several seconds under Lindsay’s pole time. Afterwards I asked him what it was like: ‘It handles quite well, actually. But it’s a bit bumpy.’

“And remember Spa in 1963? He had a lead of more than two minutes at two-thirds distance, and then the rain came and it really bucketed down. He won by nearly five minutes.

“But he could get uptight. Out of the car he used to bite his nails a lot. And if something scary happened to him his eyes would go big. At Pau once Ferodo gave us some new brake pads to try in practice, DA2s instead of DS11s. They weren’t right, and Jimmy nearly had a very big accident. When he came back his eyes were open very wide.”

Laz remembers that black day at Monza in 1961. “At the end of the second lap Jimmy didn’t come round. We ran down to the Parabolica, and arrived at this dreadful scene. ‘Taffy’ von Trips’ Ferrari and Jimmy’s Lotus had collided, and the Ferrari had gone through the wire fence. We could see spectators dead and dying. Taffy was dead, but Jimmy wasn’t hurt. He was completely shattered by what had happened, and Colin got him flown out of the country at once before the authorities could get to him. They impounded his car, and they didn’t release it until years later.” Two years passed before an Italian court finally decided that Clark was blameless.



OF COURSE BOB REMEMBERS APRIL 7 1968. “Jim Endruweit and ‘Beaky’ Sims were at Hockenheim running Jimmy and Graham in the F2 48s. I was at Brands Hatch for the BOAC 500, running the 47 for Jackie Oliver and John Miles. That’s where I heard the news. It was a left rear puncture that killed Jimmy, absolutely no doubt about that. When the car came back the Old Man got together a group to examine it properly: Keith Duckworth, Mike Costin, an air-crash investigator and me. And that’s what it was. Somebody’s clutch had exploded a lap or so earlier, and Jimmy probably picked up a bit of debris. The tyre must have been deflating as he went into the curve, and under cornering forces it went down into the wheel well.”

[Some months later Chapman told me, off the record, that they knew a puncture had caused Clark’s fatal accident, but he decided not to make that fact public. He said: “We had a good commercial relationship with Firestone. It would have made terrible publicity for them,

**Axis of domination:
Chapman and Clark,
inspirational force and
complementary genius**



even though the puncture almost certainly had an external cause. And it wouldn’t have brought Jimmy back.”]

Bob again: “For Colin, Jimmy’s death was a crushing blow. The first European Grand Prix of the season was in Spain five weeks later. Colin sent just one car for Graham, but he stayed at home. Driving the transporter down, we got to the Spanish border to hear that Mike Spence had been killed at Indianapolis testing one of the Lotus 56 turbines. I remember thinking, ‘Oh no. Surely the Old Man will pack up now.’ Well, Graham won that race. And Graham went on to be world champion that year.

“Jimmy got his results by pure natural talent; Graham got his by hard graft. He was a very strong character, wanted everything to be as he liked it to be. He wrote everything down in a little notebook. When we were setting up a car he’d get out his book and say, ‘Let’s see what we did here last year’ – even if it was a different car.”

Of the other drivers, Cedric remembers

Trevor Taylor as being particularly friendly. “By the time he joined the F1 team the Chapman/Clark relationship had become very strong, and Trevor felt rather excluded, a bit of an outsider. So he used to spend a lot of time with us. Trevor was seriously quick. He had some big accidents, but usually they weren’t down to him. One was at Spa when Willy Mairesse nudged him from behind, caught the linkage at the back of the gearbox and pushed it into neutral. Trevor spun, they collided, the Ferrari turned over and caught fire. The next year, also at Spa, on a fast part of the track he went straight through a marshal’s post, completely demolished it.” The history books say the cause of that one was a puncture. “No, what happened was a bolt came loose in the rear suspension and it fell apart. I won’t tell you the name of the mechanic responsible, but he didn’t last long. He was what we used to call a big hammer man. Trevor had a serious one at Enna, too. The car turned over and over down a steep bank, but he fell out onto the track and was only bruised.”

Bob: “Pete Arundell came after Trevor, and he wasn’t so easy to get on with. He believed he was as good as Jimmy. He wasn’t, but he was certainly very fast, until he had that Formula 2 accident at Reims. He spun, Ritchie Ginther’s Lola hit him amidstships, and he was thrown out and badly injured. He took a long time to come back, and he was never as quick after that.”

Some drivers treated mechanics as equals. Cedric: “At the Nürburgring one year a gang of us went into the Sporthotel and Phil Hill was there chatting to Ginther. I said to Phil, ‘What

about taking us round?’ We all squashed into his little Alfa 1600 and he took us round the ‘Ring on the limit, as fast as it would go with five people on board. He knew every bump and every marker: ‘The car’s going to jump to the left here – there used to be a hut there, but they’ve moved it – this is a blind right followed by an uphill left – that’s where [Onofre] Marimon was killed.’ He knew every inch of that place. I don’t reckon one of today’s F1 superstars would trouble to take a gang of mechanics round like that.”

Laz was very much involved in the Lotus effort at Indianapolis. “After Watkins Glen in

stages until he rolled it. Bob Sparshott and I went to the Marlboro 12 Hours in the USA, and our three Cortinas finished first, second and ninth, with Jackie Stewart, John Whitmore and David Hobbs on the strength. After that Colin said to Bob and me, ‘You’d better go up to New Jersey and help with the Trenton USAC race.’ Parnelli Jones won that for us, then we went on to Milwaukee, where we were running Parnelli and Walt Hansgen.

“But Hansgen crashed in practice and broke his leg. There was a lot of money involved, so the Old Man said, ‘If you can get that car repaired I can get AJ Foyt to drive it.’ So we set

up. When he arrived he pulled me to one side, looking very serious. I thought, What’s this? Is Lotus in financial trouble? And Peter said, ‘I’m sorry to have to tell you that Colin died last night.’ It was a real shock. But I remembered what Colin had said to me once: ‘Nobody is indispensable. If anything happens to me, I’d expect you all to carry on.’ So I said, ‘We’d better get on with this test’.”

Bob has certainly carried on, although he did leave Team Lotus for a spell. “When March were starting up for the 1970 season Robin Herd approached me. They’d signed great drivers: Amon, Siffert, Mario in the STP car. Lotus were going through a difficult period: the four-wheel-drive car had been a failure, and they were cutting back. So I thought, after 10 years maybe a change will do me good. I did a year with March, which was a real mixed bag, and then Herbie Blash, who’d been a Team Lotus mechanic but was now at Brabham, told me Bernie Ecclestone wanted to see me.

“Bernie was very down to earth and straightforward. He said, ‘I keep the numbers low because the more people you have, the more trouble you got.’ But he looked after the basics, he didn’t short-cut on necessary things, and he paid quite well. I was with Brabham for five years, and then Chapman told Peter Warr to get me back. And working for the Old Man second time round, he was more mellow.”

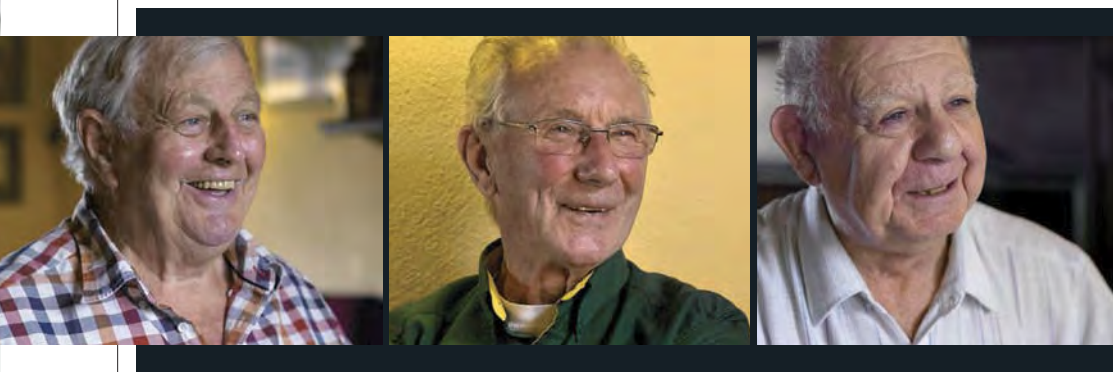
Bob is still a Team Lotus man, as he has been for so long. Cedric divides his time between London and Johannesburg: he has written a fascinating 220-page autobiography covering his time at Team Lotus, and Jimmy’s first world championship year. And David’s entrepreneurial ingenuity is still at work: he has dreamed up a new type of mandrel pipe-bender, and formed a company to make it. “It may not sound exciting, but it’s really taken off. I started off in our garden shed. Now we’re in an industrial unit, and we’re sending them all over the world.”

So the energy and resourcefulness of these three remarkable men remains undimmed. They all agree that life as an F1 mechanic has changed – and not only because there are now 10 times as many per team. Laz sums it up:

“One of the old Team Lotus guys who went on to Cosworth, Dick Scammell, was talking to a current F1 mechanic and said, ‘What do you do after the race? How do you relax, how do you socialise?’ And this guy said, ‘We go to the gym.’ What a miserable existence!

“We worked very hard, but we always seemed to be laughing. We never lost our sense of humour. Today they don’t have anything like the fun we did.” 📧

Cedric Selzer’s book, If You Come Second You Have Lost, is still available, with all proceeds going to Marie Curie Cancer Care. Details at www.selzer.uk.com



1962 we took Jimmy’s little 1500cc F1 car to Indy so he could do some test laps. He just flew round, and all the locals were a bit goggle-eyed to see this fiddly little car with its miserable little engine go so quick. The year before Jack Brabham raced there with a 2.7 Cooper and finished ninth. So the Limeys had arrived, and before long the Yanks had to throw away their front-engined roadsters.

“The first year, 1963, we had Jimmy and Dan Gurney. They ran one-two at one point, and in the end Jimmy finished second. Dan is a fine, lovely man. He was very picky, always changing this, changing that, but you couldn’t fail to get on with him. For 1964 we had Ford’s four-cam engine. Jimmy got pole and led the race until the rear suspension collapsed because the tyres fell to pieces, and we pulled Dan in before the same thing happened to him. At our third attempt, 1965, we won.

“The Indy establishment didn’t know what to make of us Brits. One year we’re working away really late, finally get it all back together, and we decide we’d better see if it’s all working. So we fire it up, open the gates, and I drive it around the track with Mike Underwood sitting on the engine cover with a torch making sure it’s all holding together. I do a couple of laps, get back to the garage, switch off and shut the doors. Then all hell breaks loose: lights, sirens, people banging on the door. They didn’t like us using their sacred track in the dead of night.”

Bob: “We also got seconded into Ford’s Lotus-Cortina operation. Jimmy went rallying in the 1966 RAC, and he was fastest on several

“PARNELLI AND AJ CHASED BOB ROUND THE PITS WITH SCISSORS”

about another night and day repair job. I never found out whether we had a hotel. But Parnelli and AJ driving for Team Lotus: what a pairing. On the ovals those cars had two gears, starting and racing. At the start AJ couldn’t get into race gear, and retired straight away. All that work for nothing. But Parnelli? He won the thing. Lots of dollars, and the Old Man paid us a share, in cash.

“The Yanks still weren’t sure about the Limeys. No girls were allowed anywhere near the cars then. Bob Sparshott had quite long hair, and Parnelli and AJ got the biggest pair of scissors and chased him around the garages. Bob was quite chunky, but he wanted to keep his hair, and he outran them.”

Colin Chapman’s sudden death came one December night in 1982, when he was just 54. Bob again: “We were at Snetterton, about to test one of the first active suspension set-ups. We’d got there bright and early and were waiting for [team manager] Peter Warr to turn

100 years on *Merc's first Indy win*



MERC FULL





URNS CIRCLE

One hundred years after Ralph de Palma conquered Indianapolis in such a car, a Grand Prix Mercedes was back in the Brickyard's spotlight

writer SIMON ARRON



MAY 23, 2015. ASIDE from a few historic parade laps, the Indianapolis Motor Speedway's asphalt has lain quiet all day. The 500 is less than

24 hours away, though, and the paddock area is absolutely rammed with souvenir hunters, autograph collectors and the otherwise curious. Some modern Grand Prix venues fail to generate a parallel atmosphere on race day.

It is early evening by the time things calm sufficiently to attempt photography of Christian Lautenschlager's 1914 Mercedes, which headed a team 1-2-3 in that year's French GP at Lyon. One of its sister cars – thought to be the second-placed finisher of Louis Wagner – was subsequently acquired by Raffaele 'Ralph' de Palma [also often spelt DePalma, it appears both ways in Mercedes/Daimler documentation] and within a year had become an Indy 500 winner. It's only when the Merc rumbles towards Gasoline Alley that you realise how busy the Speedway remains, with knots of people gathering to contemplate the immaculate white leviathan. "Man, that's cool. What the hell is it? Does it still race?"

It does, indeed. Based in Oregon, current owner George Wingard believes very strongly that old cars should be used as their designers intended. Its stint at Indy will necessarily be brief, however: such is the pageantry of race morning, and so early are the main event's 33 Dallaras installed on the grid, that the commemorative parade completes less than a full lap. For 79-year-old Wingard, though, it's a spectacular way to mark his first Indy 500. "I don't know why I haven't been before," he says. "I'm not much of an observer. I watch on TV, but I've written a book about Mercedes at Indy and guess anybody who has done that should really take a look..."

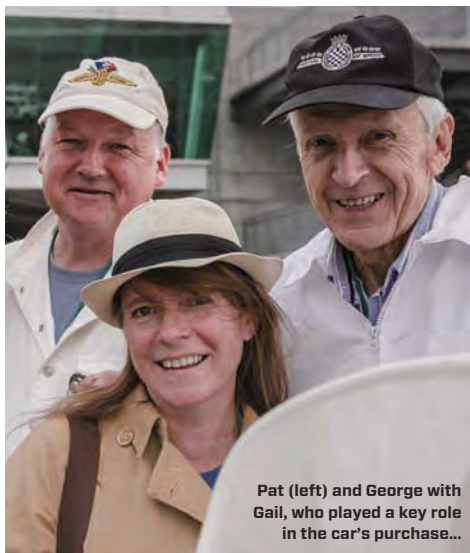


BILL BODDY COVERED THE Lautenschlager car in the June 1970 edition of *Motor Sport*, following restoration by then-owner Philip Mann, and it passed to Wingard in 1981. "My daughter Gail was 17 and had travelled to Denmark on an archaeological dig, but didn't come home," he says. "She then sent a note to tell me she was in London, where she was holding down two jobs – one in a tavern and the other in a bakery. I thought I'd better visit to find out what was going on, but she was doing great and working hard. Anyway, while I was there I made contact with classic car dealer Charles Howard, who'd told me he had an old Grand Prix Mercedes. It had suffered a broken crankshaft in a historic race in Germany and I



Wingard and Gould head out for their brief demo run ahead of this year's Indy 500

MERCEDES-BENZ/DASCH/JOE RIMSEY



Pat (left) and George with Gail, who played a key role in the car's purchase...

said I wouldn't buy it unless I could see all the damage, because other components inside the crank case could be broken and I wouldn't have wanted a car like that.

"When I got there the crankshaft was lying on the floor – it had a nice, clean break at the main bearing, which wouldn't have affected any of the aluminium parts, so I agreed a deal. The sad thing is that this was the original crank Lautenschlager used in 1914. I still have it, but had to get a new one made to the original spec.

"When I restore a car I remove every nut and bolt before putting it all back together, because I want to know exactly what I'm racing. While I was grinding the paint from the clutch and brake shafts, I found the chassis number and Mercedes's records confirmed that this was definitely the Lautenschlager car. Restoration took two years and I've raced it at Laguna Seca and the Goodwood Festival of Speed. I never

used to rev it beyond 2000rpm and it doesn't reach peak horsepower until about 3200. Last time I drove it at Laguna, I thought, 'Well, I'm probably not going to be around too much longer and it's held together well, so I'll see how it feels with an extra 1000rpm'. It became a completely changed car and I began to realise why it had been a winner. I got on the cam and couldn't believe how exciting it was to drive. It's very tractable and comfortable, too, something Mercedes tapped into quite early. It is very driver-friendly, probably because drivers had a hand in the car's design."

His riding mechanic is Pat Gould, husband of the aforementioned Gail, whose European flit led indirectly to the Mercedes coming into the family's possession. Could the car be driven solo? "I've never tried," Wingard says, "but it would be difficult. My legs are long so I could probably stretch across and reach the pedal that lubricates the upper camshaft. But the riding mechanic would also monitor the number of laps completed, using a counter on the dash, keep up the fuel pressure and serve as the rear-view mirror. Those were pioneered here at Indy [by inaugural 500 winner Ray Harroun], but nobody was using them in Europe at that time so the passenger was kind of busy."

"When de Palma raced at Indy in 1915 [with Louis Fontaine alongside], he'd been posting consistent 90mph laps but with two to go the

with my sister's boyfriend – I traded a shoebox full of fireworks for a Model T Ford. I used to come home covered in oil: my folks wouldn't have let me buy a car, but the front seal on the Model T would spread oil all over me. I'd come home and my mother would wonder why I was so smeared. I claimed I had no idea, but that Model T provided the best mechanical education you could get in those days.

"After leaving college I entered the building business, but I was still interested in cars and saw opportunities. The first one I bought was a 1904 Fiat, which I restored and took to Pebble Beach. I still own it."

The current fleet – "about 16 or 17" – includes the 1911 Fiat S74 he ran at this year's Goodwood Festival of Speed, the Ballot that finished second at Indy in 1920 and a 1913 Mercer. "The Ballot is a marvellous car," he says, "with a very original chassis. Its engine, though, had been transferred to a speedboat so I had to have another made. I was very fortunate in being able to get hold of the last remaining car that wasn't in a museum. I found it in England and offered to restore the car for the owner if he would let me copy the engine, so that's what we did. The new unit had the same horsepower on the dyno as the first one did in 1920. I like to keep things that way, rather than trying to find power they didn't originally have."

"THE RIDING MECHANIC WOULD MONITOR THE NUMBER OF LAPS COMPLETED, KEEP UP THE FUEL PRESSURE AND SERVE AS REAR-VIEW MIRROR"

car threw a rod. He completed the race on three cylinders, but still averaged more than 70mph over the final two laps. He was able to do that thanks to the design of the lubrication system, which allowed oil to be pumped onto the cylinder sides."



THE PRECISE WHEREABOUTS OF THAT winning car is a mystery. "About 40 years ago I read a report saying that it was either in Cuba or else had gone to be broken up," Wingard says, "but I can't believe anyone would scrap that car. It was just too good and too important, a work of art. It would be pretty exciting if it was in Cuba. I'm tempted to go and have a look... and if it needed restoration I have a pretty good example to work from."

Not that he needs any more cars. "I started fettling them at 13 years old, after doing a deal

Is there a reason he favours cars from this period? "Well," he says, "I owned a Maserati 300S for a while, but took it to Laguna Seca and found I wasn't really a 180mph guy. I traded it for a 1913 200hp Benz..."

Approaching 80, he claims to get the same buzz from working on cars as he did when learning his craft on that Model T. "My current project is a 1916 Buick," he says. "I was the second owner and am now the sixth. I sold it for \$273 to pay for my first year's tuition at the University of Oregon, but didn't see it again until a guy called a couple of years ago and asked if I'd like to buy back my Buick. I said, 'What Buick?'"

"I wanted to donate it to the museum in Lakeview, Oregon. That's where I grew up and the car was originally sold there on Flag Day [June 14] in 1917. I called and was told they didn't have space, so I guess I'll keep it..."

De Palma and Fontaine win the fourth Indy 500 on May 31, 1915



VICTORY AT INDY

A close call, but 1912's heartbreak was avenged

BORN IN TROIA, ITALY, ON December 31 1882, Ralph de Palma was nine years old when his parents emigrated to the United States. He began his competition career on two wheels – bicycles first, then motorbikes – before switching to cars and earning a reputation as one of the best in the business. He won the 1912 Vanderbilt Cup in a 140hp Mercedes – and was on course to scoop that year's Indy 500 until a conrod broke with three laps to go. He continued at a crawl until the engine quit completely, then with riding mechanic Rupert Jeffkins attempted to push the 1.3-ton car to the finish. Joe Dawson won, but de Palma took 11th place and most of the plaudits.

Three years later de Palma qualified second to Stutz driver Howdy Wilcox, but assumed the lead for keeps on the 135th lap of 200. With the finish almost in sight, there were echoes of 1912's painful defeat when a conrod again broke. The engine held, however, and de Palma completed the race at an average speed of 89.84mph, defeating Dario Resta's Peugeot and collecting a \$22,600 purse.

It would be the last Mercedes-powered victory at Indy until 1994, when Al Unser Jr triumphed for Penske.

That one was worth \$1,373,813...

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Aug 2014 | *1914 French GP, by Paul Fearnley*



Laurens Vanthoor

Champion in karts, F3 and now GT racing, this rising Belgian star tells Simon Arron that he doesn't regret abandoning his F1 dreams

THERE WAS A SENSE OF INEVITABILITY that Laurens Vanthoor would become involved in motor racing sooner rather than later. "My grandfather and father both competed for fun," he says, "and my mother grew up across the road from Zolder, so you could say our family has a racing spirit."

He was "five or six" when first he tried a kart, although he didn't begin to take racing seriously until he was nudging his teens, competing locally at first before graduating one step at a time towards international events.

"My best season was probably 2005," he says, "when I won the French and Belgian JICA titles."

At that stage his mentor – and kart preparer – was Jan Heylen, winner of the 2002 Formula Ford Festival. "Jan suggested that F3 might be the right place to start in cars," Vanthoor says, "simply because it was such a good place to learn. There was more technical freedom then than there is now. I did a Formula Renault test with Van Amersfoort Racing and that went pretty well, but then I tried one of its F3 cars and that went even better, so..."

"F3 was a big change for me. I was on the pace pretty quickly, but my lack of experience told. I was only 16 and made lots of mistakes.

Van Amersfoort had confidence in me, though, and accepted that it was part of the learning process. I had a very good relationship with them, won a couple of races in my first year and took the German title in my second. Switching to the European series in 2010, I was with a different team [Signature] and took a while getting used to unfamiliar tyres. Things started OK, but then I had a few problems and it took time to recover my confidence. The year ended well, though, with a run of podiums. I was in a good position to win the Macau GP, but then the safety car


came out and Edoardo Mortara got past me at the restart."

That appeared to give him a strong platform from which to challenge for the 2011 Euro F3 title but, despite a few top-three finishes, "Almost everything seemed to go wrong and I got into a bit of a downward spiral, having rows with my engineer and so on.

"I wanted to build a career and at that stage could have searched for sponsorship to do Formula Renault 3.5 or GP2, but if I'd managed that and done well I'd have needed to find much more money to secure a seat in F1. That's when I started to look seriously at sports cars. I'd built a

good relationship with VW during my time in F3, which I thought might help open doors with Audi, and the World Racing Team (WRT) had a seat available for FIA GT1 and Blancpain races. I had to find some sponsorship, but things went well – it helped that I shared with somebody as experienced as Stéphane Ortelli, because he offered lots of advice – and at the end of that first season I was awarded a contract as an Audi factory driver. In some ways it was a bit like being back at Van Amersfoort, with a lovely family atmosphere. I count WRT team principal Vincent Vosse as one of my best friends and I seem to thrive in an environment where I feel appreciated."

Since then things have become ever better. He won the FIA GT Championship in 2013, the Blancpain Endurance crown in 2014, shared victory in this year's Nürburgring 24 Hours, made his Le Mans debut recently in one of Oak Racing's Ligier-Hondas and at the time of writing is challenging for a Blancpain Endurance/Sprint title double.

"I love the team spirit in sports cars and enjoy my racing a lot more than I did in single-seaters," he says. "My goal is to race one of the Audi LMP1 cars at Le Mans, but that's out of my hands. All I can do is continue to try my best." 



CAREER IN BRIEF

Born: 8/5/1991, Hasselt, Belgium

2005 French & Belgian kart champion, JICA **2007** Works CFG driver, KF2 **2008** German F3, 4th **2009** German F3 champion **2010-11** European F3 **2012** WRT Audi, FIA GT1, 4th **2013** FIA GT champion **2014** Blancpain Sprint Series, 4th; Blancpain Endurance Series, 1st **2015** Nürburgring 24 Hours winner

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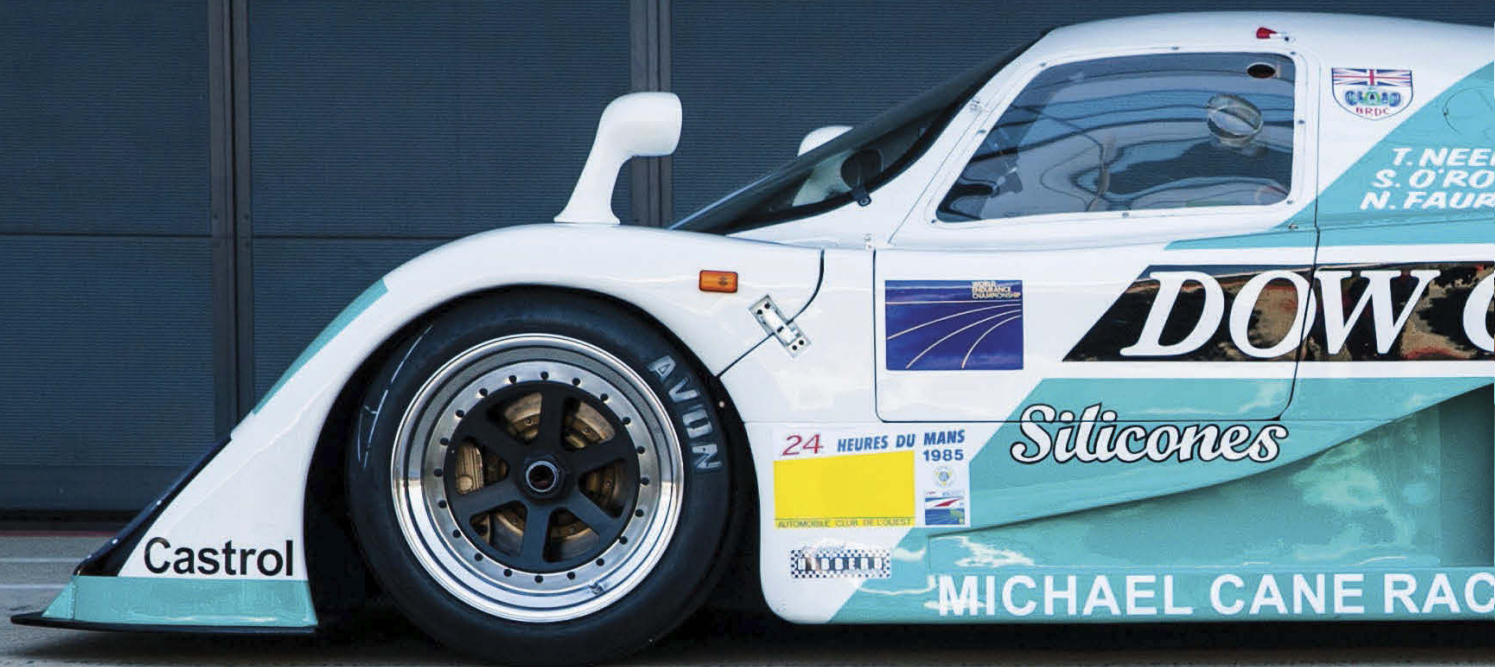
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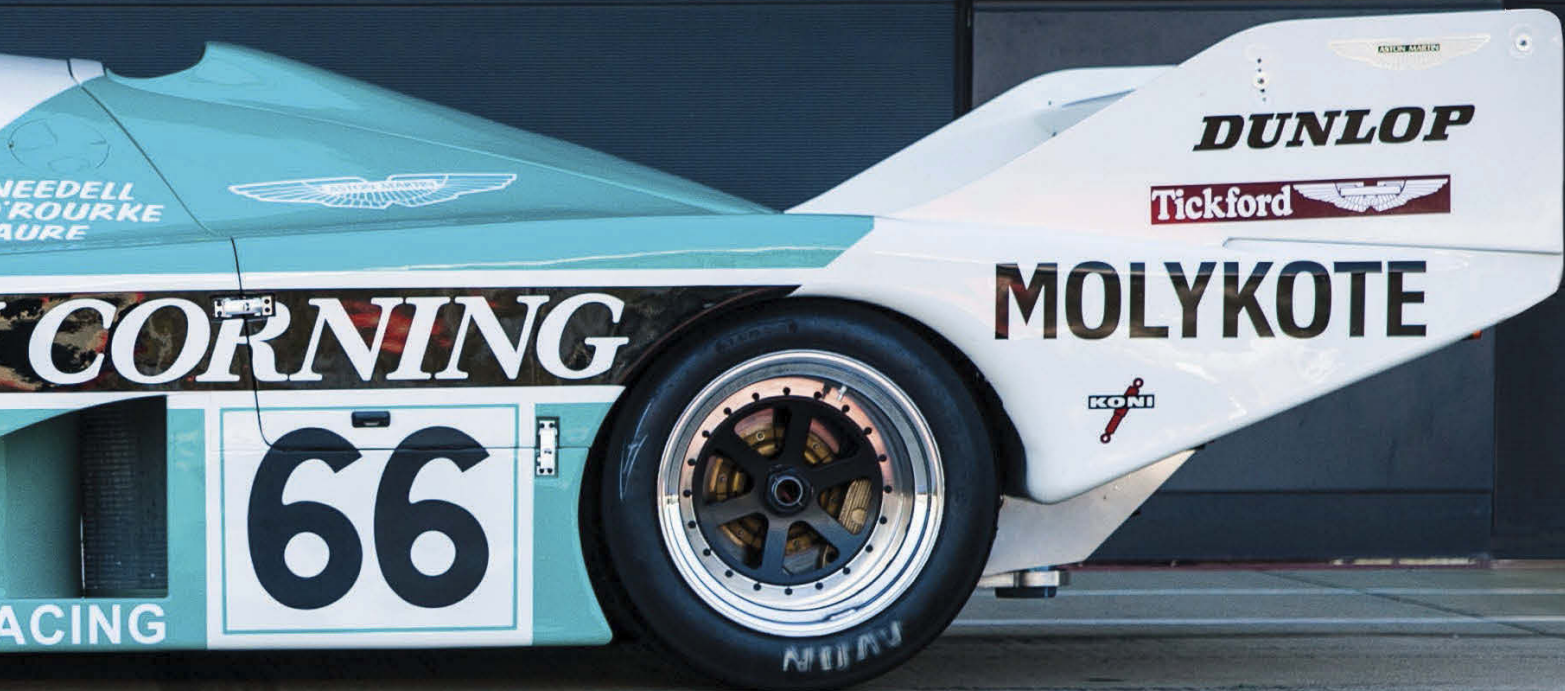
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TIFF'S QUICK

This EMKA-Aston Martin was “a disaster” for Tiff Needell when it first raced

writer ANDREW FRANKEL



TURNAROUND

at Le Mans in 1983. The comeback two years later was a very different story

photographer JAYSON FONG



HIGH WAS THE LAST ASTON MARTIN TO lead Le Mans? I always thought it was Project DP212, the DB4GT-based prototype whose slippery shape combined with the right foot of Graham Hill to stun the crowd by leading the works Ferraris at the end of the first lap of the race in 1962. And, depending on whether you consider the car before you to be an Aston Martin or not, I may still be right.

But the EMKA-Aston Martin C84/1 was, I believe, at least the last Aston-powered car to lead Le Mans, which it did shortly after the start of the 1985 race, partly because of Tiff Needell's driving and mainly thanks to a little opportunistic pit-work, of which more in a minute.

First, however, let me remind you what we're looking at, and what we're not. What it is not is a Nimrod, although the careers of the EMKA and the works-backed, Aston-powered, Lola T70-derived cars created by Robin Hamilton did overlap, notably at Le Mans in 1983. It's not a Cheetah Aston Martin either, a Swiss-based effort that should have done better than it did, not least because it had a carbon-fibre monocoque. Instead the man behind this machine was the late Pink Floyd manager Steve O'Rourke and his company EMKA Productions, named after his daughters Emma and Kate.

EMKA and O'Rourke first went racing a few years earlier, the latter making his Le Mans debut in 1979 in an EMKA-sponsored Ferrari Boxer. The following year he got to the flag again in the same car despite 37 pitstops and the green car crossing the line sporting the red tail section of the retired Bellancauto car. But after an only partly successful interlude with an ex-Niki Lauda BMW M1, O'Rourke decided he wanted his own racing car and the EMKA Aston, as it is colloquially known, was created.

The idea came from a conversation in the pub between O'Rourke and Michael Cane, the man whose race team would come to run the EMKA. "It was largely born out of the frustration that developed whilst Steve was trying to get an agreement with the Aston

Martin factory," recalled Cane. "He decided that if they were not going to help him he would do it himself!" And as Aston's patronage went the way of the Nimrod project, he did.

The car was the work of the late Len Bailey, best known for his work on the Ford GT40. For EMKA he penned a simple aluminium monocoque with ground effect to suit the new Group C regulations and clothed it in a sleek and attractive GRP body. Power would come from the same Tickford-developed Aston V8 that would propel the Nimrods and Cheetah.

It gave around 570bhp from a standard 5.3-litre capacity, nowhere near enough to worry the Porsche 956s that gave an easy 650bhp on sensible boost, but without the turbo Porsches' attendant fuel consumption issues. The chassis was built up by Maurice Gomm and the body created by Protoco.

It wasn't a success. "Couldn't get out of its own way in 1983," recalls the ever cheerful Needell today. "It really was a disaster – as the speed rose it just ran out of power."

The car made its debut at the 1983 Silverstone 1000Kms, boasting the red bodywork of its Virgin sponsor and carrying a C83/1 chassis plate. In Tiff's hands during qualifying it proved only slightly slower than



High tail exposes EMKA's lack of ground effect – but that makes it great to drive

the Nimrod that had made its debut in the same race the year before and gone on to record a highly creditable seventh place finish at Le Mans. The race itself proved somewhat trickier, perhaps inevitably for such a new car. Tiff drove with O'Rourke and Jeff Allam but electrical issues slowed the car before wheel-bearing failure brought its run to a halt after 165 laps.

At Le Mans the car's paucity of power was shown in rather starker light, especially against Porsches running qualifying boost in practice. With Nick Faure replacing Allam in the driver line-up, it managed a 3min 42sec lap, 26sec off the pole time, 7sec behind the Nimrod using the same engine and good enough only for 25th place, a scant half second quicker than the fastest car in the C2 category. "The car got up to 180mph and just stopped," Faure remembers today. "That would be pretty inconvenient anywhere, but at Le Mans without the chicanes?

It was completely hopeless. Porsches were pinging past us going 50mph faster, and more..."

The race was a grind, the car suffering a litany of faults and failures and circulating slowly even when functioning properly. But it got across the line, 17th of 20 finishers and last but one of the Group C contenders, at least earning the *Motor* Trophy for the first British car home. And that, it seemed, was that. The EMKA didn't race again in 1983 nor the following year. But its moment in the sunlight was still to come.



A VERY DIFFERENT EMKA-ASTON MARTIN appeared at the start of the 1985 season. It was developed from the '83 car but was so heavily evolved it was given a new chassis number, the C84/1 it wears today. "You've got to mention Richard Owen," implores Tiff. "He was the man who did all the work. He transformed the car." And so he did. Owen is a race car designer and engineer who had been responsible for the Shrike and Aquila racers. His career involved stints at BRM, TWR and Williams and he was drafted in by Cane to see what could be done to make the car quicker.

"The brief was to find another 20mph top speed," says Owen from his Towcester office where he remains as busy as ever. "I had a look and saw pretty quickly that the problem was the intake into the engine: it was simply being starved of air. So I did a new rear wing for it, and new suspension for some reason or other, but the big difference was redesigning the air intake in the tail." Owen does not recall removing the ground effect tunnels, but there is no sign of them today.

Whatever he did, it worked. This time in Le Mans qualifying Tiff went nine seconds faster than the car had gone in 1983, good enough for 13th, ahead of

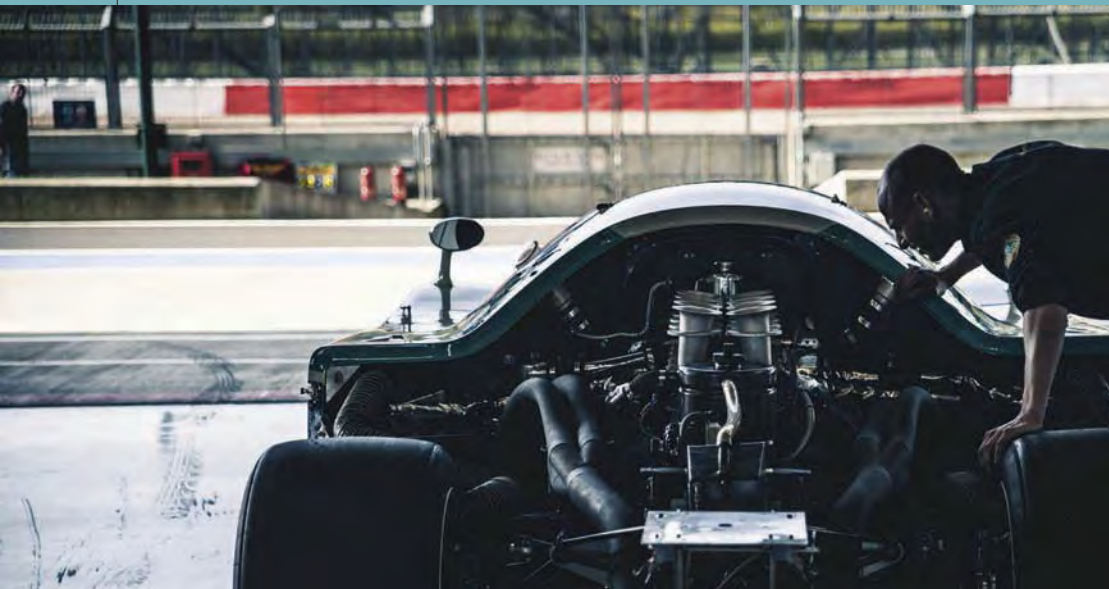
three Group C Porsches and, gratifyingly, both of Bob Tullius's IMSA Jaguar XJR-5s. It was the fastest normally aspirated car on the grid.

Needell started the race. "I had a riot. All the Porsches were being quite conservative with their fuel so I just weaved my way past. Having been so slow in 1983, the thing now just flew down the straight." Owen had found the required 20mph and quite a lot more. By the time of the first fuel stops and entirely on merit, the EMKA lay third, an almost impossible turnaround in fortune from its previous visit to France. "I could see the Joest and Canon cars up ahead and had no trouble staying with them," says Tiff.

Needell's first pitstop was somewhat shorter than anticipated. "We had no radio so I didn't know they were going to short-fuel me." The plan was to get Tiff back into the race so that by the time the first hour was over and all the other front-runners had pitted, the EMKA's



Beautifully restored EMKA-Aston Martin is compact and good-natured, with plenty of room to install Frankel in its simple cockpit ahead of the booming 5.7-litre Tickford V8



name would be recorded for posterity as an official leader of Le Mans. Sadly the plan was stymied by David Hobbs somehow persuading a Porsche to travel for more than an hour on a tank of fuel. But as soon as the 956 dove for the pits, the EMKA led Le Mans, and continued to do so for the next four laps until Tiff's fuel light came on. "Yes, Michael Cane arranged for the car to be first," he says, "but once we were there, there we stayed. Nothing came past..."

"For the most part the race was good," says Faure. "Tiff was the quickest of the three of us, while I was Mr Consistent. Steve drove well too, I suppose about 5sec off the car's ultimate pace, which isn't so much around Le Mans." Clutch problems held them up on Sunday morning and with barely an hour to go Tiff pitted reporting a loss of power and smell of fuel. "They took off the engine cover and saw fuel spraying from a broken pipe filling the middle of the vee of the red-hot engine.

I can remember someone leaning in and saying, 'I think you'd better get out of the car.'"


The patched up EMKA duly finished 11th, and given that the top 10 places were filled with Group C Porsches and works Lancias, recorded a fairly extraordinary feat for a car conceived in a pub on a budget of £150,000 with a normally aspirated road car engine and no ground effect.

How do its drivers remember it today? With unalloyed pleasure. "Once Richard Owen had sorted it out," says Tiff, "it was a brilliant little car. Such fun to drive and with no downforce you just spent your time sliding it around. It wasn't as quick as the Porsche I'd raced the year before [a Kremer 956], but it was far nicer to drive."

Faure concurs. "Given where it started, it was phenomenally quick in 1985 but really good to drive too. It went like a bomb down the straight and was lovely around the rest of the lap too. Very fond memories of that car..."



TODAY THE EMKA SITS IN THE PITLANE at Silverstone looking like new, having been rebuilt to a superb standard by Michael Hibberd Motor Engineers. "We did everything, starting with a bare monocoque," says Andrew Hibberd. "We rebuilt the engine and gearbox and made a whole new body for it. We still have the original body which could be used for making spares, but it's too tired to put on the car now."

I never cease to be amazed at how old the interiors of early Group C cars look, and this one is no different. I know 30 years have gone by but look at the spaceship cockpit of a modern LMP1 and then at the EMKA and it'll seem more like a century. You sit on a tub of folded, riveted metal looking at the simplest set of scattered instruments and a single perfunctory line of switches. Still, after a bit of jiggling with the seat and belts I'm comfortable enough. There's nothing remotely complex about how it operates, visibility is 

surprisingly good for such a car and I have the entire circuit and a fresh set of slicks at my disposal. I grip the simple little steering wheel, unadorned save for its EMKA badge, thumb the button and hear my world explode.

Even through an Arai, balaclava and ear plugs, the Tickford V8 is loud enough to make you fear you'll not be able to think. Across and back goes the lever of the trusty Hewland five-speed 'box and up comes a heavy but progressive clutch.

Even driven slowly the EMKA promises unlimited fun. The car feels small and tight around you, the engine urgent and keen. Despite knowing the car weighs just 900kg and that in its rebuilt form it misses 600bhp either by a tiny fraction or not at all, it intimidates less than other Group C machinery I've driven. It's geared to do a little more than 170mph in fifth gear and I'm betting it'll take very little persuasion to get there.

The tyres are warm now, so it's time to see exactly what this thirty-something-old race car can do.



YOU CAN TELL JUST HOW FAST A CAR like this is by the rapidity with which your helmet fills with expletives. In this case, there was just one, but it stayed audible over the unsilenced V8 all the way through third, fourth and fifth gears. The car understeers a lot in slow corners but with ultra-tight or even solid differentials, Group C cars tend to, and besides this is its first serious run since being rebuilt so I don't feel inclined to be hard on it. But through the quicker curves it feels sublime, so fast, quick and accurate I can't believe there's no meaningful downforce coming off that body. It's very physical: I can tell that by the strange panting noise that appears in my helmet after a

few laps, and I find myself marvelling as always at how drivers wrestled these things around Le Mans for all those hours.

And there is no dark side to this car, or none that I found. While captivated by the power and mesmerised by the grip, I was never frightened by the EMKA even though it would indeed show 7000rpm in fifth almost at will. And coming past the Wing in fifth gear, gently braking, nudging down into fourth and angling into the curve beyond was an instant of sheer joy.

It is so easy to see why Needell and Faure fell in love with this car: for all its speed and power, its greatest strength is its viceless nature. I am sure it remains slower than a well-driven Porsche with the boost turned up and anyone wanting to win outright might want to consider that. But a driver of a gentlemanly rather than professional standard should consider also he'll likely use far more of the EMKA's potential because it is so wonderfully accessible; he might even end up going quicker than he would in a less forgiving car. I've been blessed to drive a few Group C cars but for sheer driving pleasure, there is none I've enjoyed more than this. 📺

Our sincere thanks to Rudolf Ernst, Michael Hibberd Motor Engineers and Silverstone Circuits for making this feature possible. The EMKA-Aston Martin is now for sale at William l'Anson Ltd. www.williamianson.com

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SILVER SERVICE

Silverstone Classic will mark its 25th anniversary by packing 20 races into three days of action

OUR FEATURED EMKA-ASTON Martin joins a field of sports car legends when July's Silverstone

Classic stages another evocative night-time Group C contest. Owner Rudolf Ernst and Michael Hibberd will be up against Porsche, Jaguar and Mercedes endurance racers battling into the dusk of Saturday evening, in among a weekend packed with racing of all types. Proudly celebrating its own 25th year, the vast Silver Jubilee event on July 24-26 boasts the biggest ever field of Formula 1 cars of the glorious DFV era, including eight Williams and six Tyrrells, another outing for the sensational Super Touring cars, dramatic Cobras, E-types and Astons in the Pre-66 GT event, and rumbling Lola T70s and McLarens among the Masters sports cars.

British pride will fly high in the Battle of Britain event for home-grown marques while Spitfire and Hurricane soar overhead, sports cars of all eras get to show their pace culminating in the tense RAC TT battle, and the smaller U2TC saloons will again bring knife-edge competition to the famous track where 20 races cram the timetable.

Close on 10,000 classic cars will form a fascinating backdrop to anniversary parades for Triumph, Honda NSX, MG and others, driving and drift demos, 120 car club stands, funfair, shopping village and aerial displays at the world's biggest car festival – and yes, Status Quo again perform on Saturday night. www.Silverstoneclassic.com



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by Ludovic A. Parayre



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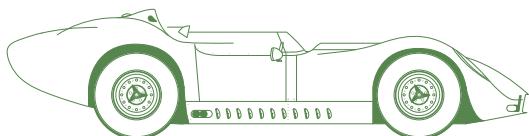
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W

E HAD BEEN SO FULL OF HOPE. Ed Foster and I had flown to Italy to take part in the Mille Miglia retrospective, aboard a Mercedes-Benz 300SL owned by Mercedes in the UK and usually stationed at its Brooklands test track. Certainly we were there to have fun, but also to pay our tribute not only to Sir Stirling Moss on the 60th anniversary of his historic Mille Miglia victory aboard a 300SLR, but also to his diminutive, bearded, bespectacled navigator too, *Motor Sport's* own Denis Jenkinson. I was to be in the Stirling role behind the wheel and, if you think that a sizeable slice of miscasting, spare a moment for my 'Jenks', the clean-shaven 6ft 7in Ed.

No one was or remains more painfully aware that what we were about to do over four days compares in no way whatsoever to what Stirling and Jenks did in little more than 10 hours, but it still seemed right that *Motor Sport* should be there, not just to report on the action such as it was, but to be in the thick of it. We remembered John Fitch, too, and his oft-overlooked drive to fifth overall and class victory in a near-standard SL, just like ours. ☐

The INCRECIBLE JOURNEY

Last month *Motor Sport* celebrated the 60th anniversary of the famous Moss/Jenks Mille Miglia victory. In the slipstream of those celebrations, two of our contributors followed a similar route

writers ANDREW FRANKEL & ED FOSTER





DAY
ONE

Crowds, cobbles, chaos and oodles of automotive charm, but Frankel failed in his attempt to grow a DSJ-style beard, left

Andrew Frankel So much for grand ideas made in offices a thousand miles away. The truth of our situation was that very shortly after we'd snapped shut our gullwing doors and eased off that famous ramp in Brescia, at just after 4.00pm on the Thursday, it all went wrong. As Ed started calling out the navigation instructions, certain things became apparent: the SL's engine had neither power nor interest in revving beyond 4000rpm, the brakes were far better at making the car turn left than slow down and in city traffic the water temperature was already heading towards three figures. The engine fan, designed to cope with conditions no more hostile than the queue for the valet parking on the Promenade des Anglais 60 years ago, was not up to this.

We stumbled across to Verona where the temperature hit 105deg C. Ed looked across and said, "You're going to have to park it." Fewer than 50 miles into an 1100-mile event we were stranded, bonnet up by the side of the road. In that moment I knew that if our fortunes did not change – and quite radically – we weren't even going to finish the first day, let alone the whole course.

Ed Foster As I dug out mobile numbers for Mercedes-Benz Classic's mechanics, I looked up to see a local, stuck in the aforementioned traffic, laughing hysterically at us from his white van. This was not how I imagined the Mille Miglia to be.

Twenty minutes later, though, sufficient heat had left the 3-litre 220bhp straight six and we were back on the road. The traffic had eased and we were soon facing our first time trial. These punctuated the whole event and, having absolutely no experience of them, Andrew and I lamely agreed that we would "give them our best shot". With regards to preparation, Moss and Jenks we were not.

Mercedes-Benz did provide an iPad and app that would count down the time on each section – which ranged from 20 seconds to 15 minutes – and armed with this I clicked 'go' as we took the start. I gave Andrew our average speed and with a 60-year-old rev counter and speedo he set about sticking to it. I also downloaded a 'speed checker' app on my iPhone (all allowed under the regulations) and used that to double-check our progress. Interestingly, when you went around a tight corner it decided that you must have come to a standstill. It was next to useless.

We pressed on through the timed sections and, with no means of measuring, finished with absolutely no idea whether we had done a good or a bad job. The sight of professional trip meters in all other cars didn't fill us with a lot of confidence.

AF It was only after dark and the timed sections that the traffic subsided sufficiently to stretch the SL's legs even a little. But even a gentle run brought dividends, the engine sounding smoother and pulling more strongly by the hour. Were it not for the desperate headlights we might even have made decent progress down the Adriatic coast to Rimini. But we'd already been on the road for eight hours, the brakes still needed management, I was exhausted and we'd barely completed half a day's running.

Under the circumstances you'd think we'd just fall into our rooms. But we didn't: we were on the Mille Miglia and drunk on the sights it provided, from preposterously fast Ferraris and Jaguars to tiny Fiats that would struggle to do 50mph. We retired to the bar to consider further what we'd seen. If greater diversity than this exists in a constantly moving road show, I don't know where to find it. It's a shame that we started in date order: however many cars you overtook, you could never get past enough to run with the pre-war boys in their Bugattis, Bentleys, Alfas and vast SSK Mercedes before reaching a check point and being returned to your rightful place.



Road trip *Mille Miglia*



300SL proved a touch recalcitrant on the opening day, but got into its stride when it reached the open road



DAY
TWO

EF “Being returned to your rightful place...”

Yes, no matter how fast you went between checkpoints, the entire 450-car field was then reordered. Not the work of a moment. Add to the chaos the fact that old cars don't like idling, and that it was all done on narrow streets with tempers fraying, and you'll get an idea of what faced us every few hours. Initially we got as cross as everyone else with people pushing through, blocking us in and generally shouting (the camaraderie on many events was far from everyone's minds at check points). However, we soon learnt that the best option was to arrive, park the car up and go and have a coffee while we waited for similarly numbered cars to start moving again.



AF On the second day we ran through San Marino and all the way down to Rome. But we were barely out of Rimini before it was clear that the car felt very different. The Mercedes team had done its best with the brakes overnight, but they remained a constant menace for the duration of the event. What had changed was the engine.

Now we had both space and visibility to stretch its legs properly, it came alive. A day after being reluctant to do 4000rpm, it would howl up to my self-imposed 5500rpm limit. It sounded completely different and a car entirely unable to stay with other SLs yesterday was now among the quicker ones and therefore one of the fastest cars in the event, giving best only to highly tuned prototypes, as had Fitch 60 years ago.

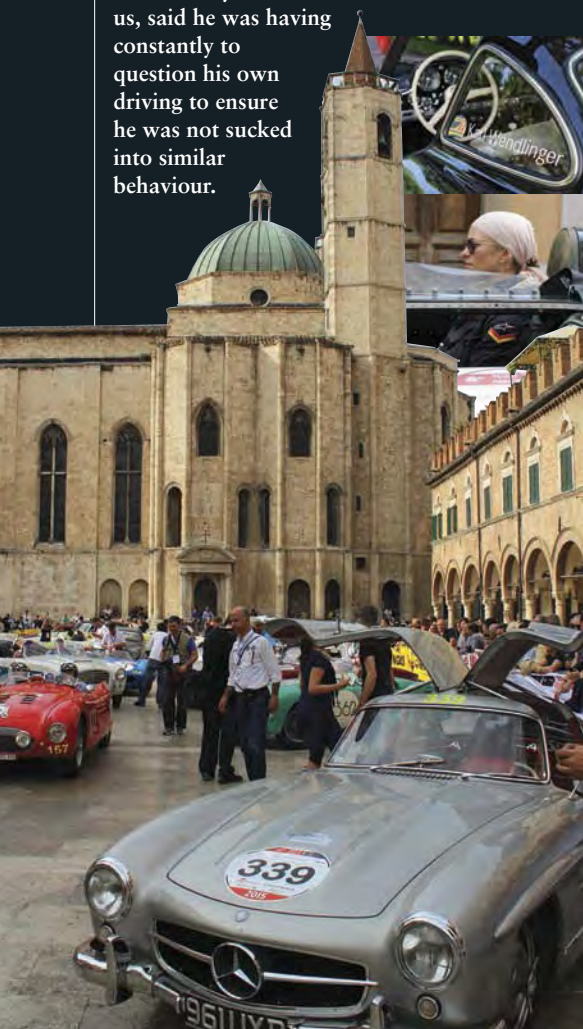
EF A weight had been lifted from the SL's cockpit and, desperate not to be the one to ruin the new mood, I concentrated on the directions. Each day dawned with a new map book that included step-by-step instructions. Over the event's 1700km, the longest period without a direction was roughly 15km – and usually you were looking at 1-5km gaps. If you missed a couple it was sometimes impossible to find your place again. “Have you used a road book like this before?” Andrew asked before we set off. Um... no. ☒





AF Despite being in an SL we were continually overtaken by far slower cars. I'm not prepared to place my life and that of my passenger in the hands of someone I have never met, but if you are it's amazing what progress can be made. All the way through Italy we saw competitors playing chicken with the oncoming traffic – simply presuming road users would choose to slam on their brakes or swerve out of the way rather than risk a head-on collision and its potentially calamitous consequences. Most of the driving was high spirited and, in any other country and on any other day, might be thought inconsiderate at best, but some was just plain dangerous. The police were everywhere, but there to facilitate rather than mitigate such behaviour.

By the time we reached Rome after perhaps 14 hours on the road, even the splendidly calm, reserved former F1 driver Karl Wendlinger, who was in the Gullwing immediately ahead of us, said he was having constantly to question his own driving to ensure he was not sucked into similar behaviour.



Mille Miglia roads remain open to everyday traffic. Right, Moss greets Foster and Frankel at finish

AF Everyone had said day three was the one, and they were right. Even though the organisers had decided not to route us over the classic Futa and Raticosa passes (which given some of the driving was a sad but probably sensible move), the roads were clear, open and fast, terrain for which the SL was born.

I cannot imagine how this car must have felt in 1955. With just three litres it was fast enough to do a genuine 135mph, its shape so slippery we could hold a steady 100mph cruise with the windows removed (the only way to prevent intolerable cockpit temperatures). There was so little wind disturbance we didn't even need to raise voices to be heard.

By now the Gullwing's transformation was complete, engine snarling under power, and fizzing and popping like a thoroughbred race motor on the overrun. It even handled well. Once or twice we needed to slow and turn at the same time and could immediately feel that lurch as the swing axles reduced the rear track and imposed positive camber on the tyres. But as long as you drove like it was an early 911 – slow in, fast out, foot down – it was a delight.

EF As the miles ticked by I could sense that Andrew was getting more comfortable with the car and, fuelled by an astonishing amount of Haribo sweets, he never once asked to have a break. As we were tired at the end of each day, I dread to think what the event must have been like in a pre-war car.

Having found out that we were 126th overall and 3rd of the Mercedes-Benz works cars, we also fretted more and more about the timed sections. We still didn't really know how to cope with the 15-minute stages and on several occasions we arrived at the finish 20 seconds too late with Andrew hard on the accelerator. Maths was never my strong point and that was increasingly apparent on every timed section.





DAY
FOUR

AF The third day was incredibly long, with another 14-15 hours on the road to Parma. If we could have stopped there it would have been perfect. But there was still the last leg back to Brescia via, curiously enough, Monza. And while the car was better than ever, Ed and I were feeling the strain. After more than 40 hours in the passenger seat, Ed's nerves started to fray (about 39 hours after mine would have done in the same circumstances). He asked me to slow, kind enough to say it wasn't me but that his brain had convinced him that every child in the crowds of thousands that lined the roads was about to leap out in front of the Mercedes.

And so slowly we went, watching as other competitors streamed past, a gaily coloured, screaming and shrieking multi-million pound caravan of ageing exotica. But we couldn't even go slowly. Ed and I were amazingly still in the top 140 in the regularity tests and were still third among the Mercedes works team, behind an SSK benefiting from handicapping rules that ensure a pre-war car always wins the event, and another SL equipped with a black box that gave its average speed from stage to stage. And at this rate we were going to be late for the final check. So we asked one last favour of the Gullwing and it rose to the challenge.

In the end we were five minutes late onto the ramp, but so was everyone else. There to greet us? Sir Stirling Moss. I thought he'd been there to flag home all the finishers but later he told me he had not. "We were waiting for you, for *Motor Sport*, to finish."

EF It was just before the finish that I made my biggest navigational mistake, when I decided to follow other cars rather than stick to the road book... It only made the conclusion that bit sweeter. Whatever anyone tells you, the modern Mille Miglia, while nothing like the original, is still very much a challenge. Sadly, our final finishing position of 136th was 135 places behind what Moss and Jenks managed...

AF We finished exhausted, relieved, happy not to be scared any more, but above all elated to have got around in one piece, and at least not made fools of ourselves in our attempt to pay our respects to Moss, Jenks and all they achieved in that incredible race 60 years ago.

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- August 1955 | Rob Walker on the Merc 300 SL
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Monza featured on the route - as did a section of its fêted banking (perhaps easier for drivers than photographers)



BIRMINGHAM SUPERPRIX

For five summers, Britain's second city played host to F1's official finishing school

writer PETER HIGHAM



WINNERS

LUIS PÉREZ SALA RALT RT20	STEFANO MODENA MARCH 87B	ROBERTO MORENO REYNARD 88D	JEAN ALESI REYNARD 89D	ERIC VAN DE POELE REYNARD 90D

IT TOOK 15 YEARS OF CAMPAIGNING and government legislation to make the Birmingham Superprix a reality, but the race lasted just five years. Martin Hone was the idea's driving force and the Birmingham Road Race Bill was finally passed in April 1985 (by 202 MPs to 68), with Royal Assent following six months later. That paved the way for a round of the FIA F3000 Championship to be held on August Bank Holiday 1986.

That inaugural event was marred by some of the heaviest rain to fall on a British race meeting, forcing the race to be stopped before half-distance. Even when the sun was out, the circuit's tight confines and vicious bumps led to numerous mishaps. David Hunt survived a frightening accident in 1988 and that race was stopped again following another multiple pile-up – Russell Spence was still in his cockpit as his car was craned away.

That said, the Birmingham Superprix was a real highlight of the UK racing calendar with a unique atmosphere as the noise of 3-litre racing engines reverberated around the concrete car parks and housing that lined the 2.47-mile circuit. Like many a temporary course, overtaking was difficult and four of the five events were led from start to finish. That didn't stop Roberto Moreno driving from the back of the field to finish second in 1987.

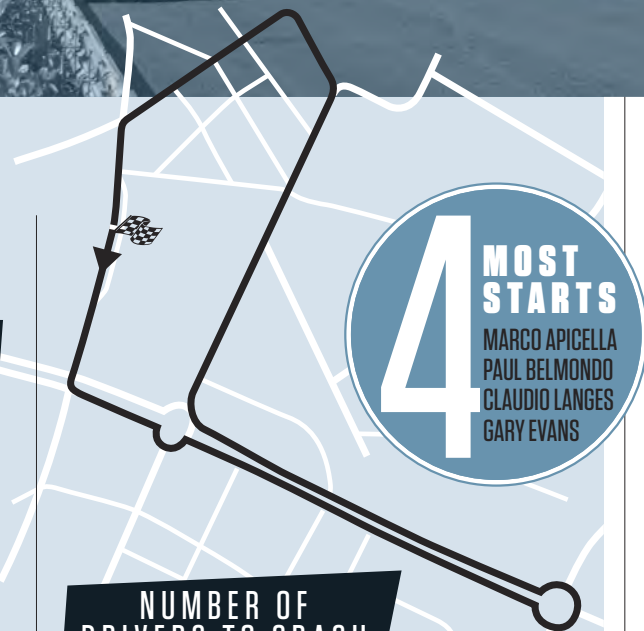
There were plans to lengthen the circuit to comply with FIA demands, but that never came to fruition and the British mainland's first street race slipped from the calendar 25 years ago.

BEST DRIVE

Forced to start from the pits in 1987, **ROBERTO MORENO** stormed through to finish second – and established the lap record in the process (1min 22.91sec)

RED FLAGS

- 1986: Torrential rain after 24 of the 52 scheduled laps
- 1988: Twice for first-lap accidents, restarted over reduced distance
- 1990: First-lap accident, restarted over original distance



4 MOST STARTS
MARCO APICELLA
PAUL BELMONDO
CLAUDIO LANGES
GARY EVANS

NUMBER OF DRIVERS TO CRASH OUT OF THE RACE



MOST LAPS LED

- 51 JEAN ALESI & STEFANO MODENA
- 43 ROBERTO MORENO
- 42 ERIC VAN DE POELE
- 24 LUIS PÉREZ SALA
- 9 MARCO APICELLA

100
NUMBER OF DRIVERS WHO TRIED TO QUALIFY OVER THE FIVE YEARS



speedsport gallery



Frank Wootton – original painting ‘Grosvenor House Comet’ [detail]

Speedsport Gallery has for sale an eclectic mix of original paintings, posters, photographs and autographed items. Artists include motor sport greats Dexter Brown, Michael Turner and Frank Wootton, and we also have signed photographs, books and letters from the likes of Jim Clark, Mike Hawthorn, Graham Hill, Lorenzo Bandini and Sir Malcolm Campbell.

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Sam Hancock Takes The Lead In The Sam Thomas Racing Jaguar Etype Lightweight 140 FPX, During The GTSCC Race At Silverstone May 2015.

EVENTS OF THE MONTH

LE MANS 24 HOURS



One plus two makes 17: Porsche adds another to an already proud run of victories

ROLEX/STEPHAN GOUPPEL



L

E MANS MIGHT BE ONLY A PARAGRAPH IN British papers, but in France the race is front-page news, the battle between Audi and Porsche hyped up in daily headlines.

Porsche et Audi: La Bagarre and *La Bataille Fratricide* fanned the flames of a contest that has smouldered all season. The stage was set for the big fight, the battle of the mighty VW Group siblings.

Tweeters and bloggers worldwide responded to the hashtag '#audi welcomes challenges'. The team from Ingolstadt had some challenges at Le Mans 2015, and of course the biggest of those came from the men from Stuttgart. At the end of a thrilling race, the Porsche team donned some new shirts to celebrate a great victory. On the back of these was printed 'Challenge Accepted'. 

EVENTS

OF THE MONTH



Trouble-free run brought Tandy, Bamber, Hülkenberg the prize; left, P2 went to KCMG Oreca-Nissan of Howson/Bradley/Lapierre



Second-place Porsche was equally faultless. Audis were rapid but unlucky, settling for third, above, while Toyota's hopes, left, floundered



In the end an accumulation of problems denied Audi victory for the first time in five years, while the Porsche driven by Formula 1 driver Nico Hülkenberg, Briton Nick Tandy and Kiwi Earl Bamber ran virtually trouble-free for 24 hours. “We knew this might be Silverstone and Spa twice over,” said Audi boss Dr Wolfgang Ullrich, “and so it was, but each of our cars had crucial problems, which is unusual for us.”

Porsche stole the early bragging rights, locking out the front row and grabbing pre-race headlines. So fast was the Porsche over a single lap that Audi would need to muster all its customary efficiency and strategic skills to triumph yet again in what would be the toughest battle for many years.

As expected the Porsches led away, but they couldn't shake off the Audis despite their superior power and top speed. First blow for the Ingolstadt squad came after less than three hours, when Loïc Duval crashed while trying to pass a group of backmarkers that slowed suddenly in a confusion over flags at the end of a ‘slow zone’ and left him nowhere to go. The car was badly crunched but the Audi crew had it back in the race with a breathtakingly efficient pitstop for a new nose and plenty of tank tape.

“We had a really strong start,” said a deflated Oliver Jarvis, “but then Loïc got hit and I thought it was over. We fought back and pushed as much as we could, but then we had other issues. Sadly it just wasn't our day.”

Le Mans 2015 was a straight fight between Porsche and Audi. The Toyotas were way off the pace, slower than last year when they so nearly won. The radical new Nissan simply had neither pace nor reliability, lapping anonymously way behind the leading pack. Lap for lap, there was little between the two Titans and, as ever at Le Mans, it came down to reliability and a little luck. Through the heat of Sunday it was nip and tuck, but there were chinks in the Audi armour as Porsche piled on the pressure into the night. At half distance it was the Hülkenberg/Tandy/Bamber Porsche in front, over a minute ahead of the Benoît Tréluyer/Marcel Fässler/André Lotterer Audi, but still it was anybody's race.

Close to midnight Audi's pace had dropped off by about two seconds a lap, while that of the Porsches quickened by a similar amount. The mood in the Audi camp darkened with the night. In the heat of the day on Saturday Audi had

ROLEX IS THE PARTNER OF ENDURANCE RACING

Corvette team's GTE Pro victory for Gavin/Milner/Taylor made up for Jan Magnussen's smash in practice



ROB RIDES SHOTGUN

Lapping Le Mans with the Grand Master: Tom Kristensen

THE JABS THE STARTER, THE AUDI R8 LMS fills with noise, jerks forward, everything vibrates and suddenly we are rocketing ahead.

"Tom," I say, "how quick are we going to go?"

My question is answered as we come sideways out of the Ford chicane, on the rumble strip, opposite lock. "Cold tyres," he remarks. The suddenness of the speed past the pits is almost shocking.

"Trust me," he says, banging through the gears on the way to the Dunlop bridge. "Don't worry, I do," I want to say. But I am too busy trying to adjust to a different planet as we flash across the apices on the way to the Mulsanne. Through Tertre Rouge, barrier very close, trees going by in a blurry kaleidoscope.

"Sixth," he says, "285[kph]. There's no more."

The noise, the brakes, the precision, the sheer visceral thrill of being flung round this wonderful track by such a truly great driver is thrilling. So damn different from anything normal humans do in a car.

Before Mulsanne corner he warms the tyres,

the upper hand but now, in the cool air, it was Porsche who came to the fore. Early on Sunday the rear deck of the Tréluyer/Fässler/Lotterer Audi became detached and laps were lost while repairs were made and parts replaced.

Once the big battle had fizzled out Hülkenberg & Co won by a lap in their Porsche 919 from the sister car of Mark Webber, Brendon Hartley and Timo Bernhard. Completing the podium were Tréluyer/Fässler/Lotterer in the fastest and most reliable of the Audis.

So, a current Grand Prix driver wins Le Mans. It's a long time since we last were able to write those words – 25 years, in fact, when Johnny Herbert and Bertrand Gachot were part of Mazda's winning crew. Hülkenberg's feat is good news for the WEC, and bodes well for a series that is gaining in strength year by year. For Nico, signing that Porsche contract was a smart move that allows him to keep one eye on his future beyond F1 – and full marks to Force India for letting him go.

"Incredible," said Tandy, a justifiably proud graduate of the Porsche Supercup series. "We went to the Spa 6 Hours to

prepare for Le Mans, to learn as much as we could, to get some experience and time in the car. Now here we are, we've won Le Mans. It's just the most amazing day and the team has done such a fantastic job."

Audi Sport boss Dr Wolfgang Ullrich went to the Porsche garage as the final laps were reeled off and was one of the first to congratulate his rivals. He knows better than anyone how hard it is to win this thing. "All of our cars had crucial incidents. When you're up

against a strong rival like Porsche you can't afford to have the problems we had, but in sport you have to accept defeats as well."

Something a little feistier came from Prof Ulrich Hackenberg, Audi's head of technical development who watched from the team garage.

"Both our brands, with their different concepts, were faster than the Toyotas and that's exactly what we'd like to show at Le Mans and in the WEC."

So in the battle of the brands it was Porsche 1, Audi 0 on the night while Stuttgart leads Ingolstadt by 17 to 13 overall. Next match is the Nürburgring on August 30. *Rob Widdows* 📧

FOR A FULL LIST OF ALL THE MAJOR RACING SERIES DATES, GO TO www.motorsportmagazine.com/calendar



left-right-left, small decisive flicks of the wrist. Then bang, down gears, wham, back on the noise, down we go, dark under the trees, into and out of Indianapolis, one fluid movement. Out of Arnage, sun in my eyes, can't remember how far to the next corner. We're into it, gone in a slam of the brakes and a bang, bang over the kerbs. Far too soon we're back at the Porsche Curves.

"Very quick here," he says, smiling. "Get it wrong, it's too late to save it. You don't want traffic here."

This was not a lap of the Gods. This was a lap with a God. They are not like us. Just occasionally my eyes were wide shut. Sensational minutes. Thank you, Tom.



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ON THE ROAD WITH

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Pre-race pageantry ramps up in the traditional manner at Indianapolis. Arron is off to the right, somewhere



TWO NATIONS, ONE SPIRIT

Nordschleife, May 15-17 & Indianapolis, 22-24: Global racing touchstones separated by seven days and 4300 miles

THE US CUSTOMS & Border Protection official seemed mildly impressed that somebody should want to travel such a significant distance for so short a time, just to watch the Indianapolis 500. “You must be quite a fan,” he said. “Tell me, do they have auto racing in the UK?” I nodded, mentioned that we’d nicked the idea from the French and was waved through to fulfil one of life’s ambitions.

Indy was not on my original 2015 schedule, but a last-minute invitation arrived out of the blue – courtesy of

Mercedes-Benz Classic, which was commemorating the centenary of Ralph de Palma’s 500 victory (see page 96). There were highly desirable alternatives at Oulton Park (Formula Ford), Brands Hatch (Masters Historic Festival), Crystal Palace (revival sprint) and Monaco (Lewis Hamilton parking at Portier to watch seagulls, after modern Mercedes’s abacus snapped), but I’d craved an opportunity such as this since the 1960s. London-Frankfurt-Washington-Indy it was, then...

This wasn’t my first time at the Speedway, because I covered several of the US Grands Prix staged there from

SIMON ARRON

2000-2007, but the 500 feels very different. Friends and colleagues have often tried to describe the atmosphere, but mere words sell it short (so I'm probably going to struggle here). The closeness, tension and delicacy of Juan Pablo Montoya's 500 victory was a bonus, but it's the surrounding detail that lingers in the mind – not least Saturday's vintage parades, which a number of roadster drivers tackled with considerable relish. And never before had I wandered through a racetrack merchandising area and found somebody selling souvenir guns (Indy 500 rifles, AJ Foyt pistols and so forth): you don't get that at Snetterton, happily.

In these days of serial litigation it seems odd that any US state – and Indiana is among them – should allow motorcycles to be ridden without crash helmets, but all notions of health and safety appeared to have been discarded on race morning. By 6.30am traffic was already tailing back from the track for a mile or two: one adjacent car had a bullet hole in its rear door (presumably



Enthusiasm, patriotism (above) and, top, some racing souvenirs might require a licence



Porsches prominent in N24 Classic, which threads its way past campers for three hours

not fresh, but a touch startling nonetheless), while a fair few beer-toting fans loitered in armchairs perched on the rear platform of pick-ups. The police didn't bat an eyelid, but then most were preoccupied guiding official convoys past the standing traffic. We noticed one optimist trying to join in, which did trigger an authoritative reaction. "You are not part of this convoy, sir. Get in line or we'll turn you around and send you back to the city..." Received a fairly prompt response, did that.

Queues have traditionally triggered anger and frustration at the British Grand Prix, but at Indy they seem to be considered as much a part of the experience as the pre-race pomp and pageantry. And, of course, once inside everybody has a chance to get fairly close to stars and cars – the paddock is a much more vibrant place than ever it was when surrounded by Formula 1's electronic turnstiles.

Back then I recall locals being a little sniffy about the size of the audience – even though, at about 160,000, it was much larger than any other on the Grand Prix schedule. Having now seen the Speedway with the best part of 300,000 inside, I have a fuller appreciation of their perspective.



SEVEN DAYS BEFOREHAND I WAS privileged to be among a crowd of similar size and vigour (identical attitude, equal amounts of beer, slightly smaller barbecue sets) at the Nordschleife, to watch the Nürburgring 24 Hours.

Reported last month, the main event's place in racing's pantheon of essentials is well known. Less celebrated is the



From the top, Porsche v Renault 5; empty bottle collection pictured about one hour into the main event; scaffold poles, beer and sunshine equal bliss

three-hour historic enduro that occupies much of the preceding Friday afternoon.

A fair few years have passed since the arrival of factory teams and drivers obliged organiser ADAC to weed out a few slower N24 entries – although speed differentials remain significant, with factory GT3 cars catching tail-end Toyota Corollas and suchlike by the third lap of 156 – but the diversity is perhaps even more extreme in its older counterpart, with Porsche 935s and BMW M1s having to deal with Renault 5s and a Ford Anglia. Period reliability is a feature, and as you move from corner to corner it's not unusual to find freshly failed relics steaming by the public road, which is where the racetrack recovery vehicles take them to await paddock retrieval.

Like its sibling, the N24 Classic starts with cars separated into three groups: the main race attracted a field of 152 cars this year and was significantly trumped by its older counterpart, which drew 189. And while an Audi R8 might look perfectly at home on the Nordschleife, a phalanx of BMW 2002s is yet more complementary.

SOUND AND VISION

Brands Hatch, May 30 & June 6: where else would you find Special Saloons and NASCAR on consecutive weekends?

RESPLENDENT IN BRITISH RACING Lime, Stephen Moss's Anglia had its snout poking from the pit garage. Unlike the other cars, though, it was facing paddock rather than circuit. Upgraded since 2014, and now featuring Cosworth rather than Vauxhall power (with a commensurate step up in class), this most lurid of Special Saloons had suffered a head gasket



failure during Friday testing. But rather than slinking off home, Moss had stayed so that lads and dads could at least appreciate his car's charms – a nice touch, and showmanship of a kind rarely associated with homely British clubbies.

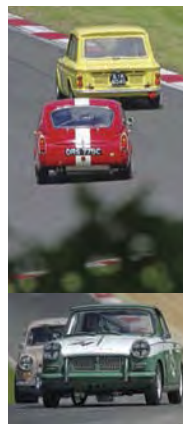
And this Classic Sports Car Club meeting was in the breed's finest traditions: seven races, with morning practice, a decent lunch break and racing in the afternoon, which is exactly how the world always used to look.

CSCC events are beguilingly diverse, too – and just not because they happen to feature Special Saloons. Forty-minute Caterham races might not be every purist's cup of tea, but concepts such as Swinging Sixties (two races, 47 cars) and Future Classics (38 cars, ranging from Talbot Sunbeam to TVR Tuscan via several Ford Capris) are rarely mentioned gems on the UK's congested motor sport calendar. They merit wider attention.



ONE WEEK ON, THE CIRCUIT CAR PARKS were rather more crowded for the third annual American SpeedFest, with the NASCAR Whelen Euro Series as the headline feature (and Dale Earnhardt's grandson Jeffrey, more usually seen in NASCAR's feeder-level Xfinity

Special Saloons, far left: Stephen Moss's static Anglia and Terry Nicolls (Supra) leading the pack. Below, diverse NASCAR support included Triumph Herald Coupé



Series, making a guest appearance).

I attended only on the first day – drawn partly, I confess, by the simultaneous presence of the Historic Racing Drivers Club – and was impressed by the difference a year makes. At 2014's corresponding fixture, the mood had been sour, the NASCAR events scarred by tactics that weren't so much cynical as downright thuggish, particularly among the second-tier drivers.

The cars look and sound the part – and this year they were (mostly) driven with appropriate finesse. The opening race produced an epic seven-way lead battle, quite a spectacle at so tight a circuit, but overtaking proved to be less of a problem than it does in some categories. Romain Iannetta eventually emerged triumphant, but had to settle for second behind Ander Vilarino the following afternoon. Earnhardt? He took time to adapt as he acclimatised to his first British event, and slid off in the first race, but as a general trend he improved by the lap and on Sunday he finished eighth.

The event also raised a question that might be intriguing only to me. Is this the first time a Rover P4, a Fiat 850 Abarth and a Triumph Herald Coupé have appeared competitively on the support bill at an officially sanctioned NASCAR event?

Somebody must know... 📧

Eddie Cheever, son of the ex-F1 driver, leads seven-way Euro NASCAR battle. Right, Dale Earnhardt's grandson Jeffrey put in a guest appearance



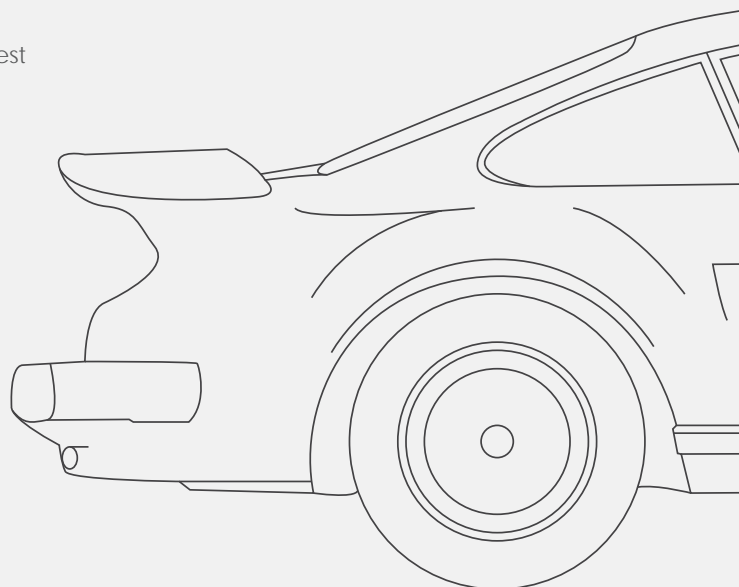
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Vitamin D - works long-nose devours hills with (left) Beecham and Callum in charge

STORMIN' THE MOUNTAINS

Best place to see the Mille Miglia? From on board a D-type, says Jaguar's design chief


ENTHUSIASTIC, AND tactful. That's Jaguar design chief Ian Callum, fresh back from a Mille Miglia adventure and brimming with excitement. On an open-road thrash round Italy at eye-rolling speeds, some moments are inevitably more exciting than ideal, but Ian glosses over them. "Even moments when things – didn't quite come together, they were soon past."

There was a 'works team' of Cs and Ds, but Ian shared the wonderfully original long-nose D-type we featured in January with owner Clive Beecham,

backed by preparer David Brazzell and the Jaguar support effort. During our shoot on the car Ian promised to report back, and is as good as his word.

"Third time I've done it, and the best by far," he says. "Maybe I shouldn't go back – I may have used up my nine lives... Yes, it was uncomfortable and noisy at first, but I was soon completely relaxed, even at over 100mph. Of course we'd had our warm-up in Scotland."

This was the firm's own private 'Mini Miglia', 180 settling-in miles through the Trossachs and over the Rest and Be Thankful pass before the big one.

What about the D let loose around 

those long open Italian roads? “It’s hard to judge, but it felt as quick as my F-type. When you pulled out you had the confidence it would get you past.”

Adrenaline runs high on this event; the 400-plus competitors are woven into hundreds of support vehicles, classic cars and enthusiasts in over-driven Fiats all attempting to share the route; entrants trying to hit controls on schedule find themselves on the wrong side of the white line for long exciting moments down the outside of traffic streams.

“We both drove quickly,” says Callum, “and the overtaking becomes intense – you have to trust your co-driver. We drove half each, and both got a chance on lovely sweeping roads. It’s funny, you can be on your own for long periods, but we fell in with the other long-nose [James Martin and Charley Boorman in Jaguar’s D] and had a bit of banter with a Testa Rossa we got friendly with. We all stopped at a café and the crowd went wild – two Ds and a TR parked in the road! Actually we were late at the final control after that lunch, but the two Ds drove in side by side and we got a massive cheer. Italy loved us.”

With closed-road events about to be permitted in the UK, it’s hard to guess if British onlookers would show the same open-eyed passion – on my last MM I saw three nuns yelling ‘Avanti!’ – but I reckon the police might not throw themselves into it the same way. One of Ian’s highlights was following a police car through the mountains: “There were the two Ds and a Gullwing and we were pushing, but that policeman could really drive! And it was an off-roader

– amazing that a modern car like that can keep up.”

Of course, I hint, the forthcoming Jaguar SUV wouldn’t have trouble... “Oh, that’ll be much quicker.”

One of this D’s special boasts is that it contested the Monzanapolis races in 1957 and ’58, so a time-trial on the hallowed and recently resurfaced banking had extra significance. “We were only meant to average 55kph but Clive gave it some up the bank. That was fabulous!”

Through 1000 relentless miles the D performed faultlessly, impressing the man charged with shaping the marque’s current range. “I was astonished at the capabilities of that car. The Ds must have been the quickest things there. We must have touched 130 in places, but it felt planted and stable. I thought it would wander but Malcolm Sayer got something right about that wing profile.”

Callum must have felt secure – he says he nodded off at 100mph in the co-driver’s seat. “Just for a few moments – well, you spend 12 hours in the car, then dinner... You’re lucky if you get four hours of sleep.”

A gruelling time, then.

“The physical toll hits a few days later. Coming down off a four-day high was hard – I can see how daredevils get addicted to the adrenaline. I felt flat and I had to get into my TR6 and have an early-morning blast to recharge myself.”

Tearing round Italy has sparked a new thought for Callum. “I love the D-type; I think I’d be happy with a good replica for early Sunday mornings.”

Not what you expect from a company man, but proof of an enthusiast.



TRAFFIC ON THE RING ROAD

Coventry comes to a stop as Motofest celebrates cars and the city

WHISTLING PAST 100,000 PEOPLE, the Rover-BRM Le Mans car returned to the roads of Coventry for the first time in 50 years when the city held its Motofest in May.

It was demonstrated on the road here in 1965 prior to heading for La Sarthe to become the first turbine entry in the French classic.

Packing out the ring road, the 2015 event brought out BTCC saloons, classics of all types, Le Mans entries, stock cars, motorcycles and Group B rally monsters including the partly Midlands-bred Metro 6R4 to celebrate the city’s extensive motoring industry history. Coventry marques Triumph and Jaguar featured, with the Spitfire replica Le Mans team and a parade of big cats including a Broadspeed XJC coupé, XJ220 and XJR-9 sports-racer.

Among static exhibitions and an evening concert, drifting displays added the right scents to the weekend, and the organisers say next year, thanks to the new closed-road laws, their 1.5-mile route up and down the ring road will be run as a competitive sprint. Now that’s the right way to use a ring road.

Testa Rossa and two D-types ran in company in latter stages





Which way Sarthe? XJR-9 changes lanes in Coventry. Left, Rover-BRM is a gas then and now; below, drifting added scents to sounds



PETER BAKER

LONG-DISTANCE REUNION

Marathon meeting evokes endurance rally days

GAYDON REVERBERATED TO THE RASP of exhausts at the end of May when the Historic Marathon Rally Show set up camp around the Heritage Collection. Backed by the Endurance Rally

Association and aimed at celebrating those tough long-distance events such as the two World Cup Rallies and several London-Sydneys, the focus also covered early events in the growth of historic rallying, and naturally remembered ERA founder the late Philip Young.

Around the Warwickshire venue were World Cup Rally Triumph PIs (top), a squad of Landcrab Austin 1800s that survived London-Sydney in 1968, a London-Mexico Capri, a Pat Moss Alpine-Renault, Roger Clark's Tour of Britain Escort, a TR4 that Brian Culcheth piloted on one of the insanely demanding and sleepless Spa-Sophia-Liège events, and even a replica of BMC's Vanden Plas Princess service barge.

Figures from this branch of rallying's past included works team members such as Mike

Broad, winning co-driver on the 1977 run to Sydney, Paul Easter, Den Green, Barrie Williams, David Sutton, BMC competitions manager Bill Price, Rootes and BL driver Rosemary Smith and many others from this arena where sleep-resistance and on-the-hoof car fixes counted more than outright speed.

In between parades of historic cars, Ford competitions manager Stuart Turner related some of his inimitable tales and Triumph works navigator and author Graham Robson extracted memories of their long hours at the wheel from those involved. The day closed with a tribute to Philip Young, whose ex-works Healey, which stole headlines from the moderns on the 1981 Himalayan Rally, resides in the Heritage Collection. And even the Magenta kit car he drove on the 1977 London-Sydney was present.

It was a rare chance for so many figures from the sport to get together – organiser Ted Taylor reckoned some were still arguing over results from events that finished decades ago.

ANOTHER PLAQUE ON THE WALL

Remembering a fount of engineering achievement

IN THIS YEAR OF JIM CLARK SIGNIFICANCE IT WAS SUITABLE THAT THE HISTORIC LOTUS Register and 750MC got together to commemorate the place where so much of that legend was made – the one-time Lotus factory in Delamare Road, Cheshunt, North London. Up until 1966 this was where all those race-winning devices from Formula Junior to F1 and Indy were built, alongside the lithe and innovative 7, Elite, Elan and the Cortina road cars. Much of the

buildings remain, one now used as a gym, and marque figures led by Hazel and Clive Chapman gathered here on May 31, the anniversary of Clark's Indianapolis victory, to unveil a plaque to that achievement. Mike Costin, John Miles, Tony Southgate, Jackie Oliver and many Lotus mechanics attended, while the four-wheeled element included Clark's own Elan and the Type 38 he drove in STP livery at Indy in 1967. ☑



Hazel Chapman, right, unveils plaque to honour Lotus years in Cheshunt

CHRIS McEVROY

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FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious




Alpine Talbot - Mike Couper and George Day in BGH 23 add to the marque's record

TALBOT'S PEAK SUCCESS

It was the toughest trial of all - but a British marque conquered the Alps

OUR HIGH SUMMER EACH year turns thoughts back to what was once the greatest of all summertime rally events, the pre-war Alpine Trial and its post-war successor, the Alpine Rally. Back in 1934 the 6th International Alpen Trial was organised by the German Automobile Club. It attracted no fewer than 155 entries, including new models from BMW and Delahaye plus a team of factory-supported privateers representing British Talbot, whose team captain was the big, burly, hard-driving *bon viveur* Mike Couper.

Three new Alpine Trial team Talbots were custom-made at the Barlby Road factory. Registered BGH 21, 22 and 23, each one was allocated to its crew; BGH 21 to the Wisdoms (motoring journalist Tommy and his wife Elsie, known as 'Bill'), BGH 22 to Hugh Eaton with works mechanic Ben Higgins, and BGH 23 to Mike Couper and veteran works experimental mechanic George Day.

These new-built Talbot 105 team cars were run-in on the road as they cruised at 60mph to the first overnight stop at Reims, where Couper put 20 gallons of fresh fuel into each of the three cars, cursing the cost (of fully £10). 

Through desperately stormy, rain-swept weather, the new team battled its way down to Nice, en route practising on the Galibier Pass, part of the Lautaret (which they found was blocked by rock falls) and over the Cols de Vars, Cayolle and Allos. They reached Nice that Friday and, by the time their Trial rivals appeared, the three sister Talbots had all been cleaned and polished, and the British crews were sunbathing.

Scrutineering took place on Sunday, then cars went to *parc fermé* to await Tuesday's start. From 4.00am competitors



Couper winds the heavy Talbot round one of the Stelvio's 75 hairpins. Top, the team awaits the start at Nice

set off at one-minute intervals.

The first day's route alone comprised 306 miles to Aix-les-Bains, where Talbot chief engineer Georges Roesch himself awaited his team's arrival. The next day involved 263 miles to Interlaken over the Little and Great St Bernard Passes. The Talbots simply flew, cruising at 70mph through Italy towards Aosta. Up the Great St Bernard the crews used their newly run-in cars' full 4500rpm in each pre-selected gear.

Many major passes punctuated the Trial's third day, including the Grimsel, Furka, Oberalp, Lukmanier, Splügen and Maloja before the night stop at St Moritz. Attacking the mighty Stelvio Pass Tommy Wisdom managed to clear an official Mercedes-Benz that got itself wedged on one of the hairpins, but both Eaton and Couper were delayed. Power was robbed by the summit's 9000-foot altitude – Couper reckoned he had lost well over a minute yet still covered the climb in 23min 23sec, Eaton 22min

22.2sec and Wisdom – unimpeded – 22min 16.8sec. These Talbots were by far the fastest cars in the entire Trial, and Wisdom's had just set a new touring car record for the Stelvio.

After the Italian Colle d'Aprica, Passo del Tonale and the Mendola had been negotiated, the Talbots checked in at Bolzano, after which the Rolle and Costalunga Passes preceded an uninhibited charge into Padua, then 4000rpm and 80mph-plus for 10km through the *autostrada* speed test and across the lagoon into Venice.

Hugh Eaton's riding mechanic Ben Higgins had overslept in St Moritz and overslept again in Venice. Eaton had to hire a high-speed launch to get the highly popular errant technician to the line just in time for the 5am restart. The Talbots then tore through Trieste to Fiume, holding "...an easy 70, arriving in the mid-morning check with ample time for a final fill of Italian petrol and a three-course lunch; they had averaged

over 50mph from Venice..." as marque historian Anthony Blight related.

A dusty, pot-holed, time-wasting section followed through Yugoslavia to end in Zagreb before day six took the entry some 55 miles back to the finish in Munich. After delays finding promised fuel, Couper's BGH 23 lost nearly half an hour. He drove like the wind to recover and, despite crashing through a wooden gate on a rainy mud-covered road he slashed the deficit to just eight minutes. He then learned that the organisers had cancelled an interim time control due to its having been set up in the wrong place.

The Talbot and Adler teams were finally judged equal winners of Group II, both teams winning coveted Alpine Cups. The Talbot marque's record, of seven official entries in three separate Alpine Trials with not a single mark lost by any car, and the highest possible award won in each event, is quite remarkable to this day. All three of Couper's team Talbot 105s finished in excellent condition (and remain so today). After a couple of enjoyable laps around the Nürburgring and a final continental night's stop in Liège, the triumphant team tore home, 'Bill' Wisdom seeing 4850rpm – just on 100mph – on the long, straight Belgian roads.

Husband Tommy would report that after the 3600-mile trip, "Oil consumption had averaged 1700 miles to the gallon and petrol 18mpg. Not a sparking plug had been changed, nor a tappet adjusted. Brakes were still 100 per cent efficient – they had been adjusted once. No car could have given less trouble or performed better..."

Quite a story to ponder if you are planning an Alpine tour of your own just now...

SO SOME LEADING FORMULA 1 drivers today can salt away a million per race. Browsing through the 1950 programme for the British and European Grand Prix at Silverstone, it's interesting to study its Awards page. "To the entrant of the car finishing... [entrant, note, not driver]: First in the race £500 – Second £300 – Third £200" and on down to 10th place (last of the world championship points placings today) "£25". That £500 for winning at Silverstone in 1950 would equate to some £15,000 here in 2015, second place £9000 – third £6000 and that 25 quid for tenth would be matched by £750 today. An entrant would also be thrilled to learn that for fastest lap during the race there was an extra 30 quid on offer – £900 in modern value – arguably far short of the true cost for just one three-mile Formula 1 lap today...



SMALL REWARDS

Prize money in the 1950s looks small beer today – and the driver didn't get it

More cheerily, the supporting 500cc F3 race paid £60 for first, £40 for second, and £30 for third. So the award for third place amongst 'the demented woodpecker brigade' paid the same as fastest lap in the Grand Prix. As it happened, the 500s put up an exciting show, Stirling Moss and John Cooper (leading at a different fixture in 1950, above) in Cooper-JAPs, Peter Collins in his Cooper-Norton, Wing Cdr Frank Aikens in his Iota-Triumph, Don Parker's own Special and more wheel-to-wheel up front.

According to *The Autocar*, teenager Collins "...was in second to Aikens, with Moss some yards behind. On the last lap Stirling made his great effort, and by sheer brilliance overhauled the other two to lead as they came round Club Corner and up to the finish; but the strain was too great for his engine, which blew up on the run-in; Aikens swept by to win, and Collins drew almost level to lose second place by a couple of inches – a popular victory for the Wing Commander...but heart-rending for Moss."

Ah well, £40 for second – about £1200 today – not to be sniffed at, Boy.



Catching up with the Jones – Parnelli nurses home gushing Marmon as pace cars close in

STING IN THE TALE

Parnelli Jones 'led' the 2011 Indy 500 – until the Marmon Wasp's centenary celebrations came close to disaster

AT INDIANAPOLIS, THE SPEEDWAY Museum happily has one of its most prized exhibits – the Marmon Wasp single-seater, winner of the original 500 in 1911 – restored to good health. It had all gone rather horribly wrong immediately before the start of the centenary 500 in 2011. Parnelli Jones had been given the honour of driving the Wasp during the rolling-lap preliminaries. He was supposed to pull into the pits well ahead of the pace cars and the grid formation after giving the great car its centenary bow.

But it didn't quite happen that way. Instead Parnelli found the Marmon's engine tightening up. The pace car and the field began to close the two-mile gap behind him. A thump and clatter announced near disaster. The old engine – believed never to have been rebuilt since its race-winning 500-mile run on May 30, 1911 – burst just 24 hours short of its true

centenary. The Indy Speedway Museum's personnel, waiting expectantly in the pit lane, saw the seconds ticking away – and still no Parnelli, no bright yellow Wasp emerging from Turn 4. The PA commentary told them the field was closing. The Wasp's stricken engine, despite having thrown a rod, was still running on five, but haemorrhaging oil onto the track.

And then here came Parnelli, in the punctured Wasp, just limping across the yard-of-bricks timing line without being engulfed. It had been a close run thing. Today – after a really complicated procedure – the Wasp's engine has been successfully rebuilt, and the near-priceless old lady has been restored to active health. Here's to her second hundred... 🏁



Wasp on parade in 2011 – and left, the big six during major surgery





PARTING SHOT

SEPTEMBER 27
1981

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The race started late following an insurance wrangle, and conditions were foul. Seen here in a knot with Elio de Angelis, Gilles Villeneuve coped with a damaged front wing – after tipping René Arnoux into Didier Pironi on the opening lap – but still managed to finish third, behind Jacques Laffite (Ligier) and John Watson (McLaren).



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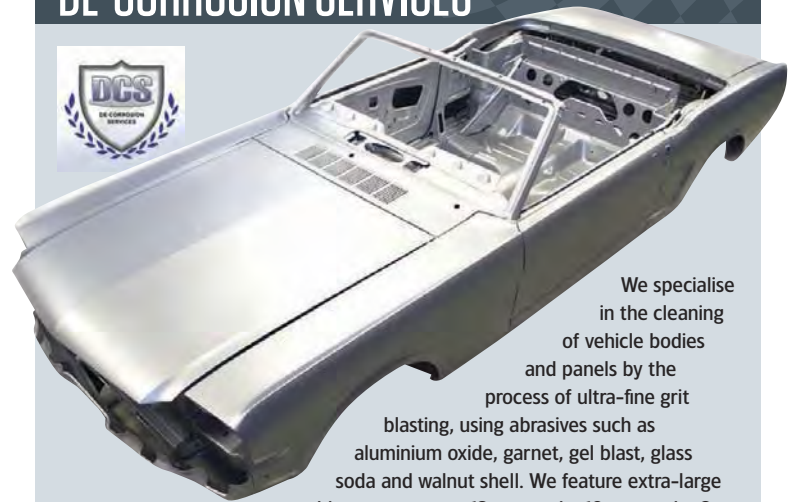
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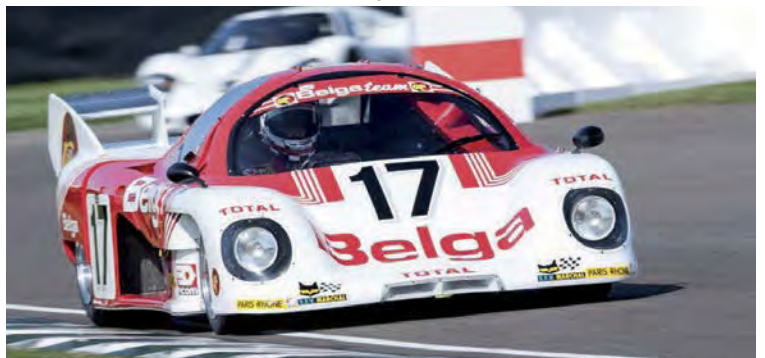
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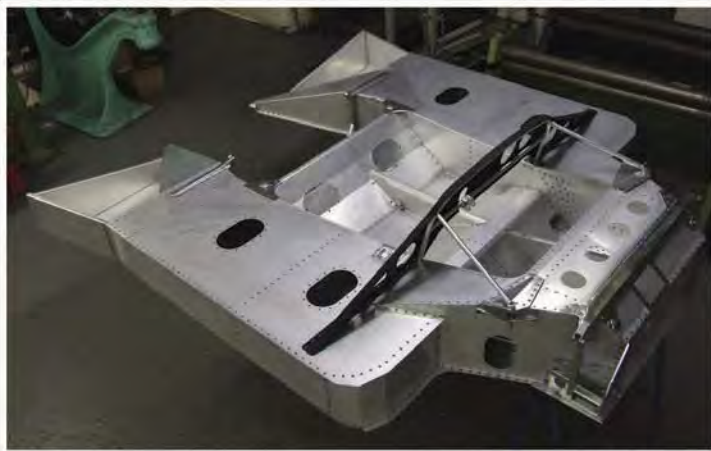
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1955 Austin Healey 100/4 BN2 finished in opalescent Silver Blue with contrasting dark blue hide interior. One of only 1100 RHD cars produced and the property of Jaguar Cars for 17 years. Built at Longbridge and over recent years has been the subject of a total restoration. Just Stunning to the eye and huge fun to drive.....£75,000



1962 Jaguar E-type series one (chassis No 885952) 3.8 with Low Drag Lightweight Linder Nocker style all aluminium bodywork and previous winner of the French FIA championship. Rebuilt in 2008 by Jaguar specialists to the highest possible specification but now for fast road use. It has a Crosswaite & Gardener alloy block with wide angle head with ESU mapped modern Weber fuel injection together with Magnesium gearbox & diff casings & lightweight suspension & brakes. Undoubtedly one of the best on offer.Please enquire.



1959 MGA TWIN CAM finished in Opalescent Silver Blue with Black hide interior. This must surely be the only ONE OWNER MGA TWIN CAM in existence. Its only owner purchased this car in Canada and being an accomplished engineer has kept the car to a high standard. He has taken part in light competition and has improved the car with various upgrades throughout his ownership. Very Rare and collectable and realistically priced at£35,000



1938 Triumph Dolomite Straight Six beautifully built by Rob Green of Gloria Motor Works in Oxfordshire. Rob is the World's leading expert in Pre-war Triumph Motor Cars and here he has created a beautiful example from original drawings to mirror the silhouette of the original competition Straight Eights of which only 3 were ever produced. Using an original 1938 Triumph Dolomite chassis and a Dolomite straight six engine coupled all pre-war running gear, this car is really superb. Please enquire for more details.



1959 Jensen 541 R finished in deep ocean blue with black interior and fully prepared by R.W.Racing for Historic Racing or Rallies with FIA/HTP Papers and a very competitive car in its class. It has Goodwood racing History and is eligible for Pre-1963 GT racing as well as HRDC, VSCC and HSCC events. A fraction of the price of the equivalent Aston at£79,750



1950 Allard J2 finished in period British Racing Green with full leather trim. Fitted with correct type Cadillac 331cubic inch OHV engine producing circa 280 BHP coupled to a completely overhauled period Moss 4 speed gearbox. The car will come with fresh FIA papers and is Mille Miglia eligible. On the circuit these cars a very competitive with Jaguar "C" types and "D" types at a fraction of the cost. Please enquire for further details£345,000



2002 Aston Martin DB7 Vantage Coupe finished in Litchfield Black with Black hide interior and fitted with 6 speed manual transmission. This is a 2 owner motor car in outstanding condition and having covered only 27,000 miles from new. It has recently had a new clutch and a full service by Lancaster Aston Martin and it comes with most available options. Very realistically priced at£36,950



1963 Jaguar E-type series one (chassis No 850648) 3.8 Semi-lightweight only 11 chassis numbers from the original Lightweights. Built by Paul Webb to the most exacting standard 387 WK has aluminium bonnet, doors, roof and boot lid as per the original factory cars and an uprated engine by George Hodge, formerly Jaguar's own competition engine builder. Fitted with Leda suspension and AP competition brakes and finished in Ecurie Ecosse blue, this car will be equally at home on road or track. Stunning condition.£285,000



1962 Jaguar 3.8 MkII finished in Silver Grey with contrasting Tan hide interior with walnut dash and door cappings. Built in Sweden about 7 years ago by an accomplished engineer and incorporating numerous sensible upgrades. It is fitted with a 5 speed manual gearbox, power assisted steering, uprated electric front seats, Coopercraft brakes, stainless steel exhaust and a Nardi steering wheel. The car has a modern feel in a classic shape and is outstanding to drive.£85,000



1958 Aston Martin DB2/MkIII finished in Rhodium silver with Burgundy hide interior and Wilton Carpet throughout. The car is mechanically perfect having had around £80,000 spent in the past 5 years and is currently being cosmetically fettled in the engine compartment to make perfect. Huge history file. A very sound investment at£250,000



1959 Jaguar XK150 3.8 FHC finished in Carmen red with contrasting red hide interior. This is a UK supplied original RHD car that has undergone considerable refurbishment about 10 years ago and remains in very nice order throughout.....£65,000



1957 Aston Martin DB2/4 MkII FHC (Notchback) nearing the completion of a full restoration including an engine rebuild to "Fast Road" spec. Nothing has been left undone and every area has been thoroughly addressed and photographic evidence is available. This is one of only 37 cars of this type built by Aston Martin and hence is extremely rare, especially in this condition. Please enquire



1972 Aston Martin V8 injection finished in Deep Ocean Blue with contrasting blue hide interior. Just emerging from a comprehensive chassis rebuild with new inner & outer sills, outriggers and jacking points and a complete back to metal repaint. Beautifully executed upgrade to Oscar India cosmetic specification ..£85,000 (library picture)



1975 Rolls Royce Silver Shadow finished in Nutmeg with contrasting sand beige hide interior with walnut dash and door cappings. It was sold by us to the last owner and has covered only 79,000 miles from new. The car is in beautiful condition and is only for sale due to bereavement. Realistically priced at£14,950



2003 Aston Martin DB7 Vantage Volante finished Aysgarth Blue with contrasting Pacific Blue and Parchment hide interior with dark blue Wilton carpet throughout. This is a fabulous late model example that has covered just 45,000 miles from new and has a total Aston Martin Service History. It comes with most available options and will retain its value if kept in this condition. £.....36,950.



2009 model year Aston Martin DB9 Volante finished in Sapphire Blue with contrasting dark blue and parchment hide interior complimented with Walnut veneered centre console. This beautiful example has covered only 27,000 miles and has a complete service history. It has the advantage of all of the 2009 upgrades and is a joy to drive.....£62,500



2001 (51) Aston Martin Vanquish finished in Derwent Green with contrasting green and beige hide interior. Supplied by us to the last owner some 6 years ago, the car has been perfectly maintained and comes with numerous upgrades including brakes and wheels. It has a superb service history and is realistically priced at£57,950



2002 (52) Aston Martin DB7 Vantage finished in Tungsten Silver with Black hide interior with Walnut dash & door capping's. This is a beautiful example supplied by us to the last 2 owners. The specification includes automatic transmission, air conditioning, 6 stack CD, heated electric seats, heated front and rear screens, fully adjustable steering column and 18" alloy wheels with black anodised brake callipers. It has covered just 52,000 miles and has excellent service history. Excellent value at £27,950

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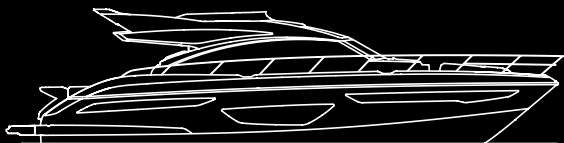
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