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DAMIEN SMITH
EDITOR

"IT MAKES YOU FEEL SICK, actually, the whole FIFA thing, the corruption at the top is nauseating. Sepp Blatter likewise has run it like a dictatorship for so long and he comes up with so much nonsense."

Good on Gary Lineker. England's second-most prolific goalscorer was deservedly considered a 'golden boy' of British sport during his playing career, and he's carried that momentum into his life as a broadcaster. The linchpin of the BBC's excellent football coverage doesn't need to rock the boat, but he chooses to do so presumably because he understands the weight his words will carry, and because he clearly cares.

The quote above, taken from his much-publicised interview with *GQ*, is an expression of genuine exasperation at how his sport is run. It struck a chord, and not just with football fans. Substitute FOM for FIFA and Bernie Ecclestone for Sepp Blatter and those words would resonate around the Grand Prix racing world just as they have in football.

Except that in Formula 1 no one of any standing comparable to Lineker dares say a word against our own beloved dictator. The recent trial farce in Bavaria is a case in point.

To recap in brief, the legal system of Europe's most powerful nation gave its blessing for F1's chief executive to pay off prosecutors to the tune of £60m, settling a case that involved an openly admitted £44m bribe to a German banker paid by the billionaire to avoid a potentially sticky situation with Britain's tax authorities.

Can you smell something?

Around the world, there was predictable incredulity, outrage and more than a titter of laughter at the barefaced audacity.

Within F1? There was… silence. Not a dicky bird. Well, it's August – everyone's on holiday. How convenient. Thank goodness this bribe to pay off a bribe didn't break before a race, where pesky journalists might have asked thorny questions to squirming team bosses in official press conferences. We know that's not cricket, don't we?

By the time you read this the Belgian GP will have been and gone. Perhaps someone, at some point, will have muttered a line or two of some significance on the matter – but I wouldn't bet on it. It's business as usual in F1, 'loveable' Uncle Bernie is still telling us to 'think before we drive' (whatever that means), there's a championship to be won – oh, and the whole circus is off to Russia to visit nice Mr Putin. All's right with the world.

Actually, from a sporting point of view, we'd argue that F1 is in pretty good shape. It's a perspective that continues to be challenged by many of you, but while we respect and acknowledge the high levels of disenchantment expressed this year, our reporters can only speak as they find. Both Nigel Roebuck and Mark Hughes believe the new era is an improvement on what we had before, that F1 drivers are challenged in a way they haven't been for years and that the level of artifice imbedded in the sport's regulations, while still unsatisfactory, is less imposing than we've recently been used to – at least until we get to the final race and the potentially silly banana skin of double points.

That aside, the core problem is more fundamental: F1 is rotten on the inside.



LAT

Ecclestone picked his moment to launch his 'get out of jail for a price' missile – just when F1 was on holiday

Standing restarts and sparky underfloors? Whatever. What should be openly debated right now is the flawed governance, ownership and financial structure – as discussed so often in these pages. While Grand Prix racing continues to be controlled by asset strippers and a chief executive who believes Hitler was all right because he was "able to get things done", it'll never be considered 'legit' by the wider world – especially now.

F1 is spectacularly successful, and much of that is down to Ecclestone and what he has achieved over the past 40 years. But his oligarch tactics of business are out of step with the world today. Grand Prix racing could connect with its public so much better and return so much more to other areas of the sport – while still earning its shareholders vast sums. But the boss has just bought himself more time at the top. While he remains in charge, we'll have to wait for the 'revolution' we believe the sport needs so desperately.

❖

YOU MIGHT HAVE NOTICED IN the past couple of issues we've been marking significant anniversaries, ending in a four, surrounding the original Grand Prix. In the August edition we celebrated 100 years since the 1914 French GP, when Mercedes defeated Peugeot just weeks before the outbreak of WWI; last month we returned to Lyon 10 years later for the 1924 race; and in this one we round up our trio of stories by recalling 1954 at Reims, seared into history as the shock-and-awe return of Mercedes-Benz to Grand Prix racing, just nine short years after the end of WWII.

The French race was always a key date in the calendar, whatever the year. Its historical significance echoed through the decades, beyond Reims and on to fearsome Clermont-Ferrand, Rouen, the single year at Le Mans in '67, Dijon and Paul Ricard. As a circuit, Magny-Cours failed to inspire much affection from 1991, but was still a pleasant fixture that the F1 fraternity enjoyed each July. Then it all came to a shuddering halt after 2008 and we haven't been back since.

Each time a new Grand Prix is announced I always think of France, and did so again following the confirmation that Azerbaijan will host a race in 2016, as will Mexico next

year. The latter has its own proud F1 tradition, of course, and is a welcome fixture. And, judging by the reaction to GT races held in Baku, the oil-rich state in the far reaches of Eastern Europe could also add flavour. F1 should embrace new countries and circuits.

But when a jam-packed calendar can't include a race in the country where Grand Prix racing was born, I can't help but feel something vital is missing.

Was it better in the past? Consider 1984, 30 years ago and the subject of this month's cover story. Just six of the season's 16 races took place outside Europe, and all were bracketed in the first half of the year. After the Dallas GP 'experiment' in early July, F1 didn't leave its European heartland again. Amazing to consider now.

For a true world championship, the spread of continents and countries is today more representative. But look more closely at that final run of races in '84: Brands Hatch, Hockenheim, the Österreichring, Zandvoort, Monza, the Nürburgring and Estoril. Gate receipts weren't exactly a problem at any of them, although when you can't even guarantee a full house at Hockenheim you know times have changed.

Fewer races also meant each counted for more – even though only nine championship points were on offer to the winner, down to one for sixth place. Seventh to 10th? That meant nothing.

For me, less was always more in this regard, but let's get real: it was not true in the case of the dollars that could be made. Forget sentiment and tradition, F1 had to expand its reach and girth to make more of what really counts.

In a court of law, (nearly) 84-year-old Bernie Ecclestone proved himself rarely consistent. On money, he's never anything else.






CONTRIBUTORS

In 1984 the F1 world championship paid its final visit to Zolder, close to what is now **Adam Cooper's** adopted home. This month, the pony-tailed wordsmith looks at that season in a wider context, focusing on the sport's closest-ever title duel. Formerly an editor of *Melody Maker* and *The Guardian*'s chief sports writer, **Richard Williams** rewinds the clock 30 more years to assess Mercedes-Benz's triumphant GP return at Reims. **Mitch Pashavair** appreciates the finer things in life (and old Fiats), so we asked him to photograph Patrick Head in his father's Cooper-Jaguar. And finishing where we started, in the '80s, **Howard Simmons** went to Silverstone to capture LMP2 racer Nicolas Minassian testing Group C2 bygones.



IN NEXT MONTH'S ISSUE

Exclusive – we drive Audi's latest Le Mans winner

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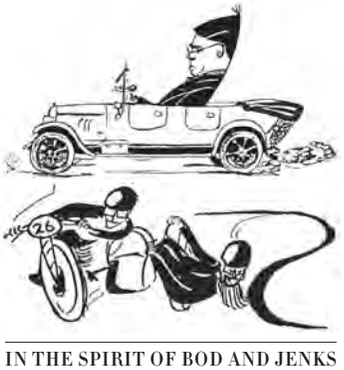
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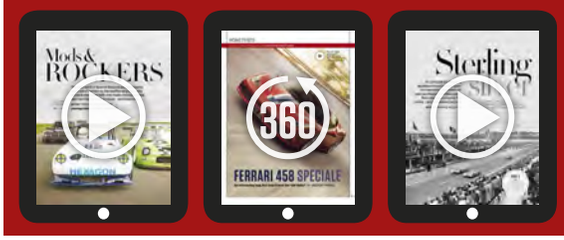
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- *1954 – Mercedes returns to GP racing*

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THE MOTOR SPORT MONTH

IN PICTURES



ROLEX/TOM O'NEAL

AUGUST 17, 2014

Concours d'élégance

PEBBLE BEACH, USA

Ticker-tape celebrations for Medina, Washington, resident Jon Shirley, whose 1954 Ferrari 375 MM Scaglietti Coupé was voted best in show at the 64th annual Pebble Beach Concours. Originally a drop-top, his car was converted to coupé specification for film director Roberto Rossellini in 1955. Shirley acquired it – in component form – in 1995.


BMW
dallara



BMW

THE MOTOR SPORT MONTH

IN PICTURES

AUGUST 18, 2014

Zanardi's next goal

MUNICH, GERMANY

BMW Motorsport has announced that works GT racer Alex Zanardi is to take part in a full triathlon, in Hawaii on October 11. The 47-year-old, who lost both legs in a Champ Car accident in 2001, will swim 2.4 miles, ride 112 miles with his hand cycle and complete the 26.2-mile marathon in an Olympic wheelchair: 140.6 miles on arm power alone.





AUGUST 16, 2014

Hungarian Baja

PÁPA, HUNGARY

Marek Dabrowski (Toyota Hilux) in action during the seventh round of this year's FIA World Cup for Cross-Country Rallies. The Pole finished fourth, more than half an hour behind the winning Hilux of Nasser Al-Attiyah

THE MOTOR SPORT MONTH

IN PICTURES



RED BULL

AUGUST 3, 2014

World Rally Championship

JYVÄSKYLÄ, FINLAND

On his home event, factory VW driver Jari-Matti Latvala flies towards his third win of the season, beating team-mate Sébastien Ogier by 3.6sec. The Frenchman still held a comfortable lead in the title chase, however.



MERCEDES-BENZ

AUGUST 15, 2014

Life after Formula 1

NÜRBURGRING, GERMANY

Discarded Force India racer Paul di Resta practising for a DTM race at the Nürburgring. The Scot finished fourth on this occasion, as best of the Mercedes drivers. Marco Wittmann (BMW) won and took another step towards the title.

REFLECTIONS *with*



Nigel Roebuck

>> THE ECCLESTONE SAGA >> MODERN F1'S BANALITY >> FOYT AT BRANDS HATCH



GETTY

THE MONEY PROGRAMME

Bernie Ecclestone's German bribery trial ended early in August. With the prosecution admitting its chances of securing a conviction were "not probable", Ecclestone took advantage of German legal protocol and struck a $100m deal to conclude the hearing...

REFLECTIONS *with* Nigel Roebuck

WHEN THE announcement was made that Bernie Ecclestone was indeed to face bribery charges in the German court, it's fair to say that in the paddock there was a measure of surprise, for, Bernie being Bernie, the widespread assumption had been that it wouldn't come to that, that he would manage to sidestep this potential threat to his job (to say nothing of his liberty), just as he had always done.

Not so on this occasion, however: this time it was for real, and the news not surprisingly occasioned a good deal of debate and conjecture in the Formula 1 community. What would happen if he were found guilty? Might he, a man in his eighties, go inside – and if so, for how long? After all, Gerhard Gribkowsky, the banker whom Ecclestone had allegedly bribed, had been sent away for eight and a half years. And Bernie, while insisting that it was in response to blackmail rather an offered bribe, had never denied making the $44m payment.

In a paddock somewhere I talked to a senior F1 figure about the situation, and asked him how he thought it would resolve itself. "Bernie," he said, with a faint smile, "will write a cheque…"

In itself, there was nothing very novel about this response, for similar things had been said countless times in the past about a variety of ticklish situations in which Ecclestone had found himself. At the same time, though, it did seem a trifle cavalier on this occasion, for we were talking about a court of law here, and not one in a banana republic, either: this was a *German* court of law, where everything might reasonably be expected to be correct and above board. And we were, after all, talking about an offence that, if proven, could carry a jail sentence of 10 years.

Then a German friend in the press room told me a little about the law in his homeland, and if I found what he said difficult to take in, he assured me that it was indeed the case: in certain circumstances, it was possible for 'the writing of a cheque' to bring a premature end to a trial, to make the charges go away. Why, he said, a dozen or so years earlier, Helmut Kohl – former Chancellor of Germany, no less – had done that very thing, and thus ended an investigation into breach of trust charges stemming from his role in a party-financing scandal.

The trial began in April, and it must said that – as Ecclestone himself acknowledged – the court officials were remarkably accommodating, limiting proceedings to two days a week, so as to allow Bernie at least some time to continue with the running of F1. Spending a couple of days in Munich each week was obviously not ideal, particularly with the Grand Prix season in full swing, but Ecclestone remained adamant he had done nothing wrong, and stressed that he wished to clear his name.

That, for his employer, was obviously of paramount importance, Donald Mackenzie of CVC declaring that if Ecclestone were found guilty of any criminal charge, he would be sacked forthwith. The comment seemed a trifle superfluous: forgetting the adverse publicity for the business, it would have been difficult indeed for Bernie – with bars on his windows – to continue doing the deals that have brought such fiscal delight to CVC these many years.

The fact that several names began to surface as potential successors can have brought Ecclestone little comfort, and in the paddock word became increasingly strong that the outcome of the trial was probably irrelevant: guilty or innocent, murmured people supposedly in the know, Bernie's days of iron-fisted control of F1 were essentially over.

As the weeks went by, opinion swung this way and that as to how the trial was progressing, how things were looking for the immaculately suited defendant. Some insisted that the weight of evidence against him was irresistible, others that it was less damning than had once been believed – while others yet continued blithely to suggest it would all end with the writing of a cheque…

Whatever else, there was no doubt at all that the consequences of having its chief executive on trial for bribery and incitement to breach of trust were damaging to the image of F1. I heard tell, for example, of a major company seriously considering team sponsorship, then concluding that its money would be better spent elsewhere.

In Germany the case was of course widely covered, and clearly made Ecclestone a household name. As I checked in at Frankfurt airport for my post-Hockenheim flight home, the lady at the desk asked me about the credential – I had come straight from the track, and forgotten about it – around my neck. I told her. "Ah," she smiled. "Do you know Bernie Ecclestone?" Yes, I said. "How long do you think he will get?" she asked.

It rather sounds, I said, as though you're assuming he will be found guilty. "Well, that's what everyone here seems to think," she replied, "but who knows? Maybe it will be settled with money…"

> "THERE WAS NO CONCLUSION ON GUILT OR INNOCENCE OF THE DEFENDANT"

And lo, eventually it was. A week later it was announced that Ecclestone's lawyers had informed the court that their client was willing to pay 25 million euros in return for the dropping of criminal charges against him. As a result the presiding judge, Peter Noll, postponed evidence due to be heard, and 'negotiations' began in private. A week after that, on August 5, there came word that, following a major increase of the settlement offer – now 100 million dollars (£60m) – the trial was at an end.

Judge Noll (who also presided over the Gribkowsky case) said that Ecclestone had given assurances that the payment represented, "An appreciable portion of his wealth, without overburdening him."

One can only wonder at the total monies involved in the case. There had, after all, been months of preparation on both sides before the start – and it lasted nearly four months, albeit on that two-days-a-week basis. Leaving aside the costs of bringing the case to court, who can imagine the bill ultimately presented by Ecclestone's high-flying lawyers?

Whatever, it was all done and dusted, and the Munich court issued a statement. "There was no conclusion on guilt or innocence of the defendant. He is leaving this courtroom a free man. The court did not consider a conviction overwhelmingly likely from the present point of view. He is neither acquitted nor judged; rather, this is a special way of ending a procedure which is in theory available to all types of cases."

A special way, indeed. Sven Thomas, a leading member of

Ecclestone's legal team, not surprisingly welcomed the court's decision, and said it showed there would have been, "A clear option of acquittal, had the trial continued." He had the feeling, he added, that Mr Ecclestone was "relieved".

In the euphoria of the moment, Bernie himself was predictably rather more gung-ho: "In the end what's happened is good and bad – the good is that the judge more or less said I was acquitted, and the prosecution didn't really have a case. So I was a bit of an idiot to do what I did to settle because it wasn't with the judge – it was with the prosecutors. Anyway, it's done and finished, so it's all right. This now allows me to do what I do best, which is running F1. I've been working weekends to catch up with what I've been missing during the week – another three months would have been bad. I've not really noticed, but it's probably taken its toll a little bit..."

Some wondered why, to make the charges against him go away, Ecclestone hadn't brought out his chequebook long before, but German colleagues told me that 'financial settlement' of a case requires the agreement of the prosecutors, and that in normal circumstances such a device comes into play only when proceedings have dragged on for a while, with little progress on either side, and a conviction by no means certain.

Prosecutor Christian Weiss said that, "Ending the trial was justified in view of the long proceedings, Ecclestone's age and other extenuating circumstances" – one of which presumably had a lot of noughts on it.

"The bottom line," said Ecclestone, "is that it's been three and a half years of aggravation, travelling, meeting lawyers and God knows what else, so it's good it's out of the way. This trial was going to continue until October."

While it is easy to understand Bernie's point about the trial getting in the way of his running F1, and his desire to 'get back to what I do best' as soon as possible, still one is amazed that, if he were so confident of acquittal, he was prepared to fork out $100m – more than twice as much as he paid Gribkowsky in the first place – merely to end a trial, already four months old, a couple of months early.

News of the deal did not go down well in Germany. Hence the front page headline of *Bild* the following day: "Another rich man buys himself free!" *Süddeutsche Zeitung* said that, while the payment was a result of Ecclestone's "exorbitant" wealth, the judicial system "accepts appearing to be buyable".

A former German justice minister, Sabine Leutheusser-Schnarrenberger, meantime put in her two penn'orth: "In my eyes,



All over in Munich: Ecclestone walks out of court with his freedom intact

GETTY

there should not be negotiations in this dimension with justice. It doesn't just leave a bad taste – it really is bare-faced cheek."

So, at the end of this saga, where are we? As my friend in the paddock correctly predicted all those months ago, Ecclestone has indeed written a cheque and – abracadabra! – the crimes with which he was charged have vanished into the ether. As a result, Bernie is again running F1 on a full-time basis.

The court proceedings in Germany ended without a verdict – as is always the case when this sort of arrangement is responsible for their conclusion. Thus, while Ecclestone was not found innocent of the charges, neither was he found guilty, which therefore wiped away Mackenzie's threat, on behalf of CVC, to fire him.

It is known that CVC is keen now to divest itself of its shareholding in F1. Well aware that no one can do financial deals in motor racing like Ecclestone, the company pragmatically kept him in place throughout his tribulations, and will be celebrating the end of his trial, for Formula 1 – the commodity, for that's how these people see it – will be more saleable with Bernie, even closing on his 84th birthday, still aboard. At least, one assumes that to be the case.

Whether they admit it or not, a lot of people in the paddock are needing to adjust to the situation, for through this year many had come to believe that Ecclestone was now damaged goods to a point that, whatever the outcome of his trial, the likelihood was that his days as F1's overwhelming power broker were done. As so often in the past – notably through the sham struggles with Max Mosley's FIA – they have been proved wrong. When necessary, Bernie has always been good at writing a cheque.

"Business is like cards," he said to me once. "You want to win every hand, but the secret is knowing when to fold…"

❖

IN THE COURSE OF A PRESS CONFERENCE AT THE Hungaroring, Christian Horner rather lost his rag with the journalists of Formula 1, accusing them of "focusing only on the negativities" in the sport. Given that a couple of Christian's closest buddies in the paddock – a Mr Ecclestone and a Mr Vettel – have passed up few opportunities this year to denigrate the new F1, some of us thought that a bit rich.

To be fair, the 'negativities' under discussion on this occasion were not to do with the state of F1 *per se*. Although sundry folk have heaped criticism on it in 2014, such as Luca di Montezemolo fatuously suggesting that it had reduced the stars to "taxi drivers", or that he regarded it as "his duty to save F1", this has evolved into the most diverting season for a good 15 years.



LAT

"HORNER'S EXPRESSION, TYPICALLY GENIAL EARLIER, BECAME VISIBLY IRRITATED"

For all that, it is undeniable that fewer people are watching it these days, and the powers-that-be have gone into full panic mode in an attempt to win back disenchanted fans, and create new ones. In fact, all they have done is reveal a woeful lack of understanding of their audience, sidestepping the aspects of F1 that many have come to despise, and instead seeking to put even greater emphasis on the 'showbiz' aspect, with the introduction of barmy ideas like double points and standing restarts.

Undeniably, it's true that journalists have recoiled from such efforts to cheapen our sport, and have written as much. What we have not done, though, is complain about the basic 'product': true, there is still the occasional fruitless moan about the relative lack of decibels produced – inevitably – by turbocharged engines, but otherwise the advent of more power and less downforce has been welcomed, for the cars are better to watch, the racing immeasurably improved.

Criticism of the sport itself has therefore been essentially confined to the introduction of gimmicks, aimed at spicing up a show in no need of spicing up.

When it comes to the *state* of F1, however, that is a different matter, for in some respects the innards of the sport are rotten to the core. Is it a surprise that some of us don't care for the fact that F1 has an owner – CVC – leeching hundreds of millions a year from it, while half the teams in the paddock struggle to stay in business? Whatever happened to your fabled 'Don King Clause', Max?

Back to the press conference in Hungary. It began blandly enough, as usual, and continued in that vein until a question was asked about the dramatic reduction in the size of the crowd at Hockenheim the previous weekend. Christian Horner suggested that very high ticket prices must have played a part, and undoubtedly that was true – but then why are circuits obliged to charge what they do? So as to attempt to meet the fees demanded by F1's owners, that's why.

A question was asked about CVC – and predictably it received… careful responses. Privately, we know very well what most in the paddock think of the company, but in a public forum, microphones on… no, thank you very much.

Then there was a question about the future calendar, with Mexico returning to the world championship in 2015, and that hotbed of F1 passion Azerbaijan coming in the year after. All a jolly good thing, it was agreed.

Then – deep breath – the matter of the forthcoming inaugural Russian Grand Prix was raised. In light of recent events, was it a good idea that F1 should be going there? Would it follow Ecclestone, if required, to North Korea?

Tricky cove, trying to put motor racing and despotic regimes into the same sentence, and always has been. The time-honoured response to such controversies has always been to mumble something about sport and politics not mixing, to add that the competitors are not responsible for deciding where the races should be staged.

Vijay Mallya responded to the question thus: "I think we're racing people – we come here to race and win and to enjoy it. It is up to the FIA to decide where the sport is conducted. I don't think the teams should be holding individual positions to determine the political issues you have raised…"

Just following orders, guv.

And they are, of course, as they always have. Of late some of them, including Mallya, have begun to suggest that 'double points' is a very bad idea, and with the best will in the world that was a thought that occurred to most of us at the time of its announcement. Why, then, did the ill-named F1 Strategy Group not smother it at birth? Well, for one thing, it has little understanding of its fans; for another, it didn't dare to upset the powers-that-be – or rather, the one particular power-that-be who thought of it. It is a situation that has existed since Job was a lad and, in light of recent events in Munich, will presumably continue for the foreseeable future.

F1 personnel get edgy when asked questions potentially critical of Mr E, and I can't say I blame them. Thus, they became very uncomfortable in Hungary when asked about the desirability of venturing to Sochi in October. Horner's expression, typically genial through the earlier part of the conference, became visibly irritated when it turned to more – I believe the modern word is "challenging" – topics.

Hence Christian's remark that this was, "Becoming a very depressing press conference, focusing only on negativities." Instead, he said, the talk should be of the drivers, and the spectacular racing at recent Grands Prix. None of this contentious stuff, in other words. Nothing acknowledging a world beyond the F1 paddock.

I'll admit there was a time long ago when I felt like that, a time when I wanted nothing to intrude into my precious motor racing, when I thought – and wrote – that we should take F1 to any country wishing to embrace it. Over time, though, I began to see things differently, and – I'll be honest – not only on a moral level: can it do the public perception of F1 anything but harm to be seen cosying up to a creature like Vladimir Putin? Potential sponsors, discuss.

Because of the political situation in Russia, the happenings in Crimea and the Ukraine, in April the FIM announced the cancellation of this year's World Superbike race in Moscow – and that was before a civilian aircraft was blown out of the sky.

From the FIA, meantime, there has been not a word about the Russian Grand Prix.

Time was when F1 people – some of them, anyway – were prepared to speak out on controversial topics, but Mark Webber was probably the last of them. I think back now to a remark made to me by the world championship leader's father at the one-off Dallas Grand Prix 30 years ago. "We're all whores, aren't we?" said Keke. "If the money's right, we'll turn up, and do our stuff for anyone…"

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AS I MENTIONED IN A RECENT COLUMN, IN THE COURSE OF my trip to Indianapolis I took in a World of Outlaws evening sprint car show at Lawrenceburg, and much enjoyed it.

I have to admit, though, that as I waited in line to buy a ticket, it struck me how spoiled I have been down the years: apart from oddball events such as this, I have not paid to watch a motor race since 1970.

This being so, it has been all too easy to lose sight of how much it costs to attend a race, in particular a Grand Prix, and although I have kept an occasional eye on ticket prices, I was shaken when a friend shared with me the eye-watering fiscal details of his visit to Silverstone in July.

I apologise for mentioning CVC yet again, but I will leave it to your collective imagination to work out what those initials stand for in his mind; suffice it to say it has little to do with private equity companies. "I suppose the only thing you can say," he shrugged, "is that it is only once a year…"

He and I are of similar vintage, and therefore old enough to remember when neither CVC – nor anyone else – *owned* our sport, when it wasn't only once a year. The last non-championship F1 race was the Race of Champions at Brands Hatch in 1983, but time was when British enthusiasts had many a chance to see the stars of the day, and it was perhaps no more than inevitable that we should fall to reminiscing.

It is staggering now to consider the number of international race meetings in this country half a century ago. In 1964 the world championship was half the size of the 20-race monolith of today, but even before it began, at Monaco in early May, already the latest Grand Prix cars had raced four times in England – at Snetterton, Goodwood, Aintree and Silverstone.

Later in the year came the British Grand Prix, of course, but opportunities to watch your heroes were not confined to F1 races, for back in the day they drove other things, too. Savour for a moment, if you will, the thought of Whitsun weekend in '64, when you could see such as Jim Clark and Jochen Rindt race their F2 cars at Mallory Park on the Sunday – and then again at Crystal Palace the following day…

Nor did Jimmy leave it there, for there were also sports and saloon cars in his portfolio – and Indianapolis, too. This was the greatest driver on earth, the reigning world champion: consider a month of his life in 1964.

On Saturday, May 2, Clark drove in the International Trophy at Silverstone, then flew off for practice at Indy; back in Europe for final qualifying at Monaco on Saturday, May 9, he took pole position, then dominated the race – until retirement – the next day. Saturday, May 16, found him back at the Speedway, where he took the pole, then immediately left for England, where – as mentioned earlier – the next day he took part in two races at Mallory Park, then a pair at Crystal Palace the day after. The weekend after that Jimmy won the Dutch Grand Prix at Zandvoort, then six days later – Saturday, May 30 – was in the lead of the 500 when his car failed.

Pretty hectic, you could say, and what makes it the more remarkable is that in the course of those 28 days Clark raced five very different types of Lotus: the 25 F1 car, the 30 sports car, the 32 F2 car, the 34 Indycar – and, of course, the Cortina, which he campaigned in the British Saloon Car Championship for the lordly sum of £1500.

Early the following year Ford's Walter Hayes was embarrassed to discover how little the company had been paying Jimmy, felt the fee should be increased, and what did he want? "Well, whatever you think's reasonable," came the reply.

Christian Horner and Toto Wolff dream of such moments.

Moreover, if things went awry, as at Monaco and Indianapolis, Clark had no need to 'regroup' (whatever the hell that means), with a posse of family and friends and therapists; he simply went to the next race and got on with it. You can do that when you're the best, and you know it.

A car Jimmy never liked, though, was the Lotus 30, Colin

Chapman's first stab at a big sports car. I saw him drive it on its debut in a supporting race at the Aintree 200 in April, and although he came through the field (after problems in practice) to finish second, even as a raw youth I knew a wayward car when I saw one, and the 30 was emphatically that. According to Richie Ginther, who drove the later, supposedly improved, Lotus 40, the chassis was "about as stiff as a washcloth…"

It was against modest opposition at Mallory that the 30, in Clark's hands, scored what was to be its only victory, but such was Jimmy's loyalty to Chapman – to say nothing of his Moss-like desire to race as much as possible – that for all his misgivings about the car he stuck with it, and inevitably flattered it.

Sadly, my final school term didn't end quite in time for me to get to Brands Hatch for the British Grand Prix, but life could still be worth something, for only three weeks later there was another major race at Brands, this the Guards Trophy on August Bank Holiday Monday. A friend and I duly set off from Manchester, and even though the M1 then ran only between Rugby and Watford, and even though we were in my mother's MG 1100, the journey seemed to fly by. We were, after all, consumed with excitement at the thought of seeing AJ Foyt.

Back in 1958, as a rookie Indycar driver, Foyt had ventured out of the USA for the first time to take part in the Race of Two Worlds, wherein the sublime roadsters took on specially built cars from Ferrari and Maserati (and, it should be added, Ecurie Ecosse) in a three-heat 500-miler at the Monza oval, which was longer and, being steeply banked, considerably faster than Indianapolis. AJ shared the car – the Sclavi & Amos Special – with Maurice Trintignant, and this has always struck me as perhaps the most off-the-wall driver pairing in racing history.

Now, returning to Europe six years on, Foyt had become an almost mythical figure in motor racing, and was in the midst of perhaps his greatest season. By the time of his arrival at Brands Hatch, six rounds of the 1964 USAC Championship (including the Indianapolis 500) had been run, and he had won all of them. As well as that, there had been five sprint car victories, and just for good measure AJ had popped down to Daytona for the Firecracker 400 on the Fourth of July, and won that, too.

Indisputably he was now the foremost driver in America, and if ovals – be they dirt or paved – were the bedrock of his racing life, so also he had shown himself adept on road circuits, driving for John Mecom.

In those days Texan oil baron Mecom was heavily involved in motor racing, and to Brands he sent three cars: a Scarab-Chevrolet for Foyt, an Oldsmobile-powered Lotus 19 for Walt Hansgen, and a Chevy-engined Lola coupé (the forerunner of the GT40) for Augie Pabst.

It was a big deal, the Guards Trophy, and you could understand why Mecom had brought three cars across the Atlantic: why, first prize money was all of £250…

Ranged against the American entries were such as Clark in the Lotus 30, Roy Salvadori in a Cooper Monaco with 5-litre Maserati engine, Graham Hill in the Maranello Concessionaires Ferrari 330P – and Bruce McLaren in his own Cooper-Oldsmobile.

In 1964 McLaren was contracted to Cooper for F1, as he had been for five years, but firmly in his head was the intention to become a constructor in his own right, as his former team-mate Jack Brabham had done. In the hands of Roger Penske (entered by Mecom), his F1-based car – then known as the Zerex Special, and powered by a Climax engine – had won the Guards Trophy in '63; now, in Bruce's ownership, the car's successes had continued, the more emphatically so after he replaced the four-cylinder Climax with a small-block American V8.

For some time it had been rumoured that McLaren was planning to build his own cars, and in the paddock, after getting him to sign my programme, I asked him about it. "Yeah, that's right," he replied with a smile. "Starting with a sports car…" A month later the 'McLaren 1' tested at Goodwood, and a couple of weeks after that made its race debut at Mosport.

The autograph I sought most urgently at Brands, though, was that of Foyt, for who knew when – or if – another opportunity to get it would arise? Eventually I found him, and to my delight – and despite the fact that the day

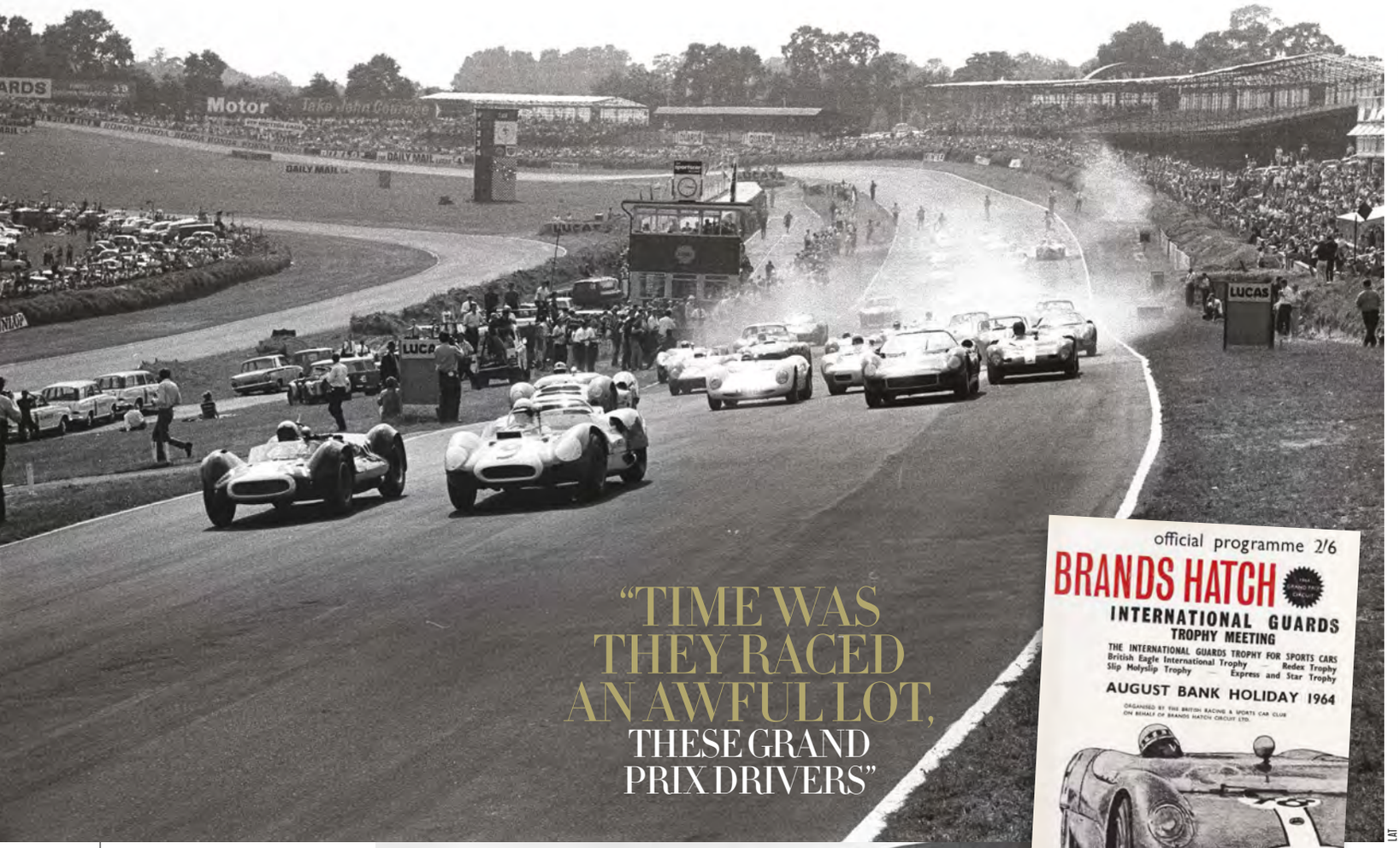






McLaren won the 1964 Guards Trophy, Foyt (right) was a big draw and Clark (below) was out of luck

LAT



LAT

"TIME WAS THEY RACED AN AWFUL LOT, THESE GRAND PRIX DRIVERS"



Sears leads Amon in the all-Cobra dice of the race. Above, Hansgen edges ahead of McLaren at the start

was searingly hot – he was wearing his leather jacket, complete with time-honoured 'Indianapolis 100-Mile An Hour Club' badge. "Thank you, son," he murmured as he handed back the programme; I felt I'd been addressed by God.

Brands Hatch, though, ended Foyt's sweep of victories that summer. He liked the circuit rather more than the Scarab did, and in practice had clouted the bank hard at Clearways. Once the car had been patched up, he took to the circuit again, this time taking a mechanic with him(!), in the hope that light might be shed on the car's handling deficiencies. When they returned to the pits, the hapless passenger had learned nothing, save that he was never going on a 'slow lap' with AJ again.

Foyt's race, sadly, was brief, for after a brush with David Piper's Ferrari he retired after only three laps. The Mecom team's challenge was led by the always underrated Hansgen, whose ageing Lotus 19 came time after time through Paddock Bend in splendidly lurid slides as it fought with Salvadori's Cooper-Maserati for second place.

Neither car finished, as it turned out, but that had no effect on the result, for McLaren had taken the lead at the start, and was never threatened through the 50 laps, followed home eventually by the two-litre Brabhams of Denny Hulme and Jack himself, Hill's Ferrari and the gloriously drifting Shelby Cobras of Jack Sears and Chris Amon, whose race-long battle was the best of the afternoon.

Clark's race was a wretched one, already eight laps old when the Lotus 30 deigned to fire up. Thereafter there were frequent stops until he finally retired with fuel vapourisation problems, and the luck of a youthful fellow-countryman was no better, either, for Jackie Stewart's Coombs-entered E-type also dropped out.

That said, other consolations were on offer to the pair of them that summer day, for Stewart had already won the 'small' GT race in an Elan, followed over the line by the sister cars of Mike Spence and Jackie Oliver, and Clark another 'supporting event', the British Eagle Trophy for F2 cars, in which he took on the likes of Hill, Brabham, Hulme and Rindt

Probably the highlight of Jimmy's day, though, was the final race, which began some time after five o'clock, and perhaps allowed him to put the wretched Lotus 30 out of his mind. In the Molyslip Trophy, he flung the Lotus Cortina round 20 sideways laps of Brands in pursuit of Sears in the Willment-entered Ford Galaxie, and I can still see the beam on his face afterwards.

What adds further perspective to that Bank Holiday Monday, 50 years ago, is that just the day before Clark, together with Brabham, Hill, McLaren, Amon and Spence, had competed in the German Grand Prix at the Nürburgring, which is to say the *Nordschleife*. Time was they raced an awful lot, these Grand Prix drivers.

F1 FRONTLINE *with*



Mark Hughes

>> LEWIS HAMILTON'S TRUE ESSENCE >> DISSECTING A BUDAPEST THRILLER



LAT

LET US SPRAY

Daniel Ricciardo relishes a champagne shower in the slipstream of his Hungarian GP victory. A first safety car interlude eased him into contention, but this was a race of few gifts. He won it the hard way, passing Hamilton and Alonso in the closing stages to cement his success.

F1 FRONTLINE *with* Mark Hughes

ON AND OFF THE CIRCUIT, F1 continues to confound. Bernie Ecclestone's Munich court case for alleged bribery of the German banker Gerhard Gribkowsky has been concluded by a payment from Ecclestone of $100 million to the German authorities. This type of settlement, a peculiarity of the German legal system, implies neither guilt nor innocence and has been applied reportedly because the prosecution was becoming ever less confident it could prove its case – i e that Ecclestone did indeed pay a bribe and not, as he claims, a blackmail fee. There's a man currently serving a jail term for accepting a bribe, but he's maybe serving it for a crime different to the one he actually committed. *Something* happened but no one is sure quite what – which is a pretty good summation of Ecclestone's entire era in charge of F1.

When the court case was announced, Ecclestone was asked to stand down from the board of private equity company CVC's Formula 1 arm, which controls the sport. In reality, though, its day-to-day running remained in Bernie's hands. At the time of writing it was unknown whether he would be reinstated to the board, but perhaps of more significance is whether the conclusion of the case will now allow the sport to be packaged up ready for sale. In that case, it would once again be subject to the whims and business pressures of the latest bunch of chancers while serious questions remain about its underlying health. Perhaps F1 has already made its really big money and all that might be left will be the relative scraps of a business in decline.

Meanwhile, the media is being criticised by various team bosses for painting the sport in a negative light – as though there were nothing really wrong with it. Their ideal seems to be that everyone runs at undiminished speed towards the precipice of the cliff, cheerfully singing. The fault line – the mismatch of cost and income – that the sport is desperately trying to straddle will not be fixed by pretending it isn't there.

Meanwhile, it's true that we are enjoying a fascinating season on the track – despite the big superiority of one car. Before the summer recess, only Daniel Ricciardo's Red Bull had broken the Mercedes stranglehold and the young Australian's sensational form – together with the fascinating ongoing struggle between Merc's Nico Rosberg and Lewis Hamilton – has been one of the most enjoyable facets of the year to date. Red Bull's Renault power unit cannot hold a candle to that of the Mercedes, but the RB11 is nonetheless beating all but the factory W05s – with an aerodynamic advantage probably as great as during the team's title-winning run. This is despite the banishing of the exhaust-blowing technology, widely ascribed as the main reason for Red Bull's previous superiority. The reason for Red Bull's drop in form is the new engine formula and the respective responses to it from Renault and Mercedes. Aerodynamically, its advantage remains. So if exhaust blowing can no longer be the reason, where is it coming from? Just as with the bribery case, something is happening but no one (outside the team) is quite sure what.



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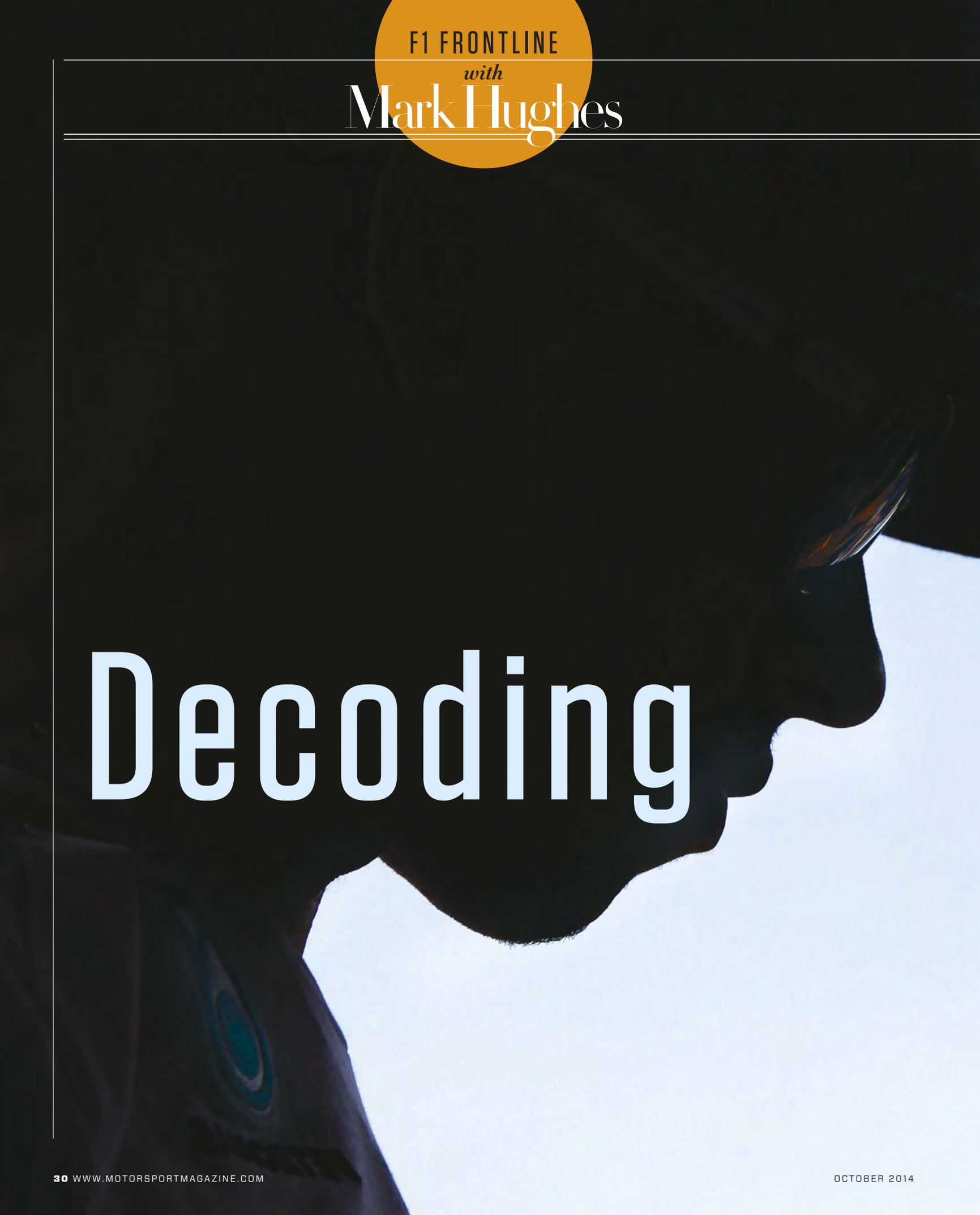
STRAIGHT *talk*

Bernie is by no means Formula 1's only enigma at present

Read more from Mark about Formula 1 in 2014 **@ THE MOTOR SPORT WEBSITE**

Attention has refocused on how Red Bull can run its car with a degree of downforce-inducing rake that seems impossible. If the car's tea-tray (the leading edge of the floor, beneath the nose) remains as rigid at speed as when it's measured stationary by the FIA, then its leading edge would need to be beneath the surface of the track to allow the car to run with as big a difference between front and rear ride height as it does. So clearly the tea tray is moving upwards beyond a certain speed as the increasing downforce forces the car down. But how? One suggestion was that it was heat-related, that the scraping of the tray along the track surface at lower speeds heated it up sufficiently to trigger some sort of structural change in the material that allowed it to bend as it was pressed upwards. A rearwards-facing infra-red camera on last year's Red Bull showed the tea tray to be running exceptionally hot. The FIA duly applied extreme heat to it before subjecting it to the load test – and it passed comfortably. A new theory, suggested by reader Obi Offiah, is that the change in the material's properties could be triggered by the vibration frequency. Think of a bucket full of tightly-packed sand and how rigid that is when you press down upon it but how, if the bucket were vibrated at a high frequency, you could sink your hand into the contents.

It's as good a theory as any for a mysterious phenomenon that has been apparent for several years, but it still doesn't explain what happened between Bernie and the banker.



Decoding

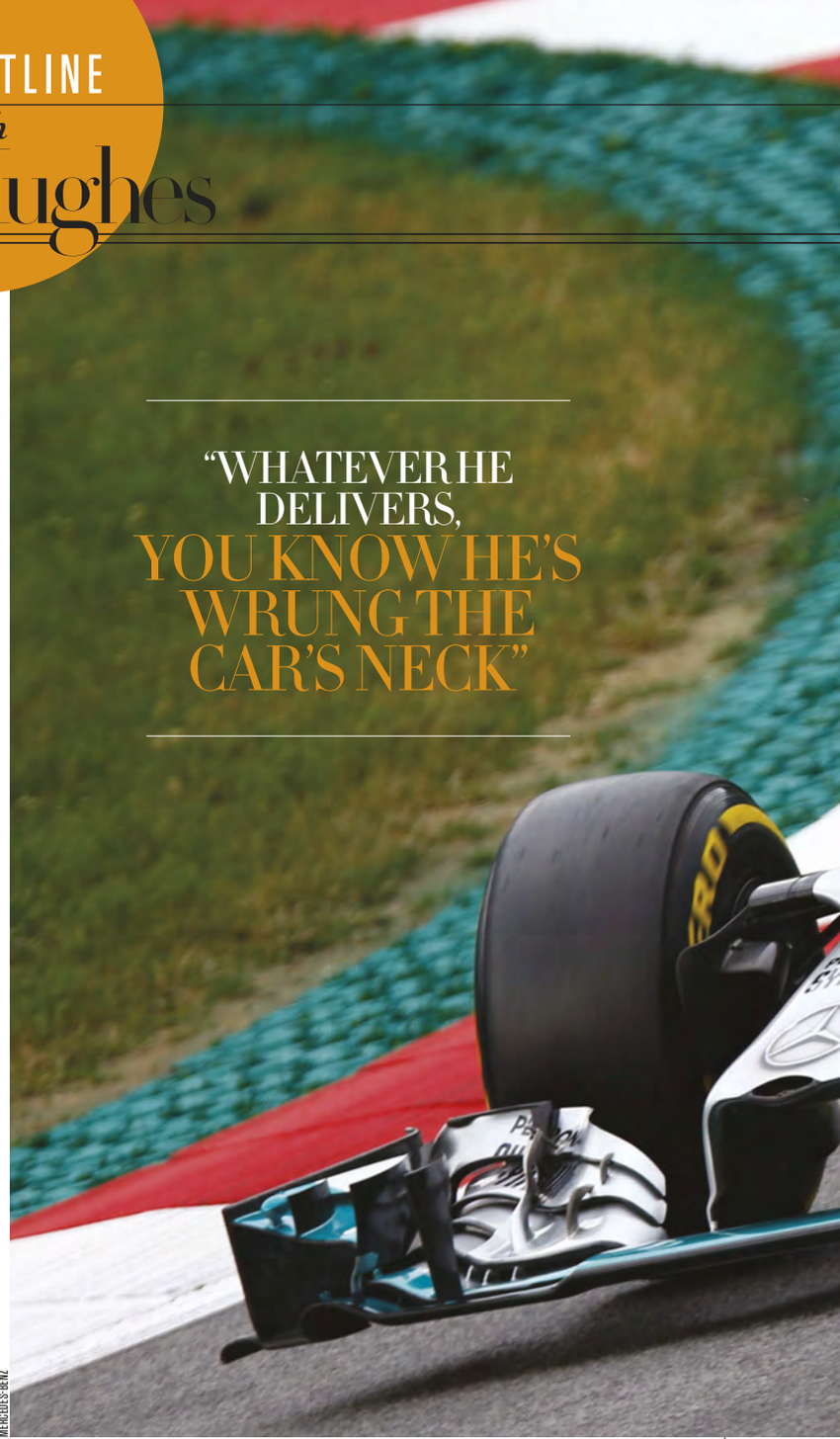


the enigma

Lewis Hamilton divides opinion like no other current Formula 1 driver. Somewhere between the deifying and the vitriol lies the truth behind this monumental – yet flawed – talent of the tracks

MERCEDES-BENZ

with Mark Hughes



"WHATEVER HE DELIVERS, YOU KNOW HE'S WRUNG THE CAR'S NECK"

MERCEDES-BENZ

LEWIS HAMILTON IS THE MOST exciting performer on the Formula 1 grid. He's also, without any question, the most divisive. Drama and controversy stalk him. For every fan that is excited by the audacious moves and phenomenal car control, there's another that has a big downer on the personality behind the performer, who sees everything he does through that prism of dislike – even hatred in some cases if the various reader forum boards are any guide. The most obvious comparison in F1 history is Nigel Mansell, similarly combative, audacious, controversial, occasionally paranoid – and with a similar ham-fistedness in trying to project a certain image, something that gets picked up on as insincere, inauthentic. But it extends beyond that with Hamilton, who is perceived in public as spoilt, narcissistic – and not a team player.

Talking extensively – both on the record and off – with those who work and have worked with him over the years, and observation from close-up, reveals some of those perceptions as accurate, others as wildly wrong. But Hamilton, uniquely, has to answer these negative perceptions of his personality, seemingly isn't allowed by the fans to exist only as a racing driver, a deliverer of performance. Those perceptions also impinge upon the assessment of his level as a racing driver, even though logically they have nothing to do with it.

His level? He is possessed of a natural talent beyond the norm even of a top F1 driver, is extravagantly gifted in the way only a handful of drivers have ever been. Neutral observers can see this very clearly and obviously. Those privileged to have had a close-up view of what it is he does in a car, some of the things he routinely achieves that would be seen as miraculous by others, can put meat upon the bones.

Mercedes-Benz team boss Paddy Lowe is on his second stint of working alongside him, having first encountered him during his time as McLaren technical director.

"Lewis is an extraordinary driver," he says. "The first time we ran him at McLaren [as a rookie late in 2006], I recall the guys looking at the steering trace at the Silverstone test. The oversteer corrections in all the braking zones and corner entries were massive. We were waiting for his feedback and he didn't mention that. We asked 'How's the car on entry?' and he said, 'Fine'. His natural car control was extraordinary. Most drivers would have been quite unhappy with such instability."

He is more comfortable with corner entry oversteer probably than any other driver on the grid and uses that as an asset. In simple terms, because of the way the aerodynamics work, F1 cars tend naturally to oversteer in high-speed corners and understeer at low speed. The more comfortable a driver is with high-speed oversteer, the less understeer he needs to tolerate at low speeds – and the faster the car is around the lap. Illustrious team-mates have discovered much the same things as the data engineers.

"In my time at Ferrari," says one senior ex-Scuderia man, "Lewis was the only other driver Fernando [Alonso] worried about. Yes, other drivers might have been in faster cars and he'd accept that. But on a Grand Prix weekend whenever you'd discuss the challenges, it was only ever Hamilton that Fernando referenced as being a threat, solely because of what he could deliver as a driver. I think Fernando had matured since 2007 when, as a team-mate, he'd been shocked that a rookie could be at his level, be a threat to him immediately and had not reacted well. With hindsight, he understood that Hamilton alone stands as something beyond the norm. I got the impression that there was no one else on Fernando's radar as a rival."

Jenson Button infamously moved into 'Hamilton's team' at McLaren in 2010 as reigning world champion. He was very confident – and instantly successful there. But as the season wore on, and he studied the telemetry details, he happened upon a moment of revelation. His message to his dad was along the lines of, 'If ever Lewis works out how to get the best from himself and the engineers, the rest of us might as well go home.' Publicly he said, "Lewis is one of the fastest drivers the sport has ever seen." Sitting alongside at an FIA press conference, a surprised Lewis looked across and said thanks. His surprise wasn't in the assessment, just the public recognition of it.

"He is one of those drivers that, as an engineer, you want in your car," adds Lowe, "because whatever he delivers you know he's wrung the car's neck and that's the maximum of what it will do. There are not many drivers of that quality and for an engineer that's the most satisfying aspect. It gives everyone confidence and such a great platform



The Mercedes W05 dancing to its driver's tune. Such body language has been a factor throughout Hamilton's racing career

to work from. So he has massive talent and extraordinarily good racecraft – and both were evident right from the start. Remember the number of drivers that got pissed off at being overtaken by him in the early days? He's great in the team for the reason of his performance and ability to race. That captures the public eye as well, because they just love that fighting spirit. I don't want to mention any contemporary drivers but someone like Nigel Mansell gave the same sort of reaction. People loved to watch Nigel. There were similarities at Silverstone this year with 1992 – the crowd just love that sort of driver. For me that overpowers all behaviours out of the car."

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WE'LL RETURN TO THOSE 'BEHAVIOURS OUT OF THE CAR', but his extraordinary ability behind the wheel sits at the very core of how he defines himself. "That's not true of all F1 drivers," says someone who has worked with many, "or even many of them. More than any driver I've known he has 100 per cent belief in his ability and when things go wrong everything returns to that belief – it's his balancing point. You never need to build him back up." There is not one iota of doubt in his mind that he can drive a car faster than anyone else. There is also a widespread acceptance of that in the paddock – from teams, engineers and even other drivers. The only ones who don't see that are those on the outside who have only the correlation of results to judge it by. But F1 is too complex, and Hamilton too flawed in ways other than raw speed, for that correlation to be obvious. It can be seen only in split seconds of astonishing car control, can be appreciated by the engineers who are looking at the tyre loading and aero numbers and seeing how he can transcend them in the dying moments of qualifying even when he hasn't quite honed the car's balance. Virtually since the day of his arrival in F1 he has been the sport's fastest driver. Not necessarily always the best – but the fastest.

Now that he sits in F1's fastest car, with only his team-mate for competition, Hamilton expects to be the fastest outright – and is disappointed when he isn't. A practice session in which he's emerged quicker than Nico Rosberg by only 0.1sec will have him questioning his engineers about where it's going wrong, the subtext being that he

knows he is naturally more than a tenth quicker than Rosberg – or anyone else.

But it isn't only talent without application. As someone who defines himself by his racing, he eats, sleeps and drinks it, immerses himself in it to a degree that's unusual. "He reacts and learns," says Mercedes engine boss Andy Cowell, who tells an anecdote about when the prototype for the current engine was on the dyno as Hamilton paid a visit to the Brixworth factory. "We were doing a race distance simulation run and I was pointing out through the glass different features of the engine as it was screaming away and Lewis asked which circuit we were running. I didn't know, I wasn't running the test. So he listened for maybe 10 seconds, then said, 'It's Budapest,' and it was! 'Yeah, that's through Turn Two into Three, running up the hill. Oh, there are fewer shifts compared with before.' He has huge knowledge and familiarity with it all.

"He learns on track, in the simulator, from watching laps on his laptop, replaying the data log in his head in time with what's shown on the screen, and watching others driving the cars. He thinks about it a lot. That's one of the reasons that he's not only quick – but efficient with tyres and fuel." He is invariably easier on fuel than his team-mate, even when lapping faster. That ease with entry oversteer allows him a level of momentum that requires less re-acceleration. This gives him access to lower starting fuel loads or more engine power for longer – varied according to which is more advantageous.



Hamilton engages in yet another round of media interviews. Time away from the spotlight is rare

MERCEDES-BENZ

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BUT HE'S NOT A DRIVER WITHOUT weakness. He's emotional and sometimes lacks control over expressing those emotions. Every aspect of his life has a roller-coaster element to it that can be destructive at worst (in 2011 he was going through an intense personal relationship problem with his famous girlfriend and it seemed to have an effect on his performances), energy-draining at best. But that's part and parcel of a mercurial personality. That same buzzing, never restful, energy is part of what allows him to conjure some of the performances he does – that and the regard in which he holds his own ability and his showman, Mansell-like, need to demonstrate it.

It's not a conventional personality, by any means. But why would it be? How would it be? Quite aside from the natural make-up of a performer at this level, consider his background. He's been set apart from normality since the age of eight, pushed hard and controlled by an ambitious disciplinarian father and, from 13 until his early 20s, further controlled and managed by Ron Dennis, the man who gave him the opportunity of transcending his family's limited financial circumstances. This doesn't come without a cost to the outward sheen of those from more conventional backgrounds. There are examples throughout sport of how the intense childhood of a sporting phenomenon leaves a mark on the personality. By the time Hamilton finally was in a position to be free of those controlling him, he was a multiple millionaire with the world at his feet – an over-age teenager let loose in the sweet shop. But it wasn't lack of discipline that brought him there, rather an excess of it.

Then there's the level of fame he has to deal with; it's in a different league to that of any other driver. He's the only current driver whose fame totally transcends the sport. "Surveys have shown he is the most marketable sportsman in the world bar none, of all the sports," points out Lowe. "Yet his F1 record isn't the best around – either at the moment or in history. So why is that following so huge? Because people enjoy his qualities, the spectacle he creates. That's not the case with other drivers. I can't quite capture why that is, but there's a drama around him. I've followed him around public places and it's debilitating – he couldn't walk down the street anywhere in Europe or Japan without being mobbed within 15 seconds and having to get back in the car. He didn't choose that and celebrities are often accused of going out looking for attention or that level of fame; he was just a good driver and it's happened. No other driver in this paddock is hampered at that level. Take account of that and you can forgive him certain behaviours he must have to build up as protections. I think if you're not in that world you cannot judge it."

> "IT ISN'T THAT HAMILTON LACKS INTELLIGENCE, MORE THAT EMOTIONS SOMETIMES OVERRIDE IT"

Couple an emotional character, one with an almost skewed need to demonstrate his level in the car, with the complexities of F1 and there is bound to be occasional fall-out, the odd moment of stupidity. Putting his telemetry comparison with Button on social media at Spa 2012 – to show that the lap time deficit was down to his wing choice and not his driving – was not the smartest move. It isn't that Hamilton lacks intelligence, more that his easily-triggered emotions sometimes override it. Yes, that will over time prevent him converting all of his talent into results – but the emotion is also what fuels many of his performances. You cannot have one without the other. He is also aware of his shortcomings. He even asks team members for help in getting around their effects. "He's very quick to recognise his failings," says one. "Then after you've dealt with it he says 'Yeah, but you still need to help me with this because I will do it again.' That's actually very helpful."

He has in the past railed against the need to conserve tyres, but that was when Pirelli was providing delicate rubber that often needed to be driven 2-3sec off the pace to get adequate stint lengths. Hamilton felt quite strongly that F1 had developed in a way that didn't allow the fastest to be fully rewarded, but this has been less of an issue with the move to tougher tyres in the past year. But angry radio messages to





Hamilton savouring local support after taking the second British Grand Prix victory of his career LAT

those trying to help his race haven't helped Hamilton's public persona – though from the inside the picture is actually very different.

"Because he's an emotional person, when he thinks something, he'll just say it," observes Lowe. "He'll even say things he didn't mean and will then regret it. We just deal with it. We're calibrated to it. We all have a certain behaviour and teams work around the strengths and weaknesses of the people they have. No one falls out over it. Lewis has talked to me about it and I've just said just be how you are, you should never stop being how you are, that's what works for you. You don't have to be someone you're not and we don't want you to be. I don't find it an issue. But it does come across badly sometimes."

In fact the whole idea of Hamilton being some arrogant self-centred brat with no interest in the team of people working around him is a million miles from the reality. "He's actually a really lovely person to work with," says Cowell. "I don't think I've ever encountered a driver who so readily looks to blame himself. There is absolutely no book of excuses. He is humble if it's gone wrong. If there's a mistake he doesn't bullshit his way out of it, he's *hugely* honest. He will say, 'I f***ed up guys, sorry'. He doesn't seek anywhere to hide even when there are obvious places he could.

"In general he is not so much a demanding character as someone who contributes, enquires but in a respectful way. There are two sides to it. If there's a technical problem and as an engineering group you're not getting anywhere near solving it, the driver's going to get proper grumpy and start banging the table – as any of us would. But outside that Lewis will put things forward and it's down to us to act upon it or explain why we won't. But he is bringing ideas and contributing – and he's hugely motivational because of what he does in the car."

The way he inspires those working for him is something that he hasn't fully grasped yet – the sheer power of it. What he is also just beginning to understand is the reverse of the same process: how demotivational any negativity on the radio can be. Amid the intensity of a grinding battle with his team-mate, a certain competitive paranoia is bound to creep in – and has been heard from both Mercedes drivers at different points this season. This resulted recently in a strong talking-to by Niki Lauda – reportedly along the lines of 'you are incredibly fast but also sometimes incredibly stupid'.

❖

HE IS JUST BEGINNING TO UNDERSTAND THAT MANY OF THE things he previously thought were outside his control are actually partly inside it. But even if that process continues, we are never going to see Lewis Hamilton as some sort of perfected performer. The flaws derive from the same place as the brilliance. Similarly, the transmitting of an image, the laying-it-on-with-a-trowel way he can have of projecting himself to the world is not going to go away – and will continue to irritate many. But much of the vitriol directed towards him comes from what that image is – not the fact that he's trying to convey it. He's from a culture with very different social mores to those of the conservative motor racing crowd. He's the rapper in the yacht club and many fans don't like the fact he has diamond ear studs, wears his trousers like Drake, tattoos his body. But what would they expect him to be into – Pink Floyd and Ben Sherman? He's not of that world or generation. What really is the difference between those choices and Jackie Stewart's long hair in the '60s or Jochen Rindt's pink shirts and mohair coats? Rappers and motor sport; there could barely be two more divergent cultures – yet he's of them both.

Lewis Hamilton, love him or hate him.

GRAND PRIX NOTEBOOK

HUNGARY



Rd 11 HUNGARORING, JULY 27 2014

1	DANIEL RICCIARDO	Red Bull RB9	1hr 53min 05.058sec
2	FERNANDO ALONSO	Williams FW36	1hr 53min 10.283sec
3	LEWIS HAMILTON	Mercedes W05	1hr 53min 10.915sec

FASTEST LAP NICO ROSBERG Mercedes W05 1min 25.724sec
RACE DISTANCE 70 laps, 190.531 miles
POLE POSITION NICO ROSBERG Mercedes W05 1min 22.715sec



PRE-RACE RAIN AND AN ACCIDENT: THE TWO CRUCIAL, AND linked, random factors that blew this race apart, turned it from what was going to be a start-to-finish routine victory for Nico Rosberg's Mercedes into a thrilling four-car, multiple-strategy climactic battle. With 10 laps to go Fernando Alonso's Ferrari was leading but being caught by Lewis Hamilton's Mercedes (which had started from the pitlane). And that, in turn, was being caught by Daniel Ricciardo's Red Bull, all of them being reeled at a rapid rate – from a long way back – by Rosberg. They were on course to be together by the last couple of laps – and so it proved. Ricciardo emerged from the adrenaline of combat as a hugely popular victor, his second win in the past five races helping cement his new-found standing as an F1 ace.

This was a difficult race for the usually dominant Mercedes team. Quite aside from having to guide one of its cars through from the back, an awkwardly timed safety car triggered by Caterham driver Marcus Ericsson's heavy accident brought the ideal strategies of Rosberg and Hamilton into conflict. Trying to react to rapidly changing events, while keeping an overview on the very different races of both its drivers, proved too much for the still-inexperienced senior management who allowed a radio call to be made to two-stopping Hamilton to move aside for three-stopping Rosberg. Hamilton – in the midst of his own fight for victory – refused to back off and both drivers were left feeling let down. Mercedes' Niki Lauda later admitted the call had been made in panic and should not have been issued.

The W05 was still the fastest car, but by a reduced margin on account of the track's constant twists and turns. This prevented Merc's engines from stretching their legs and getting the full benefit of how much further down the straights they can be boosted by the ERS-K feeding energy externally to the crankshaft. The long-duration turns also rewarded Red Bull's strengths and, to a lesser extent, those of Ferrari.

Hamilton failed to record a lap as a chafing fuel line within the vee of the engine caused a fire that left him with a burnt-out car, but Rosberg duly put his on pole by 0.486sec from Sebastian Vettel's Red Bull, Valtteri Bottas' Williams-Mercedes, Ricciardo and the Ferrari of Alonso. Felipe Massa was a little adrift of his usual pace, in sixth, and only barely faster than Jenson Button's McLaren. Massa's Williams was fitted with an older-spec floor less aerodynamically effective than that on Bottas' car. The only other new floor had been destroyed in the Brazilian's first-corner accident at Hockenheim the week before. In the opening part of Q3 it was raining at Turn One and, with everyone pushing hard in case this turned out to be the driest the track was going to be, Kevin Magnussen locked up his McLaren under braking and hit the barriers hard, side-on. He was OK but the car wasn't. The session was red-flagged and the rain had stopped as the remaining nine got going again. It was initially still damp at Turn One, everyone cautious through there – except Bottas, who was 1.2sec faster than anyone. Had it rained as everyone completed their first flying laps he'd have been on pole from Ricciardo and Rosberg, but instead the track dried and a more conventional picture emerged.

Hamilton's car was rebuilt around the spare tub and Mercedes elected to start him from the pitlane, where he would have Magnussen in the repaired McLaren for company. A brief downpour had exhausted itself about half an hour before the start. The still-warm air dried the flat parts of the track very quickly, but in the dips of Turns Two-Four, where the standing water had been, it was still treacherous and everyone started on intermediates. Rosberg ran away and hid from everyone in this initial phase of the race, helped by Bottas having gone around the outside of Vettel through Turn One. The Williams, which



Australia 2, Germany 0: before the first race, few would have put money on Ricciardo outscoring Vettel by mid-season

ALL IMAGES LAT

is very sensitive to tyre pressures, was not working as well as in the scorching heat of Saturday but was still mighty quick on the straights and Vettel never looked like being able to pass it. Instead, Seb concentrated on saving fuel while keeping himself just out of reach of Alonso. Rosberg was 10.5sec clear of the Bottas/Vettel/Alonso group by lap eight and they in turn had pulled out a good gap over Button and Ricciardo, the latter frustrated by the McLaren's combination of slowish pace but strong straight-line speed. Hamilton had progressed up to 14th but was already more than half a minute adrift of the lead.

That phase was rendered meaningless when Ericsson crashed. He was in fifth gear and tucked up tight behind Pastor Maldonado's Lotus as he exited Turn Three. The inters were worn, the track was still greasy there and the back flicked out suddenly. He'd only just got the correction on when the rear suddenly gripped again, flicking him hard into tyre barriers that bounced the wreckage back to the edge of the track. It looked like a big impact and the driver was not initially moving in the cockpit. The safety and medical cars were sent out immediately. As it turned out, Marcus was unhurt. But because of the possible urgency, the usual safety car procedure – whereby drivers simply have to adhere to a safety car 'delta time', guided by a read-out on their dash and the safety car itself tries not to disadvantage anyone in when it actually comes out – did not apply.

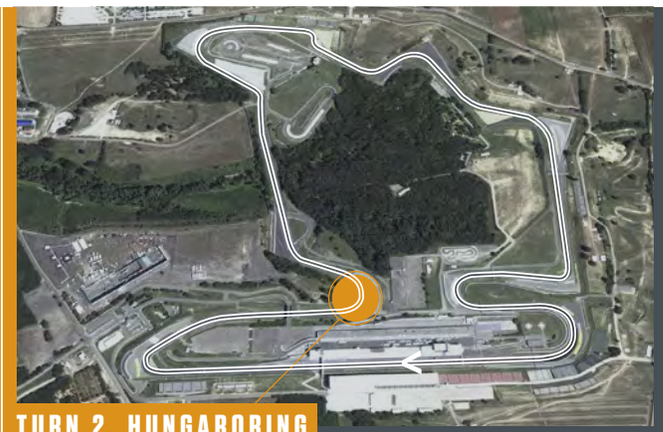
Which meant it came out directly in front of Rosberg, who was just



Alonso defends, Rosberg locks up while passing Vergne, Vettel follows

beginning his ninth lap, and too late also for Bottas, Vettel and Alonso to pit. Button and Ricciardo headed the rest of the field in being able to stop while the front four had to lap at the actual safety car speed (about 20sec slower than the delta time would have been). This totally altered the structure of the race, robbed Rosberg of his afternoon stroll, transposed the fortunes of the two Red Bull drivers – and brought Hamilton into the mix. Through canny strategy, brilliant driving and great tyre usage, Alonso managed to make himself a contender for the win despite having to do that slow safety car lap. Ricciardo could thank his lucky stars Button's pace had held him back far enough not to have to follow the safety car. It all made for a fascinating kaleidoscope of strategies and drives that dazzled even the most jaded onlookers as the pieces fell into place in those hazy-mazy closing laps.

Misled by its radar system, McLaren took itself out of contention on this day of opportunity, when a less than fast car might have half a chance, by putting Button on inters at his stop and leaving Magnussen on his. The rest of the field switched to slicks – the correct choice, as



TURN 2, HUNGARORING

Close to the edge

"Turn Two, a steeply downhill, long-duration understeer generator if ever there was one. Except it isn't any longer. With the current generation of cars generally struggling for braking stability, for the first time in many years this is now an oversteer corner.

There are two approaches, depending upon exactly how unstable the car is under braking. Only the Mercedes and McLaren look comfortable here and their drivers are tucking in tight and early, minimising the distance covered. Everyone else – even the normally stable Red Bulls, which on this Friday morning are beset with locking fronts – is running out wider, making a greater 'vee', keeping more momentum going but covering a greater distance. As they make that vee they all, to a greater or lesser degree, slide out their tails. Jules Bianchi's Marussia gets the 'most sideways' award from Romain Grosjean's Lotus, two cars that have suffered poor braking stability all year.

Up at the fast sweeps that form Turns 10-11 the cars are much more impressive, drivers audibly revelling in the engines' driveability as they accelerate out of Turn Nine, a corner that is now traction-limited but never was before. Lag-free, with electrical power filling any holes in the mechanical power delivery, cars allow drivers to get creative, using the throttle to manipulate the spinning wheels and also move weight around as required.

Nico Rosberg is early on the attack through 10, a fifth-gear right-hander that has the Mercedes snapping into oversteer. Lewis Hamilton looks less aggressive on the exit but carries even more momentum into 11. Daniel Ricciardo is carrying an outrageous entry speed into this corner, then controlling it with a beautiful, shallow oversteer; he's fizzing with confidence. Kimi Räikkönen is manhandling the Ferrari out of 10; it looks dramatic but the inputs look slightly out of sync with what the car's doing, as if it's not giving him the messages he needs. A snapshot from a hot, dusty Friday in rural Budapest, 2014."

MAP DATA: GOOGLE, 2014 DIGITALGLOBE

it turned out. After their agonisingly slow in-laps, the four leaders emerged from their stops in a pack now being led by Ricciardo, Button and Massa. Rosberg emerged just behind Felipe, having been 23sec ahead of him before the safety car. Bottas suffered a slow stop and was delayed as another car left its pit just in front of him, so was way back in 11th – well behind Vettel/Alonso – and with no great pace to make a recovery thanks to inappropriate tyre pressures/temperatures.

Upon the restart Button used his inters to pass Ricciardo for a brief but doomed lead. Alonso was able to take advantage of Vettel being temporarily stuck in 'harvest' rather than 'power' mode to zip past him and Jean-Eric Vergne's Toro Rosso for sixth – which became fourth as the McLarens made their corrective stops for slicks and rejoined at the back. Hamilton passed four cars on the first lap of the restart to place himself right behind Vettel. Rosberg was in trouble at this point, with overheating rear brakes (worrying echoes of Montréal for Mercedes). Alonso dispatched him too and was followed through by Vergne. This was to prove a decisive moment in Rosberg's race. After nursing the brakes back to their correct temperature, he was unable to pierce Vergne's defences for the next 16 laps, unable to use the Merc's greater pace as the trio ahead of the Toro Rosso pulled away. This in turn allowed the following Vettel and Hamilton to stay with him. The Vergne pass and Rosberg's inability to repass essentially prevented him from being able to win even despite the loss incurred at the first safety car.



A second safety car period came on lap 23 after Sergio Pérez, in eighth, got his Force India onto the still-damp artificial grass at the final turn, which spun him hard into the pitwall. This came shortly after team-mate Nico Hülkenberg had crashed out while trying to repass Pérez. The first two – Ricciardo and Massa – took the opportunity of stopping for fresh tyres, though this early in the race it effectively guaranteed they were three-stopping. Williams also brought Bottas in at this time. The rest stayed out. The second safety car essentially split the field into two- and three-stoppers – helping create the sensational final few laps through the jumbling of performance and track position.

Rosberg's continually frustrated attempts at passing Vergne led to him having to straddle the ideal strategies. He made his second stop on lap 32 – late for a three-stop, way too early for a two – just to clear the Toro Rosso. He would three-stop, doing two short stints on the faster option tyre, putting him a distant fourth into the last few laps but going at a different rate to those ahead of him: Alonso (leading), Hamilton and Ricciardo. They'd each had very different paths to those positions.

Alonso: "We were thinking maybe we'd do a late third stop. That would have got us a safe fourth place and we need the points. But if we could stay out, lead and defend, even if we lost positions we still would only drop back to fourth." He stayed out and did rather better than that, inheriting the lead when Ricciardo made for the pits at the second safety car and staying there until Fernando's second and final stop 15 laps later. As Ricciardo made his third stop on lap 54 so Alonso was in the lead again, and this time hoping to hang on to it – but knowing it was going to get desperate, trying to get a set of options to do 32 laps. It almost worked. Second was close to a miracle result and probably only Alonso could have made those options last that long.

Hamilton: After Rosberg pitted before him, Lewis desperately needed to do what Nico had failed to do – overtake Vergne – if he was to be able to jump in front of him at his stop. He made the move on lap 34, right-rear kicking up the dust on the outside approach to the fast Turn Four and then driving clean around the outside of the Toro Rosso. It was breathtaking in its audacity – like Grosjean's move there on Massa last year, but staying within the white lines. It ensured he was 3sec ahead of Rosberg as he rejoined, but on slower prime tyres that he planned to run to the end. Rosberg, on faster tyres, was soon upon him and expecting to be allowed through. That's when the team's radio call came.

Hamilton, just a few seconds down on Alonso and looking set to be fighting out the win with him and Ricciardo, refused to back off. "I was never going to lift off and lose ground to Fernando and Daniel just so [Nico] could have a good race." Hamilton agreed he'd move aside if Rosberg got within DRS reach. But he never did.

"Why's he not letting me past?" asked Rosberg. He lost between 9-10sec in the next 11 laps, but for some reason chose not to try to get into the DRS zone. After Rosberg made his final stop on lap 56 it was noticeable that Hamilton's pace picked up…

He was attacking Alonso's lead into the last few laps. But only for as long as it took for the three-stopping, option-tyred Ricciardo to arrive on his tail. Then he had to defend. But it was against an unstoppable force, the grippier Red Bull going around the Merc's outside at Turn Two to force its way past down the inside of Three. After Ricciardo then passed Alonso for the lead, Hamilton had another bite at the Ferrari cherry – but only until Rosberg caught him. He had to be a little rude with his team-mate at Turn Two on the last lap, holding him out over the kerb to stay ahead for the final podium place. Not a bad result from the pitlane.

Ricciardo: The equally paced three-stop turned out to be the way to go. Ricciardo maximised the advantage of that and the timing of the safety cars to stunning effect. He conserved the fast-wearing options when he needed, let rip with the pace at the appropriate times – and maximised his late grip advantage to monster his opponents aside, going past Alonso for the lead into Turn One with two laps to go. Grand Prix victory number two.

"The first victory was special," he said, "but it left me wanting more. I was just as hungry for this second one. It feels like I can enjoy it a bit more. When I crossed the line this time, everything felt a bit more real."



Read Mark's definitive account of the race
@ THE MOTOR SPORT DIGITAL GP REPORT



Tommi Mäkinen gives Toyota chief a demonstration ride in a one-off GT86 during Rally Finland

Toyota's rally taster

Japanese giant tipped for world championship return from 2017

TOYOTA'S MOOTED RETURN TO the World Rally Championship gathered further momentum when the company's president and CEO Akio Toyoda visited Rally Finland for a passenger ride with a difference.

Tommi Mäkinen, the five-time Rally Finland winner and quadruple world champion, drove Toyoda through part of the Kakaristo stage on the event's second day, prior to the first competing car. Mäkinen was at the wheel of a bespoke four-wheel-drive Toyota GT86 with Subaru running gear. It was built, at Toyoda's behest, by the Finn's preparation firm in Puuppola.

While Toyoda was quick to dampen speculation that a deal has been struck for Tommi Mäkinen Racing to spearhead Toyota's possible WRC entry from 2017 – its first since 1999 – he did confirm that a comeback would be discussed at board level in Japan.

"Toyota has a lot of rallying DNA," Toyoda said. "As a top guy of the company I want to continue that kind of legend, but Toyota is a company so I have to show everybody that Toyota needs to go rallying to make better cars."

Speculation about Toyota's WRC comeback has been rife since Mr Toyoda appeared on Japanese television during coverage of the Monte Carlo Rally in January.

Toyota Motorsport GmbH in Cologne has been developing a Yaris-based World Rally Car and is launching a rear-wheel-drive GT86 conforming to the FIA's R3 regulations for customer use from early 2015. Neither project is understood to have Toyoda's personal blessing, however.


"I have to show everybody that Toyota needs to go rallying to make better cars."
Akio Toyoda

Fatality halts Ulster event

THE ULSTER RALLY, FOURTH round of this year's British Rally Championship, was abandoned after an accident in which Northern Irish driver Timothy Cathcart lost his life.

The 20-year-old's Citroën DS3 R3 left the road on the third stage, Fardross. This season had been his first in the BRC's top division. His co-driver Dai Roberts was injured and transferred to a Belfast hospital for treatment, but early reports indicated that a full recovery was expected. In the wake of their accident, the remainder of the rally was cancelled as a mark of respect.

It is the second time this year that the BRC has been beset by tragedy. On May's Jim Clark Rally, in the Scottish Borders, three spectators died after being hit by a car that left the road.

Strakka Dome delayed

THE RACE DEBUT OF THE STRAKKA Dome S103 LMP2 coupé has been delayed until the final round of the World Endurance Championship, at Interlagos in November.

A redesign of the car's rear suspension dictated a new gearbox casing and bellhousing, both long-lead items, and prevented the car joining the WEC schedule when it resumes at the Austin, Texas, round on September 20.

Strakka team principal Dan Walmsley said: "Strakka will only race this car when it is proven and a competitive package."

OBITUARIES

Martino Finotto

European Touring Car champion, long-time sports car racer and engine constructor Martino Finotto has died aged 80 after a long illness.

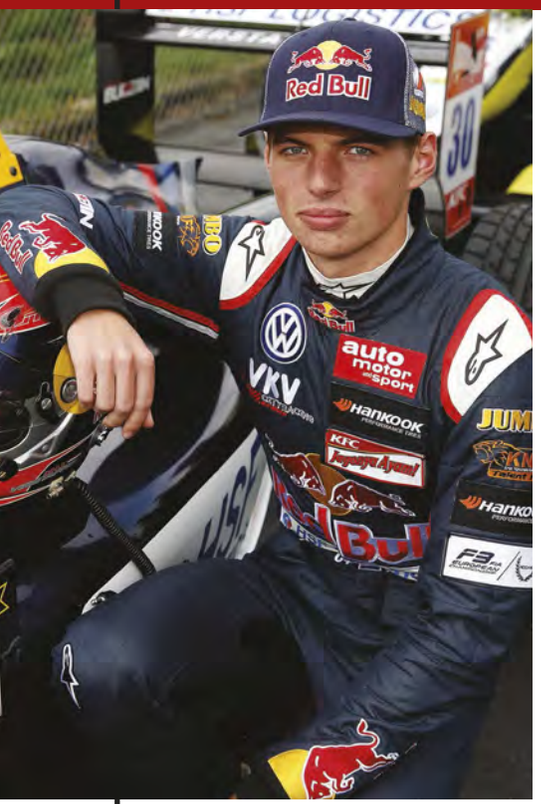
The wealthy Italian's career arguably peaked with his victory in the 1979 ETC, aboard a self-run BMW 3.0 CSL shared with long-time driving and business partner Carlo Facetti, but he is best remembered by many for his sports car exploits. The CARMA FF team he founded with Facetti built the fire-breathing Ferrari 308 GTB turbo Group 5 contender of 1981, but more significantly produced the Giannini-badged four-cylinder turbo engine that propelled Italian constructor Alba to the Group C2 (*né* Group C Junior) titles in the 1983 and '84 World Endurance Championship.

Finotto, whose wealth was founded in the chemical industry, started racing in 1972 and was a ETC race winner by 1977. He continued racing regularly until 1991 and made his last international start in 1995.

Mike Smith

Mike Smith, who has died aged 59 after complications following heart surgery, was a household name in the 1970s and 1980s, but also a talented driver good enough to run at the front in the BTCC. He was also behind the Trakstar team that won the title in 1990 with Robb Gravett.

Though a well-known radio and TV personality, Smith's first love was motor sport. After an FF2000 accident in 1976, however, it wasn't until the 1980s that he was tempted back to race in the Ford Fiesta series. He graduated to production saloons, winning the 1986 Willhire 24 Hours in an Escort RS Turbo, then moved into the BTCC in 1988, taking four podiums in a BMW M3 and fifth in the championship. Trakstar began in 1989 with a pair of Cosworth RS500s, but lack of funding meant Smith contested only a few races in 1990 (although he and Gravett teamed up to win the two-driver race at Brands Hatch). A sponsorship shortfall led to the team folding in 1991.



Verstappen Jr lands F1 seat

ROOKIE RACER MAX VERSTAPPEN, the son of former Grand Prix driver Jos, will graduate to Formula 1 with Toro Rosso next season... when he will be just 17 years old.

The Dutchman, who at the time of writing lies second in the European Formula 3 Championship in his first season of car racing, will become the youngest Grand Prix driver in the sport's history, beating former Toro Rosso racer Jaime Alguersuari (who was 19 years 125 days when he made his debut in Hungary in 2009).

Verstappen had signed with Red Bull's young driver programme only a few days before the deal was announced.

Toro Rosso also confirmed that Verstappen will partner Daniil Kvyat in 2015, with Frenchman Jean-Erc Vergne making way.



FIA F3



■ **Toyota LMP1 test and reserve driver Mike Conway will make his race debut with the marque at the Austin round of the World Endurance Championship on September 20. The multiple IndyCar race winner, who was also a front-runner in LMP2 in the 2013 WEC, replaces Kazuki Nakajima alongside Alex Wurz and Stéphane Sarrazin on a one-off basis.**

■ **Fifteen-year-olds will be able to race in the UK next season. The MSA has announced that it is lowering the age limit by one year for some slicks-and-wings formulae, likely to be restricted to the new FIA Formula 4 category.**

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LAT

GORDON KIRBY

AERO KITS INCREASE INDY'S TRACTION

INDYCAR HOPES TO ADD SOME VARIETY TO its Dallara DW12 spec car formula next year by allowing its two competing engine manufacturers, Honda and Chevrolet, to design their own distinctive aero kits. IndyCar will allow Honda and Chevrolet to do six days of aero kit testing between October and January, and the teams will have to place their orders by November 1 to receive them by March 1. IndyCar has pegged the cost of a kit at $75,000 and the first event with the aero kits will be the St Petersburg street race in March, following a pair of season-opening fixtures in Dubai and São Paulo.

In August I discussed the state of Honda's aero kit development with Honda Performance Development's COO Steve Eriksen."Our aero kits are proceeding to the schedule that IndyCar has laid out," Eriksen said. "There's quite a bit of work involved in them. I think when you see what the aero kits look like, you're going to be surprised how open the rules are.

"IndyCar has defined some boxes, and you have to work within those. But apart from that it's pretty open. I think the target of having distinction between a Chevy car and a Honda car is going to be achieved because it's so open on the rules that you're going to see quite a bit of variation between the cars. "I think people will be looking at all the little details on the car, and it's going to generate quite a bit of interest."

Eriksen said most of Honda's aero kit design work has been done with CFD. "Just as we did in IndyCar aero development years ago, and just as we do on the sports car side today, the bulk of the development is done digitally," he said. "Then we had wind tunnel tests to verify the correlation between the virtual world and the real world.

"That so far has shown very good correlation, so we believe that the projected performance targets that we're seeing are going to be met in the real world.

"Development in the digital world is wonderful because you don't have to throw away any parts, and at this point it looks like we've got every likelihood of reaching the target we set. It's going to be a pretty impressive performance."

Eriksen is convinced Honda's aero kit will be substantially better than the existing Dallara bodywork package and he expects all of Honda's IndyCar teams to run it. "The teams have the option to run the Dallara current kit or the manufacturer's aero kit," he said. "But I can't imagine them selecting the Dallara kit. There would be no logic to that."

Once Honda and Chevrolet introduce their aero kits next year, no changes will be allowed through 2015. But for 2016 each manufacturer will be able to chose three defined areas of bodywork for further development. "There's a series of boxes surrounding certain sections of the car," Eriksen said. "You might have a sidepod box, or a front wing, rear wing or engine cover box, etc, and in 2016 you're allowed to take three of those and revise them further."

Of course, there's a conundrum for IndyCar in the arrival of aero kits because many people believe the category needs to reduce downforce and increase power. The existing downforce/power equation keeps the cars close together on the track but makes passing difficult. More downforce without a substantial increase in power would exacerbate that situation rather than making for better racing.

So IndyCar has been testing a modified DW12 with holes in the floor aimed at sapping some downforce from the underwing and balancing the expected gains from the aero kits. Making the new aero programme work in IndyCar's tightly budgeted world will be a challenge, but everyone hopes it will add fresh interest.

Lancia and De Virgilio, At the Center

Geoffrey Goldberg

When I drove a Lancia Aurelia I was astonished at how sophisticated it was. Much of the credit belongs to Francesco De Virgilio, a brilliant Lancia engineer whose career spanned wartime scout vehicles up to the LC2 GpC prototype. Engineers aren't much in the spotlight, so it takes a book like this to illuminate the hidden genius of a man like De Virgilio, who solved the problems of the V6 engine, devised anti-roll suspension, built race engines, worked on a 4WD system for the D50 Grand Prix car, and planned the early Stratos.

Using much personal material including notebooks, sketches and many drawings this is heavily focused on the technical, carefully explaining the balance problems De Virgilio defeated for the Aurelia engine, and if your physics isn't strong you'll struggle. But generous photographs, especially in the section on his personal life, well illustrate the life of a man who worked with Jano and Villoresi, whom Ferrari tried repeatedly to poach, and who put as much effort into truck engines as racing units. Production quality is up to Bull's usual high standard. **GC**

Published by David Bull
ISBN 9781 935007 25-8, £65.00

Tracks: Racing the Sun

Sandro Martini

"The only fact that can be comfortably assigned to this novel is that it is, ultimately, a work of fiction," writes the author in his afterword. Thus released from the confines of fact, this is instead a colourful re-imagining of real events and heroes during the halcyon motor racing days of the 1920s and '30s.

It's 1968 and American writer Joe Deutsch has travelled to Italy to record interviews with Johnny Finestrini, a retired journalist who was *Gazetta dello Sport*'s motor racing correspondent during the pre-war years. Loosely based on the real-life *Gazetta* writer Giovanni Canestrini, the fictional Finestrini worked and socialised within the inner circle of the motor racing scene, and benefited from a particularly close relationship with the two main protagonists in this story, Italian maestros, rivals and friends Tazio Nuvolari and Achille Varzi.

Deutsch, who is in the middle of writing a novel on the era, records Finestrini and his first-hand accounts of the most famous races, including the infamously fixed Tripoli GP and the journalist's role in the scandal. Fascist politics, complicated love lives, heroic victories and inevitable tragedy follow Finestrini as he witnesses the swing in motor sporting power from Italy to the German superteams of Auto Union and Mercedes. Enzo Ferrari, Louis Chiron, René Dreyfus, Rudi Caracciola, Hans Stuck and many more play key roles, as do the women in their lives. The depiction of brilliant young Bernd Rosemeyer and his equally famous aviator wife Elly Beinhorn is a particular focus.

The story weaves between Finistrini's memories and Deutsch's half-finished manuscript, building towards revelations about Varzi's crippling addiction to morphine and Finistrini's part in the great man's downfall. It's racy stuff in more ways than one.

The author was inspired by an article our own Nigel Roebuck wrote on Achille Varzi for *Motor Sport*. The subsequent decade of research has resulted in a dramatic and lively novel, set in an era that has always been ripe for this type of fictional treatment. It would make a good movie. **DS**

Published by Aurora Metro Books
ISBN 978-1-906582-43-2, £9.99

Motor Racing Heroes, The Stories of 100 Greats

Robert Newman

Given the scope, and the book's regular dimensions, this was never going to be definitive – or even vaguely close. In parts, though, it is a useful reference source for anybody whose interest in history has just been stirred.

There are countless books chronicling every racing millimetre covered by Fangio, Stewart, Senna, Prost, Mansell and Moss – all of whom naturally feature – but it's refreshing to see them juxtaposed with such as Felice Nazzaro, David Bruce-Brown, Wilbur Shaw, Hellé Nice, Pietro Bordino and Jules Goux.

Its mission is to relay offbeat tales about the sport's great and good, but in the case of some more recent racers it often struggles to break away from a plodding narrative: "A fifth at the 'Ring and a third in Malaysia put Mika right back in contention."

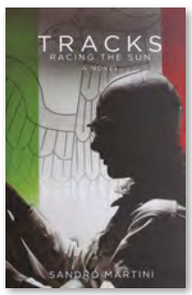
Not that offbeat, then.

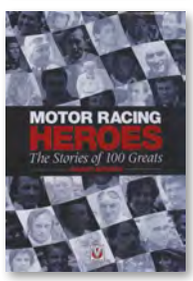
The book covers the first 100 years of Grand Prix racing (essentially France 1906 to Brazil 2006), so Lewis Hamilton doesn't qualify, but then there's no guarantee he'd have made it because this is very much a personal interpretation of heroism – a better option than adhering to familiar clichés. However you dress it up, though, it isn't possible to summarise Alex Zanardi in three short pages. It just isn't.

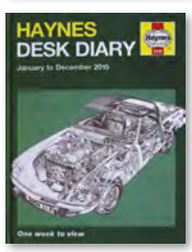
Had there been something like this on the shelves of Hale village library when I was a kid, I'd probably have taken it on almost permanent loan. Trouble is, I'm no longer a kid and this doesn't contain enough fresh material to sustain interest. **SA**

Published by Veloce
ISBN 978-1-845847-48-7, £19.99











Haynes Desk Diary 2015

Our review copy arrived in August, which seems frivolously early for a desk diary, but this isn't so much a personal agenda as a gathering of fine art with room to keep notes of dental appointments, Castle Combe race dates etc.

Haynes no longer produces titles about the sport, but its bread-and-butter workshop manuals continue. For the ninth year, it has collated detailed technical cutaways of some beloved bygones – the 2015 cast includes Ford Zodiac Mk3, Austin A40, Jaguar E-type, VW Golf Mk1, Sunbeam Rapier Fastback and Vauxhall Victor FE – and used them to brighten a compact, practical aide-mémoire.

Of course relatively few people bother with ballpoint and paper nowadays, preferring instead to press a few buttons on their Samsung. This diary doesn't necessarily prove that the old ways were better, but underlines that they are certainly worth revisiting. **SA**

Published by Haynes
ISBN 978-0-857333-8-34, £9.99

Mike Hawthorn, Golden Boy – 2014 edition

Tony Bailey and Paul Skilleter

Whatever his merits as a racing driver, Mike Hawthorn's life is defined by two accidents: the 1955 Le Mans tragedy and the one that ended it. The causes of both form the basis of much of the additional material in this new edition and it makes for fascinating reading. Since his death, Hawthorn has been castigated for his involvement at Le Mans, his sometimes coarse personality and inability to defend himself making such a view easier to take. We will never know definitively what happened in either incident but, as the rest of the book shows, there was much more to Britain's first F1 champion.

Largely formed of submissions to their tribute website, the aim of this scrapbook-like volume was never to condemn Hawthorn, but Bailey and Skilleter don't look to blame anyone else either, simply exonerate their hero. That they fail to do so says more about the lack of evidence than about their research. There are no firm answers here, but perhaps that's what makes the story so interesting. In an era suffering from a dearth of true characters in racing, inconclusive or not, *Golden Boy* is worth a look. **ACH**

Published by PJ
ISBN 978-908658-06-7, £39.95



Image changer: Gietl's work turned a staid BMW twin into a winning superbike

JOHN ULRICH/WWW.ROADRACINGWORLD.COM

MAT OXLEY

BMW'S UNLIKELY WINNER

THE REVELATION IN *MOTOR SPORT* THAT Adrian Newey's engineering brilliance may find a different outlet in the America's Cup put me in mind of another racing engineer whose genius crossed frontiers.

Udo Gietl is the man who helped achieve some of the most unlikely successes in motorcycle racing history. In 1976 the German-born American took BMW's R90S – a sports-touring machine with shaft drive and thus largely inappropriate for racetrack use – and won the first Daytona Superbike race and US Superbike championship.

Up against Gietl's boxer twin was a new wave of four-cylinder sports bikes from Japan; machines such as Kawasaki's 900cc Z1 and Honda's CB750, for which the term 'superbike' was coined. The battle looked hopeless, but not to Gietl, who had already achieved considerable success in other areas of engineering.

During the 1960s he worked on the Apollo space programme as a senior electronics engineer, and the Polaris submarine project.

However, Gietl's love of bikes was too strong and he came back to earth to work on powered two-wheelers. He got a job with BMW importer Butler & Smith, which had started in the 1900s as a fur-trading concern on the corner of Manhattan's Butler and Smith streets.

At first he worked on road bikes, but his engineering prowess and his competition background – he raced off-road – led to him being transferred to the race department. Or rather, he was the race department.

"It was a one-man show," recalls Gietl. "I did the engine, the transmission, the chassis and I tested the bikes, too."

Butler & Smith owner Peter Adams wanted to go racing because BMW needed an image makeover in the US, where most motorcyclists considered the German twins rather staid, not a great selling point in 1970s America. At first Gietl's R75 ran in low-key races. Then step by step it got faster and faster until, by 1974, the 50hp twin had become an 86hp twin, revving 4000rpm beyond its original peak.

"I worked it all out on the dyno – I ran the dyno every single day for years," he says. "You have no idea how many motors I blew up. There was a rod stuck in the ceiling. Peter Adams wasn't too happy when he came in the next morning. Hey Peter, don't look up..."

Gietl bought in all kinds of trick kit including Crane camshafts infused with NASCAR tech and BMW titanium connecting rods and valves, designed by Porsche.

More important were Gietl's own modifications. "We used twin-plug heads because the BMW plug is at the top of the cylinder, so it doesn't burn the fuel so well at the bottom. Then we went to staggered ignition for better flame propagation and played with fuel injection, dry sump and ram air."

And he learned some more from the automobile industry. "BMW car engineers designed the R75 engine, so they used connecting rods, valves, bearings, springs and so on from the four- and six-cylinder cars.



"It was a one-man show. I did the engine, the transmission, the chassis and I tested the bikes, too."
Udo Gietl

Then I looked at Porsche and learned how to deal with an opposed engine because an opposed engine is a very interesting thing – it has forces that are totally different from a vertical engine. It has a lot of issues with basic design: the crankshaft, oil sealing, crankcase pressure, all this stuff, so it kept me busy."

A full-race chassis came from Britain, designed by Rob North, the man who built the seminal frames that made Triumph and BSA triples mostly unbeatable in the early 1970s.

"The air scoops on the side of that bike's fairing were for the ram air. I picked that up at NASA. I saw those [NACA] ducts on rockets and said, yeah, I need those on my motorcycle!"

The hard work all came together in the inaugural 1976 US superbike championship, essentially two-wheeled tin-top racing. Adams told Gietl to prepare three R90S road bikes for the new series, which kicked off with a 100-mile race at Daytona.

"The good thing was that everything I'd done could be easily adapted to the superbike," says Gietl, who nevertheless designed some clever new pistons. "Everyone was using slipper pistons, but the R90 engine had so much distortion that it needed a very flexible piston, and a slipper piston isn't flexible. So I used a full-skirt piston. I'd machine out the inside to make it even lighter, until you could literally squeeze it with your hand, so it would distort with the cylinder."

The first man Gietl called to race the bike was multiple US champ Gary Nixon. "Gary said are you crazy? I'm not going to ride a BMW!"

Eventually he found three riders who were prepared to ride BMWs: Gary Fisher, Steve McLaughlin and US-based Brit Reg Pridmore. The trio dominated Daytona qualifying and ran away with the race, McLaughlin taking the win from Pridmore with a classic last-lap slipstreaming move off the banking. The first of the glamorous Z1s was a distant fourth.

Gietl's creations went on to finish one-two-three in the championship: Pridmore from Fisher and McLaughlin.

Later Gietl worked for Honda US. "Butler & Smith spent $250,000 in 1976. When I got to Honda I wrote a budget that I thought would never fly. It was for $10.6 million and they said, 'Yeah, it's good, go ahead'. But for that they expected nothing but domination."

After retiring from bikes Gietl got into sailing, just for fun, which is where Newey comes back into the story. "It was great relaxation, then one day I decided, 'You know what, these things are too slow', so I decided to build a boat."

Gietl's 56-foot carbon-fibre yacht dominated racing off the Californian coast for several years, proving that a really clever engineer can make anything work better.



Denis Welch, here in a Lotus 18, was a prolific and rapid racer in many disciplines

JEFF BLOXHAM



JEFF BLOXHAM

Welch tragedy mars Classic

Accident claims well-known historic racer | BY PAUL LAWRENCE

A TRAGIC ACCIDENT TOOK the life of Denis Welch at the Silverstone Classic – the first fatality in the annual event's 24-year history.

Welch was racing the ex-Syd van der Vyver Lotus 18, a former South African F1 title winner now owned by Malcolm Ricketts, in the second of the weekend's Historic Grand Prix Car Association races for Pre-66 cars.

On the opening lap there was a clash of wheels at the infield section and the Alfa Romeo-engined Lotus overturned. The car's roll hoop was reported to have withstood two significant impacts, but Welch suffered serious neck and head traumas and later succumbed to his injuries in the circuit's medical centre.

Goodwood marques time

TWO OF THE MOST EVOCATIVE race cars will headline the Goodwood Revival Meeting, which celebrates 60 years of both the Jaguar D-type and the Maserati 250F from September 12-14.

As many as 25 D-types will contest the Lavant Cup in a field that also includes examples of the D-type's road-going cousin, the XKSS. The grid will have a total value running to tens of millions of pounds.

"It's a fantastic idea and it will be amazing to see all those D-types," said Gary Pearson, who is one of the fastest active D-type drivers. His Pearson Engineering business prepares up to eight of them.

Also, about 16 Maserati 250Fs will be on the grid for the Richmond Trophy – and among them will be one of only two V12-engined versions ever built.

Jackie Stewart will also be honoured at the Revival, with a parade of cars from his career on each of the three days. The 74-year-old Scot will lead the cavalcades, which will include two of his F1 world championship-winning cars, the Matra MS80 and Tyrrell 006. A Lola T90 Indycar, BRM P261, Ford GT40, Lola T70 and Ferrari 330 P4 are also expected.

■ **HGPCA racer Nick Eden was seriously injured at the Nürburgring Oldtimer Grand Prix in August, after his Cooper-Bristol was tagged by a spinning car and rolled several times. A strong roll hoop did its job, but Eden suffered chest, shoulder and arm injuries as the car flipped in a very fast section. He was taken to a Koblenz hospital.**

OBITUARY

Denis Welch

Denis Welch was one of the most popular and successful drivers in the UK historic racing fraternity and his death has cast a terrible shadow over the 2014 racing season. The 69-year-old Staffordshire racer was best known for his exuberant style in Austin-Healeys, but he was also enormously successful in sports-racing cars and Formula Junior.

This season he was realising a long-held ambition to race a 1960s Formula 1 car and had borrowed the Lotus 18 of his friend Malcolm Ricketts.

Welch raced for half a century, firstly in Minis and then a Ford Anglia, but the birth of his sons Jeremy and Tim forced him to stop racing for a little while. He'd been a fan of Austin-Healeys for many years and eventually built up a racing version in the early 1980s. It was the beginning of a business specialising in Healey parts and he hurled the car to countless wins.

In more recent times Welch won with a Lotus 23B, while his Formula Junior Merlyn scored many victories – notably a hat trick of race wins at the Monaco Historic GP.

Ex-Clark Lister returns

MORE THAN 40 YEARS AFTER ITS last appearance in this country, an ex-Jim Clark Lister Jaguar (chassis BHL5) appeared in the hands of new owner Steve Brooks during the Silverstone Classic.

Registered HCH 736, the car was built in 1955 but rebuilt with a Jaguar engine in 1957. It became the only Lister to finish Le Mans when Brian Naylor and Bruce Halford battled to the line in 1958. Clark raced the car in '59.

An ex-Peter Revson McLaren M23 was also back in action at the Classic. Sports car racer and classic car dealer Gregor Fisken used it to make his Historic Formula 1 debut.

Fisken has restored it to Revson's 1973 Yardley colours. "I had a model of an M23 as a kid," Fisken said. "It's a lovely piece of history."

HF1 to support Singapore GP

MASTERS HISTORIC RACING IS TO send a field of 20 bygone Formula 1 cars to take part in a support event at this year's Singapore Grand Prix.

The Masters organisation will tap into its European and American series to assemble a grid representing the 1970s and early 1980s. The meeting takes place on the Marina Bay Street circuit from September 19-21.

"We are delighted to invite the best

historic Formula 1 cars to race under Singapore's lights," said event spokesman Colin Syn. "Fans can look forward to the thrilling spectacle of racing history set against the stunning Singapore skyline."



PAUL LAWRENCE

Hindley hat trick on Tour

AFTER ONE OF THE CLOSEST LEAD battles in the event's 10-year history, Phil Hindley and Andy Bull (above) claimed victory on this year's Tour Britannia to maintain their unbeaten record on Britain's only classic race and rally tour. The result completed a hat trick of wins for Hindley's Porsche 911 SCR, but he was pressed hard by the Ford Escort Mk2 of Steve Perez and Paul Spooner.



JEFF BLOXHAM

Birrell drops in at Croft

SCOTSMAN GRAHAM BIRRELL, a rising single-seater and sports car racer of the late 1960s, returned to the Croft circuit for the first time in 43 years during the annual Nostalgia Weekend. This year's event marked 50 years since the opening of the North Yorkshire track.

Birrell competed in the first meeting at Croft in August 1964. "It is the first time I have been back since 1971," he said, "and it's still a terrific circuit."

The elder brother of late former F2 ace and Grand Prix aspirant Gerry, Birrell (right, above) raced a Lotus Cortina in 1964 and competed regularly at Croft until retiring in 1971.

The 2015 Donington Historic Festival will repeat this year's format, taking place over the bank holiday weekend of May 2-4. Festival founder Duncan Wiltshire said: "Within just a few years this event has become a major fixture on the international calendar, one that goes from strength to strength."



JONATHAN HEYNES

In our August story reuniting Norman Dewis and the prototype D-type, we accidently inserted the name of Bill Hayden, Jaguar chairman in the Ford era, instead of William Heynes (above), the engineer behind the C-, D- and E-type. We are happy to put this right.

Aberdeen-based Irishman Tommy Dreelan has added Keke Rosberg's 1982 title-winning Williams FW08 to his stable and raced it for the first time at the Silverstone Classic. The historically significant car, which had not been used for two years, was previously owned and raced by Michael Fitzgerald in America.

For the first time in nearly a decade, a current Grand Prix driver will compete in the Goodwood Revival. Marussia driver Max Chilton will race a 1965 Ford Mustang in the Shelby Cup – a one-off race marking 60 years of the small-block V8 engine and the 50th anniversary of the Mustang.

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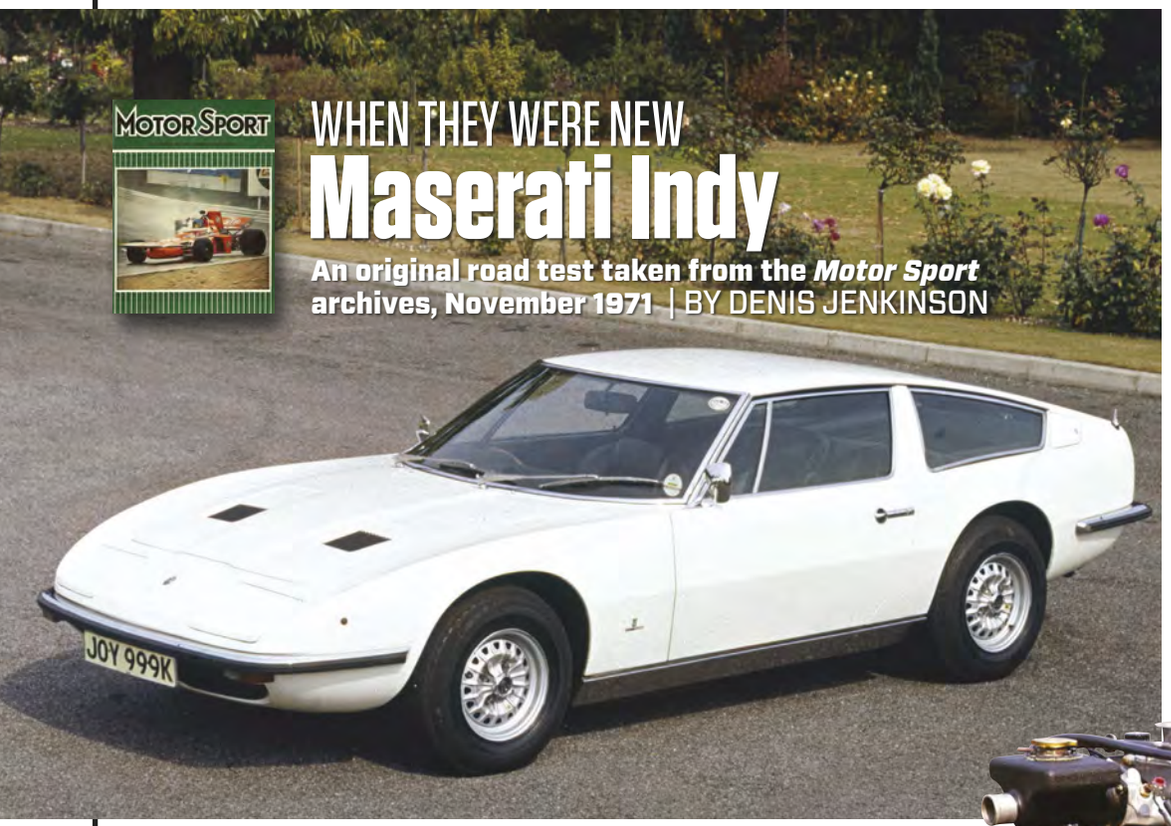


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MOTOR SPORT

WHEN THEY WERE NEW

Maserati Indy

An original road test taken from the *Motor Sport* archives, November 1971 | BY DENIS JENKINSON

DURING THE SUMMER OF 1956 I saw drawings of the V8 Maserati engine, and later that year I saw the first cylinder block come out of the Maserati foundry. At that time I was very closely associated with the Maserati racing department, for in the spring of that year I was with Stirling Moss in the Mille Miglia in an experimental Maserati made from the first chassis, suspension and gearbox for the 4.5-litre V8, but with a 3½-litre six-cylinder engine installed. It was not until 1957 that the 450S Maserati came into being.

When the latest Maserati Indy was offered for test, in 4.7-litre form, I realised that the engine was an old friend. Some entries in my notebooks for 1957 read as follows.

May 3: Saw 4.5-litre V8 engine on test-bed giving 400bhp. May 4: Went up Futa Pass with Moss in prototype 450S. May 11: Had 450S on autostrada, 7000 in all five gears and 6500 in special sixth gear. Wow! (180mph.) May 12: Retired in Mille Miglia after 12km when brake pedal broke off.

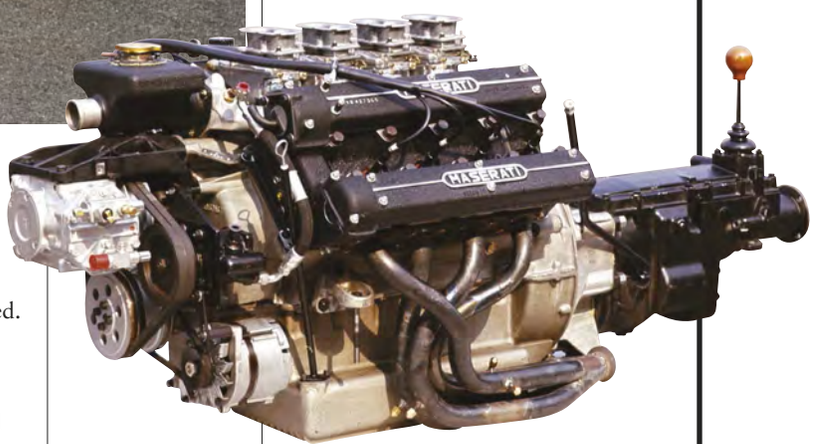
Those were the days when the Maserati racing team was at the height of its glory, and I spent a lot of time in Modena. It was a regular thing to be woken at 3am by the sound of a 4½-litre V8 on full song on the test bed, or on open exhaust in the middle of Modena. The end of the 1957 season was disastrous for the 450S, with two cars being destroyed in crashes and the factory team disbanded.

Work continued on the V8 engine until today it is a very smooth, sophisticated production engine, still with four overhead camshafts and fed by a row of Weber carburettors. It powers a whole range of Maserati cars today, either in 4.2- or 4.7-litre form, the Mexico and Indy close-coupled four-seaters and the Ghibli in coupé or spyder form. All are available with ZF five-speed manual gearbox or Borg-Warner automatic three-speed transmission and power steering, and by the time you have added a few extras, like radio, mirrors, lamps and so on, you would not get much small change out of £10,000.

For that you certainly get a lot of car, some pretty sophisticated engineering, the latest in Italian body styling, four seats, the lure of owning a Maserati, just that bit different from a Ferrari, a race-bred engine and an effortless touring car, but not a sports car.

Threading my way to Hampshire on minor roads, the white Indy seemed enormous and rather dull, the Borg-Warner automatic transmission with its three ratios and 'kick-down' change being one abomination that I would happily have had left in America, along with 'plastic shrimps' and Coca-Cola. It was not until I got the Indy on to a major trunk road that it became enjoyable, and a run to Yorkshire up the A1 and back down the M18 and M1 began to show the Maserati in its true light. The big V8 engine is never fussed and once over 3500rpm it wafts the car from 70mph to 120mph in a very impressive manner. Maximum power on the 4.7-litre version is quoted as 290bhp at 5000rpm, and with no trouble it pulled 6000rpm in the high ratio, which is 135-140mph, but the quoted maximum of 156mph is as unlikely as the price of the car.

It has surprisingly high cornering power, though the suspension is dull in the extreme for this day and age, having a double wishbone and coil-spring front layout and rigid axle, leaf springs and fore-and-aft rod at the back. For a luxury car the Maserati is firmly sprung, but it rides well and corners solidly, giving very pleasant and trustworthy handling, with excellent power steering. Cruising all day at 100mph the two 10-gallon tanks, one on each side of the car, are not really adequate.



The main beams of the pop-up headlamps were reasonable for night motoring, but the dipped beams were lethal for a car of this performance. When the side lamps are on (and the vast tail lamps) there is a green warning light in the tachometer that is blinding at night and had to be covered up with a stamp to make the car usable in the dark. Either nobody at Modena ever drives on unlit roads at night or they wear dark glasses. Using the car for a

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week of normal motoring and covering 1000 miles, I failed to find an interior light to illuminate the driving seat and ignition lock. I was searching in vain, for there aren't any, which makes me think that Maserati designers do not go out after dark.

The instrumentation is very full and complete, all nicely angled towards the driver. The speedo reads to a laughable 200mph (why do they do these things?) and the tacho to 8000rpm. The steering wheel can be adjusted and the front seats have good fore-and-aft movement and fully reclining backs, but are not over-comfortable. I found 200 miles began to give me a pain in the backside, which made me very appreciative of the Jaguar E-type seats on which I frequently do a continuous 500 or 600 miles with no aches or pains whatsoever. The Maserati's rear seats are properly shaped and justify the four-seater label.

I must have another gripe about the 'kick-down' control for overtaking. It is operated by pressing the accelerator pedal to the floor, so that middle ratio comes in with the throttles wide open. The Maserati V8 has four twin-choke Webers so when you stamp the pedal to operate the kick-down switch a fair old bucketful of petrol goes down into the works, which I find very unpalatable when I merely wanted a little more acceleration, not maximum acceleration. If I'd had the manual five-speed box I would have been much happier.

With its old-fashioned layout of front engine, cart springs and four seats the Maserati Indy is not my sort of car, but fortunately for manufacturers I am in a minority who are looking forward to the Maserati Bora, with the delectable four-cam V8 in the middle. For people who motor in a certain fashion the Maserati is pretty exceptional. A regular traveller from Milan to Rome, or Edinburgh to London, would really make the Maserati come into its own. You could travel at 80-120mph without the slightest fuss, but in automatic transmission form the Indy was rather characterless. Only the blue Trident in the centre of the steering wheel told me I was in a Maserati, even the four-cam V8 engine being unobtrusive.

The production Maserati V8 engine has come a long way since those days in 1957, when it was far from unobtrusive to anyone living within two miles of the Maserati factory.

MASERATI INDY FACTFILE

Production: 1969-75
Power: 290bhp
0-60mph: 7.5sec
Max speed: 156mph

Striking Michelotti lines for four people, if not a stunner. Initially 260bhp 4.2, with 4.7 arriving in 1970; 4.9 came in '72 with larger wheels and third bonnet grille, some with Citroën brake system.

Perfect spec: 4.9 with normal brakes

AUCTIONS

A summary of classic and racing auctions from around the world - in numbers | BY ALEX HARMER

Bonhams

@ MONTEREY AUGUST 14-15

Total sales of
$180 MILLION
Nine new auction records

Maranello Rosso Collection
10 significant Ferraris. **Sold for a total of $65.9m**

1962 Ferrari 250GTO Berlinetta
The most valuable car ever sold at auction
Surpasses the Mercedes-Benz W196 sold at Goodwood in 2013 for $30 million
Sold for $38.1 million

"We made history over the last two days."
Malcolm Barber, Bonhams co-chairman

Gooding & Company

@ MONTEREY AUGUST 16-17

Total sales of
$60.4 MILLION
10 new auction records
Average price of $1,024,091 per car

1961 Ferrari 250GT SWB California Spider
Sold for $15.2 million

1955 Aston Martin DB3S
Earls Court Show car. **Sold for $5.5 million**

2001 Ferrari 333SP
Last of 40 built. **Sold for $2,365,000**

RM Auctions

@ MONTEREY AUGUST 15-16

1967 FERRARI 275GTB/4
Delivered new to **Steve McQueen** on the set of **Bullitt**. More than triple the previous record for the model
Sold for $10.2 million

1964 Ferrari 275GTB/C SPECIALE
One of only three built. Bidding opened at £15 million
Sold for $26.4 million

@ LONDON SEPTEMBER 8

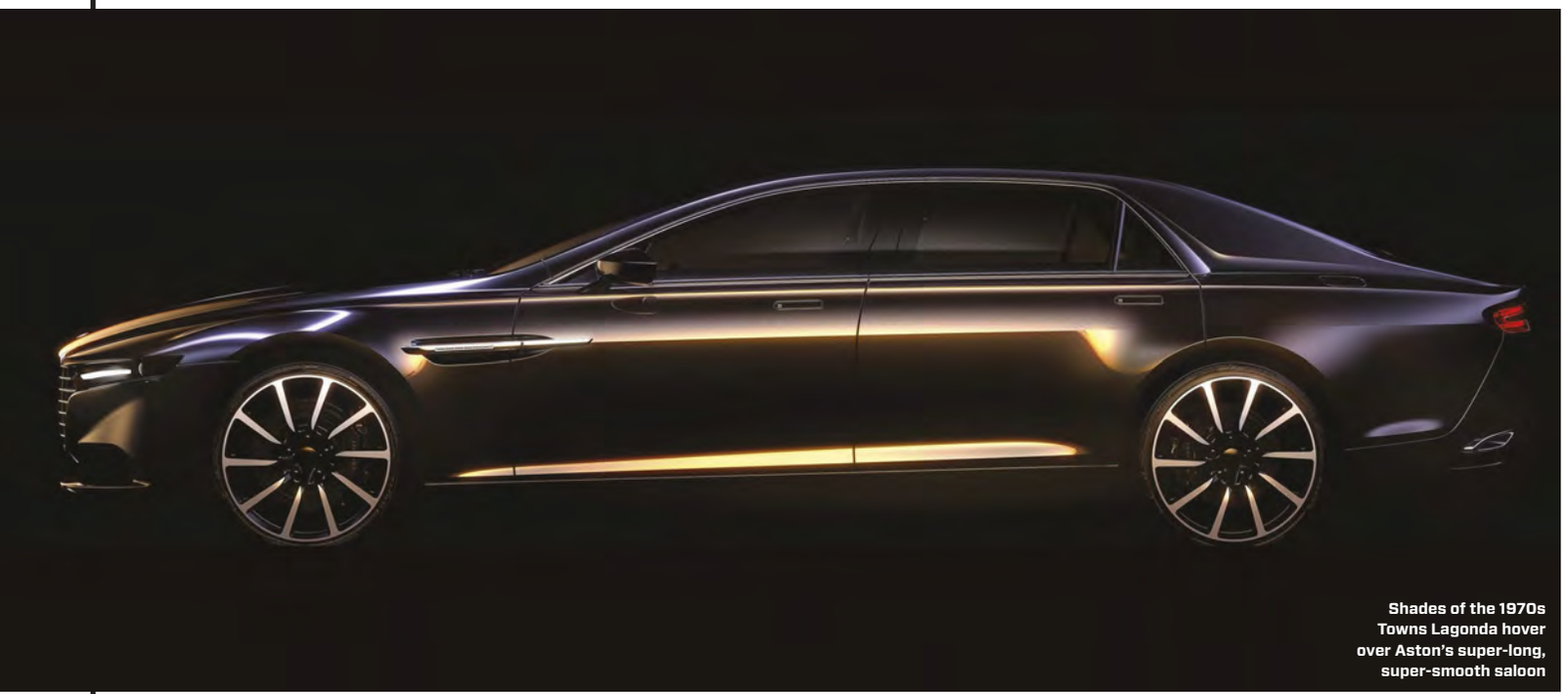
1956 Ferrari 250GT Berlinetta Competizione 'Tour de France'
Eighth of nine built in 1956. Top 10 finishes in the Tour de France in 1956 and '57
Estimate: £4.1 - 5.2 million

1964 Shelby 289 Competition Cobra
Raced by 'Gentleman' Tom Payne in 1964 and '65. Formerly in the Shelby American Collection for 25 years
Estimate: £1.1 - 1.4 million

1959 OSCA Tipo J Formula Junior
Second of 15 built, one of six remaining. Raced for Luigi Chinetti Sr in period by Ricardo Rodríguez
Estimate: £90,000 - £125,000

SEPTEMBER AUCTION CALENDAR

- **1** **BARONS** British Heritage and other classics, Esher Hall, Surrey
- **3-6** **MECUM AUCTIONS** Dallas sale, Dallas Convention Center, Texas
- **4** **SILVERSTONE AUCTIONS** Salon Privé Sale, Syon House, London
- **6** **BONHAMS** Beaulieu Sale, National Motor Museum, Hampshire
- **8** **RM AUCTIONS** Hampton Court sale
- **13** **BONHAMS** Goodwood Revival sale, Sussex
- **20** **SILVERSTONE AUCTIONS** Autumn Sale, Silverstone, Northamptonshire
- **25-27** **BARRETT-JACKSON** Las Vegas sale, Mandalay Bay Event Center, Nevada
- **26-27** **RUSSO AND STEELE** Las Vegas sale, Tropicana Las Vegas, Nevada
- **29** **SHANNONS** Melbourne Spring Classic Auction, Warrigal Road, Cheltenham, Victoria



Shades of the 1970s Towns Lagonda hover over Aston's super-long, super-smooth saloon

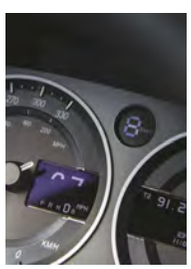
Lagonda name to return

Extreme luxury saloon – for Middle East only | BY ANDREW FRANKEL

IT HAS BEEN A BUSY MONTH FOR Aston Martin, which has finally decided what it is going to do with its long dormant Lagonda nameplate. It last surfaced on a vast 2009 SUV concept car, it being fair to say that the gasps it attracted at the time were not all in admiration. Thereafter its recently departed CEO Dr Ulrich Bez told *Motor Sport* his plan was to have Lagonda as a standalone model rather than a marque, to bring back to life the Aston Martin Lagonda, in SUV form.

But now, in another change of plan, Lagonda is to be reborn as an ultimate saloon car sold, initially at first, in the Middle East alone. Teaser pictures reveal little about the car save that it seems to have an ultra-long wheelbase, distinguishing it from the extant Rapide saloon and its extremely compact rear quarters. Aston talks of design cues being taken from William Towns' iconoclastic 1976 Aston Martin Lagonda and the exhumation of Lagonda's 'finest of fast cars' ethos.

It is known that the car will be built around an elongated version of Aston Martin's versatile V/H platform architecture and it is safe to assume a version of its V12 engine will be under the bonnet, though whether that is the 6-litre motor used in the DB9, Vanquish and Rapide or the 7-litre engine developed for the One-77 has not been disclosed. However we do know it will be built in the space recently vacated by the £1 million hypercar, that favoured clients alone will be invited to buy one and that its price will reflect 'the car's exclusivity, quality and luxurious nature'. Aston Martin says the car will be offered 'exclusively' in the Middle East, though that would not preclude subtly different versions being offered in Aston's largest export markets, such as the US and China, were there demand.



Aston has fitted an eight-speed 'box into the transaxle, increasing the Vanquish's speed from 183mph to 201mph while the Rapide now does 203mph

In the meantime Aston Martin has also finally found a way of incorporating ZF's eight-speed gearbox into the transaxle design of the Vanquish and Rapide S. On paper the effects are transformative, increasing the Vanquish's top speed from 183mph to 201mph while the Rapide now does 203mph, making it the fastest Aston Martin in production. Closer gearing and shorter shift times contrive to cut the 0-62mph time of the Vanquish to 3.8sec and the Rapide to 4.2sec, both now healthily competitive times for their respective sectors. In addition, fuel consumption is improved by more than 10 per cent, with a corresponding fall in CO_2 emissions and a welcome extension of range. *Motor Sport* will be reviewing both these new models next month.

New Rolls ready to roll

ROLLS-ROYCE HAS ANNOUNCED a new model to join its existing Wraith, Ghost and Phantom ranges. Due on sale in the middle of 2016, Rolls is saying nothing about the car save that it will deliver 'effortless open-top touring', but you don't need to be an industry analyst to twig that with saloon, coupé and convertible versions of the Phantom already on sale, but only saloon and coupé Ghosts, the new car is a convertible Ghost.

It is not yet known whether it will retain the Ghost name or, more likely, be named after the two-door Wraith upon which it is based. Rolls also has a considerable arsenal of currently unused names to draw upon, including Cloud and Dawn, though if a new label is to be used, it is thought most likely to be Corniche. Like the Wraith and Ghost, it will use Rolls-Royce's 6.6-litre BMW-derived V12 twin-turbo motor and sit on a steel structure heavily evolved from that of the BMW 7-series.

Mini Jag breaks cover

JAGUAR HAS RELEASED THE BEST image yet of its XE small saloon, the car aimed to transform the sales of the company and provide the platform from which a new, compact Jaguar SUV will in time be developed. The nose of the car has a strong and distinctive face as well as clear family resemblance to the XF and XJ saloons it joins.

Jaguar has also released some very interesting data concerning the structure of the car and the brand-new home-grown Ingenium diesel engine that will power the best-selling versions. Unlike any other car in its class, up to 75 per cent of the XE's monocoque will be made from aluminium, an achievement Jaguar describes as a milestone in body engineering. Until now aluminium has been too expensive to use in high-volume, relatively low-cost production.

The new Ingenium engine will be available in petrol and diesel form and based around a thermodynamically optimal 500cc cylinder capacity. Jaguar says that in the XE the diesel will be capable of 75-plus mpg and less than 100g/km of CO_2. In this class, currently, no rival BMW, Mercedes, Audi or any other conventionally powered saloon can touch the XE in either regard.

The XE will be unveiled to the world in London on September 8.

A 286mph Bugatti?

DETAILS OF THE BUGATTI VEYRON replacement have been widely reported in the motoring press this month. If the stories are to be believed, and they sound plausible enough, the new car will go on sale in 2016 powered by a 1500hp version of the current 8-litre W16 motor, an output reached by a combination of conventional means and hybrid assistance. It is said this will be sufficient to push the new car through the air at 286mph or 460kph.

The new car is believed to be testing now and will feature a lighter carbon-fibre structure to offset the additional weight of its bespoke hybrid system. It remains to be seen whether that system will be fully integrated and automated like that of a LaFerrari, or capable of operating independently so the car can drive on electric power alone like a McLaren P1.

Boris and diesels: the truth

YOU WILL HAVE NOTICED MORE than a little hysteria concerning the Mayor of London's plan to charge drivers of diesel cars an additional £10 levy for driving within the congestion zone. Now it has died down a little, perhaps the news can be seen with a sense of perspective.

First, if it happens, it won't be introduced until 2020 and will apply only to diesels that cannot meet Euro 6 emissions standards, with which many diesels already comply, so will only affect diesels that at the time of introduction are five years old or more. Second, what is near enough guaranteed is that come 2020 Boris won't be in his current job. True, his plan to stand for Parliament next year could put him in Downing Street by the turn of the decade, but that is getting a little ahead of ourselves.

Actually I think the plan, while somewhat ham-fisted, has a little merit insofar as we should all be encouraged by both carrot and stick not to drive into major conurbations. Of course the inconsistency is that all around Europe diesel is seen as being kinder to the environment than petrol, because of its lower CO_2 emissions, and is priced accordingly. But technically CO_2 is not toxic and therefore not officially a pollutant… The real issue the plan fails to address is the emissions of lorries, coaches and taxis powered by old engines with little or no pollution control measures that are often left running at the side of the road. There is a proposal to fine people caught doing this, one I wholeheartedly support.

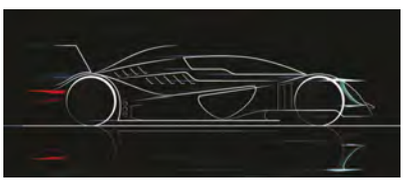


Jaguar's new XE features 75 per cent aluminium structure – a production first



Land Rover has announced that its latest Range Rover Sport SVR has lapped the Nürburgring's Nordschleife northern loop in 8min 14sec, a time that would have put it in the top half of the grid for the last ever 1000Kms race held on the circuit, though Stefan Bellof's 6min 11sec pole position lap still seems a little way off...

After October there will no longer be any requirement for you to display a paper tax disc in your car and thereafter no more will be issued. Cars will still need to be taxed in the usual way, but enforcement will be provided by cameras with number plate recognition technology. The other significant change is that outstanding tax will no longer be transferable between owners: when DVLA is notified of a change of ownership, the proportion of unused tax will be refunded to the owner while the new keeper must retax the car afresh.



Rapid Caparo evolves

CAPARO HAS RELEASED A drawing and some details of its latest take on the infamous T1, probably the fastest road car ever conceived but with an unfortunate habit of breaking down and catching fire with television presenters on board.

The new T1, called the T1 Evolution, is promised to be far more powerful still, with 700bhp from a 'bespoke' powertrain, a rise of 175bhp. If weight remains at around 500kg it is likely to offer a power-to-weight ratio not far removed from a modern F1 car. To go with that Caparo promises improved suspension, aerodynamics, driver aids and telemetry. No price information has been provided, but Caparo says interested parties can order one now.



FERRARI 458 SPECIALE

An astounding leap, but does it beat the 458 Italia? | BY ANDREW FRANKEL

THERE IS A DOCUMENT that accompanies any loan of a new Ferrari to a journalist – and you must sign it before the car is delivered. I won't trouble you with the details but in this case it committed me to not testing this new 458 Speciale against any other car. You could always not sign the document, but that would preserve your journalistic integrity only at the price of the car not showing up. You could of course sign, take delivery and then ignore the guidance, and I'll leave you to calculate the odds of ever being allowed near a factory Ferrari again.

Normally I'd not mention such trifles, but this month presented a very real problem in the form of the McLaren 650S you'll find overleaf. Even if Ferrari had not, timings would have precluded same-day testing, but they are such obvious rivals I wanted to write about them in the same story and draw such conclusions as I reliably could from experience of both cars on identical roads in similar conditions. This not being possible, what follows is a test of the Speciale, followed immediately by an entirely separate and completely unrelated test of the McLaren. I therefore invite you to read both and draw your own conclusions instead.

The 458 Speciale is the latest in a line of hard core spin-offs from Ferrari's regular mid-engined V8 range. First came the 360 Stradale, next the 430 Scuderia. Unlike manufacturers of lesser cars who are happy to create cars that merely look like they've been dramatically modified, the Speciale really is. Power for its 4.5-litre V8 now hits 600bhp – which gives it a higher specific output than an early Cosworth DFV F1 engine. Meanwhile, the chassis has been entirely reworked, as has the gearbox for even sharper, seamless shifting. Significantly, it is also 80kg lighter than the 572bhp 458 Italia that continues in uninterrupted production.

It looks truly stunning. Were I to make a comparison to a McLaren I might say that not even the dramatic visual enhancements that turned the 12C into the 650S come anywhere near matching the sense of occasion, presence and sheer beauty of this Ferrari.

But I'm not.

Testament to the weight-saving measures lies inside, where there is neither carpet, navigation nor music machine, though Ferrari quite sensibly merely banishes them to the options list. You sit low with a near-perfect wheel in your hands, pull it impressively close to your chest and thumb the big red button that makes it go.

Ten seconds later there won't be a person in the street doing anything other than listening to the noise of your Ferrari, and that's with its exhaust bypass



FACTFILE

£208,000

ENGINE
4.5 litres, 8 cylinders

POWER
600bhp @ 9000rpm

TORQUE
398lb ft @ 6000rpm

TRANSMISSION
seven-speed double clutch

0-62MPH 3.0sec
TOP SPEED 203mph
ECONOMY 23.9mpg
CO_2 275g/km

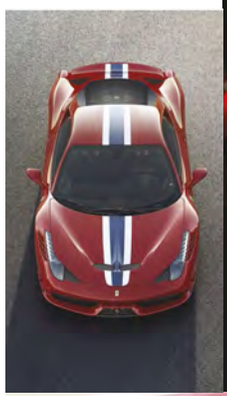


valve shut. The sound is not symphonic like Ferrari's V12s, but it exudes far more purpose than, say, a twin-turbo V8 providing more power from a smaller capacity. And it revs all the way to 9000, about where the aforementioned DFV used to make peak power. But while in 1967 the Cosworth was good for a few hundred miles if you were lucky, the Ferrari's life will probably be measured in hundreds of thousands of miles.

I set an alarm to ensure I was on the road at 3.00am, for I saw no point in trying to drive this car fast in traffic. By sun-up I was on some of the best roads in Wales, leaving a trail of interrupted sleep patterns in my wake.

I'm not often glad to be middle-aged, but that morning I was, for enough common sense has now clung to me not to start behaving in a way that would be entirely inappropriate on any public road, even those as wide, open, deserted and well known to me as those I had chosen for the Speciale. It's not just the performance (which is so strong you can hardly believe it's legal), but its nature: the only road car I've driven with sharper throttle response is the LaFerrari. The engine yells and screams at you even if you keep below 7000rpm. Above this point the shriek is that of a thoroughbred competition car, as is the manner in which it dispatches each gear even in its standard 'Sport' setting. Turn the little 'manettino' switch to 'Race' and the entire car, from its engine to its transmission and differential, finds a whole new level of aggression.

Yet its chassis is a match. I'd prefer more linear steering with better feel, but remember thinking that about the F12. What seems barely capable of improvement is body control that maintains the car's ride height in the face of the most extreme provocation. Grip from its Michelin Pilot Sport Cup 2 tyres is also closer to racing levels than normal road-use adhesion.







Seat of power: 458 Speciale cockpit is a place of supreme satisfaction – on the right roads...

The result is a car of the most extraordinary focus, the most hardcore road-going Ferrari since at least the F40 and possibly ever. And in that I include the LaFerrari, which while far faster seemed to me actually a little broader in its range of talents.

In those conditions I was mesmerised by the Speciale, left gibbering that such a thing should be allowed to wear a number plate. I have always believed that Ferraris should not just be fast but ferocious and properly challenging to drive. The Speciale is all those things and I loved it for them. But then I had to drive it a fair distance on the motorway as will almost any owner seeking or returning from a great road or track, and the truth is that by the time I arrived, I was ready to get out. You'd forgive the poor ride and terrible noise in something like an F40, because it is a bespoke and unique creation, but the Speciale is a modified 458 Italia that will be produced in whatever numbers the market demands.

And here's the thing: the 458 Italia is already one of my favourite Ferraris, not just of the present day but all time. And turning it into the Speciale has also turned it from a car you could happily use everyday into a pure and impractical recreation. I have said many times before that the amount of fun a car provides cannot be measured alone by how enjoyable it is to drive, rather that multiplied by the number of times you feel inclined or able to drive it that way. The Speciale is an incredible engineering achievement and in the right circumstances among the most exciting road cars any amount of money has ever been able to buy, but by tightening its focus from that of a broad sunbeam to a pin-sharp, scorching laser, Ferrari has increased its appeal only at the price of narrowing it, too.

Let's put it this way: to hustle around a track, the LaFerrari is the only primarily road-going Ferrari that I would prefer to drive.

But to own, use and enjoy as much as I possibly could, I'd call the still wondrous 458 Italia the better bet.





McLAREN 650S

British supercar hits new peaks of accomplishment | BY ANDREW FRANKEL

WHAT LEVEL OF performance would you ascribe to a car that does 0-60mph in 5.7sec? Twenty-five years ago, such pace was the province of the pure supercar, but today it is the mark of the merely quick. But what about a car that reached not 60mph in that time, but 100mph? What kind of machine would that be?

You're looking right at it. Now the 12C is no more, this 650S is McLaren's staple product and if you want a real glimpse at how far we've come in not very long, consider it is now quicker not only to 60mph but all the way to at least 100mph than was the McLaren F1 20 years ago, undoubtedly the most ground-breaking supercar in the history of the genre. This comes courtesy not only through dark arts such as launch control, sticky tyres and near-instant gearshifts, but also from more honest-to-goodness power and torque.

Yet it is the McLaren way to provide all this without fanfare or ceremony. The 650S is now an attractive and distinctive car in a way the 12C, from which it is derived, frankly never was. But it's still visually subtle compared to its far more outrageous Italian opposition. While I have always suspected the majority of Ferraris and Lamborghinis are bought first to be seen in and then to be driven, I have equally little doubt the reverse is true of the McLaren.

You settle down in a cockpit free of pantomime. There's a big central rev-counter because that's the best place for it, but the steering wheel is as devoid of furniture as a Ferrari's is laden. The cockpit is airy and spacious. McLaren has succumbed to an engine start button but when the motor fires, it won't be to the fleeing of local wildlife, the glee of young boys and the irritation of almost everyone else. The twin turbo 3.8-litre V8 just starts and settles into a steady idle at a hardly quiet but still civilised volume.

To turn the 12C into the 650S, McLaren has done far more than graft a P1-alike new nose onto its face. It claims a quarter of its components are new and focused on almost all areas of the car's endeavours. For instance, the engine receives its second power upgrade so it now produces the 650PS referred to in what is also the second new name the design has received in just three years. That equates to 641bhp, a figure about which it is too easy to be blasé; so it's worth remembering that we all goggled at the power of the ultra-specialised Porsche 959 when it was introduced 30 years ago, but this standard production McLaren is now 200bhp ahead of that mark and producing almost 170bhp for every litre of capacity.

To back this up, the seven-speed double-clutch gearbox has had its shift strategies rethought (again), while both the hard- and software of the suspension has also had further development.

I often drive cars claimed to have had far more attention lavished on them and emerge wondering why they bothered, but this is not the case here: however good the 12C, and latterly it was very

FACTFILE

£195,250

ENGINE
3.8 litres, 8 cylinders, twin turbochargers

POWER
641bhp @ 7250rpm

TORQUE
500lb ft @ 6000rpm

TRANSMISSION
seven-speed double clutch

0-62MPH 3.0sec
TOP SPEED 207mph
ECONOMY 24.2mpg
CO_2 275g/km

Watch both our road test cars in action
@ THE MOTOR SPORT DIGITAL EDITION

good indeed, the 650S is simply and clearly better.

That said, I'd not claim to notice the additional performance. I'm sure it's all there, but at this level the assault on the senses in either is just too strong for nuances to be apparent. Does the extra power really dictate whether in perfect conditions the car can make it to 60mph in precisely 3sec or a tenth less? What you do notice – and immediately so – is the car's response. Despite increasing power without increasing displacement, the 650S seems to have less lag and answers the call of your foot with an immediacy you'd not expect from a forced-induction engine. True, it's not sabre-sharp like a normally aspirated Ferrari, but neither are you any longer inconvenienced by the traditional limitations of turbo motors. The engine even sounds good, or at least until you hear a Ferrari V8 at full cry.

Power is nothing without control and so long as you have the powertrain switch in either 'Sport' or 'Track' position rather than its default 'Comfort' setting, the gearbox will keep the engine in the thick of its torque band with a rapidity and smoothness that those who drive an original 2011-specification 12C would simply not recognise. Oddly enough, I didn't even miss the option of a manual gearbox. While Ferrari's decision not to put a third pedal in the 458 denied us what would surely have been one of the greatest driving pleasures you could have in public, a stick shift would seem entirely out of place in a car as efficient and modern as the 650S.



Changes from original 12C to newest 650S seem minor, but effect elevates the McLaren to a new plane of capability



But perhaps this is not what you want to know most. If there is one thing McLaren's modern road cars stand accused of most, it is a clinical, antiseptic quality to the way they drive, offering an experience more likely to impress than inspire the driver.

Because it lacks a searing soundtrack and the ultimate throttle response of a Ferrari, the 650S still cannot operate on quite such a nakedly emotional level, and if that's a failing – and I think it probably is – then so be it. But to say it doesn't entirely involve the driver is no longer a credible accusation. In its linearity, weighting and feel, the 650S steering now has the quality of the finest Porsche systems, while its interactive suspension system offers the body control of the best damped passive systems you can buy, but with a ride quality that appears to resurface the road in front of you.

It's also an easy car to drive fast, which is entirely in keeping with its character. I actually don't require some cars (like those with horses on their snouts) to be endlessly accommodating, because I like reaching journey's end feeling I have been tested and that whatever small skills I possess have been able to make some genuine difference. The McLaren's personality is not like this: it doesn't choose to ask questions of you, but answers them instead. You are in it together and, while the results may be a little less obviously exciting, they are no less rewarding for that. For its speed, precision and ease of driving, the 650S lives among the very finest of its era, an achievement made all the greater by the fact that when you don't want to drive with your trousers on fire, you can switch everything to 'Comfort', simply waft on that extraordinary suspension and always be genuinely sad to reach your destination.

For me this is the car that finally lifts McLaren to the top level of the supercar game. There's no individual part that's dramatically different to a 12C, but as a whole it is more than merely optimised, it is transformed. Put it this way, of those genuine supercars I have driven and that are not limited in production, I'd put it on a par with the Ferrari 458 Italia, with only Maranello's more expensive F12 offering a yet more compelling blend of dynamic ability, pure driving pleasure and long-distance practicality.

At the start of this story I promised myself there was a phrase I would not use because it's trite and lazy, but now I see there is no avoiding it: the McLaren 650S really is the car the 12C should have been from the start. Now it has been delivered I can only stand and wonder what McLaren might do next.



In association with PEQUIGNET MANUFACTURE

LETTER OF THE MONTH

War of words

Having just read Nigel Roebuck's chat with Niki Lauda about drivers' freedom to voice their opinions, I find it interesting that the blame is laid at the feet of the teams.

I would say that before a team could give a driver *carte blanche* to speak to the media, we would need a media that could be trusted to act responsibly – and sadly I don't see that happening. In the days when Niki and co would talk openly, Grand Prix racing was mainly covered by the specialist press who, you would assume, would be less likely to cause trouble. The mass media that the sport needs to attract today, to bring the money in, is a different thing entirely and it thrives on controversy and sensation. If I was a driver, the last thing I'd want to do is say anything that could be taken out of context; why waste energy spending the next week defending your comments?

We have created a world where lack of personality in our race drivers, actors, politicians, musicians etc is bemoaned, but the minute any one of them goes 'off message' and speaks their mind they are leapt on by the professionally outraged members of the press, social media and so on. Sadly this press only exists to feed the people who consume it, i e the general public. Before we hear the opinion of anybody, it seems to me that we have to show that we can listen properly.

David Fisher, Sutton-in-Ashfield, Notts

PEQUIGNET MANUFACTURE

The writer wins this Pequignet Gents Moorea Ranelagh model in stainless steel with an automatic movement, anthracite dial with date, worth £835.



For a few dollars more

It beggars belief that the accusation of a bribe can be made to go away with the payment of a 'cash settlement', i e a legal bribe. Why should one's personal wealth provide particular individuals the opportunity to circumvent the application of a law that would otherwise ensure poorer defendants go to prison? See: German man sent to prison for accepting alleged bribe.

I am given to understand that in Germany, such payments to the Treasury or a charity (or both) are quite normal. But does this make it right? Would the wider global community accept a payment from Vladimir Putin to 'put to bed' the question of his involvement in the funding of the pro-Russian rebels who shot down a civilian aircraft? Contrary to popular belief, money is not what makes the world go round; the earth keeps spinning thanks to mankind's prevailing ability to retain strong ethical values and to apply common sense in the face of adversity. If a culture of paying for one's mistakes with a cheque is really where we are headed, then wars will be we waged with the aggressors unashamedly offering to pay for the privilege.

Peter J B Green, Saffron Walden, Essex

Pawn cocktail

Max Mosley may no longer run the FIA, but he casts a long shadow over Formula 1. Some years ago, in an interview with Nigel Roebuck, Max suggested that an F1 race should be like a chess match. When I heard this, I probably laughed as hard as Nigel must have. But looking at the current state of F1 it looks as if Max has achieved his goal. Between fuel saving, energy systems, DRS and the constant radio instructions from engineers, F1 drivers have been reduced to pawns who can only move at the will of their masters on the pit wall. Want to pass? Better ask first. Want to push harder? Better ask first. Want to adjust the car while racing? Wait for instructions. The next step will probably be F1 drones: cars controlled by drivers sitting on the pit wall, like the way war is waged from the air now. A truly sad state of affairs. Time for an F1 revolution indeed.

Sean Martin, Chicago, Illinois, USA

Only obeying orders

I have been following F1 since the mid-1960s and heard something a few weeks ago, towards the end of a race, that I never expected to hear from a four-time world champion. He said over the radio to his pit, 'What do you want me to do?' It stopped me in my tracks.

Graham Hill, Jim Clark, Jackie Stewart, Ayrton Senna, Alain Prost and even Nigel Mansell had to know what they were doing, because they were the only ones who could make the decisions. There was no two-way communication between driver and team, no multi-function dashboard read-out. There was just a steering wheel, a gear lever and the driver's experience, instinct and skill.

We're often told that F1 drivers from different eras should not be compared because there are too many variables. It is true that the cars, the technology and the racing are all different, with in my opinion too many outside influences supposedly to spice up the show. Lap times are sometimes slower than in the past, which makes me wonder how all this technology benefits the racing.

In an ideal world, drivers at the highest level should be able to drive flat out for the duration of a race while dealing with changes in the car's behaviour, as tyres degrade and fuel loads decrease. That's what drivers have to do in the lower formulae, so why not at the highest level?

The technology in today's F1 cars has relegated a driver's role to that of a mere 'operative'. Decisions during the race, previously made by the driver, are now being made by people who have never driven an F1 car! Those decisions are then communicated to the 'operative' behind the wheel – and they spend as much time making adjustments to settings, saving fuel and managing tyres as they do steering the car.

Today's F1 driver no longer has to think for himself; maybe Vettel's question shouldn't have come as a surprise.

Andrew Andersz, Aston Clinton, Bucks

Armchair fewer

At the risk of stating the blindingly obvious, we can stop all he navel gazing as to why F1 TV audiences are falling (as mentioned in Nigel Roebuck's interview with Niki Lauda). The answer's simple – pay TV.

If you just have to turn on the set to watch the races, millions will. It's still a great spectacle. If you have to pay a supplement for a sports package, on top of the normal satellite subscription (as in France, where I live), then only the really committed fans will pay for the privilege, regardless of DRS, double points, engine noise or whatever other irrelevancies come and go.

The ready cash from the satellite channels might be good for the short-termism of Bernie and his boys, but is less good for the sponsors who pay to make the thing happen and see their exposure decreasing. Maybe the free channels have lost interest

anyway by now, and with them the bulk of the audience. Out of sight, out of mind. But if your strategic horizon is only next month's share price, I guess you don't care.
Neil Webster, Chelles, France

Channel flaw

That was an excellent article with Niki Lauda in the September edition. However, I am surprised that he is confused about the drop in viewing figures and interest in F1. Having been an avid supporter since the mid-1960s and watched almost all races on TV, the move to pay TV left me feeling excluded and betrayed. I do not think the drop in figures needs any investigation. The correlation is obvious: pay TV gets you more money but loses viewers. Don't complain when you bite the hand that feeds. Presumably, sponsors will follow.
Robert Jennings, Exmouth, Devon, UK

RIP, Denis Welch

In recent years my passion for racing has been rekindled with the discovery of historic racing. The sight and sound of older cars racing in close proximity provides an intoxicating spectacle. We admire the skill and competitiveness of the drivers yet, I suspect, rarely consider the risks involved.

For those of us who witnessed the tragic accident at the Silverstone Classic in July, the risks were brought home in an instant. As a cruel reality check it illustrated the dangers faced by those we respect and admire, and revealed their true vulnerability. In an age when it appears that society is increasingly risk-averse, we must continue to celebrate those who choose to pursue their sport in the presence of such danger. Never again, however, will I take the spectacle for granted.

May I offer my sincere condolences to the family and friends of Denis Welch.
Chris P Daw, Leire, Leics

Bishop's move

Thank you for the fabulous photo of Mike Ryman and myself chasing each other in our DKWs at Cadwell Park, my favourite UK circuit as its twists and turns suit our cars so well. It is such a shame that here in the UK we have no real competition (ie we generally come last but have great fun). I have just returned from the Copenhagen Historic, where there were NSU 1200TTs, Fiat 850s, Abarth Fiat 600s and a plethora of other interesting, small-engined cars to race. It seems the British public want muscle and the authorities want silence, neither of which I can achieve with 940cc of two-stroke triple!

On a separate note, I could not have written Gordon Cruickshank's article on the new Jaguar XF any better. For years I have been bleating on about the fact that it is nearly 50 years since the motor industry managed to combine superb ride with handling and grip beyond the boundaries of normal drivers – *and* give us space, airiness and visibility to boot (I cite the Jaguar XJ6 and NSU Ro80 as examples). It is unforgiveable to use the excuse of safety to sit us inside letterboxes from which we emerge unscathed after having sent a motorcycle in one of our many blind spots into the hedge (or worse). We should by now have moved on, not sideways.

In the Sixties we did not realise how green we were being when our cars rusted away after 10 years. Easy to scrap and without nasty rust-inhibiting chemicals, they provided valuable mechanical parts for other vehicles to prolong their usage. We now build cars with everlasting bodies but with electronics that render them hard to scrap after a similar 10-year cycle. We all like nice features, but this is another sideways move rather than progress.
Tim Bishop, via email

The Rockford file

In reference to your comment in the magazine about James Garner, I feel compelled to say that 'Grizzly', as he was affectionately known, was a real racer. I was a mechanic in F1 and then Indycar until the mid-80s. Grizzly used to show up at Indy annually and knew everyone.

One of my weekend warriors was an off-road racer, so Grizzly would always drop by to see this guy and spend time with the team. He was a good guy, really low-key and very knowledgeable about racing cars.

He was an off-road racer of some skill and also the owner of AIR, American International Racing, who ran Lola T70s in endurance racing and in F5000.

The biggest problem with Grizzly is that he did not toot his own horn, so the public doesn't know much about him and his racing.
Steve Roby, Asheville, N Carolina, USA

Royal mail

I can remember marshalling a time control in the good old days on a *Motoring News* road rally in the Lake District (probably the Illuminations), when Prince Michael and Nigel Clarkson were entrants. In those perhaps more respectful days we debated whether a salute was necessary as their car approached.

In the event we just gave them a time.
Jack Butterworth, Royton, Oldham, Lancs

Bird, not bush

In the September *Letters* column, reader Carl Slate claimed that the Chaparral racing cars were named after a shrub. Well and good, as there is a chaparral shrub. But he also rather emphatically claimed that the car was *not* named after the road-runner bird. Here is where he is wrong. Various periodicals of the early 1960s printed that Jim Hall named the cars after the road-runner bird. It seems that 'chaparral' is a southwest United States nickname for the bird. Hence, and I am sure that Jim Hall would quickly corroborate this, his cars were indeed named after the bird and not the shrub.
Tom Schultz, Wauwatosa, Wisconsin, USA

Dancing in the shadows

Congratulations on your article featuring the 750 Motor Club. In a world obsessed with F1 this was a breath of fresh air. Nearly every week, from February to December, there is a motor sport event occurring at venues all over the country yet very little publicity is given to these events. This is grass-roots motor sport without which the motor racing cannot survive. We should encourage the promotion of these events and let the public know about them.

There is a lot of exciting and interesting racing going on out there. We should be encouraging people to come to some of the club events, where races last 15–20 minutes, not two hours, and there is a mix of interesting cars.
Chris Whitlock, Silverstone, Northants

Mr Whitlock – see p99 and p123…

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GEOFF HUGHES

Seeing our recent photo of Agostini and McGuinness recreating Ago's 1967 battle with Hailwood prompted Geoff Hughes to send us his shot of the Italian ace taken with his 35mm Halina. It's 1968 and Ago negotiates Creg-ny-Baa on his final lap



GREG RICKES

We're giving Greg a second bite at the cherry since we liked these shots from his travels with 'Team McClumpha', a big supporter of SCCA racing in the 1950s and '60s 1 Stirling Moss is wheeled over the grass at the Glen for a 1960 Formule Libre race... **2** ...then has to attend to his Rob Walker Lotus 18 **3** Dan Gurney idles his Eagle out of the Tech Building for the US GP, Watkins Glen 1966 **4 & 5** Timmy Mayer, talented brother of Teddy, got his F1 break in a works Cooper in the 1961 US GP









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MOTOR SPORT SINCE 1924 HALL OF FAME

Arise Sir Tom

WEC ace knighted in Denmark

Even at the age of 47, Tom Kristensen's list of honours continues to grow. To go with his many on-track successes – plus his induction into *Motor Sport*'s Hall of Fame – he has been knighted in his home country of Denmark.

Kristensen said: "I'm incredibly proud to be appointed Knight of the Order of Dannebrog. It's a huge honour that the royal family has followed me in my career and found me worthy of this award and as an ambassador for Denmark. I have always been proud of my origins and I run the swaying Danish flag on my helmet. It means so much to me."



Kristensen's achievements include WEC and ALMS titles – both firsts for a Dane – as well as nine Le Mans wins and six at Sebring.

"I see it as a great tribute to Danish motor sport as a whole," he added. "I feel it is a great recognition of the sport that I have loved since I was a little boy. Today there are many Danes in motor sport, and they are excellent representatives of our country and our flag."

Log on to:
www.motorsportmagazine.com/halloffame
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"I never considered early on that Niki could beat me to the championship. That was a mistake!"

In 1984, Alain Prost joined mighty McLaren and confirmed what we already knew: he was the fastest man on the grid. But wily old team-mate Lauda wasn't about to roll over... F1 was set for an epic – and the tightest finish in history

writer ADAM COOPER

JUST AS THE 2014 F1 season has turned into a battle between two team-mates, so it was 30 years ago when Niki Lauda and Alain Prost fought out one of the most intriguing contests the sport has ever seen. In the end it turned out to be a triumph for experience as the Austrian won the world championship by just half a point, a margin that still stands as the closest in history.

The season was significant in other ways. It firmly established the Ron Dennis-managed McLaren International as a major force, and at the same time the way the team operated under technical guru John Barnard, with a sharp focus on the details, forced everyone else to raise their game. The modern era of F1 was arguably kick-started by McLaren in 1984.

THE ROAD TO THAT SEASON HAD begun late in 1980, when Marlboro's John Hogan engineered a merger between Teddy Mayer's struggling Team McLaren and the emerging Project 4 set-up. Dennis had total faith in Barnard and his pioneering MP4 carbon chassis, and the design proved its worth in 1981. However, it became clear that one element was missing.

"At the end of '81 I said to Ron 'We're going to need a turbo if we're going to have any chance of winning from here'," Barnard recalls. "We'd won the British GP that year, but you could see the writing on the wall."

Mayer wanted to go with Renault, while Dennis and Barnard paid a visit to BMW. John was not impressed by either option, thanks to their road car origins. The Munich engine even came with a frame that attached it to the Brabham chassis, and John was told he could not design his own.

"There was nothing out there that I liked, and basically everything was a compromise. We needed a racing engine, so we went through a whole list of people who might build one. Then we said 'Porsche' – and Ron being Ron he picked the phone up, got hold of somebody at Porsche, and within the next day or two we were over there talking to them about the concept I had."

The Stuttgart manufacturer was about to launch a full-on return to sports car racing



"THERE WAS NOTHING I LIKED. WE NEEDED A RACING ENGINE, SO WE WENT THROUGH A LIST OF PEOPLE WHO MIGHT BUILD ONE"

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Prost leads Lauda during the early stages at Imola, where the Frenchman scored his second win of the campaign

LAT

with the 956, and had no interest in a factory involvement in F1. But it was willing to build an engine for McLaren on a customer basis.

"I said I wanted a V6 and I wanted all the pumps off the side of the engine, this is the profile I want, and that was it. I didn't want any compromises, I didn't want this tube frame, road car bollocks. They had about three years on the programme they gave us, and we said 'You had better make that 18 months!'

"The first stage was design, and we as McLaren had just about enough money to pay for it. At that time, though, we didn't have enough to take it forward. During that design stage, which was about eight or nine months, Ron went out looking for the money to finish it – and that's when he got hold of TAG and did that deal."

The engine first appeared in testing in July 1983 in a converted Cosworth chassis, dubbed the MP4/1D.

"Niki said, 'It's like taking off in my Learjet, it just keeps pushing all the way down the straight until you get on the brakes'," recalls Barnard. "I remember Porsche saying, 'There's not enough oil in the car, you've got to have a much bigger tank'. I said, 'This is not a sports car, I can't put an oil tank in the passenger seat'. We had to get Porsche out of this Le Mans mindset, which was not easy."

Barnard requested revised piston rings in an attempt to reduce oil consumption, and Porsche duly responded. There might have been a clash of cultures, but the two parties soon understood each other.

"Apart from testing it in a hack chassis, I didn't want to race it in '83," says Barnard. "I was pressured. Basically the pressure came from Niki and Marlboro. Niki was firing up John Hogan because he wanted it there and then, and John was leaning all over Ron, so it was like, 'You've got to do it'."

Lauda gave the interim MP4/1E its debut at Zandvoort, where he started 19th and retired with brake problems. He also retired at Monza and Brands Hatch, as did John Watson in the other car. However, in the finale in South Africa Lauda was catching leader Riccardo Patrese before a late retirement due to an electrical relay failure. By now Niki was full of optimism for the future.

"Barnard didn't want to bring it in the season before," Lauda recalls. "But I forced him to do it for Zandvoort, which was the most important decision. We developed the car and I was quick in South Africa, so I knew exactly what was going to happen in 1984. Then unfortunately Prost came..."



Initial wariness soon turned to respect and the new team-mates formed a fruitful alliance

AFTER MISSING OUT ON THE WORLD Championship at Kyalami, Prost was dropped by Renault, leaving one of the biggest stars of the era without a job. Watson was still embroiled in salary negotiations with Dennis, however, and thus a door was potentially still open at the Woking team.

"When I lost the championship in Kyalami in the last race, I was going to catch a helicopter back to the airport and I met John Hogan," Prost says. "I knew that something could happen. I told them that we must keep in touch, and I was right, because I knew the day after that it was possible for me to go to McLaren."

Dennis had all the cards, and he played his hand in typically ruthless style. He dropped 'Wattie' and captured Prost for a pittance of a salary relative to the record-breaking deal Lauda had been able to extract from him.

"It was sad for me because John was more than a friend," Prost recalls. "At the time when I started my career in F1 in 1980, when I was with him, he was really like a big brother. The contract was not very much in favour of me, I was a number two driver, and I had to accept it."

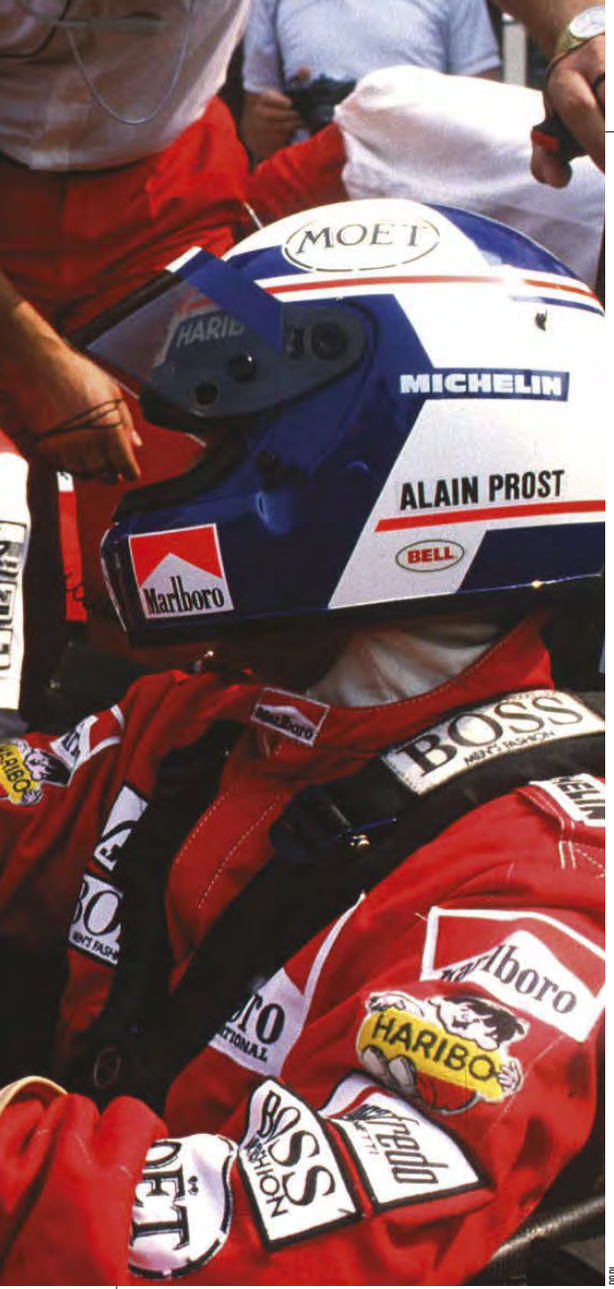
Lauda, meanwhile, watched events unfold with some frustration. He'd done all the hard work, developing the turbo and helping Dennis to build the team, and now the balance had completely changed with the arrival of this upstart – although Prost was actually only six years and two days younger than his established team-mate.

"Watson screwed up!" Lauda says, with a smile. "Alain was the quickest guy at that time, no question. He was the next generation and really good and quick."

Prost had worked briefly with Dennis and Barnard at McLaren at the end of 1980, shortly after the amalgamation with Project 4.

"I was then very close to staying at McLaren because of Ron and John," he says. "It was very difficult for me, I'd had a lot of problems, a lot of accidents, in 1980. I lost confidence. I was very tempted to stay when I saw the project with Ron and John, but on the other side I had the Renault factory deal. I was not 100 per cent convinced that it was the right move, but sometimes you have to make a decision. I don't regret that move, anyhow."

A lot had changed by the time he returned: "It was completely different, yes. Going to a big



DPPI

team like Renault, with a big factory behind it, it's another environment, very strange, very different, a lot of politics. And then you come back to McLaren where it was not a small team, but it did not compare to the team that you have known from a few years before. You felt you were part of the family and I liked Ron, even if he's not easy all the time."

Lauda was wary initially, but he and Prost soon hit it off, both men sharing a healthy respect for each other's abilities.

"There was competition, but as a person I had no problem with him," Lauda says. "We had a good relationship, but as racing drivers we were fighting each other."

"This year was very good because I had a lot of respect for Niki," Prost says. "He was older and strong, and for sure I was the young guy. But the balance was very good, we never had any problems because of that."

Meanwhile, Barnard designed the definitive turbo car in the MP4/2. Others had experimented with carbon brake discs, but McLaren was the first team to commit fully. It was a steep learning curve, especially with the extra straight-line speed of the turbo to deal with, until drilling radial holes in them proved to be a huge step forward in Kyalami.

"That changed everything," says Barnard. "So for '84 I designed my own twin calipers, specifically for carbon brakes, taking into account the heat and so on.

"The thing that worked really well on that car was the rear wing. We were running these winglet things, and did quite a bit of work on them in the tunnel – in particular on the supporting strut that went across between them. That actually helped to deflect flow back under the wing. The car had tremendous traction and rear grip.

"Once you've got aerodynamics that are not sensitive, but are efficient and can produce downforce, then your car's going to work well. Whatever you did with it your back end was nailed, which meant the driver never really lost confidence in it, and that was a key to the car.

"We had lost our ground-effect underbodies because of the flat floor coming in at the end of '82. I told Ron at the time we've lost 50 per cent of the advantage of the engine we had built, because it was specifically designed around ground effect. But it turned out to be a good package anyway..."

"THAT WAS THE WORST FOR ME. MY CAR, FIRST RACE FOR HIM, AND HE WINS. THIS THING WENT ON ALL SEASON"

INDEED IT DID, AS WAS DEMONSTRATED in the Rio season-opener. A fully motivated Lauda was determined to show Prost who was boss, only to retire from the lead due a faulty battery cable.

"When we came to Brazil he was five tenths quicker in practice," the Austrian says. "Then I led the race, but my car stopped and he won. This was the worst thing for me. My car, first race for him, and he wins. And this thing went on all the way through the season..."

South Africa provided the real wake-up call for the opposition. Prost suffered a last-minute fuel pump drive failure and started from the pitlane in the T-car, but he had enough pace in hand to charge up to second place, behind Lauda.

The package was still fragile, however. After a troubled practice both cars retired at Zolder, Prost with early distributor trouble and Lauda through water pump problems. Niki stopped again at Imola, this time with a piston failure, while Alain scored his second victory, despite a brake-induced spin. Four races in Prost led the championship on 24 points, while Lauda was down in fifth on nine. That 15-point advantage was as big as it would get.

Meanwhile Niki was still struggling to come to terms with Prost's qualifying pace.

"I remember him saying to me, 'This f***ing little Frenchman is always half a second quicker than me, I've got to figure out what to do'," Barnard says. "Niki had the nous to suss out his competition and play games with them mentally, but at the end of the day, Prost was just quicker. And it used to piss Niki off no end, because he couldn't figure out how to find that time."

John provides an interesting insight into their driving styles: "As I said the '84 car was always nailed down at the back, which meant you were nearly always trying to dial out that entry understeer, which Alain could kind of drive around. Niki had to dial it out a bit more to be comfortable. I think Niki would go in a little deeper and a little harder, so he needed a bit more grip from the car's front end."

At Dijon there was a further series of piston failures, and a new batch of engines had to be shipped in for Sunday. In the race Prost had a fright when a wheel was not properly secured at his pitstop – the result of the screws holding the disc bell working loose, and a rare chassis glitch. He finished out of the points in seventh, while Lauda scored a crucial victory after a charging drive. It moved him up to second place, and from now on the championship was all about the McLaren team-mates. Nobody else could provide consistent competition.

"We were not fighting on the same register," Prost says. "That means I was always quicker than him in qualifying. In the races he was not quicker, but he was always there, you know! You could not believe that he was able to come back.

"The way he was driving too, he was really much better in the races than in qualifying, that's for sure. And it was also a time when you could overtake, you could make a proper race, and you could also set up the car differently for qualifying and races."

Prost took his first pole of the season in Monaco. Come the wet race he scored a

controversial victory after the race was flagged prematurely, just as rookie Ayrton Senna was closing in. He scored only half points, however. Lauda had crashed out at Casino Square while running third.

The three-race North American tour proved largely frustrating for McLaren. In Canada both drivers were beaten by Nelson Piquet's Brabham, with Lauda finishing second after passing a down-on-power Prost – one of the few times all year that they were actually together on track. In Detroit a puncture left Prost a frustrated fifth, while Lauda retired with an electrical problem.

A fortnight later Prost looked set to bounce back with a win on the crumbling Dallas track, but with 10 laps to go he clipped the wall and was forced out by a puncture. Lauda had an off of his own while running third, but he had at least set fastest lap. It was one of five he would secure in the last eight races of the season.

"I changed my strategy," the Austrian says. "I worked only for the races, and not for qualifying, because I couldn't beat him there. Thank God I did this, because I won many races afterwards."

The Austrian's race engineer Steve Nichols says: "The thing that stood out about Lauda more than anything else was his absolutely iron-willed determination to get the job done. No matter what it took, no matter how hard it was. It really was just incredible. He knew he was up against it in qualifying with Prost.

"He tried very, very hard for the first half of the season to match Alain's qualifying pace, and finally decided he just couldn't. He'd have to give up and concede that he was going to be a tenth or two slower over one lap, and concentrate on the race."

At Brands Hatch Prost retired from the lead with a gearbox failure, handing the win to Lauda, and then at Hockenheim Alain led a safe McLaren one-two. The next race in Austria was to prove critical. Prost spun on oil while driving one-handed as he nursed a dodgy gearbox, and then Lauda had a drama of his own while leading. After losing fourth gear he thought his race was over, but he kept going with sufficient speed to fool the pursuing Piquet. It was his first ever win in his home race.

"He did a magnificent job," Nichols says. "If Piquet had realised that Niki didn't have that gear he would have attacked, and that would have been it. But he drove just fast enough to make Nelson think he didn't have a chance. There was a tooth embedded in the case that had broken off, but luckily it stayed and plugged the hole."

Lauda adds: "It was a very big win, because this was a key part of the championship. Alain crashed – and for me that was the important thing. It was one of the most significant races for me, to win despite the gearbox trouble."

The victory moved Niki into the lead of the championship for the first time, by 48 points to 43.5. By now Prost could be forgiven for thinking Lady Luck favoured his team-mate.



Designs on the title: McLaren technical chief John Barnard confers with Lauda and Prost

LAT

"I had more mechanical problems than him," he says, although in truth Lauda had his fair share too. "I was really fighting against Nelson, especially for qualifying and the beginning of the races," Prost adds. "I was like a rabbit for Niki. I never considered in the first part of the season that he could be able to beat me in the championship, and that was a mistake!

"When I had a problem, like with the gearbox in Brands Hatch, every time he was there, and in the end it was quite a lot of points. Maybe sometimes I could have been a little bit more cautious, less fast at the beginning of the race and taken care more of the car and the tyres."

PROST APPEARED TO HAVE TURNED THE tables when he headed Lauda home in a one-two at Zandvoort, but next time out at Monza the team was plagued by engine trouble. Alain retired with a failure on the fourth lap, but Niki survived to claim another victory to give himself a 10.5-point lead with just two races to go.

"It took a lot of luck and quite a bit of good management to achieve what we did," says Nichols. "To win 12 races with the reliability we had was quite an achievement. We had to try to pick a winner out of the engines that had the best oil and water consumption. They put red dye in once to try to track down the water leaks. We went out, did a run, took the engine cover off, and the whole engine bay was just pink from various tiny, untraceable leaks and water migrating through the castings..."

Meanwhile, Lauda had been distracted for some weeks by ongoing talks with Renault. After they collapsed Dennis convinced him to stay at McLaren, for a third less money than before, following some painful negotiations. Lauda's relationship with his boss was strained, to say the least.

Prost bounced back by winning the penultimate race at the new Nürburgring, while from 15th on the grid Lauda finished fourth – despite a spin. It was a crucial piece of damage limitation for Niki, who went into the finale at Estoril with a three and a half point advantage over his team-mate. He thus knew that he could finish second and still win the championship, but initially things didn't go Lauda's way in Portugal.

"Qualifying there was awful," he says. "He was second on the grid and I was about 11th. And I knew that I had to finish second behind him to win the title. But funnily enough, before the race I knew that if I didn't make a mistake, like running into somebody and breaking my wing, then I could make it."

To the world at large Lauda seemed relaxed while Prost had a weight on his shoulders, but even Niki lost his cool after his car suffered a water leak in the warm-up. "It was such a tense weekend, everybody was really on edge and stretched really tight," Nichols says. "He sort of flipped and freaked, and was shouting at everybody in general and me in particular about the preparation. He probably didn't realise that all of us were pretty tense."

Lauda opted for a cautious first lap, and then his life was made harder by a turbo fault. But gradually he began to make up places, helped by winding up the boost and going to the edge on fuel consumption: "I had a turbocharger problem right from the beginning, so had to take risks to make up for my loss of power."

Barnard says: "It was the one time I saw Niki just chuck everything at it and go for it big time. And he came up the field like I've never seen. You could tell it was, 'This is my one chance'. He was passing people here and there. He just came storming through."

Prost did everything he could by winning – but at the flag Lauda was there in second. He'd logged five wins to Prost's seven, and had beaten him in qualifying just once in 16 attempts, but he won the title by half a point.

"Fighting Prost in the same car, it meant a lot to me," he says. "It was very good. I think I adapted very well, beat him, and the next year he won everything, and I retired. I would have retired maybe two years later without Prost..."

Prost says, "When he won the championship I was not sad at all. Even if I lost the title by two points the year before, and '81 and '82 could also have been winning seasons, I was not too disappointed, because the ambience was so good. At the end I felt happy for him.

"Whenever I talk to Niki we remember that we had so much fun together, we really were friends. Sometimes you remember things outside racing – and the party we had in Estoril was one of the best!

"I was not lucky with the mechanical things, but in the end it was a dream season for Niki. Coming back after stopping his career and being world champion, and beating me by half a point, it was so good for the history of F1 and I am really proud to be part of that story."

On the podium in Portugal, Lauda told Prost that his turn would come the following year – and he was to be proved correct.

"In '84 I learned a lot," Prost says, "because I said to myself that maybe the quickest driver is not going to win the championship, and for the future I have to think and work maybe differently. In '85 I had a lot of races where I was thinking it was better to finish second, third or fourth, rather than going too fast or taking a risk. So in fact you always learn about these things, and in the end Niki's way was right. I do not say I was wrong, because I was not very lucky, but this is the way it is." M

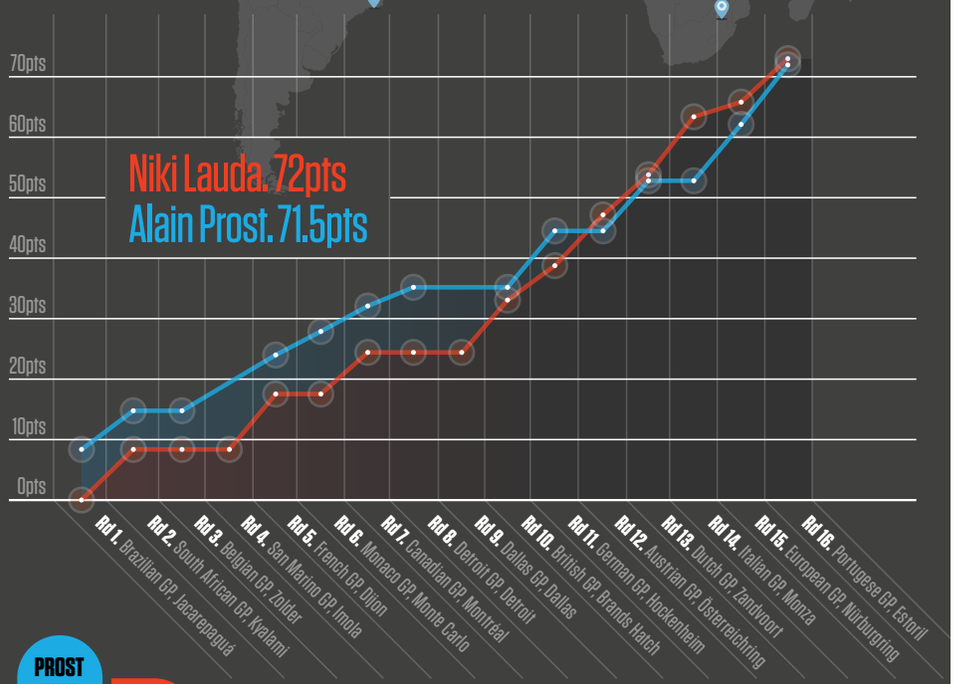
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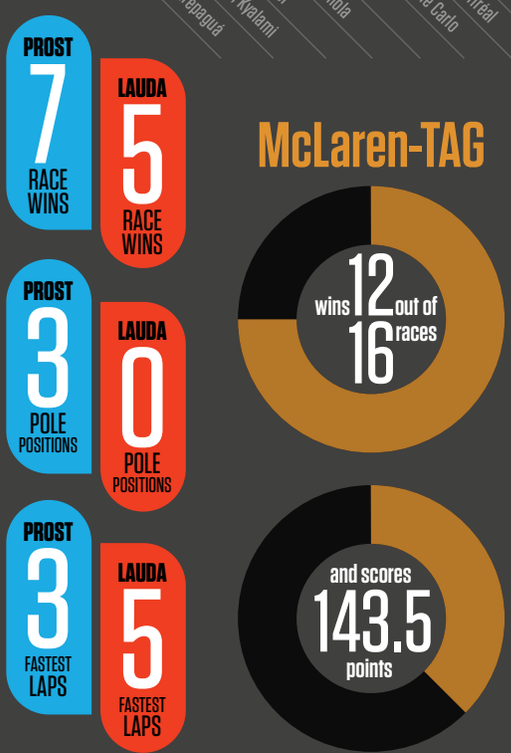
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Prost vs Lauda

The battle of 1984





McLaren-TAG

Championship for drivers final standings

1	Niki Lauda	72
2	Alain Prost	71.5
3	Elio de Angelis	34
4	Michele Alboreto	30.5
5	Nelson Piquet	29
6	René Arnoux	27
7	Derek Warwick	23
8	Keke Rosberg	20.5
9	Ayrton Senna	13
10	Nigel Mansell	13

Patrick's paternal flame

Michael Head's exploits at Goodwood in the 1950s were a defining influence on the life of his young son. Now the reflective legend of F1 design is preparing for a suitable tribute to his father

writer ROB WIDDOWS
photographer MITCH PASHAVAIR





"MMM, I see you've only used 5100," he observes gruffly, peering down at the rev counter. "I hope we're going to push harder than that. Is there a rev limit today? And how's the clutch?"

The famous voice, and the purposeful gait, are back in the pitlane. He's already ruminating on rollbars, talking tenths and trying not to take it all too seriously.

Patrick Head, former technical director of Williams F1, has entered the Cooper-Jaguar raced by his father Michael in 1956/57 in the Sussex Trophy at this month's Goodwood Revival. Today the car is on a preparatory outing at the historic Sussex circuit where his father scored many race victories.

"They are strong childhood memories, coming down to Goodwood in our MkVll Jaguar, sitting on a blanket on the grass and eating our picnic," Patrick recalls, "then my father would have his race. It was all part of growing up. I was only 10 years old when he raced the Cooper-Jaguar. He won in this car here at Goodwood on Whitsun weekend in 1957. It was a 100-mile race for unlimited sports cars so he was up against Aston Martin DB3s and D-type Jaguars. Going through his archive, I've found a lot of old photographs, and I still have the trophy he won that day."





Patrick's decision to prepare the car, road-registered as HOT 95, and race it at Goodwood is very much a personal tribute to his father. Michael Head was a competitive individual, a successful amateur racer who tragically died from cancer aged 58 and never saw his son winning all those world championships for the Williams Grand Prix team.

"I'm not usually an emotional type," Head says, "but the car's current owner brought it to Williams three years ago and very generously offered to lend it to me – and race it at Goodwood if the opportunity arose. So, having retired, I've had more time to look into what my father achieved, to learn more about his life. He was rather an extraordinary fellow, wanted me to be the best at everything – and I wasn't always the best at everything, so we had a slightly tense relationship. I was looking at some old photos of him racing and decided to spend some money, get the car up to the standards required for Goodwood. The preparation has to be right, it has to be safe, but we also want to have some fun."

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MICHAEL HEAD TOOK PART IN 100 events, winning 26 of them, and was a loyal customer at Jaguar. After the war he was posted as Military Attaché to Stockholm and raced a Healey Westland, often with studded tyres on a course created on the frozen sea. He later returned each year to race in Scandinavia, driving there in an XK120, a C-type and a D-type owned by Duncan Hamilton.

"My mother would be crammed into the passenger seat," Patrick says, "along with tooIbox and luggage, while spare wheels and tyres were strapped to a rack on the back. I think motor racing provided some excitement, some adventure, following so many years at war. People said they courted death but I think it was the opposite, it was actually life and excitement they courted. The racing was serious, but it was also very sociable, meeting up with fellow competitors and their partners at pubs on their way home from races. Life and motor racing were very different in those days, a free and different environment. Expectations were not high after the war.

"My father was always keen on Jaguars, had a lightweight XK120, then in '53 and '54 a C-type, chassis 005, which is now owned by Richard Frankel. This car was notable for being the first Jaguar on disc brakes and was entered by Jaguar Cars in the '52 Mille Miglia for Stirling Moss and Norman Dewis, essentially for assuring the brake performance before Le Mans. Richard Frankel invited me to drive it on the 2012 Mille Miglia and it was very tractable with plenty of torque, a very taut chassis, and precise steering. It was a joy to drive."

Michael Head, Duncan Hamilton, Tony Rolt and half-brothers Graham and Peter Whitehead were not averse to indulging in a few pranks, as racers often did in those days. One in particular, on Guy Fawkes Night, very nearly went wrong.

"They'd bought some rockets and were on the train home from London," Patrick says, "and someone had the idea of lighting them, pointing them outwards and upwards from the train windows, and firing them as they ▶

passed through stations where the train didn't stop. The police were waiting by the time they reached Woking and searched the carriages, so my father hopped off in his city pinstripes and bowler hat, looking a most unlikely candidate. I don't think being discovered would have done much for his army career…"

The racing, however, was serious stuff and it was in Hamilton's D-type Jaguar that Michael Head had one of his finest races. Returning to his old hunting ground in Scandinavia he entered a race promoted as the Swedish Grand Prix in the winter of 1955.

"Yes, this was an international sports car race at Kristianstad. Fangio and Moss were first and second in the works Mercedes 300SLRs and my father came fifth, the first privateer home behind the Mercs and the works Ferraris. He also did the Goodwood 9 Hours with Graham Whitehead but the car broke down early on. He wanted to buy a D-type but Jaguar doubled the price from £2000 to £4000 between him ordering and receiving it, so he cancelled and got this Mkll Cooper-Jaguar. I don't think he was too keen on Coopers and their noisy 500cc cars with motorcycle engines, but he must have raced against the Mkl Cooper-Jaguars and been impressed enough to buy the Mkll. This was chassis number two out of only three built, the first going to Peter Whitehead and the other to Tommy Sopwith. My father bought it from Cooper as a rolling chassis, with the 3.4-litre D-spec engine, because Cooper was busy with Formula 2 and plans for F1, so they never finished it. He took it to Dunlop to have the brakes fitted, to Lucas for the electrics and to Williams & Pritchard for the body."

Despite being a full-time army officer, retiring as a brigadier, Michael Head prepared his own cars and worked on them at home in the evenings. The only time he had a mechanic was when he raced Duncan Hamilton's D-types and these were his only non-finishes due to mechanical failures.

"After the war my father had completed a degree-level technical course at Shrivenham," Patrick explains, "and later he became a director at the Fighting Vehicle Research and Development Establishment at Chobham, using their banked track to check his cars after major rebuilds. He didn't really let me get involved in preparing his cars. Maybe I'd be given a bucket of water and told to clean the wheels, but I was only 11 when he stopped racing so I never got near the mechanicals. He used to be in the garage until late at night, then he'd be back in London to do his day job. He was something of a workaholic and very competitive in his racing."

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THE COOPER-JAGUAR HAS BEEN prepared for the Revival by Battle-based CKL Developments, established by Jaguar specialist Chris Keith-Lucas. The engine had some problems on the rolling road, suffering detonation, so was taken out and sent to Sigma Engineering, an XK racing expert. It was decided that a 'half-race' spec would be most suitable, as the car continues to be used on the road. The project has been overseen by CKL managing director Ben Shuckburgh, who's been working closely with the former Williams technical director.



"MAYBE I'D BE GIVEN A BUCKET OF WATER AND TOLD TO CLEAN THE WHEELS, BUT THEN I WAS ONLY 11"

"It has been a bit of daunting prospect," says Ben, "because, as we know, Patrick is a very distinguished engineer, but it's also a privilege and something of an honour for us to work with him. Also, it's a very personal project so there is some emotion involved as well as the technical and engineering side. We both know the car is very primitive, with transverse leaf springs, brakes that are run off a Plessey hydraulic pump, off the gearbox, so it's very basic in comparison with even the oldest F1 cars Patrick worked on. Projects like this are very much about getting your hands dirty, having a feel for the car, and certainly no computers to plug in… We've had fun just getting it to be safe and reliable for the Sussex Trophy. We've fitted an approved fire system, a new bag tank, rebuilt the brakes and lowered the final drive ratio to be more suitable for Goodwood. The car isn't a race-winner; we'll be up against the Lister Knobblys, which run wide-angle 3.8 engines, and the Aston Martins, but it's quite a soft car so if it rains we might spring a surprise. We've had a clutch problem today, so there's work to do, but we'll be on the grid and we're proud to be a part of Patrick's tribute to his father."

Behind the wheel at Goodwood will be historic racer Ludovic Lindsay, a favourite among Revival fans for his storming drives in his father's ERA, and a highly experienced competitor. Ben will partner him in the two-driver Sussex Trophy.



Cooper is primitive by the standards of Head Jr's era

"First impressions are good," Ludovic says. "It has some body roll, but the brakes are fine and I'm looking forward to using more revs. Michael Head was a bigger man than me so I need to make some adjustments to get comfortable for the race. We'll be competitive, we'll have fun and I just hope the lights are pointing in the right direction as the Sussex Trophy goes into the twilight on the Friday of the Revival. Patrick brings a new dynamic to the preparation of the car and – like all Formula 1 people – his lists are 10 times longer than anyone else's. I was a bit nervous about what he might ask when I came in after the first few laps. What is really great for me is that Patrick's father, in a D-type Jag, and my father, in an HWM Alta, raced against each other here at Goodwood. In June 1955 they finished fifth and sixth respectively in a National Handicap race, so that's a very nice link for us."

When Patrick steps back onto the pitwall on September 12, there will be no telemetry, no radio and no downloading of data. He's going back to basics but will not simply be there for a sentimental journey. Those who know him, especially those who raced for him, will be aware that he does not expect a misty-eyed cruise into the twilight.

"I want to see the car driven hard around Goodwood," he says with a grin, "and watch it lapping at least as fast as it did in 1957 – if not quicker. I haven't actually managed the preparation of the car, but you can't spend 40 years of your life in racing and suddenly leave it all behind you. I'm still involved with Williams, not designing the cars, but I chat to Pat Symonds about how it's going. So yes, I'll be keeping an eye on it all when we get to the race, but one of my requirements is that everyone should have some fun."

The Sussex Trophy, for sports cars that raced between 1955 and 1960, will recreate those late summer days when Ferrari and Aston Martin battled it out for the World Sports Car Championship at Goodwood. It will run into dusk on Friday September 12, the opening day of the Revival.



First-class **second**



We asked versatile Frenchman Nicolas Minassian to try his hand at Group C2 – sports car racing's finishing school when such as Porsche and Jaguar ruled the roost – and assess the formula's enduring appeal

writer SIMON ARRON **photographer** HOWARD SIMMONS


class
specialist automotive engineers

"IN MY EYES IT'S the best race in the world, bar none," Nicolas Minassian says. "I've done Le Mans 15 times now and feel the same sense of excitement every time. The event still retains its flair, which doesn't necessarily happen elsewhere. In many areas of our sport you have ups and downs, but Le Mans remains the same. There is a huge crowd and, as a driver, I always get the same buzz. The circuit has a slightly edgy feel to it – and I like that. In Formula 1, many of the current tracks have huge run-off areas, but at Le Mans you have to respect the limits. You can't just jump in and drive flat out straight away. You have to build yourself up a little bit – and there is still something special about the cars, to my mind…"

Born 41 years ago in Marseille, but a long-time UK resident now based in Sussex, Minassian was never likely to spurn an invitation to drive a couple of sports cars. Especially at Silverstone, where he scored victories in both British F3 and the FIA Formula 3000 Championship. "I actually preferred the previous version of the circuit, because it had a better flow," he says, "but it's one of my favourite tracks. There are parts where the run-off is still quite narrow and I like that, because it's easier to read the circuit when you don't have huge amounts of empty space. At modern tracks, you tend to be balls out after a couple of laps, because if you make a mistake it probably won't cost you more than a few tenths. Silverstone still has some good, challenging corners: from Copse through Becketts and down to Stowe…"

It's a bit of a throwback to hear a driver using proper corner names, rather than Turn One, Turn Five or whatever. "You should respect traditions," Minassian says. "That quick sequence is as good as any in the world, fast, technical and challenging without a great deal of margin for error. You have to think about what you're doing."

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THE CARS IN WHICH HE'LL BE THINKING hail from an era rich in small-volume manufacture, when Porsche, Jaguar and Co would share the track with C2 artisans such as Sthemo, Strandell, Alba and Gebhardt. First is a Tiga GC286, a 1986 chassis originally powered by a 1.7-litre Ford turbo but later uprated to GC287 spec and mated to a Cosworth DFL. The other is a crowned champion, the very first Spice chassis, a Cosworth-powered SE86C that carried Gordon Spice and Ray Bellm to the C2 world title in 1986 (and now run by Celtic Speed). There was a plan to give Minassian a run in Mike Donovan's Spice SE88, too, but the test takes place during the build-up to the Silverstone Classic, when Group C cars share the circuit with Lola T70s, Chevron B16s and similar bygones. Driving standards are not quite as glorious as these cars' proportions, however, and red flags trim the available track time.

You might recall Minassian appearing in these pages a few years ago, when – as an only-just-former factory Peugeot driver – he tried a Group C 905 and compared it with the 908 V12 turbodiesel he'd used in his day job.



Minassian initially felt more at home in the Tiga, but the 1986 title-winning Spice (right) swiftly grew on him

He has also tested other Group C cars, including a Lancia LC2 (raced by the factory from 1983-86) and a Jaguar XJR-14 (in which he dominated the Historic Group C race at the 2013 Silverstone Classic). Since Peugeot withdrew from sports car racing on the eve of the 2012 season, Minassian has raced various LMP1 and LMP2 cars, most recently Russian entrant SMP's ORECA 03R-Nissan. "I've had some very competitive cars at Le Mans," he says, "and am absolutely gutted that I never won it…" Twice he has finished on the podium, sharing the 908s that finished second and third in 2008 and 2011 respectively.

It's a little-remembered fact that he made his Le Mans debut in a Group C car, aged 21 in 1994. "It was a rebadged Sauber from about 1986," he says. "They called it an Alpa and fitted it with a Cosworth engine. To be honest I don't remember a great deal, because at that time I was completely wrapped up in a little bubble, focusing on F1. I had to pump the brakes a lot and don't recall the car feeling particularly stable…"

From that, then, to a Tiga of similar vintage – now owned by Group C series director Bob Berridge. "It's perhaps not the best-looking car," Minassian says, "but I was quite surprised by how straightforward everything felt. With some older cars, just getting out of the pits can be quite difficult – the engines don't idle very well and everything has to be nice and warm before it works properly. This just felt like a road car: start the engine, engage gear and go. Lots of sports cars are a bit understeery and are designed to be predictable and quite easy to drive. The Tiga was quite the opposite and reminded me of a single-seater, with a very strong front end and good high-speed stability. In slow corners it was quite twitchy and turned in really well, which I liked. The engine is nice, too – the V8 revs very nicely and has just the right amount of power for the chassis. It was very well balanced. It's not complicated like a turbo car: you just get in and it does what you want it to do. I wasn't expecting it to be quite so much fun."

Initial impressions of the Spice are less favourable, but then he's barely into his stride when the red flag comes out. "Just leaving the pits it felt less user-friendly than the Tiga," he says. "It had a sharper clutch, stiffer accelerator and felt less driveable. The Tiga is just 'brrrm' – start and go."

It will be a few hours, a sandwich and a glass or three of fruit juice before it's his turn again



"IT'S FUNNY, BECAUSE THE GAP BETWEEN GROUP C2 AND GROUP C FEELS VERY MUCH LIKE THAT BETWEEN LMP2 AND LMP1"









Scenes from a Silverstone test day. Minassian had previously raced LMP1, LMP2 and Group C cars, but the Spice and Tiga added an extra dimension to his vast repertoire

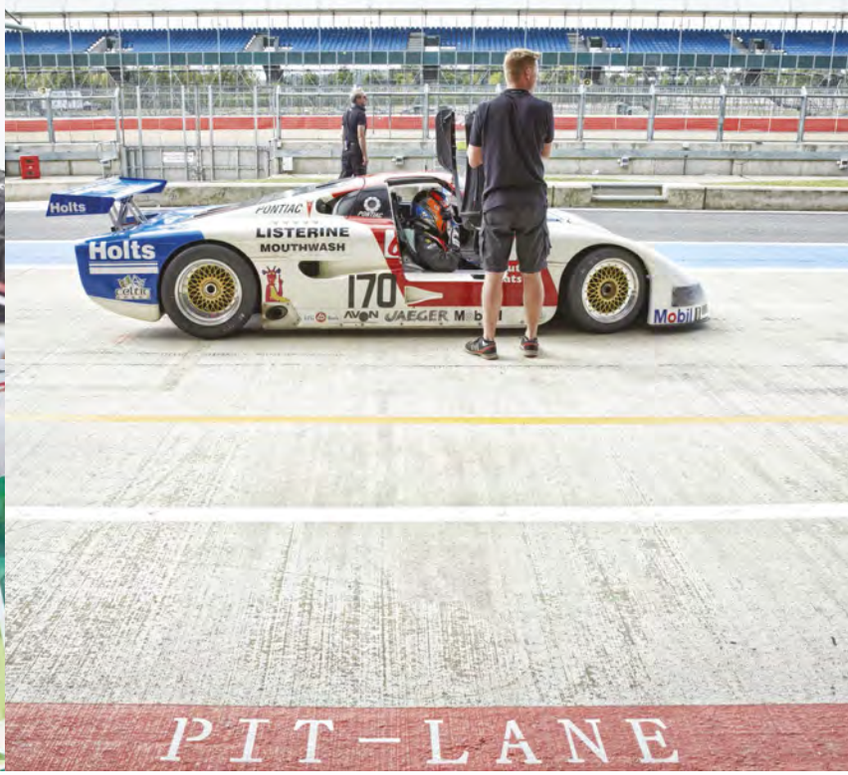
















PIT-LANE

– and this time he manages a few laps in the Spice before the inevitable reds appear. "It wasn't quite what I'd expected after my initial experience in the pits, where it felt as though it might be quite tricky," he says. "On track, any difference between the two cars pretty much disappeared. The Spice and Tiga feel quite similar, which probably isn't surprising as they both have V8s. I preferred the way the Tiga was set up, because it felt very stable on the brakes, while the Spice felt more as though it was in Le Mans trim – with less of the downforce you need around here. The cabin ergonomics are better than those in the Tiga, so if you need to make a quick change you can. Given the choice, I'd probably use the Tiga for most of the championship but take the Spice to Le Mans. I felt more in tune with the Tiga, but that was probably just a set-up thing.

"It's funny, though, because the gap between Group C2 and Group C feels very much like the difference between LMP2 and LMP1 nowadays. You have to hassle the smaller cars a bit to get results – it feels like a stepping stone.

"To me, though, the biggest difference between these two eras is reliability. Now you drive an endurance racer and absolutely trash it, in a way, pushing to the maximum, getting every little bit out of it. You can really hammer modern cars and they will take it. And if something breaks, it's probably not your fault – it means something has gone wrong, because there are so many electronic systems to protect gearboxes and so on. The older cars, though, were much more physical – no power steering, a lot of work to do during downshifts, double declutching, heel and toe…

"In terms of a car's core functions, there's much more to consider when driving a Group C car, because you don't ever want to miss a gear. Nowadays, you have much more to think about electronically – adjusting engine mapping or KERS, for instance – but you have no worries about reliability. In Group C, a steering wheel was just used for steering… but if you missed a gear at 300kph you were probably going to break the engine.

"Things have changed a lot in the last 12 to 15 years, with the switch from H-pattern gearboxes to sequential semi-automatics and so on. The difference between the 1980s and the present is huge, but when I drove that Jaguar XJR14 – from 1991 – I found that was actually quite close to what I race now, in terms of feel. It was stiff, and you drove it pretty much like a single-seater. That's true of all prototypes now – they're like single-seaters to drive, but a little heavier. The 1980s cars are something else altogether. The Lancia I tested was quite soft and understeery, but by the early 1990s Group C cars had underfloor tunnels and lots of downforce. That's when they turned a page."

And is it much harder contesting Le Mans in your 40s than it was at half that age? "It's OK," he says, "because LMP2 is less physical than LMP1, straight-line speeds are reduced and power steering makes it quite easy. The Peugeot 908 was harder, because in a closed car you immediately have more heat and with 800bhp it's never going to be less than physical. You get a kick up the arse every time you change gear, there's the pressure of driving for a manufacturer and you tend to drive longer stints. In LMP2 you generally stay out for as long as a set of tyres lasts, usually three stints, and don't get that tired."

Does he have a favourite among the heritage cars with which he's been entrusted? "The XJR14," he replies, almost before the question is finished. "It was incredible – the memory is implanted in my brain and will remain forever. I'd love to have been a factory driver at that time. It was a big beast, but well sorted. I think it was the perfect racing car. The only slight snag for me was having the gearchange on the left. Even though I've been driving in England for many years, it felt a little strange. It's just wrong to put the lever on the left, isn't it?"



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DURING THE FRENCHMAN'S SINGLE-seater heyday, many drivers were a little sniffy about endurance racing and regarded it as something that might perhaps be useful to top up their pension funds, once they had conquered F1. Since then, of course, it has become an accepted career goal – F1's more accessible alternative. Minassian, though, always thought it a viable option.

"I never considered it to be a race for old men," he says. "Mark Webber and I were contemporaries in F3 – and when I was doing my first F3000 season he went off to race sports cars, with Mercedes. I was already looking at it back then, because if he thought it was a good option then I realised it could be the same for me, too. I never attended Le Mans as a fan – my first visit was in 1994, my race debut – but as a young boy, when I bought toy cars, I usually chose Le Mans models because I liked the way they looked. Still do, in fact! The Group C era was just fantastic, wasn't it?"

And with that, he's back to his favourite subject: Le Mans. "I love it," he says, "because it's a chance to race in front of a big crowd at a great track. I don't like it when there are no people in the grandstands. It's much better when there's a proper atmosphere.

"Nowadays, many races present relatively little challenge, but at Le Mans you have to work with the team around you, factor in the best strategy, deal with changing track conditions, tyre degradation, everything… That makes it very special and almost gladiatorial. You put your car in the arena and fight.

"Every time I drive a racing car, I feel I'm lucky to be able to do what I'm doing. But at Le Mans, it feels even better. Some drivers complain that it takes too long, because you tend to be there the whole week, but it's a nice city, the *rillettes* [a meat dish, similar to paté] are nice and everything about it is good. I embrace the whole thing, because I'm sure many others would love to be in my position."

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VITAMIN C

A dedicated historic championship has matured significantly in recent years

WHEN BOB BERRIDGE FIRST competed in historic Group C, there were only eight cars on the grid for the first part of a double-header. "We lost three of those in the opening race," he says, "and the second had to be cancelled. Or perhaps it was just shortened – I can't remember which! It was a bit disastrous. The series didn't really have an identity, or much idea about what it wanted to be. It wasn't really historic and it wasn't particularly allied to anything else. I took the reins five or six years ago and we spent time focusing it around historic meetings, so that we're now at all the biggest such events in Europe..."

That means major fixtures at Spa, Silverstone, Paul Ricard and Barcelona, with a biennial trip to Le Mans and other circuits bolted on to create a six-race calendar. Zandvoort is on the schedule this year, Dijon is under consideration for 2015 and Monza opportunities are being evaluated. Grids vary from venue to venue: Le Mans attracts the largest field, usually about 35 cars, while other venues draw 18 to 25. Before 2011 cars competed in a series of stand-alone races, but Group C was then given FIA championship status.

"Once you have FIA approval," Berridge says, "your rules have to stand the acid test. Under our umbrella we have IMSA GTP cars, Japanese sports cars and Group C, so we had to devise a set of rules to balance all three and we've tried to be as pragmatic as possible. We've not attempted to replicate exactly what they had in period: we want to get as close as possible, but will make small changes so long as it benefits durability or safety."

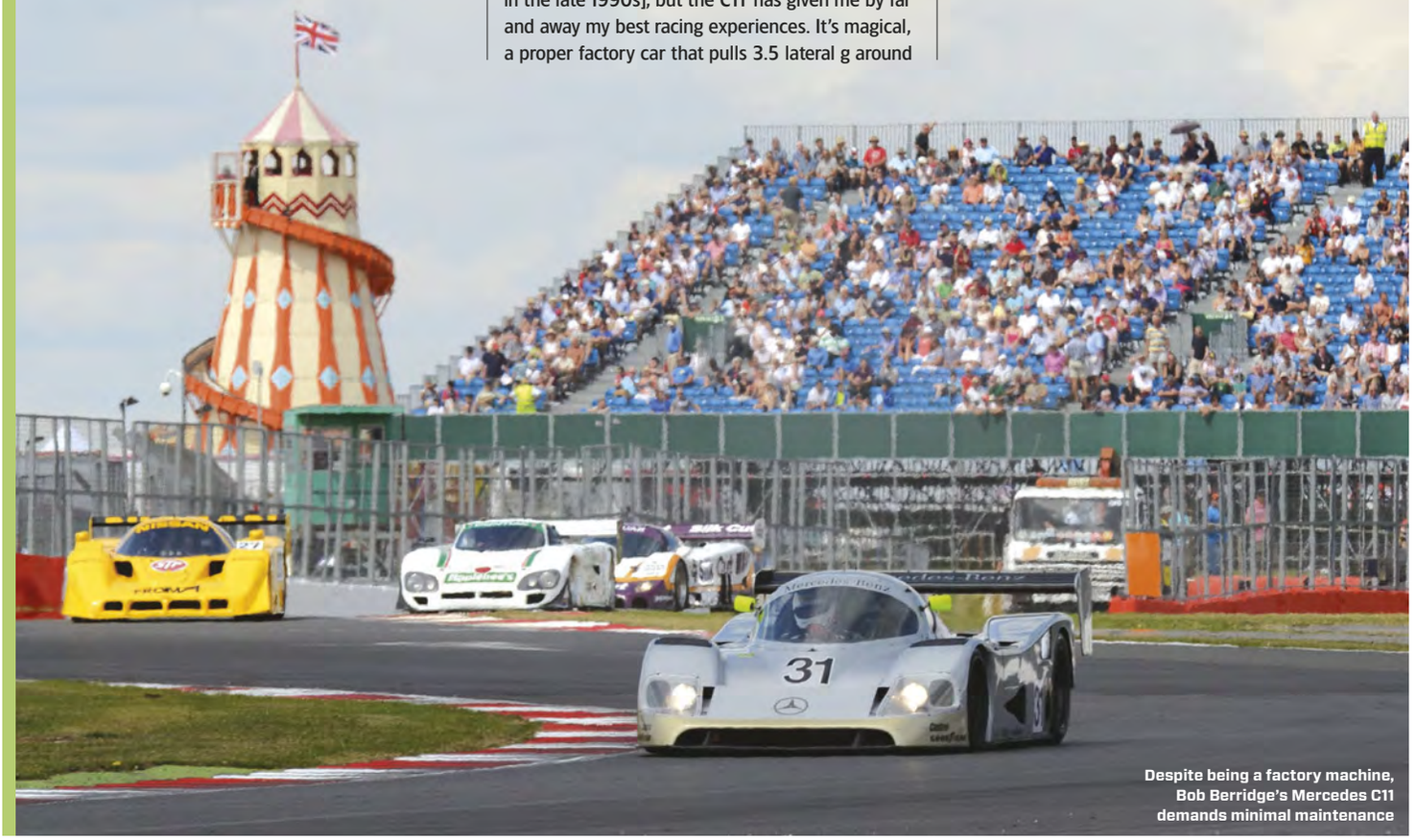
How much does it cost to compete? The numbers might look daunting, but Berridge insists they compare favourably in the stratospheric context of motor racing. "From what I'm hearing," he says, "it costs much less to race in Group C than it does to do the British GT series. You can compete in the C2 class for £50,000-£60,000 a year, good cars are available from about £120,000 – and they are appreciating assets.

"A competitive GpC season will cost about £100,000, including the price of an end-of-year rebuild so you're ready to go again the following April. The cars aren't silly, either. Around Spa, for instance, my Mercedes C11 is five or six seconds quicker than a historic F1 machine. I've raced contemporary LMP2 and historic F1 cars, among other things [he won three straight historic F1 titles in the late 1990s], but the C11 has given me by far and away my best racing experiences. It's magical, a proper factory car that pulls 3.5 lateral g around Silverstone and 4g on the brakes – it's head and shoulders above anything else I've driven."

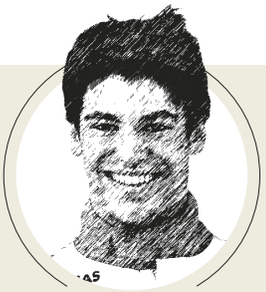
At Le Mans this year, incidentally, Katsu Kubota's Group C pole time would have put his Nissan R90CK in the middle of the grid for the main race, on the tail of the LMP2 cars. And he tripped the speed trap at 338.1kph (210mph).

"C2 is a good entry level to the top class," Berridge says, "because cars, tyres, engines and everything else are just that little bit cheaper, but it's still seriously quick. We don't treat it as a lesser category, either – both classes have their own podium ceremony.

"The one thing that's consistent is that GpC and C2 cars were designed to compete at Le Mans, so they're built to stop and start 30-odd times in the pits without overheating. They're very benign to run, particularly in C2, but even my Mercedes needs very little attention during the year. You need to keep on top of them if you want reliability, but – apart from the obvious lubricants and fluids – they don't need much maintenance. We strip the hubs and check details, but these cars were designed to last 24 hours and our whole season adds up to about 15..."



Despite being a factory machine, Bob Berridge's Mercedes C11 demands minimal maintenance



Lance Stroll

The youngest member of Ferrari's Driver Academy isn't quite 16. Sam Smith spoke to a teenager who's already making waves

A SPECTACULARLY QUICK YOUNG Canadian at Maranello? We've been here before... But while the legend of Gilles Villeneuve arguably grows by the year, a relatively unknown 15-year-old from Montréal is hoping to continue that unforgettable legacy.

Spotted by a Ferrari talent scout while karting in Florida during the winter of 2010/2011, Stroll was snapped up by the Scuderia and joined what was then its all-new Driver Academy. Stroll competed in the 2011 Italian Karting Championship, before winning the Andrea Margutti Trophy and placing fifth in the 2012 CIK-FIA world karting championship.

His promotion to single-seaters came at the tail end of 2013, when he entered the Ferrari Driver Academy's Florida Winter Series, his first car meeting. This season he undertakes a concentrated assault on the Italian Formula 4 Championship powered by Abarth, with the crack Prema Powerteam.

Now based in Geneva, Stroll commutes weekly to Maranello for training, driver development, the obligatory simulator sessions and engineering workshops. He dovetails this prime preparation for his future career with the more mundane task of continuing his education.

As we chat in the Imola paddock, he typifies the maxim of having an old head on young shoulders. "Being part of the Ferrari family is obviously amazing and the support structure is helping my career massively," he says, "but at the same time I try not to think too hard about it and just get on with my racing. I do my work, enjoy it and I stay focused, so hopefully the results will continue."

Stroll made an assured start to the F4 campaign, with four wins from the opening nine races and a further three podiums. His weekend at Imola proves ruthlessly efficient, with two victories and a strong run from 10th to second in the reverse-grid race.

"The races were good and went the way I planned," Stroll says "In the second race, when I started 10th, I realised I had to be a little bit patient."

Also at Imola are Ferrari Academy director Luca Baldisserri and former Ferrari team principal Stefano Domenicali, looking lean and refreshed after a few months away from the F1 cauldron. "Lance is a very impressive young man, both in and out of the cockpit," Domenicali says. "His racecraft is developing of course, because he is just out of karts, but the talent is there for sure. He has shown great maturity in his racing. He should be a big asset to Ferrari's future."



FERRARI

CAREER IN BRIEF

Born: 29/10/1998, Montréal, Canada
2008 karting, Fédération Sport Automobile du Québec Rookie of the Year **2010** Florida Winter Tour, Canadian ASN and Coupe de Québec champion **2012** 4th WSK Master finals, 5th CIK-FIA world championship **2013** CIK and WSK Rookie of the Year **2014** F4, Italy

Stroll also has the advantage of coming from 'billionaire' stock, as his father – Lawrence Stroll – accrued enviable wealth through retail business. Stroll Sr is a collector of vintage Ferraris and the family connection with the Prancing Horse goes back to the 1990s, when the Tommy Hilfiger brand, then a Ferrari partner, was managed by Lawrence and his business partner Silas Chou.

And what about the Villeneuve legacy? "It was well before my time," Stroll says, "but my father has told me many great stories. He was obviously an unbelievable talent and if ever I am half as good as him I will be happy."

Stroll is not 16 until the autumn, but there is already talk of him stepping up to FIA Formula 3 in 2015, although one of the European Formula Renault series is also an option. Whatever, the pressure of being a Ferrari-backed driver will increase incrementally.

But, as one of four Ferrari Academy inductees (the others being Marussia F1 racer Jules Bianchi, GP2 graduate Raffaele Marciello and FIA F3 star Antonio Fuoco), Stroll is creating a buzz of excitement in Maranello's corridors.





{ LUNCH WITH }

JOHN MILES

Engineer, record label proprietor, sports car champion, journalist, works Lotus F1 driver... By any standard, his has been a diverse life

writer SIMON TAYLOR | **photographer** JAMES MITCHELL

ONCE A RETIRED RACING driver has decided to hang up his helmet, he has to find a way of dealing with the rest of his life. For most, it very hard to shake off the passion that has brought probably the greatest excitement they will ever experience. Some carry on working in the sport, in team management of one sort or another. Others use the competitive energies that made them great racers to find success in the commercial world. Some continue to appear in the cockpit at the Goodwood Revival and other historic events. And others are forever looking back at their great days on-track, and are happy to describe every race, every lap, to anyone who will listen.

John Miles is not like that. He made it to Formula 1, and was caught up in a dreadful drama that afflicted Team Lotus and, even while they were winning the world championships for drivers and constructors, involved the death of their team leader Jochen Rindt. Before that John dominated his categories in British racing, and after it he won the British Sports Car Championship. Then he turned his back on the sport completely, going on to a successful career first as a technical journalist, and then as a design engineer in the motor industry. From bread-and-butter hatchbacks to supercars, several major models have benefited, usually anonymously, from his sensitive understanding of roadholding, handling and ride. Now he works for the Canadian automotive components company Multimatic, from their UK base in Norfolk. Meanwhile he has created and run a specialist record label that features several fine British modern jazz exponents, and recently he has returned to his roots by developing a pair of sophisticated Austin 7s, just for fun.

But he spends no time at all thinking about the past, or about his motor racing career. His daily driver is a base-model Ford Focus: his lip curls when I ask if it is the harsher-riding boy-racer ST model. Not for him the social gatherings with fellow former racers in the BRDC clubhouse at Silverstone; in fact he isn't even a BRDC member. He has never been to the Goodwood Revival. Instead, he enjoys a full and busy life utilising his considerable

energies in a variety of directions, looking forward, not back.

Nevertheless, I managed to persuade him to sit down for lunch in his local pub in the Norfolk village where he has lived for the past 22 years and, for once, to cast his mind back to his racing days. A very fit 71, he lunches off monkfish, salad and tonic water. The uncompromising honesty and sardonic wit that I remember well from when he was winning British races in the 1960s, and I was covering them, have survived intact.

JOHN COMES FROM AN INTERESTING family. His father was the character actor Bernard Miles, later Sir Bernard and then Lord Miles, who created the Mermaid Theatre, at first at the bottom of his garden in St John's Wood, and ultimately in the City of London. His mother was an actress: one sister was an actress, the other a painter and sculptor. "My father couldn't drive, so he bought an ancient Austin Heavy 12 taxi and got my mother to take him around in this terrible old thing. But her brothers were both engineers and loved cars, and I caught the bug from them. I read every car magazine I could find, and I had a holiday job in a scruffy back-street garage in Maida Vale, little more than a shed. I used to go there and get my hands dirty.

"I bought my first Austin 7 when I was 16, a red Nippy with a leather strap over the bonnet. Then I got a Supersports, which was like an early Ulster: there were very few of those. I used it for everything: daily driving, circuit racing, the Welsh Rally. I'd drive it from London 200 miles to Oulton Park, practise, race, and drive 200 miles home again, and I don't think it ever let me down. Engines were my thing, and I built the engine very carefully, but the rest of the car was pretty ratty. Driving an Austin 7 on the limit teaches you more, at a lower speed, than anything else on wheels – this was before the days of karts, of course.

"After the Austin 7s I went in a totally different direction by buying a Special called the Omega-Jaguar: 3.4 Jag engine, tube frame, ali body, cycle wings. It cost me £200. I raced it once at Debden, in a Formule Libre race. I won, and then I thought, 'This isn't the right way to go. I'd better get rid of it before it goes wrong or I kill myself'. [It's now for sale in the USA, where a dealer is asking $150,000 for it.] I realised that to go places in motor racing you had to win in a class where people would notice you. Just down the road from the Mermaid, in Camberwell, was Don Sim, who ran Diva Cars, so for the 1964 season I built up a Diva with a 1000cc pushrod Ford engine. As well as a successful club racing season I got an entry for the Nürburgring 1000Kms, a round of the World Sports Car Championship. In with the 275P Ferraris of Scarfiotti/Vaccarella and Hill/Ireland, with Peter Jackson as my co-driver, my little car won the 1000cc prototype class.

"I was still only 20 then. I'd gone more or less directly from Austin 7s to the Nürburgring, but I was so starry-eyed about motor racing that none of the risks occurred to me. I entertained no ambitions of being a Formula 1 driver. I wanted to drive sports cars, GT40s and Cobras and stuff like that. I was keeping the Diva in an old wharf next to the Mermaid, trying to prepare it at night under one light bulb, and I had no facilities and no back-up. I realised that to go on being successful I needed some professional help. So I went to see Jeff Uren at Willment, and that was a turning point. I proposed that they prepared a 1650cc engine for me and I worked for them, so effectively it wouldn't cost them anything. That worked pretty well: during the 1965 season, with the Diva now in the Willment colours of red with white stripes, I won just about everything. They paid me a salary of £1000 a year, and I was a progress chaser: if they needed, say, an ali rocker cover for their road conversion kits I'd get the drawings done and get it made."

With its 1650 engine the Diva usually ran in over-1600cc GT races against much bigger cars, and frequently beat them, but for 1966 John decided to move to an Elan. This cost £1319, covered by the proceeds from the sale of the Diva and what he'd managed to save of his Willment salary. "The Elan won just about everything, too, until the mid-engined cars began to come through. I did mainly British events, although we had a trip to Portugal and did those hairy road circuits at Vila Real, Cascais and Montes Claros, around the parks. When you look at those places today you think, 'Bloody hell!' Willment also gave me a race at Brands Hatch in its Cobra coupé, and I won that." At the end of the year he took one of three Grovewood Awards, along with Piers Courage and Tony Dean.

John's achievements in 1966 included nine consecutive wins with the Elan, and outright victory in the *Autosport* Championship, which started with a highly dramatic opening round at Brands Hatch. In a 15-lap race, the Elan's bonnet flew open on lap 1. He rushed into the pits where fellow Willment driver Brian Muir wrenched it off at the roots, and John rejoined 15th. By lap 10 he'd made it up to third, and with two laps to go he passed Tony Lanfranchi's V8 TVR Griffith for second. The crowd were now on their feet, and as he started the final lap he was on the tail of the leader, Bernard Unett in the big Le Mans Tiger. Into the very last corner, Clearways, the Elan somehow got its nose inside the Tiger's flank, and in the dash to the line Miles won by a matter of feet. On South Bank the spectators in their cars greeted his victory with a cacophony of horn-blowing.

"That was another turning point. Watching the race was Graham Arnold, the larger-than-life sales director of Lotus, and apparently he went back and said to Colin Chapman, 'You've got to look out for this guy'. Nothing happened for six months, until the Gold Cup, the big September international at Oulton Park. I was lying under the Elan during practice fiddling with something, and somebody kicked my legs. I crawled out and it was Chapman. I'd never met him before, and he didn't introduce himself, he just said, 'Do you want to drive a Cortina? Jim Clark hasn't turned up. We



LAT & SUTTON

JOHN MILES CAREER IN BRIEF

Born: 14/06/1943, London, England
Early 1960s First competitive events, with Austin 7s **1964-65** Willment Diva-Ford. Third place in 1965 Grovewood Awards **1966** Autosport GT champion in Willment Lotus Elan **1967** Team Lotus, F3/GT **1968** F3 **1969** European F2, GP debut with Lotus 63 in France **1970** F1 **1971** DART Chevron B19 **1972** Paul Ricard Six Hours winner, with Brian Muir (Ford Capri) **1973** Retired from racing to develop varied business interests



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1 Epic 1966 Brands battle with Unett's Tiger **2** Works Lotus driver for '67 in tricky 41 F3 car and saloons **3** Helming the works 47 in 1968

4 Back at Lotus in the '90s with Herbert and Häkkinen – "lovely guys" **5** Miles struggled with dead-duck 4WD 63 until Chapman moved on to other ideas **6** Post-F1, Miles raced tin-tops and sports cars, built racing engines and wrote road test reports for *Autocar* **7** In contemplative mood with Rindt and Chapman, 1969 **8** Early taste of competition. He used an Austin 7 for commuting, racing and rallying, with self-built motors



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need to get the car out'. So I did four laps in this works Lotus-Cortina, and then Clark did turn up, so that was the end of that.

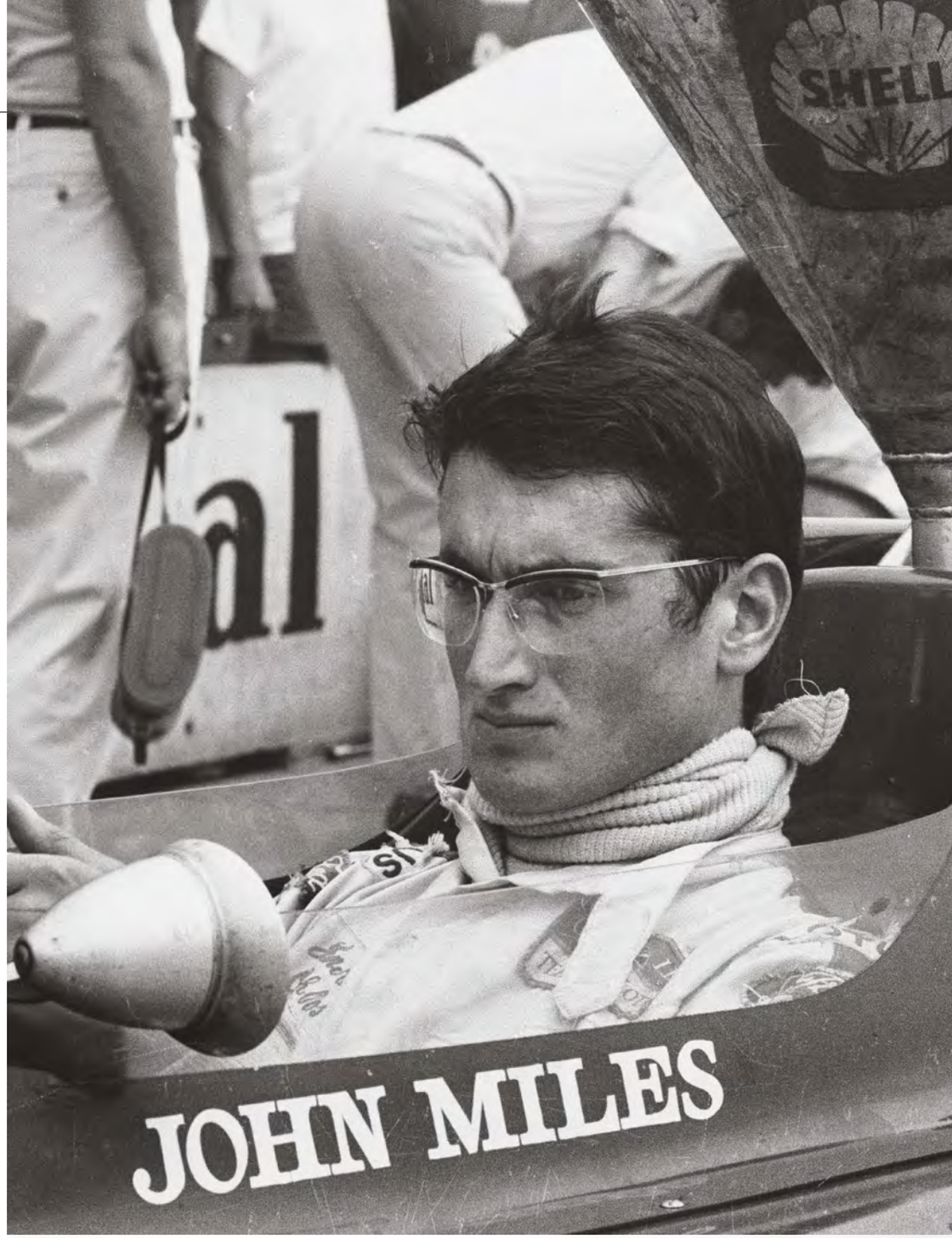
"But then I was asked to drive the Lotus 47 coupé on its debut at Boxing Day Brands Hatch. They entered two, for me and Jackie Oliver: I won and set fastest lap, while Jackie needed a push-start on the grid and came through to second. After I'd taken the flag Chapman jumped in the car and said, 'Great stuff, John! I want you to drive for me next year'.

"In 1967 I raced the works Lotus 47 and the 41 Formula 3 car, and I was so busy my feet didn't touch the ground. At most meetings I'd race two different cars, two practice sessions and two races. I did lots of testing too, so my technique was developing. In those days the 1000cc F3 was incredibly close-fought. In my first F3 race, at Silverstone, I'd never done slipstreaming before, and I lost four places on the last lap. I finished 10th – and I was 0.8sec behind the winner. That was what it was like.

"And they were a great crowd: Charles Lucas, Roy Pike, Chris Williams, Derek Bell and the rest, I got on really well with them all. But the Lotus 41 was not an easy car to drive: because it was very short it was unforgiving, and needed great precision. Once I got dispensation from Chapman to race a Brabham BT21 in Portugal: what a difference! So easy compared to the 41, and the racing in F3 was so close that tiny advantages meant a lot. For 1968 Dave Baldwin lengthened the 41 by four inches and Alan Barratt did a new wedge-shaped body, and this was the 41X. The car was transformed, and I won four internationals with it. But Chapman expressed no interest in that car. He didn't care whether it ran or not."

IN 1969 JOHN WAS MOVED UP TO Formula 2 alongside Team Lotus F1 stars Jochen Rindt and Graham Hill in the quasi-works Lotus 59Bs, entered by Roy Winkelmann but actually owned by Bernie Ecclestone, who was now Rindt's manager. But now Chapman decided that John was better employed developing his latest project, the four-wheel-drive Lotus 63 F1 car, so he only did three F2 races, finishing a fine third at Vallelunga and fifth at Hockenheim. He also campaigned the 47's successor, the Lotus 62. "Oliver and I had won our class in the 1967 BOAC 500 with the 47, and in 1968. Then Brian Muir and I did it again in 1969 with the 62. But the new car was far too heavy, and its straight-line speed was atrocious: testing it in chassis form it was quicker than when they put the body on!

"As for the four-wheel-drive car, Chapman really believed in it. But Rindt and Hill hated it, so it was a case of, 'Put old Miles in it and see what he can do'. Hill did one test in it and





Promoted to the Lotus F1 team, Miles heads for seventh at Zandvoort, once the 72's tricky handling had been sorted

LAT

refused to drive it again, while Jochen did the Oulton Park Gold Cup and managed a distant second place against minimal opposition consisting mainly of F5000 cars. After that he said he wouldn't drive it any more either. Mario Andretti raced it a couple of times, and he crashed it at the Nürburgring. Then at Watkins Glen, when it rained in practice, everybody said, 'Now the 4WD car will be the thing to have', but Mario was 6sec off the pace.

"I tested it at Snetterton, and the thing was undriveable. Awful. It would spin, very slowly. It had so much inertia in all that drive train – the drive shafts, the diffs front and rear and the central diff, all of which had to speed up and slow down in response to throttle and brake. And once you'd started to slide it was gone. They took me to the French Grand Prix, so that was my first F1 race, and it did its usual trick of melting the fuel pump." John did four more Grands Prix with the 63: at Silverstone a long pitstop failed to cure gear selection problems, so with the car jammed in third gear he droned round to finish 10th and last. Monza, Mosport Park and Mexico all brought retirements, but in a fine effort he qualified at the Canadian track halfway up the grid. "It went well there because Mosport is all fast sweeping curves, where stability is important. That's why the 56 4WD turbine car worked well at Indianapolis, because in that environment you haven't got the delicate balance all the time between throttle and steering, you're committed to one balance.

"But on twisty tracks it was a disaster. It was long and heavy, and slow down the straights because of transmission power losses. The improvement in F1 rubber meant that you didn't have any more grip than the 2WD cars, because of the understeer. So Chapman put more and more torque through the rear wheels, which turned a car which might have had some potential as a 4WD car into a terrible rear-wheel-drive car." At the end of 1969 season the 63 was consigned to history. Its sensational replacement was the Lotus 72.

"The thing about Lotus was – perhaps it's the engineer in me – if you wanted to be somewhere where there was new stuff going on all the time, where there was excitement and you were at the spearhead of design, Lotus was the place to be. Chapman was a great opportunist, and his designs were in many respects extremely elegant, for example using one bracket or one pick-up point to do several jobs. I found him very inspiring, and when he was in inspiration mode he could get anybody to do anything.

"But once he had an idea he pursued it to the death, and he would argue that black was white. If I'd had more experience, and the knowledge I have now, I could have stood up to him when we went through the debacle of the anti-dive and anti-squat suspension on the original 72. But I was only 25, with less than half an F1 season under my belt. Chapman wanted someone who would race for Lotus and not ask any questions. He'd say. 'They're my cars, you don't tell me what to do with them'. And I wasn't part of Chapman's inner circle. I had no money at all: he paid me £300 a race, and out of that I had to pay my own expenses. Once, flying back from a race, I was so broke I had to ask him if he could give me some money. He pulled a big roll out of his pocket, peeled off a few notes and gave them to me. He regarded me as a sort of grease monkey.

"I don't think Maurice Philippe, who had to interpret Chapman's concept and do the detail design, was in a position to stand up to him either. But once they got rid of the antis, and going into the Fittipaldi era when they'd put it together properly, the 72 was a great car.

"Towards the end of the 1969 season, at Watkins Glen, Graham Hill had the accident which broke his legs. He wasn't deemed to be fit, so I found myself No 2 in the F1 team to Jochen Rindt. In fact Graham signed for Rob Walker and did a full season. I was sent to South Africa to do winter tyre testing in the 49, and by the time we got to the South African Grand Prix I'd had quite a lot of time in it. I finished fifth, with Graham sixth in the Walker 49.

"I got on very well with Graham. We flew to lots of places together, and he was very supportive. I think he identified with me as somebody struggling along, just as he had done in his early days. Jochen, on the other hand, kept his distance. He'd make a sarcastic comment and then retire to Bernie's motorhome and play gin rummy. He didn't see me as F1 material. He was probably right. Somebody said I didn't look like an F1 driver, I looked like a geography teacher, and I should have been wearing a chalky tweed jacket with leather elbows.

"The first time I raced the 72 was in Spain, and it was so bad I didn't qualify. It was no better at the Silverstone International Trophy, where I started from the back of the grid. Jochen was just in front of me, qualifying slower than some of the F5000 cars. The car had done no testing, and it had mega amounts of anti-dive and anti-squat. The angled suspension links provided resistance to braking dip and acceleration squat, so when you put the brakes on you were trying to jack up the front. If you have more than 100 per cent anti-dive, as the 72 had, braking at 1G you could take the front springs off the car and nothing would happen, because all the longitudinal loads were being absorbed by the links, not the springs. The braking grip was terrible and there was no braking feel at all, no sensation of anything happening until you saw the front wheels locked and smoke pouring off the tyres. The same under acceleration: the thrust was still going through the top radius arm, but it was also trying to jack up the back of the car, so the suspension locked up and you got no traction.

"Jochen said to Chapman, 'I don't like it, and I'm not driving it'. After the Silverstone disaster Tony Rudd, who was then engineering director on Lotus road cars, told Colin he'd tried anti-dive at BRM years ago and the drivers hated it. Somehow he was able to persuade Colin to bin it. Then there was a typical Lotus panic. The whole monocoque had to be changed, and it turned into a huge saga. They altered it in stages, and the first time I got a fully parallel car was at Zandvoort in late June. That was Jochen's first victory in the 72. I qualified eighth, and ran sixth until I spun five laps from the end and John Surtees' McLaren got past. By then the car was falling to bits.

"I was eighth at Clermont, had a couple of engine failures in the next two rounds, and then we got to Zeltweg. Four laps into the race, as I was coming through the downhill turn before the final corner, my left front brake shaft broke. The inboard brakes were served by shafts running from the hubs to the brakes and, to save weight, these were hollow. What they did was drill them from each end until the drilled holes met in the middle, because – don't get me going on this – they didn't have a drill long enough to go all the way through. And of course the holes didn't quite meet cleanly, so there was a weak point there, and when I hit the brakes the shaft broke. Fortunately that corner was just a single downshift, I didn't have to slow much, and that saved me. The car leaped across the road and swerved violently to the right, but I scrabbled around somehow.

"Chapman and Maurice Philippe saw my shaft had failed, but I don't know what they did about it. The next race was Monza, and the team arrived late because they had been working all-nighters building a third car for Emerson Fittipaldi. When Friday practice began I was waiting in the paddock and the cars hadn't arrived. When they finally turned up the guys were absolutely wrecked. They got the cars going, we went out, and I trundled around on my own, knocking back bits of wing and flattening bits of wing, until I arrived at an aero set-up that wasn't too bad. Graham Hill, who'd got a new Lotus 72 for Rob Walker, was in ▶

"COLIN CHAPMAN REGARDED ME AS A SORT OF GREASE MONKEY"

the next-door pit, and he got to the same aero set-up as me.

"Then, right at the end of practice – after Emerson had crashed the new 72 at the Parabolica, too badly for it to be repaired for the race – this red and gold missile appeared in my mirrors. I moved over and Jochen came flying past me with no rear wing on his car and no front flippers. Following him around the Ascari Curve he was well over the circuit boundary, and the car looked absolutely evil. It had been Jochen's decision to get his chief mechanic Eddie Dennis to take the wings off." Significantly, the official Monza practice times show that Miles was 1.43sec faster than Rindt in this session.

"I came into the pits with 15 minutes of practice left, and Chapman sent word to my chief mechanic, Beaky Sims, saying, 'Take the wings off John's car'. I said, 'I don't want to do that', but Chapman's response was just, 'Do it'. So they took the wings off and I went out. I got to the Curva Grande and I'd never driven such a dangerous thing in my life. The car just snapped into oversteer, and was undriveable. So I tootled round, came straight back to the pits and said to Colin, 'I can't drive this car'. After the session ended we had a row in the truck. Colin's actual words to me were, 'The only way you're going to go quick is to take the wings off your car'. I said, 'Maybe so, Colin, if we had time to sort the car out properly to run without wings. But as it is now I cannot drive that car without wings'. He said, 'You'll do as I say'.

"Next morning when I came down to breakfast, Jochen was sitting there eating a boiled egg. I said to him, 'For me, without wings this car is dangerous'. He just said, 'You'll be all right, John'.

I arrived at the track, there was my car without wings, and everything in the Lotus pit was in the usual chaos. By the time my car was ready to go out, practice had begun. Driving towards the pit exit I noticed everything had gone quiet. Chapman and Dick Scammell came running up and said, 'Jochen's crashed. You've got to go out and see what's happened'. But fortunately the marshals wouldn't let me out.

After they'd dragged the wreckage back from the Parabolica into one of the garages Rob Walker, Graham and I lifted the door and went in and looked at it. Graham just said, 'Well, he's finished'. One of the problems was that he wasn't wearing his crotch straps, and he had submarined so much down the car, because of the severity of the impact with the barrier, that his lap strap had cut his throat.

"Now, as is well known, when the wreckage of Jochen's car was examined, the right front brake shaft was seen to have failed. But I must stress that it was a totally different breakage from mine at Zeltweg. It was what's called a bird's mouth failure, where the shaft twists until it tears apart in a sort of beak shape. The argument is, did that breakage cause the accident, or was it a result of it? Some people, like [the late Lotus team manager] Peter Warr, have said the car in that set-up was unstable, and Jochen simply lost control. I don't believe it. If that had been the reason he might have spun, or gone off the road straight ahead [as Emerson had done on Friday]. But in fact the car abruptly turned sharp left, and slammed directly into the barrier with massive violence. That, to my way of thinking, is commensurate with brake shaft failure. Of course there was no data acquisition then. In those days none of the F1 teams even went into a wind tunnel.

"That was Saturday morning. Chapman withdrew the cars, and I went home. The following week I was in France, because Steve McQueen had hired me to work on his movie *Le Mans*, driving a Ferrari 512S. The next race was Canada, which Lotus decided to miss, and then came Watkins Glen. I assumed I was still driving for Lotus, but then I had a phone call from Peter Warr. He said: 'I'm sorry to tell you this, but you have been replaced by Reine Wisell'. It was a complete shock. I said, 'So what does the future hold for me at Lotus?' He said, 'You can drive the Type 70 Formula 5000 car at Brands Hatch'. I had already tested the 70, and it was a tractor, a bugger's muddle of a car. So to save some of my self-respect I refused. Lucky I did, because they gave it to Alan Rollinson, and it fell to pieces under him.

I had no further conversation with Colin,



After the pressure of Lotus, working in the road car industry has been more satisfying for Miles

"I SAID 'AS IT IS NOW I CANNOT DRIVE THAT CAR WITHOUT WINGS'. CHAPMAN SAID, 'YOU'LL DO AS I SAY' "

and I think the general perception was that after what had happened at Monza it was my decision to leave, that I had decided to reconsider my future. That isn't true.

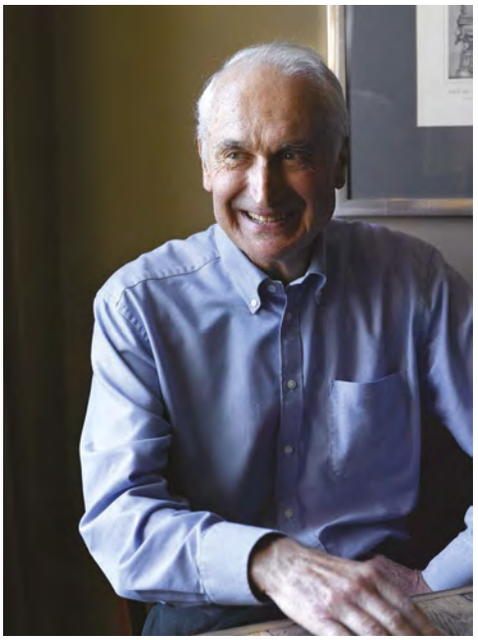
"However, when I did consider it, I wondered if this was really the way to go motor racing. When I was racing the Elan or the F3 car, even though we did a lot of races, everything was measured and calm. In the F1 team there was that theatricality which always surrounded Chapman, this fizzing pendulum from triumph to disaster to triumph to disaster. I think I would have got on much better with Ron Tauranac at Brabham, or Bruce McLaren. And there had been all those deaths – just in the past few months Piers Courage, who was a friend; McLaren; and my team-mate Rindt. The year before at Oulton Park I'd been the first person on the scene when Paul Hawkins' Lola went up during the TT, and I watched him burn to death.

"But that wasn't the end of my racing. For 1971 Denys Dobbie hired me for his team of Chevron B19s, and I had a great time. Lots of good lads were doing it: Chris Craft, John Hine, Toine Hezemans, Wilson Fittipaldi. We had some great races, everybody was happy, and I won the British Sports Car Championship. Then Louis Stanley, the BRM boss, summoned me to his suite at the Dorchester. His wife Jean, with her piled-up hair, answered the door. Big Lou said [John does an excellent imitation of Stanley's pompous drawl] 'We'd like you to drive for us'. Then he said, 'Excuse me, will you, I just have to make a phone call'. When he came back he said, 'I've just been on to the engine test house, they've found another 20 horsepower'. I gather he went through that charade with every driver he tried to sign.

"So I did the Race of Champions, qualified on the second row and finished seventh after a pitstop. Then I went to a non-championship race at Hockenheim and did some laps in the new P160, and it was quite good. But three-quarters through the last practice session [team manager] Tim Parnell said, 'Your car's round the back.' And it was an old P153. I was quite pleased when, after six laps of the race, water came dribbling out of the exhaust.

"My final racing foray was in touring cars with my old friend Brian Muir in his Camaro. Our crowning glory was beating the works BMWs and Capris to win a six-hour race at Paul Ricard. And, after more than a decade, that really was it. Wanting to involve myself in more cerebral activities, I swapped racing overalls for workshop overalls and built engines for Ken Brittain and Spike Winter at Racing Services. We did the engines for Gordon Spice's Group 1 Capris, and I enjoyed it. It was good therapy. I did that for three years, and then I became a journalist on the road-test team at *Autocar*.

"Those were the days of steam-driven typewriters and blue-pencil corrections, and



"A THEATRICALITY SURROUNDED CHAPMAN, A FIZZING PENDULUM FROM DISASTER TO TRIUMPH TO DISASTER"

I found writing desperately hard at first. Eventually I got the knack of it. It was the first proper salaried job I'd ever had. All the cars I road-tested, and the experience of driving so many bad cars, certainly made me a better developer of road cars today. It was a dreadful period for the British motor industry. The worst of it was they actually thought their products, like the Marina and the Allegro, were competitive with, say, the Alfasud, which was a fantastic little car, even if it did fall apart.

"We always did our maximum speed tests on the public road, usually down the M45 to Coventry, crosswinds and all. The chief road tester was Mike Scarlett, a lovely man who sadly died of motor neurone disease. Once he and I were on a German autobahn, maxing a Ferrari 512BB. Piece of shit that was, as most Ferraris were then. It was raining heavily, he was driving, and suddenly we hit what appeared to be a lake, and the car started to aquaplane. I said, 'Mike, we're in trouble'. And he said, 'Yes, I know'. But he just eased off the throttle, very gently, and he got it back.

"I stopped being a journalist because I wanted to use my hands again, so I joined Lotus Engineering. I worked on the Lotus Sunbeam, and the Supra that we sorted out for Toyota. Then Lotus was sold to General Motors, and that was the start of a fantastic period. I became the champion of the front-wheel-drive Elan, and I worked on active suspension, the front-drive Cavalier for the US, the first Ford Focus, and stuff for Rolls-Royce, Volvo, Kia, Hyundai. In the early '90s I also did two days a week back at Team Lotus, partly in charge of the F1 chassis set-up. Mika Häkkinen and Johnny Herbert were like a couple of puppies, with the attention span of gerbils, but both really lovely blokes. In 1993, when Häkkinen went to McLaren, Alex Zanardi joined: a very grown-up guy, highly intelligent.

"I was with Lotus Engineering for 18 years, and then I did three years at Aston Martin. I had a lot to do with the DB7 GT, the Vanquish and the Vanquish S, which was a far better car: it actually had brakes that worked. Once the DB9 got to production I left, because I was worn out. Then Larry Holt of Multimatic offered me a job. They're very nice people to work for, so after 12 years I'm still there.



"FOR THE LAST 30 YEARS MY JOB WITH all these companies has been development by sitting in the car. If something needs redesigning I'm not the designer but I prompt, I have input: we need to change the front roll centre, we need to change the compliance steer. I discuss the options of how to do it. We've just helped a manufacturer who was getting complaints from the Far East that their car's ride was too harsh. We showed that if they thought differently about how to damp the car they could get themselves out of the box they were in.

"Because I'm an engineer, you'd think that modern F1 should attract me. But that's not the sort of engineering challenge I want. I got much more satisfaction from turning the Vauxhall Astra into a production car that handled well, and there are a million of those on the road. In F1 there is no financial compromise, whereas if you're designing a production car, even if it's an Aston Martin, you have to get the results you want and still stay within a budget. On a volume car, if you want to change the suspension geometry and pierce another hole in the subframe, that may be hundreds of thousands of euros. The discipline of that is much more interesting, much more challenging, than pissing about in F1 where money is no object.

"I've moved on from motor racing, and I've done other things which mean more to me. Once motor racing was all I lived for. But in the end you suddenly realise there are other things in life."

Mods & Rockers

The wild world of Special Saloons and Modsports went out of fashion as the traditional grass roots became swamped with one-make championships. But now they're back in vogue – and blooming

writer GORDON CRUICKSHANK **photographer** HOWARD SIMMONS



THERE I WAS, SLICING through Silverstone's Bridge Corner, just clipping the apex when suddenly there were four cars stationary in front of me... Which is exactly what I expected as I idled to a halt among a posse of metal on this now redundant bend. Excised by radical circuit surgery, it's a Grand Prix appendix that we've been allowed to use for our shoot. It ties in nicely as the Classic Sports Car Club is testing for the weekend, and we've hijacked some of the entrants. Remember Special Saloons in the 1970s and '80s? Mick Hill's Beetle-Chevrolet (the car that hooked me on motor racing, at Ingliston), March F2 cars under Skoda skins, spaceframed Imps, Murray hitting the verbal rev-limiter on Grandstand on a Saturday afternoon? It may not have been thoroughbred racing, but it was thoroughly good racing. If you miss it now, or if you missed it then, the CSCC Special Saloons and Modsports series is giving you a second chance.

Spread across this once 160mph stretch of blacktop we have four hugely different vehicles, all about to compete together under some liberal regulations that let the special builder off the reins. The club offers racing for all sorts – classics, modifieds, modern hatches, saloons and even 'future classics' – but an initiative of 2013 is bringing back the sort of mad silhouette racers some of us adored, and it's also tempting back from retirement some of those outrageous period specials. Of course anything with a formula chassis suddenly became valuable and has long since turned back into a single-seater, but with Baby Bertha, Gerry Marshall's famous Firenza, and the Mick Hill Beetle now restored, it's exciting there's a race grid waiting for this type of device. That's how come I'm looking at a very modified Midget, a ladder-backboned Peugeot, an Anglia FoMoCo didn't build and a famous Aston Martin we all remember from the Intermarque series in the 1980s and '90s. The words Marsh Plant on the side have a subtext – Gerry Marshall sat here…





Ricky Morris wins from the back of the CSCC Special Saloon grid at Snetterton in his turbo Peugeot 309

@ THE MOTOR SPORT DIGITAL EDITION

Six classes allow these cars to race together and, despite the performance differential, it works. This year has produced some fantastic racing, and by mid-season grids were full. Rules are firm but embracing: the car has broadly to originate before 1993, the waist-up silhouette must remain and the engine must stay on the same side of the bulkhead, though you can install any engine of any size from any car.

❖

SO TO THE PEUGEOT 309, WHICH IS exactly like all the 309s you see on the road – I think I'm right in saying they all came equipped with Sierra Cosworth YB turbo fours, Group C pull-rod suspension, six-speed sequential 'box and locked spool diff. But I'm sure some knowledgeable reader will put me right if I've made a slip there. This one has previous Thundersaloon history: built in 1991 by its drivers, brothers Danny and Ricky Morris, and preparer Ray Addis, it started with Manta 400 power but after a crash in '93 it was put aside.

"When this new series began," says Ricky, who is also the series co-ordinator, "we suddenly had somewhere to race it, and in 2013 it hit the track 20 years after its last race." The brothers are engineers with Hot Rod and Special Saloon history, and they assembled the ladder chassis everything hangs off, solidly mounted. Lifting the bonnet reveals the Morrises have reversed conventional race engineering, mounting the front suspension of a 1986 GpC Tiga to the engine so it becomes a forward-pointing stressed member. In case firing 490bhp through those fat tyres wasn't stress enough. With fabricated inner wings, a vast intake filter and drainpipes pushing air through a huge intercooler, the engine room is crammed.

"We run in Class A," says Ricky, "which is completely open except you can't have paddle shifters." Instead there's a chunky central lever to slam through the ratios. "Of course everything is unique," Ricky says, "so if it needs replacing we have to make it from scratch. Next time we might go for something a bit less complicated."

Luckily for family harmony, Ricky and Danny post similar times at the wheel. "We won the last race of 2013 after a great battle with Baby Bertha, and we've won two this season so far." This is where the series scores for people like me, who appreciate varied machinery – it pitches all sorts of devices together, 1000cc screamers against 6-litre monsters, and no matter who wins overall, class rivalries are fierce. It may be a fact that one-make series give a better comparison between drivers, but for some of us it's more stimulating to wander round the paddock and see a dozen solutions to the same problem – how to go as fast as possible with whatever resources you have.

"I WANT KIDS TO SAY, 'DAD, WHAT'S THAT GREEN CAR?' LIKE I WOULD HAVE DONE."



STEVE MOSS HAS THE RESOURCES OF his own garage business, Moss Motorsport in Norfolk, which is useful for facilities but a drawback when you really ought to be dealing with customer work or serving petrol. He and his wife also breed pointers. Nevertheless, when he read about the CSCC races he knew where his spare time was going for the next six months – into an Anglia. The daftest, fastest, greenest Anglia he could produce. And he had an ambition: "I wanted to be as famous as George Polley." That's George 'The Driver' Polley, a Hot Rod star in Anglias and Barry Lee's frequent rival. His famous no306 Anglia was destroyed, so this is a sort of tribute. "I remember my dad taking me to watch him," says Steve, "so the new series was a chance to build something modern. But it had to look like an Anglia."

That it does, until you knock on the body or look in the windows. Steve has raced and rallied these cars and has four at home, "But I didn't want to chop one up, so I had to start from scratch. It began with a Westfield chassis, for the era, but I moved the engine back, widened it and added tubes so you'd be hard-pushed to recognise it." Despite the badge Ford has nothing to do with the motor, the 'red top' Vauxhall 16-valve twin-cam that powered the Astra GTE and a lot of specialist cars too. It's bored to 2.4 litres and attached to a six-speed Quaife sequential box, Sierra diff with Quaife internals and 9J wheels like no Anglia ever had from Dagenham. Even though he'd not worked in glassfibre before, Steve and his dad Richard moulded the body from one of his real Anglias, and the detailing is excellent – I had to tap the rear lights to check they were merely painted. They even made the carbon-fibre splitter that scrapes the track, and the wing it's wearing during our shoot. "I felt left out without one," Steve smiles. "But it felt a little unsteady in long bends, so we're trying it. It might be off by Sunday!" (It's stayed on since.)



Weight reduction was a major target: even the wiper motor is a little unit from a headlamp wiper. The car, Steve says, scales around 780kg without driver, "and it's starting to go really well. I'm hounding the class A boys! At Cadwell it comes into its own because it's light. I love a car that performs on bends." He is a big fan of the series – "I was a novice two years back but it's become a real passion. I like the mix of cars."

Steve's a quiet sort of chap, so the poke-in-the-eye green isn't what you'd expect. "I want kids to say 'Dad, what's that green car?' like I would have done," he explains. Good news for his sponsors...

Steve's car looks dramatic, but in a way I didn't expect. With the body slammed to the floor, that glasshouse with its reversed rear window treatment stands out. This was a car you looked through when it was commonplace; Steve's machine made me look afresh at what must in 1959 have been a truly radical design direction, and one of the more successful attempts to inject a little US style as a USP for the UK.

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A CAR THAT MADE NO CONCESSIONS to America was the MG Midget, produced by dressing some very ordinary running gear in cute sportswear. Despite the lack of muscle, Midgets and Sprites have provided terrific racing over the years, and among their fans is Tim Cairns. He has a selection of Spridgets, but today has brought a steamroller. At least, he calls this one The Steamroller as "That's what people called it in the 1980s; I suppose 10in tyres looked wide then." Appropriate, though, as his profession is steam turbines.

This is another car brought back to life by the series. "I built it in 1981 to race in Modsports and MG series," says Tim, "and then it spent 30 years rusting away. Finally I had to bin it or rebuild it... I could have saved myself a lot of effort if I'd gone for a new shell, but it wouldn't have been the same car." Although the four-square rollcage, screenless cabin and one-piece lift-off glassfibre nose all look highly modified, the car remains a Midget underneath. There's still a steel chassis and an A-series block, but now it displaces 1460cc and inhales via a twin Weber to make some 150bhp. Suspension is roughly what MG provided with extra front locating links and an A-frame behind, and the wheels are recent castings to period pattern. "I run narrower tyres on the front to save a little drag," says Tim. "I'm told it would be faster with a hardtop, but I like to see all around me."





Tim's garage must be octagonal, because as well as a twin-cam MGA he bought 45 years ago, it also houses a Frogeye Sprite for the CSCC Swinging Sixties rounds and a straighter Midget for the Appendix K series. He's keen on the choices the club gives him. "I like their attitude. They're always stressing it's a non-contact sport, and there's such a mix of cars – tin-tops, sports, hatches and classics. But it's only in a wet race that my Midget comes into its own." Like the others, he enjoys the two-race format: "Running two shorter races gives people a chance to repair breakages and still have some fun."

"I'M TOLD IT WOULD BE FASTER WITH A HARDTOP, BUT I LIKE TO SEE ALL AROUND ME"





"WE'RE A BIT OLDER AND WISER; WE'RE NOT TRYING TO PROVE WE'RE F1 MATERIAL"

LOWERING OVER THE DAINTY MIDGET, the bulging flanks of the Aston illustrate the opposite end of the class range. One of two DBS V8s modified by Geoffrey Marsh (the other was the Hyde Vale car he still has), this was campaigned in the 1990s by Gerry Marshall and subsequently by late all-rounder David Leslie. A big V8 plus Marshall was a dramatic mix, and the car carried the big man to many a win – or at least many a lurid slide as Gerry manhandled the 1.3-tonne machine the only way he knew how, tail-out and grinning.

"It was all ready to go when I bought it, as it had been racing in the Intermarque series" says David Beatty, "but I'm only racing it at one meet this season. I aim to preserve it in its current spec." So the ZF five-speeder stays, and there's no likelihood of a turbo topping up what it currently lays down. But it's not as much as you'd think, says David. "It used to have a 6.1 in it but in 1993 Marsh put in a 5.3-litre that came from the Aston EMKA racing programme. It's meant to be about 560bhp but I don't think it's as much as that.'

As if this monster wasn't enough, Beatty also has the ex-Rod Birley Thundersaloon Honda Prelude, two Porsche 930 Turbos and a Climax Elite. "I tried to do three championships last year," he says, with a smile, "but it was too much. In 2014 I'm doing two – this and the Kirkistown Ginetta G50 series." (David is from Northern Ireland.)



In its one two-race outing this year, David had a couple of small problems. To prove how well these disparate cars mix, he says, "I had a great dice with an Anglia and a Midget. The handling seems neutral and the front seems to generate real downforce, but to be honest it's not going to be competitive. The big cars are heading for 600bhp while this one has gone backwards, to a smaller engine than it started with!"

You might see David more often in the Prelude, then, but whichever, he enjoys the mix in Special Saloons: "There's some very close-quarters racing and drivers come up afterwards enthusing about a good race. We're all a bit older and wiser; we're not trying to prove we're Formula 1 material."

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A NEW SERIES CAN STRUGGLE TO GAIN headway, but co-ordinator Ricky Morris has been surprised by this year. "From 21 cars at the first race we were up to 31 and reserves at Mallory Park in July. We have 54 cars registered and more being prepared." He cites such as wide-winged MGB V8s and Imp-based specials that have had nowhere to play recently. And more period machines are being readied, including John Pope's Aston V8 turbo-powered Vauxhall Magnum, so Ricky reckons it's possible the club may split the Special Saloons from the Modsports next year. "But these are complex cars, hard to maintain," he adds, "so we're unlikely to go to more than six or seven meetings a season."

As I write, the drivers are still raving about their Mallory Park event, with full grids and busy spectator banks. That's not because anyone famous was competing; it has to be thanks to the affection people have for this inventive branch of motor sport that arrived in the 1970s. And though it seemed to have been lopped off since the '90s, it's not only growing again but blossoming.



{ BRITISH GRAND PRIX • AINTREE, JULY 1955 }

FIRST AMONG EQUALS

Mercedes controlled the first British GP at the Liverpool circuit with its historic victory for Moss – but could it have gone the other way?

writer SIMON ARRON **illustrator** GUY ALLEN

A PURPOSE-BUILT facility in a land of converted airfields, the three-mile Aintree circuit ran partly parallel to the famous racecourse of the same name and staged its first Formula 1 race in October 1954, a non-championship event won by Stirling Moss (Maserati 250F).

The following summer, it became the second British venue to host a round of the Formula 1 world championship – and Moss qualified his Mercedes W196 on pole ahead of team-mate Juan Manuel Fangio. Writing for the August 1955 edition of *Motor Sport*, Denis Jenkinson noted: "There was the possibility that the Daimler-Benz organisation might permit a reversal of normal team orders and allow Moss to set the pace ahead of Fangio, in deference to the young Britisher's first appearance in his home country with one of the German cars."

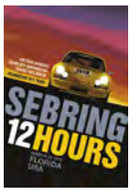
After a parade in which drivers waved to the crowd from the back of open Austin-Healeys, the Argentine made a better start and led until Moss worked his way ahead on the third lap. "It became pretty obvious that the British GP was under control by the Mercedes-Benz team," wrote DSJ. "Clearly Moss was going to be allowed to set the pace, and probably win."

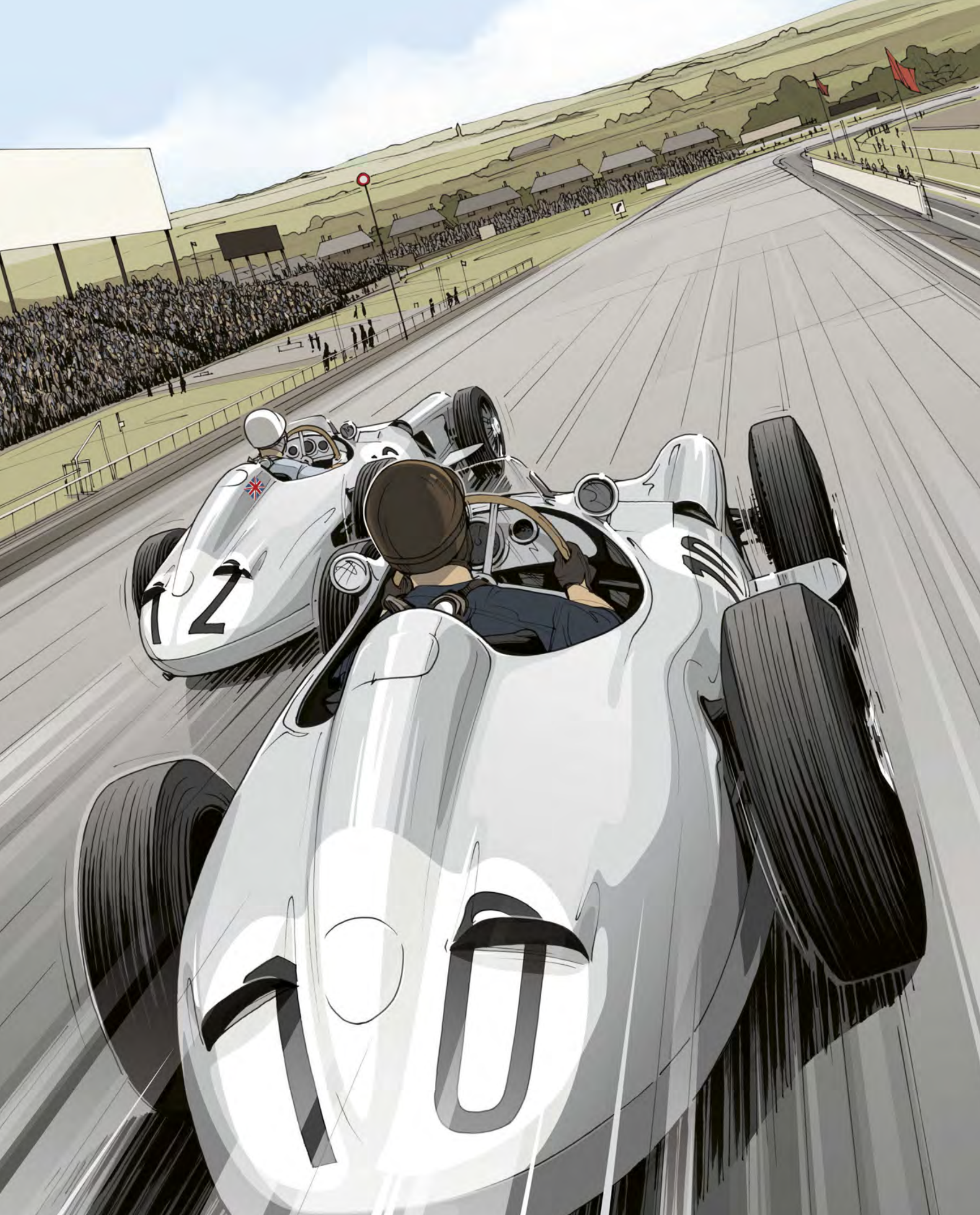
Fangio took the lead on lap 18, but the Mercedes drivers swapped again on lap 26 and the order remained the same thereafter. Fangio lost a few seconds after sliding onto the grass after the Melling Crossing – he blamed *Motor Sport* photographer Michael Tee, who'd been a reference point until he moved to change film! – but was back on Moss's tail by the end.

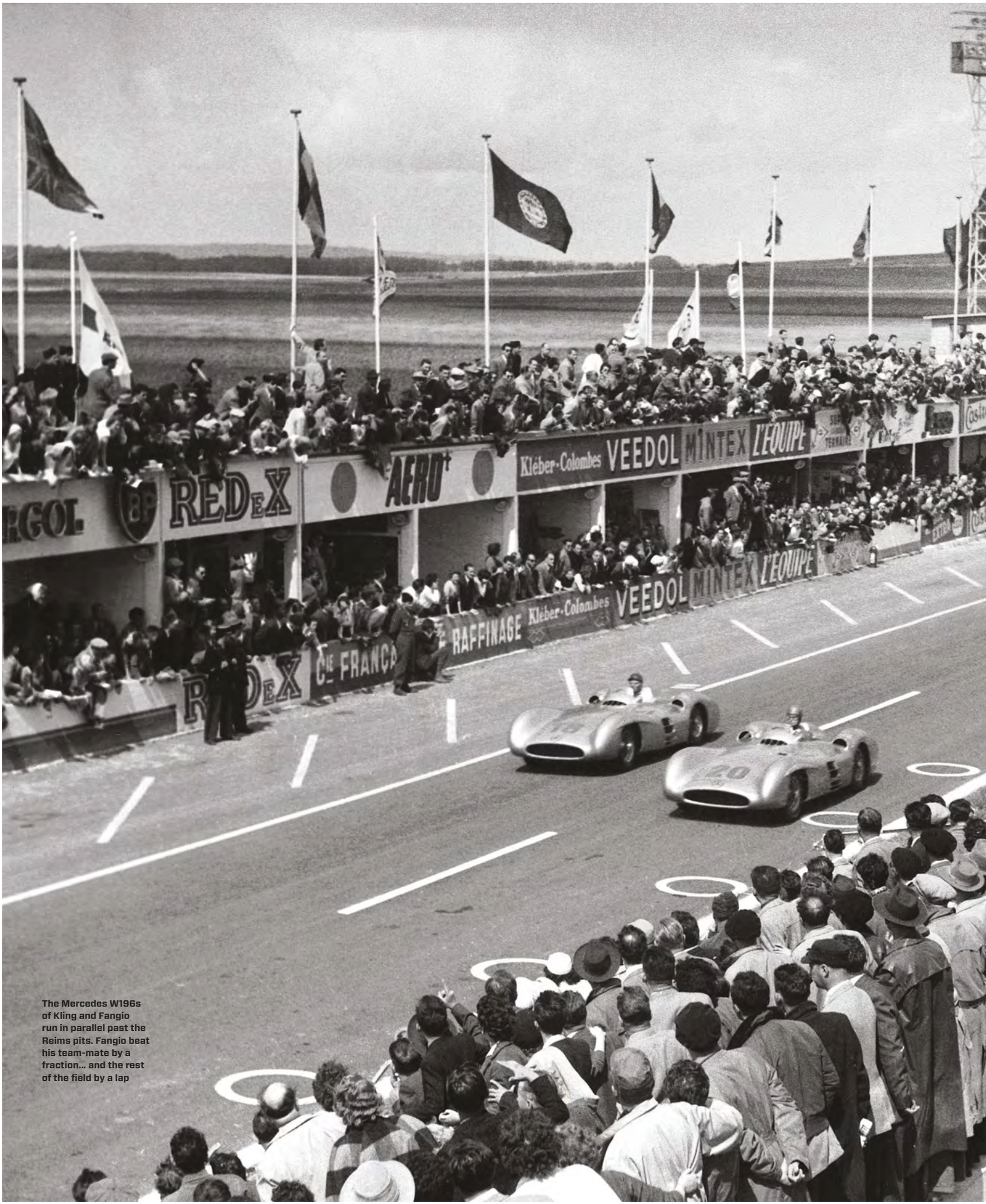
After 90 laps, Moss spearheaded a Mercedes 1-2-3-4, from Fangio, Karl Kling and Piero Taruffi. He was the second Briton after Mike Hawthorn to win an F1 world championship race… and the first to do so on home soil.

Had Fangio allowed him the honour of victory? The Argentine denied as much, but to this day the winner isn't sure.

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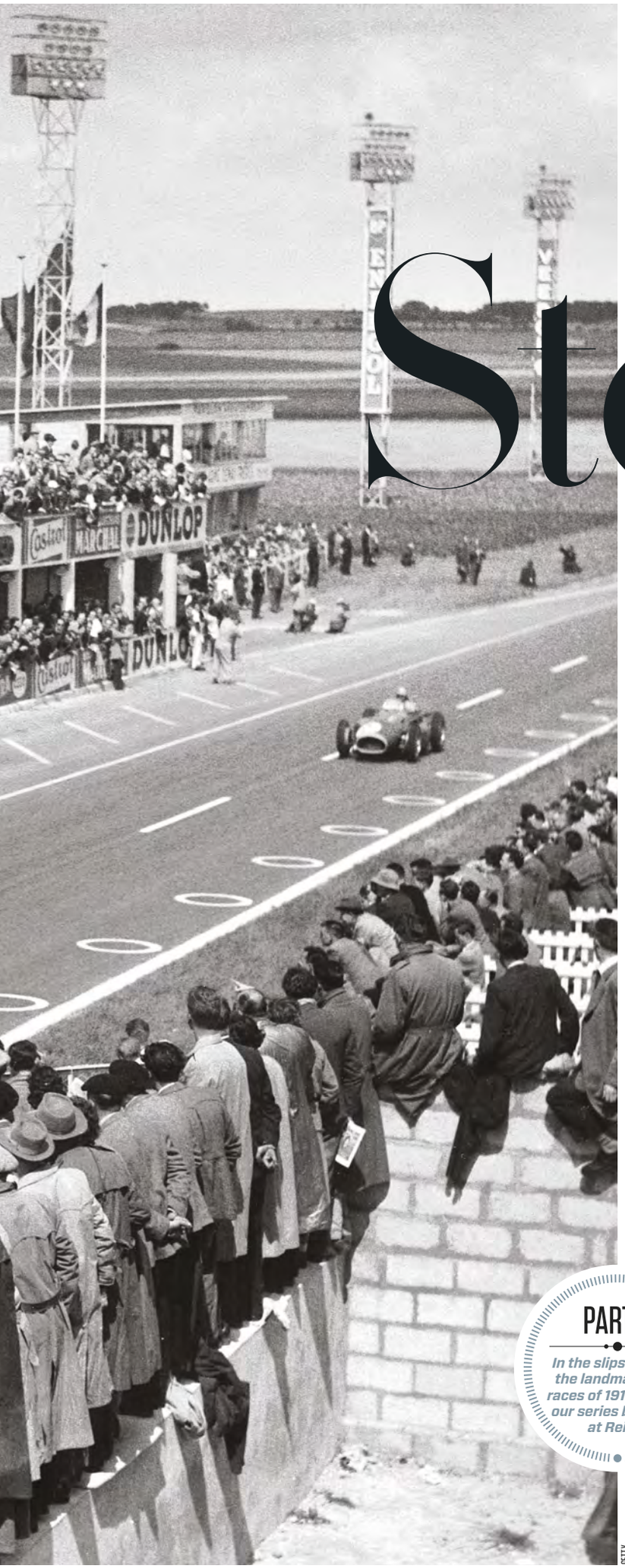


The Mercedes W196s of Kling and Fangio run in parallel past the Reims pits. Fangio beat his team-mate by a fraction... and the rest of the field by a lap

Sterling silver

To conclude our trilogy of significant French motor sport anniversaries, we rewind 60 years to the day that Mercedes-Benz returned to Grand Prix racing – and obliterated its rivals

writer RICHARD WILLIAMS



GETTY



LAT

PART 3

In the slipstream of the landmark Lyon races of 1914 & 1924, our series bows out at Reims

THE FIRST OUTSIDER to catch sight of the new Silver Arrow hadn't a clue what he was looking at. Which was a relief to the Mercedes personnel, who allowed the photographer George Monkhouse to wander round the racing department one day in the early weeks of 1954. A familiar figure at the Stuttgart-Untertürkheim factory, Monkhouse had travelled with the team to several of the pre-war Grands Prix in which his pal Dick Seaman had competed as a Mercedes works driver, and his photographs were prized by the company as a record of their conquests. But there were things even he was not supposed to see.

What Monkhouse glimpsed that day was a racing car with fully enclosed bodywork, very similar at first glance to the dramatic cars Mercedes had produced to race against the similar Auto Union machines at the high-speed AVUS track in 1936, and later to attack records on the Frankfurt-Darmstadt autobahn. "I vaguely wondered why they should have got out one of their pre-war record-breakers," he wrote many years later in his final book, *Mercedes-Benz Grand Prix Racing 1934-1955*.

Then Karl Kling, a former development engineer who had become a team driver, spotted him. "He went white with anger," Monkhouse continued. Rudolf Uhlenhaut, the head of the experimental department, was quickly informed. He knew Monkhouse well from the pre-war period. "What did you see, George?" he asked. Monkhouse told him that he thought he'd caught sight of a pre-war *Rekordwagen*. "Good," a relieved Uhlenhaut responded. "Let's leave it at that."

Less than six months later the truth would be revealed. What Monkhouse had seen was a new kind of streamliner: the W196, designed by Uhlenhaut and Hans Scherenberg and built over the previous three years to meet the new Formula 1 regulations coming into effect at the start of the 1954 season.

This magazine had offered a wholehearted welcome to the new era. "A whole issue of *Motor Sport* could be devoted to discussion of prospects and possibilities of the coming racing season," the editor wrote that February. "It seems that many excitingly fresh Grand Prix racing cars built to the 1954 formula will emerge from the chrysalis stage, although how many will have proved themselves by the end of the year, and whether the oft-spoken marques of Mercedes-Benz, Alfa Romeo, Lancia, ERA, BRM and Vandervell will be seen all on a starting grid at any one race, in company with the expected teams of Ferrari, Maserati, Osca, Gordini, Talbot, HWM, Cooper, Kieft and Connaught, remains to be seen."

Six months later, when an entire team of the new streamlined cars emerged into the sunshine of north-eastern France from the transporters of the Mercedes-Benz *Rennabteilung*, ready to make their debut in the fourth round of the championship series, he had his answer.

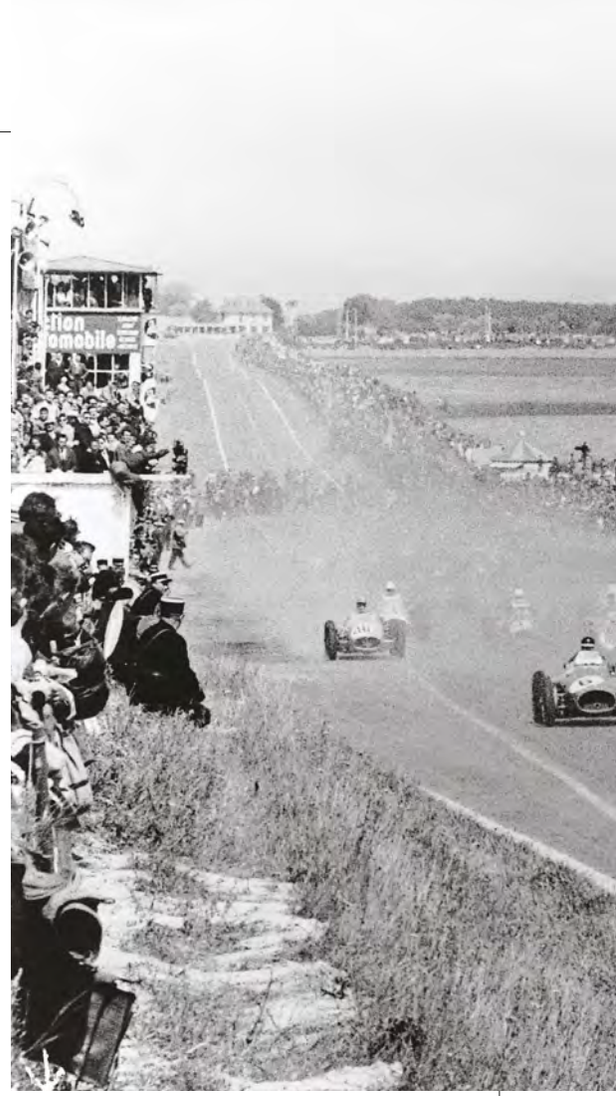
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THE FINAL APPEARANCE BY MERCEDES-Benz in a pre-war Grand Prix had been in Belgrade's Kalemegdan Park on September 3, 1939, when Manfred von Brauchitsch's W154 finished a handful of seconds behind Tazio Nuvolari's D-type Auto Union. It was the day France and the United Kingdom declared war on Germany, 48 hours after Hitler's Panzers had invaded Poland. Rudolf Caracciola, newly crowned European champion for the third time, had already retreated with his second wife, Alice, to their home in Lugano, in neutral Switzerland. Over the next few months the team's cars were dispersed for safety to various parts of Germany; later some of them would turn up in Romania, Poland and Czechoslovakia.

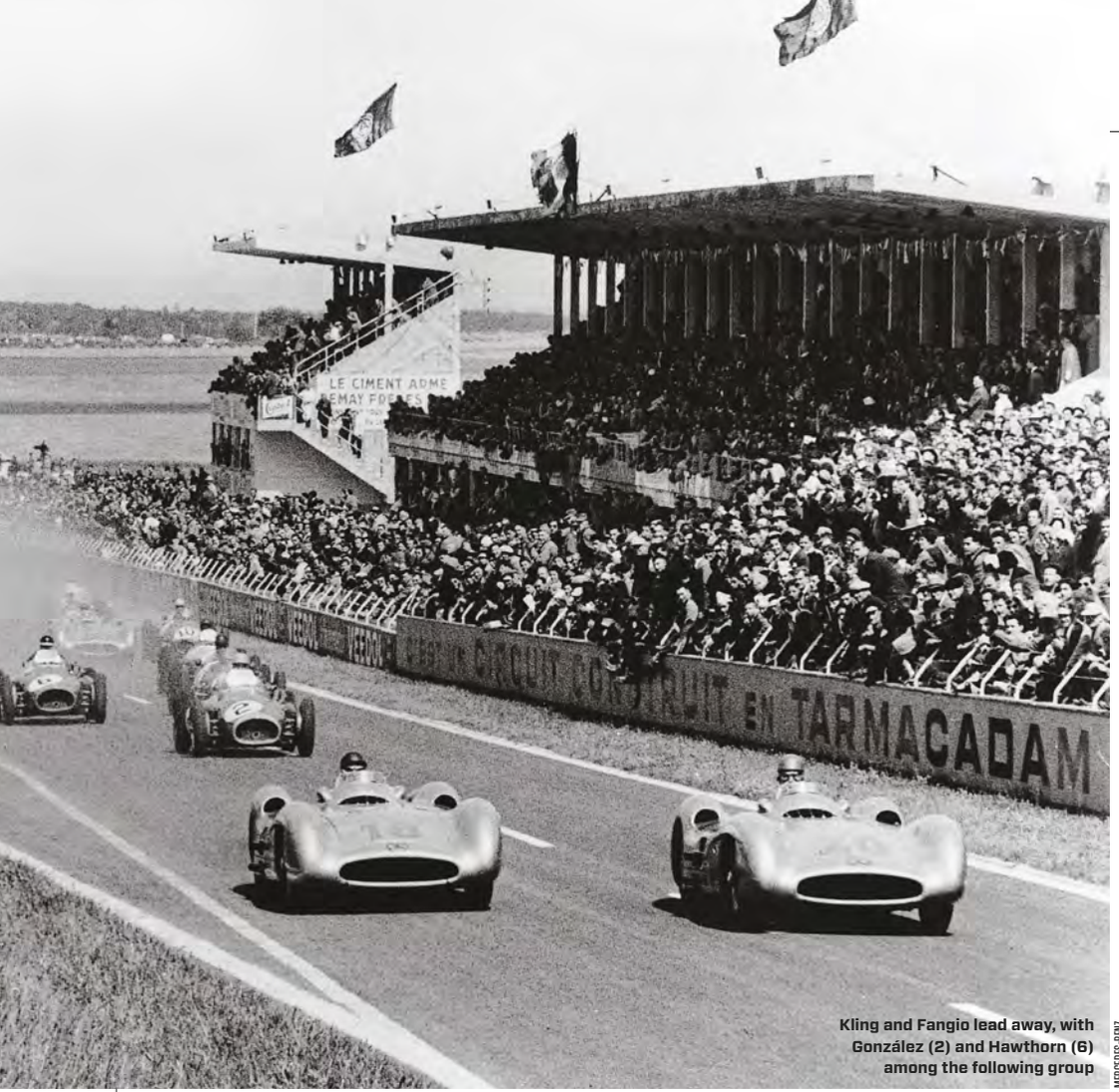
When the Allies celebrated victory in Europe in April 1945, nine-tenths of the Untertürkheim factory lay in ruins, smashed by bombs. In the two years of chaos that followed the German surrender, Caracciola remained in Switzerland and von Brauchitsch ran a transport business in Munich. Their team-mate Hermann Lang was attached to a US Army ordnance unit as a test driver, while Uhlenhaut was employed at a British Army REME depot in the Ruhr. It was the task of Neubauer to reassemble the elements of the team and coax it back to life.

Under the Allies' post-war planning, West Germany was to be reshaped as a predominantly agrarian and light industrial nation. Munitions factories, shipyards and aircraft manufacturing were to follow the Wehrmacht, the Luftwaffe and the Kriegsmarine into oblivion. The policy of 'industrial disarmament' led steelmaking to be cut to 25 per cent of 1938 levels, with car production set at 10 per cent. Coal, timber, leather goods, beer, toys and musical instruments were among the commodities intended to replace the products of heavy industry as the country's principal exports. Under a short-lived agreement with the Soviet Union, some German industrial facilities were dismantled and sent east; they included the Daimler-Benz underground aircraft engine plant at Obrigheim, an hour's drive from Stuttgart.

As early as mid-1946, however, the picture began to change. Seeing the need to rebuild West Germany into a bulwark against the military threat of the Soviet bloc, the Allies agreed to fire up the engines of the country's heavy industry. A start was made by doubling the level of steel production and raising the artificially low price at which German mines had been required to sell coal to the victors. The Marshall Plan, through which the US made financial loans to European countries undergoing reconstruction, was extended to West Germany in 1948. US aid amounted to $1.4 million (just under half the total received by Britain), $1.1 million of which was gradually repaid over the next 20 years.



"NEUBAUER HAD BEEN TRACKING DOWN THE PRE-WAR GRAND PRIX CARS, UNEARTHING FOUR W154s"



Kling and Fangio lead away, with González (2) and Hawthorn (6) among the following group

MERCEDES-BENZ

The Mercedes factory might have been largely rubble, but the company was able to reassemble most of its key personnel. Operation Paperclip, the Office of Strategic Services' scheme to spirit 1500 German scientists into the US, was more interested in rocket scientists and nuclear physicists than in chaps who knew how to design a better supercharger. As early as 1946 the firm was able to resume production of the popular four-cylinder 1.7-litre 170V model, first put on sale in 1936 and now reappearing in the form of the vans, ambulances and police cars required as the country rebuilt. Saloons, cabriolets and coupés were on the market before the end of the decade.

Caracciola had gone to the US in 1946, from where he tried unsuccessfully to get one of the two W165 cars built for the 1939 Tripoli Grand Prix sent from Switzerland for him to race in the Indianapolis 500. The following year a three-litre W154 turned up in Czechoslovakia and was sold to Britain before being shipped on to Don Lee, a buyer in the US, who entered it for Duke Nalon to drive in the 500; the car retired with a burnt piston when lying fourth, leaving the huge crowd impressed by the way the shattering roar of its engine had drowned the noise from the rest of the field. The following year the same car, now driven by Chet Miller, retired with an oil leak.

Back in Germany, a low-key return to competition took place when Kling entered the 1949 Nürburgring Six Hours and finished seventh in the 2000cc class.

By 1950 the factory was back in full swing, the company was preparing to launch the more luxurious 220 and 300 passenger models, and thoughts could turn once again to the publicity benefits of a competition programme. It was time, in the words of Daimler-Benz AG's technical director Dr Karl Nallinger, to "open a window on the racing scene". Neubauer had been tracking down the pre-war Grand Prix cars, unearthing four W154s and six engines, from which three cars were constructed. In February 1951 they were shipped to Argentina, where Lang, Kling and Juan Manuel Fangio – the local hero, just returned from Europe where he had finished runner-up in the inaugural world championship – were to drive them in two races in Buenos Aires' Palermo Park as a prelude to an Indianapolis appearance.

The tight Palermo Park circuit did not suit the big W154s. In the first race, the Gran Premio Juan Perón, the 2-litre Ferrari of José Froilán González, another local hero, came in ahead of Lang, Fangio and Kling. A week later, in the Gran Premio Eva Perón, González rubbed in the unexpected humiliation, winning ahead of Kling and Lang, with Fangio retiring. One newspaper headline put it almost too succinctly: "The Blitzkrieg that failed." Nallinger promptly cancelled the Indy 500 entries and the party returned for a rethink.

In June the new regulations for the 1954 Formula 1 season were published, followed by the announcement of Mercedes' intention to take part. Now there was a racing department with 200 dedicated staff and the ability to call upon the expertise of 300 specialists from other divisions. Uhlenhaut set to work on the new car with a design team under the supervision of Dr Nallinger and Dr Hans Scherenberg, a senior engineer whose wartime Stuttgart University thesis on valve control systems for four-stroke engines would come in particularly useful when designing the desmodromic valve gear for the W196's fuel-injected straight eight.

Meanwhile Dr Nallinger's 'window on the racing scene' was to be kept ajar through the development of Uhlenhaut's W194, a lightweight 300SL coupé with gullwing doors. In 1952 two cars were entered in the Mille Miglia, Kling and Hans Klenk finishing second with the ageing Caracciola fourth. There were one-two-three finishes for the works drivers in the sports car races accompanying the Swiss and German GPs, a one-two for Lang/Fritz Reiss and Theo Helfrich/Helmut Niedermayr at Le Mans, and another one-two for Kling/Klenk and Lang/Erwin Grupp in the Carrera Panamericana. The value in publicity terms, particularly of the wins at Le Mans and in Mexico, was obvious. And the success of the gullwing coupé was only the beginning.

❖

JULY 4, 1954 WAS THE DAY ON WHICH A German team won the World Cup final for the first time, beating Hungary 3-2 in the match that became known as the Miracle of Bern. It was also 40 years to the day since, on the eve of the first world war, Mercedes-Benz had claimed a first famous victory in the French Grand Prix, the white cars of Christian Lautenschlager, Louis Wagner and Otto Salzer vanquishing serious opposition from Peugeot, Fiat, Delage, Sunbeam and others as they finished in that order, the winner taking just over seven hours to complete 20 laps of a 23-mile course outside Lyon. Now the company's latest creations were to have a similarly traumatising effect on those present to watch them race over the high-speed course on the outskirts of Reims.

"It was very impressive, to say the least," remembers Stirling Moss, who was present that weekend to drive a D-type Jaguar in the 12-hour sports race. "They made quite an impact straight away. They came with many more mechanics than anybody else, for a start. Perhaps 20 or 30, which would be twice what Ferrari or Maserati brought. Some of the directors were there, too, and people from the PR department, led by Artur Keser, with two or three sidekicks. The other teams had nothing like it. Mercedes understood the value of PR."

They got it as soon as Fangio and Kling captured the first two slots on the grid, with ▶

their young team-mate Hans Herrmann seventh fastest (the fourth car was a spare). The Ferrari 625 of Alberto Ascari, the reigning champion, occupied the third place on the front row of the grid with the sister car of González on the second row, but when the flag fell on the Sunday afternoon it was no contest.

While the *Rennabteilung* had been making its final preparations for a debut in France, attempting to leave nothing to chance, the other teams had been showing off their new models. Maserati's 250F had won the first two rounds in Argentina and Belgium, driven by Fangio, thanks to Mercedes' willingness to lend the services of their new team leader – keen to set about the business of collecting championship points – to one of its Italian rivals.

Monkhouse was present at Reims, to record the team's return. "The race itself was almost a massacre," he wrote. "The two silver streamliners sailed into a lead they would maintain throughout the 61 laps, the retirement of Herrmann on lap 16 through a broken piston failing to dent their serene composure. Fangio completed the 506km in 2hr 42min 47.9sec, crossing the line with Kling alongside. All their surviving pursuers – the closest was Robert Manzon's Ferrari – had been lapped. The latest models from Maranello and Modena, unveiled only a few months earlier, were made to look like also-rans."

Although the very sight of the W196 took the breath away, there was plenty to attract the attention of those whose primary interest was technical. Under the headline "The Formula 1 Mercedes-Benz: A New Standard in Grand Prix Design", *Motor Sport*'s Denis Jenkinson gave a detailed description of the car's features, from the direct fuel injection and the inboard brakes to the use of three-eared knock-off hub caps on the front wheels and two-eared on the rear, "to avoid any errors". He added, "The general standard of finish was something that you might expect to see at the Motor Show." That spectacular bodywork turned out to be fabricated from elektron, an alloy – 90 per cent magnesium,



MERCEDES-BENZ

"THE LATEST MODELS FROM MARANELLO WERE MADE TO LOOK LIKE ALSO-RANS"

nine per cent aluminium – invented in 1908 and used in Zeppelins and incendiary bombs.

"It is obvious that Mercedes-Benz has come back into Grand Prix racing not only to stay, but to win," Jenks wrote. "Personally I feel that July 4 witnessed the beginning of a new era in Grand Prix racing, similar to that witnessed in 1934 at Montlhéry, when from the point of view of technical interest the current Alfa Romeos and Maseratis were made to look obsolete."

❖

IT IS INTERESTING, SO MANY YEARS later, to recall that, in their keenness to watch the sport at the highest level, motor racing fans outside Germany were willing to ignore the events that had cost tens of millions of lives barely a decade earlier.

The fans at Reims, and at Silverstone a fortnight later (where the streamliners briefly stumbled), evidently made no emotional connection between the howling straight-eight racing engines coming out of Stuttgart and the 34-litre V12 units built by the same company that had powered the Luftwaffe's Messerchmitt Bf109s and 110s to lethal effect against their brothers, fathers, uncles and neighbours in the skies above France and England. From the grandstands, there was a complete readiness to accept the essentially benign nature of this latest manifestation of German technical prowess.

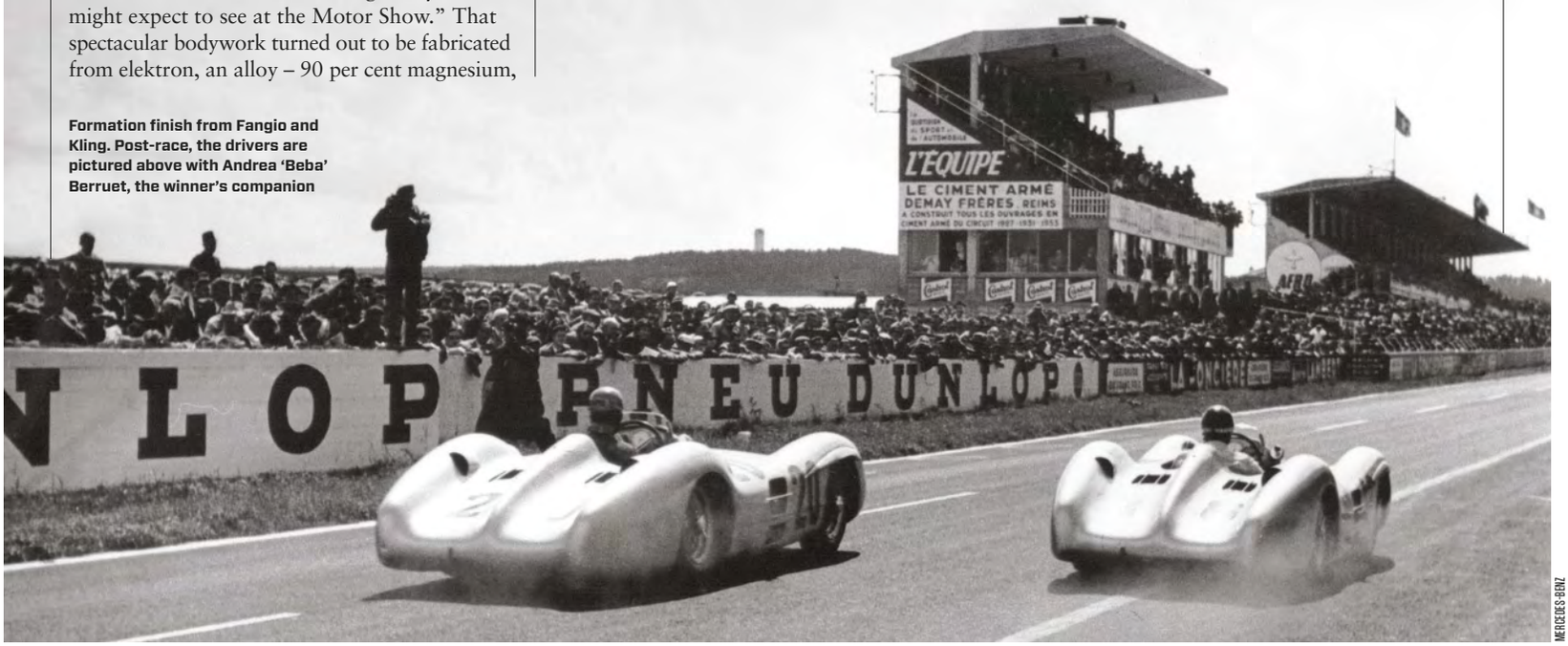
The mood had nothing to do with the new realities of the Cold War, through which the half of Germany containing Stuttgart-Untertürkheim was now officially on "our side". It was a leap of the imagination that connected the sight of Fangio and Kling in their shining silver machines with that of Caracciola and von Brauchitsch in their pre-war W154s.

A broken thread of glamour and glory had been mended, and once again the phrase "all-conquering" could be used without unpleasant echoes. To Neubauer and Uhlenhaut, the authors of this renaissance, it must have seemed like a miracle. Ⓜ

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MERCEDES-BENZ

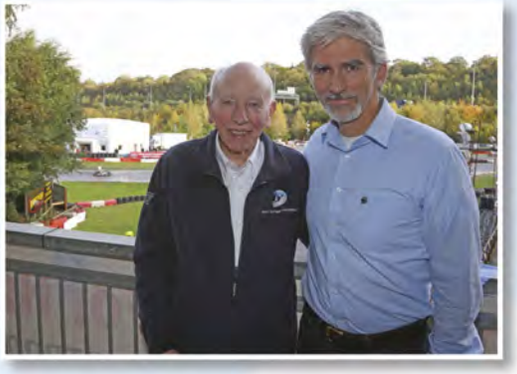
Formation finish from Fangio and Kling. Post-race, the drivers are pictured above with Andrea 'Beba' Berruet, the winner's companion

Henry Surtees Challenge, Buckmore Park, 8 October 2014

A Race You Can't Afford To Miss

Now in its fourth year, this unique, annual event brings together the best of young motorsport talent to compete for a fantastic array of prizes, that will aid them in their race programme preparation for 2015. Importantly, the Challenge also raises much needed funds to support the work of the Henry Surtees Foundation (HSF); saving lives, improving quality of life for people with injuries and inspiring young people to fulfil their potential. In the first twelve months of the new HSF-supported service, Kent, Surrey and Sussex Air Ambulance have performed 69 emergency blood transfusions.

The Challenge will once again be using the superb Club100 Birel karts and seeks to attract karters, with cars in mind, and for returning racers from all classes of motorsport wishing to progress their career. Drivers must hold an MSA National B licence and be in their 16th year or above, be a member of Club 100 Premier and Clubman Spirit members or a Buckmore Park Elite driver. Entry costs £500.



A list of the superb prizes awarded in 2013:

- A full kit of Puma race clothing – 1 suit, 3 pairs of gloves, 2 pairs of shoes and 3 pairs of lifestyle shoes for the winner – donated by Puma SE
- 2 pairs of lifestyle shoes for second place – donated by Puma SE
- 1 pair of lifestyle shoes for third place – donated by Puma SE
- Visit to Red Bull Racing in Milton Keynes for a maximum of four people, with a half day simulator experience for two people and evaluation by an F1 race engineer, donated by Christian Horner
- A fully-funded race drive in the Michelin Clio Cup Series with Protyre's upcoming 'Autumn Cup' event. The winner also has the opportunity to secure an assisted drive in the 2014 Michelin Clio Cup Road Series.
- Test Day, donated by Ginetta
- Formula Renault Eurocup Test with Manor Competition
- A test for two drivers in Eco Boost Formula Ford cars. The two winners will each be offered a full day of testing, including both video and data analysis with Falcon motorsport in conjunction with Ford
- A BARC Formula Renault or BRDC Formula 4 test, donated by Hillspeed
- GP3 test in Abu Dhabi, donated by Carlin Motorsport. Travel and accommodation donated by others
- An Arai GP6 S helmet prepared and painted to drivers own design – donated by Arai
- Shell Pilota Experience at Ferrari, Maranello, Italy – driving on their Fiorano test track plus visit to the F1 facility – donated by Shell. Travel arrangements made and donated by Travel Places
- A pair of VIP F1 tickets for British Grand Prix including Paddock entry - donated by Bernie Ecclestone
- A supply of Teng Tools to the value of £1,000.00 - donated by IQ Supplies (Teamvise Limited)
- Motorsport custom-fit Driver Communication Earpieces together with Hearing Healthcare Package – donated by Hearing Electronics Limited valued at £500
- A session on a simulator at iZone - donated by Andy Priaulx



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EVENTS
OF THE MONTH

SILVERSTONE CLASSIC ❖ PRESCOTT VSCC ❖ NÜRBURGRING OLDTIMER GRAND PRIX



Ollie Hancock leads Martin Stretton – the pair took an F1 victory apiece – and Christophe d'Ansembourg

Silverstone Classic

HUGE GRIDS, FANTASTIC RACING, BIG CROWDS and superb weather all pointed to the best edition of the Silverstone Classic so far. Tragically, an awful shadow was cast when Denis Welch lost his life after his Lotus 18 overturned in the HGPCA Pre-61 race on Sunday.

Welch's death was a stark reminder of the inherent risk in racing cars that are 50 years old – or more. Only the previous day Sid Hoole, another stalwart of historic racing, suffered a very big accident in his Ensign N173 Grand Prix car, but fortunately escaped without major injury.

Those two accidents aside, there was a great deal to enjoy as the Classic builds towards its 25th anniversary in 2015. The racing across two full days and 22 races was generally excellent and the sight and sound of more than 700 cars in action on the full Grand Prix circuit was truly impressive.









Top, Bob Berridge took a Group C double. Second from top, Masters Historic Sports Cars (left) and Classic F3 winner Nick Padmore. Above, Paul Dibden's Argo leads a Classic F3 posse. Below, the Mustang's half-century was one of the weekend's foremost themes. Bottom, Shedden v Meaden Cortina scrap was a highlight. Right, packed Super Touring grid also included Capris, Escorts, Jaguar XJ12s and a Triumph Dolomite Sprint













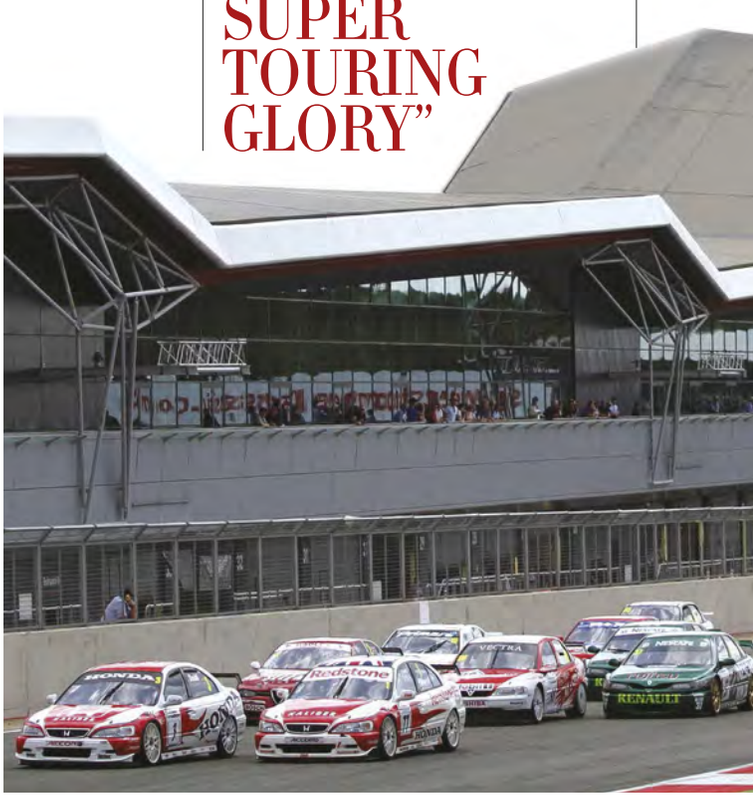
From the top: Harrier was auctioned off; Bonnie Tyler appeared in concert; historic karts took part in demo runs on the old Abbey-Bridge section of the circuit; lots of cars, lots of people

More than ever, this was the Classic that brought younger career drivers into action alongside the established aces of the historic scene. Sports car racer Nick Padmore was peerless in the pair of Classic F3 races, winning at a canter in the March 783 of Max Smith-Hilliard, while Phil Keen was mighty as he teamed up with British GT partner Jon Minshaw in Lola T70, Lister Jaguar and Jaguar E-type.

Michael Lyons, of course, needs no introduction in historic racing, having learnt his craft in cars from the family stable. But this time around, fortune deserted the GT racer and Lyons came away with little reward. Aboard the ex-Keegan Hesketh 308E, he was way faster than the rest of the FIA Masters Historic Formula 1 field and dominated the opening race until a piece of debris wrecked a rear tyre. In the scintillating second race, he was on a charge when the gearbox played up and left him to limp home fifth.

In Saturday evening's Group C race into the dusk, Lyons put the unfancied Gebhardt C91 into third before the

"HONDA ACCORD AND FORD MONDEO SHARED SUPER TOURING GLORY"



ignition packed up. Up front, Bob Berridge (Mercedes C11) toyed with Katsu Kubota's Nissan R90CK for a few laps before rushing off into the distance. Berridge made it a double in Sunday's second race.

Back in Historic Formula 1, another young star – in the form of Ollie Hancock – took over to win the opener when Lyons pulled off. Hancock showed fine pace in his father Anthony's Fittipaldi F5, but it was former champion Martin Stretton who won a cracking second race.

It didn't look so good for Stretton's ex-Bellof Tyrrell 012 after qualifying, however. The bottom engine bolts had pulled out of the chassis and the car effectively broke its back. But some sterling work by the Stretton crew had it ready to go and Martin did the rest to win on Sunday in a race that had the fans on the edge of their seats as a mighty four-way battle raged at the head of the field. Hancock, Stretton and Steve Hartley (Arrows A4) were joined by Lyons, who made up many places in the early laps, and this quartet delivered a glorious race.

New to the historic arena for the event were current BTCC stars Gordon Shedden and Matt Neal, in Neal's latest toy – an ex-Neil Brown Lotus Cortina. Unfortunately, missing his flight home from holiday meant that Neal didn't qualify the car and never got to race it. Shedden, however, ran strongly in the U2TC race until a holed radiator stopped it just as Neal got in at the driver change. "I was having a lot of fun out there," said Shedden.

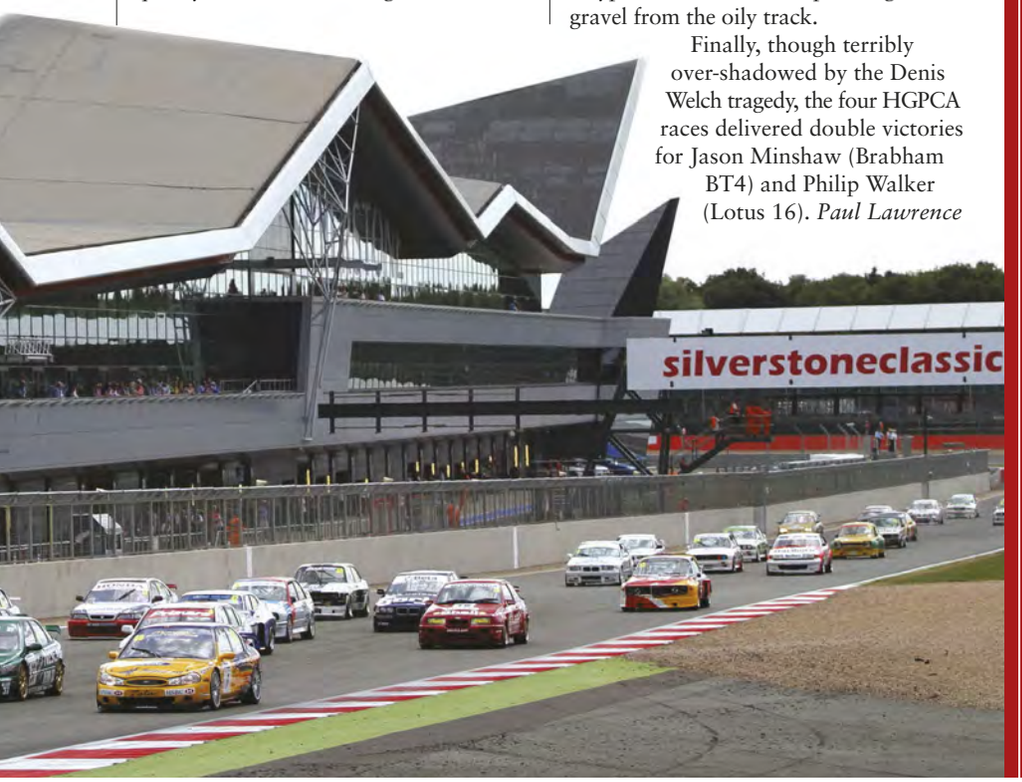
Instead, journalists Chris Harris and Richard Meaden took a fine U2TC victory in the Lotus Cortina of Grant Tromans as their rivals faltered; the Alex Furiani Alfa Romeo with axle dramas and the Richard Shaw/Jackie Oliver BMW with a failing gearbox.

Of course, the old guard of historic racers took their share of glory. Leo Voyazides saw off a spirited challenge from Mike Gardiner to win twice as Ford Falcons dominated the Masters Pre-66 Touring Car race that marked 50 years of the Mustang. Voyazides then partnered Simon Hadfield to another FIA Masters Historic Sports Car win in his Lola T70 Mk3B.

Young Sam Wilson was top dog in Formula Junior as David Methley twice spun away his challenge, while James Dodd (Honda Accord) and former WTCC champion Rob Huff (Ford Mondeo) shared the Super Touring glory at the head of an impressive 42-car grid.

An absorbing Pre-63 GT race fell to ultra-experienced Jackie Oliver and Gary Pearson (Ferrari 250GT), but only after a wonderful duel with the Jaguar E-type of brothers Jeremy and James Cottingham. The result was only settled when the E-type lost time with a trip through the gravel from the oily track.

Finally, though terribly over-shadowed by the Denis Welch tragedy, the four HGPCA races delivered double victories for Jason Minshaw (Brabham BT4) and Philip Walker (Lotus 16). *Paul Lawrence*





THE ULTIMATE LAP OF HONOUR

More than 80 Grand Prix cars gathered for an affectionate tribute at Silverstone

THREE WEEKS AFTER SILVERSTONE STAGED ITS 50th Grand Prix, the largest collection of Grand Prix cars ever assembled took to the track as Sir Stirling Moss headed a parade of 84 cars during the Classic.

Fittingly, Moss led the parade at the wheel of a Maserati 250F and ran alongside David Brabham driving his late father Jack's BT24. Moss, now 84, was thrilled to be back behind the wheel of a 250F as he won twice during the 1956 season in the classic front-engined design.

Further back in the long convoy of motor racing history was the Talbot Lago T26C entered in the first Silverstone Grand Prix for Lord Selsdon, while inaugural BTCC champion Jack Sears was reunited with the Cooper he raced more than 50 years ago. Alfieri Maserati, son of founding Maserati brother Ernesto, joined Moss on the track in another 250F as the Italian marque celebrated its centenary year.

The Grand Prix story was told by machinery ranging from pre-second World War ERAs and Bugattis through to DFV-powered cars of the 1970s and 1980s. Meanwhile, more than 90 Grand Prix cars raced during the weekend as fabulous fields assembled for FIA Masters Historic Formula 1 and HGPCA Pre-61 and Pre-66 races.

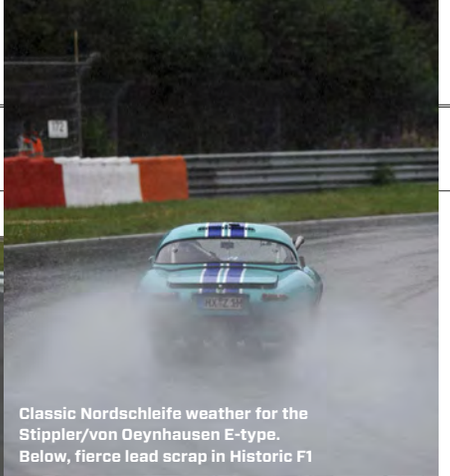
"To be driving a car like this is just magic and reminds me just how fabulous the Maserati was," Moss said. "I guess it shows just how good it was if you can win a race like Monaco in one. I still have pretty vivid memories of the first Grand Prix here at Silverstone, which was back in 1948 when I was driving a 500cc Formula 3 in the support race."

David Brabham said: "To be alongside Sir Stirling Moss was really amazing. The crowds really appreciated the parade, and having Stirling up front in the Maserati 250F was very cool."





Flame academy: Charles Veillard (Group 5 BMW 320i) and, below, BMW M1 light up the 'Ring



Classic Nordschleife weather for the Stippler/von Oeynhausen E-type. Below, fierce lead scrap in Historic F1



Oldtimer Grand Prix Nürburgring



INCREDIBLY, THIS WAS THE 42ND ANNUAL running of the Nürburgring Oldtimer Grand Prix... so many of the cars entered hadn't even been born when the event started. In the UK, historic racing leans towards the earlier days of motor sport, when the British were building cars and winning races across the globe. At this event, the Germans had a more 'recent past' emphasis, so British visitors were able to relish cars that are rarely seen beyond Germany's borders.

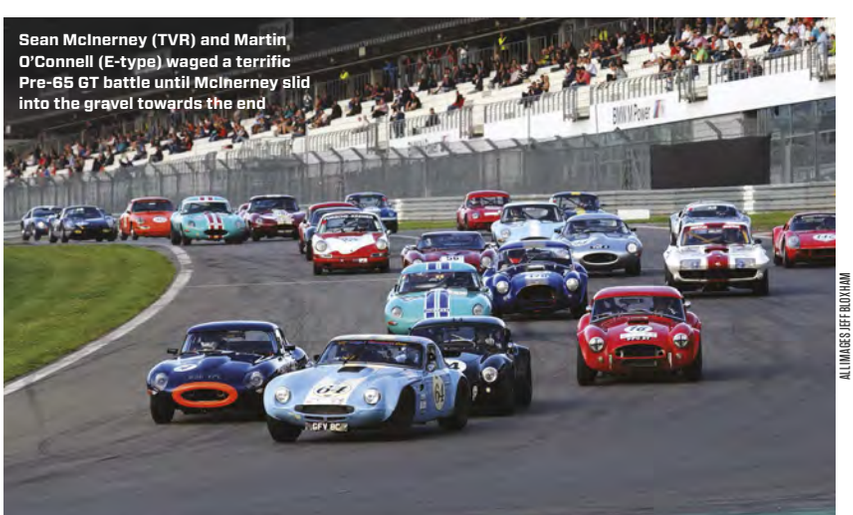
When it came to the crowd-pleasing Deutsche Rennsportmeisterschaft Revival race, how do you feel about the notion of eight BMW M1s charging hard into the first corner, popping and spitting foot-long flames? Mixed in with this bunch were a wide-arched, Jägermeister orange BMW 320i, a bright yellow Porsche 934/5 (which won two races), a fantastic Zakspeed Capri, raucous BMW Batmobiles and many other sensational German bygones. It was an aural and visual assault of the senses, and a reminder of how exciting – and excessive – motor racing could be in the '70s.

The Oldtimer covers more than 60 years of motor racing, though, so various eras were well represented during two days of racing on the newer Nürburgring. On Friday, however, there was a two-hour race on the epic Nordschleife, for 1960s sports and GT cars. The Jaguar E-type of Frank Stippler and Marcus von Oeynhausen won by more than a minute.

Many people remarked on how great it would be to see more old cars on the longer circuit over the weekend, but there are practicalities to consider. In the hands of a gifted professional such as Stippler, it still took more than eight minutes for a fully sorted E-type to lap in the dry... and a damp two-hour race amounted to only 12 laps. Other than the obvious logistical headache of providing adequate safety cover around the 14 miles, you can understand that such numbers might not add up in an age when customer satisfaction is king.

The racing was extremely competitive throughout the weekend, never more so than in the FIA Masters Historic F1 Championship, which took centre stage. Michael Lyons (Hesketh 308E), Steve Hartley (Arrows A4) and Simon Fish (Ensign N180) were closely matched in Saturday's 25-minute, 15-lap race. Watching them go wheel to wheel was terrific and kept 60,000 fans on the edge of their seats, until Lyons retired two laps from the end with fuel problems. Hartley went on to win from Fish, while Lyons recovered to take Sunday's rain-affected race, after storming through the field in the wake of a pitlane start. He wasn't alone in starting from the pits – the heavens opened during the formation lap and a stream of cars pulled in to switch to wet rubber. Silvio Kalb (Arrows A3) appeared to have the race in the bag, but spun two laps from home and opened the door to Lyons.

The Oldtimer doesn't have the atmosphere of Goodwood, or the Silverstone Classic, but spend a few minutes in the paddock and you can't help but be amazed at the extravagance of the cars on display. If, like me, you're happy sticking your nose under the bonnet of a 1970s saloon car, getting a little bit too excited about a Novamotor engine in a classic F3 chassis, or drooling over Porsche 906s, then this should definitely be on your list of future European adventures. *Damon Cogman*



Sean McInerney (TVR) and Martin O'Connell (E-type) waged a terrific Pre-65 GT battle until McInerney slid into the gravel towards the end

ALL IMAGES JEFF BLOXHAM

FORTHCOMING EVENTS

SEPTEMBER 2014

6-7	**World RX** France
7	**F1** Italian Grand Prix
7	**Blancpain** Algarve
7	**BTCC** Rockingham
7	**BSB** Donington
1 2-14	**WRC** Australia
12-14	**Goodwood Revival**
13-14	**British GT/F3** Donington
14	**MotoGP** San Marino
14	**DTM** Lausitzring
14	**WTCC** Sonoma
19-21	**ERC** Cyprus Rally
19-21	**Spa 6 Hours**
20	**WEC/TUSC** Austin
21	**F1** Singapore GP
21	**Blancpain** Nürburgring
21	**BSB** Assen
23-24	**World RX** Germany
27-28	**World RX** Italy
28	**MotoGP** Aragón
28	**DTM** Guangzhou
28	**BTCC** Silverstone

OCTOBER 2014

3-5	**WRC** France
4	**TUSC** Petit Le Mans
4-5	**BSB** Silverstone
5	**F1** Japanese GP
5	**WTCC** Beijing
9-11	**ERC** Romania
12	**F1** Russian GP
12	**MotoGP** Japan
12	**WEC** 6 Hours of Fuji
12	**WTCC** Shanghai
12	**BTCC** Brands Hatch
18-19	**DTM/Euro F3** Hockenheim
18-19	**BSB** Brands Hatch
19	**MotoGP** Australia
19	**Blancpain** Zolder
23-25	**ERC** Valais
24-26	**WRC** Catalunya
26	**MotoGP** Malaysia
26	**WTCC** Suzuka

NOVEMBER 2014

2	**F1** United States GP
2	**WEC** Shanghai
2	**Blancpain** Baku
6-8	**ERC** Tour de Corse
9	**F1** Brazil GP
9	**MotoGP** Valencia
14-16	**WRC** Wales Rally GB
15	**WEC** Bahrain
16	**WTCC** Macau
22-23	**World RX** Argentina
23	**F1** Abu Dhabi GP
28-30	**Roger Albert Clark Rally**
30	**WEC** São Paulo

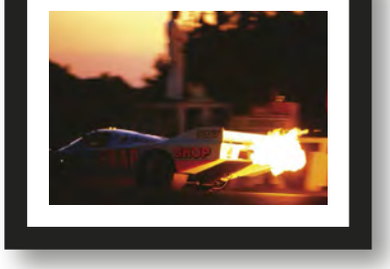
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ALL IMAGES SIMON ARRON

Special Saloons and Modsports to the fore as Mallory reopens to car racing

BACK IN THE OLD ROUTINE

Mallory Park, July 22: a cheap fried breakfast can mean only one thing...

THE PROGRAMME COVER bears the motto "Revival Meeting", but that's probably overstating the case. It feels more as though Mallory Park has slightly overslept after missing an alarm call and is rubbing its eyes as it prepares to host its first – and only – car meeting of 2014. The motorcycle community, of course, had been thundering around since earlier in the season.

Following the noise row that almost silenced it permanently, Mallory's salvation came too late to allow its inclusion in this year's mainstream national racing schedules. Even so, the Classic Sports Car Club was able to stitch together a programme including three Special Saloon/Modsports races, plus non-championship fare for Monopostos, Caterham Sevens (plus derivatives) and a pleasingly diverse amalgam of sports and saloon cars – 10 events, all told.

First, though, there can be but a singular destination: Mallory might be under new management, but the canteen retains its long-standing staff and the calibre of its breakfasts remains untarnished, ditto their value.

SIMON ARRON



It's a low-key meeting in the overall scheme of things, but you can sense the anticipation. It's hazy and cool first thing, but there's a nice warm glow around the paddock and everywhere you stroll you can hear drivers relishing the imminent reawakening of a great British motor racing staple.

As you can read elsewhere, in Gordon Cruickshank's technical appraisal of the reborn Special Saloon & Modsports movement, Mallory attracted a packed 31-strong field. Reliability of the species was never particularly strong in period – and remains a potential weak point – but 30 cars started the first race, 23 the second and 16 the third. Mark Ticehurst won all three in his Porsche 935, but his domination didn't dilute the spectacle. We've become used to one-make everything in this day and age, so it's refreshing to see knots of cars including Jaguar XJ12 and Hillman Imp or Lotus Elan and Ford Anglia. And given the regulatory breadth, nothing looks much like anything else – not even when cloaked in ostensibly the same body.

As a foretaste of things to come, the paddock also contained several non-competing cars that might soon join the fray. One is a slightly longer-term prospect, the ex-Robin Marquand Renault 5-Chevrolet V8 hillclimb car recently discovered in a London lock-up. On the day, V8 racing entrepreneur Bernie Chodosh and colleague Richard Wos were trying to lure a buyer. "It starts, runs and has great oil pressure," Chodosh said, "but it does need a little work." Even when tatty, though, it looked fantastic.

Elsewhere in the paddock, a completed project was about to return to action in one of the general sports and saloon races. Josh Sadler, boss of Porsche specialist Autofarm, acquired a factory 911S prototype – chassis 12 – in 1978, but it was in poor condition after an accident and was soon dismantled. About seven years ago, though, the decision was taken to resurrect it. "We've tried to keep it as close as possible to the way it was," Sadler says. "It's suitable for club racing and events such as Tour Britannia – I'm looking at it as a bit of versatile fun. I'm not going to pretend it is all original, but we took it apart so I felt we had the right to put it back together."

He'd chosen absolutely the perfect occasion for such a relaunch.



Diversity as an art form on the pit straight. Above left, the traditional paddock breakfast and Mark Ticehurst's flaming Porsche 935

BETTER LATE THAN NEVER

Croft, August 2: now only Pembrey remains unconquered

THE EMOTIONS ARE MIXED, HEADING from Kent to North Yorkshire in the early hours of a Saturday morning. Eastern Britain is bathed in serene tranquillity, but also littered with discarded Little Chefs, boarded up and beyond repair when they should be serving the itinerant. The good news, though, is that I'm finally en route to Croft – one of only two active UK mainland circuits that had hitherto escaped me.

I had planned to attend in 1981, when its forthcoming closure was announced, but didn't have my own car and was unable to get there before the fateful day. Rallycross continued



ANCIENT ROAM

VSCC Concentration Run, August 4: co-driving a world-class co-driver

"THERE'S A TRAIN FROM WATERLOO at 7.53am, arriving in West Byfleet at 8.21. I'll see you there..."

You'd expect nothing other than precision from Fred Gallagher, winning co-driver on five world championship rallies and FIA cross-country world champion in 1997, alongside Ari Vatanen. Today, though, I'll be navigating him as the VSCC commences its 80th anniversary with a Concentration Run leading from various points to the East of England Showground, near Peterborough.

We're due to begin from Brooklands, if we can get there...

while the race circuit lay dormant, but it was pleasing to see the latter revived and upgraded during the 1990s... although there is still no rational explanation for my subsequent absence.

Conditions weren't ideal for the opening day of the HSCC-run Nostalgia Weekend, with feeble, flickering sunshine bullied by sullen skies and one torrential downpour triggering a brief suspension of racing (and overnight postponement of the Classic Clubmans race).

That didn't detract from first impressions of a venue that has made no attempt to mask its airfield origins – and indeed celebrates them during a weekend such as this. There are great vantage points around the circuit – some of the spectator banks offer better photographic opportunities than the trademark trackside trench – and the paddock is a pleasing blend of sprawl and clutter, which is exactly how things should be. Mini drivers Roger Godfrey and Pete Morgan demolish the Cortina and Mustang opposition in the wet – and Chris Glaister is a joy to behold in his Ford Anglia 100E, putting it sideways as he glides through Hawthorn and maintaining the same angle of attack almost all the way to the chicane.



At one point, in the assembly area, I hear a muffled voice from somewhere within the cockpit of a Chevron B8. "I see the only man with media passes for F1 and Mallory Park has also obtained one for Croft," says Hugh Colman.

True enough, but it had taken quite a while...



Spitfire serves as backdrop to gathering Roadsports field. Left, Callum Grant leads FF1600 field away in a deluge. Above, a touch of Anglia brio from Chris Glaister



Fred Gallagher's 1939 Lancia Aprilia on provisional pole position at Brooklands

"I sometimes leave the keys in the ignition," says Fred, "because I'm not sure many people know how to start a 1939 Lancia Aprilia." He completes some finger gymnastics, actuates a few buttons and levers and... nothing. Turns out the brake lights have been sticking on, which has a deleterious effect on the battery, but with a helping push we're under way in time to grab a pre-start coffee.

On paper the details sound unpromising – commuter-belt Surrey to the Cambridgeshire equivalent, via the west of London – but the VSCC has concocted an improbably delightful route that features more trees than traffic. We cross over many a main artery (and the Thames, several times), but rarely set a wheel anywhere near one.

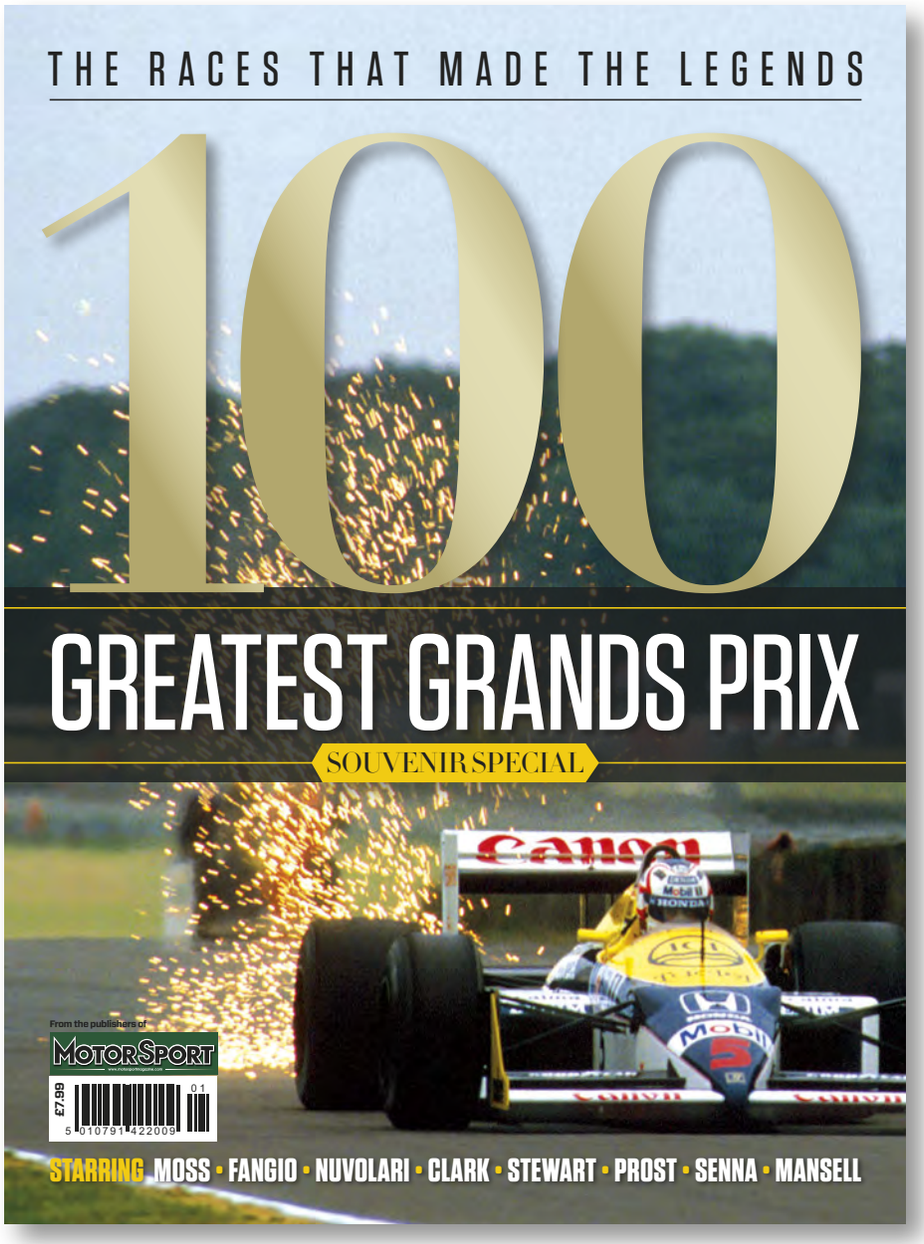
The only slight knot occurs close to Berkhamsted High Street, where roadworks block the route and lead us to plot by instinct. By chance, we happen upon the glorious Ashridge Estate – previously unknown to either of us, and a pastoral idyll that looks more like upstate New York than rural Bedfordshire – then edge gently back towards the prescribed course.

I have very little experience of pre-war cars, but the Aprilia seems remarkably advanced – and stylish – for something 75 years old: four-speed transmission, adjustable damping, effortless absorption of 21st century obstacles (speed cushions, mainly), brisk enough to keep pace with modern traffic and sufficiently quiet to permit civilised conversation.

As the journey draws towards its conclusion, we pause for fuel in the village of Sawtry and spot a BriSCA F2 stock car on the garage forecourt. Our pump attendant (yes, they exist still) reveals that it belongs to her son. That would be Allen Cooper, whose credits also include winning the Reliant Robin banger world title. His mum goes on to reveal that her pride and joy is a 1937 MG TA.

It's a delightful note on which to wind down a trip that proves motoring events don't always have to be fast to be fun.

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HISTORIC SCENE WITH

GORDON CRUICKSHANK



One wheel in the past: searching out what's new in the old car world

www.motorsportmagazine.com/author/gordon-cruickshank



Ferraris are DK's forte, but it was a Maserati that drew GC to Amersham

ALEX PENFOLD

A DAY IN THE COUNTRY

Among the green fields of Hertfordshire there's a little farm with a fine harvest on show

I HAD MEANT TO STOP IN AT DK Engineering for ages, but here's a funny thing about a top Ferrari shop – it's always so packed with high-end machinery that if that Testa Rossa you meant to have a squint at has moved out, there will be an interesting 750 Monza or 250TdF in its place. Kind of reduces the urgency. In fact it was a Maserati that pulled me in to DK's extremely smart and tidy premises, another one-time farm now dealing with a different sort of horse.

The car was a 250F, and before the purists reach for their Maserati histories, yes, it was one of the Cameron Millar cars. Millar was an arch enthusiast who bought a large pile of parts from Maserati during one of its periodic financial implosions and subsequently assembled a number of cars in new chassis, at first with a high proportion of genuine components, decreasing as the run went on. What stands him apart from the many people who have tried to brush over various histories is that he gave them 'CM' chassis numbers to make it clear what they were. Jenks, that arbiter of the 250F, wrote that he had no problem with these constructions, "as long as the owners

were honest" – but went on to state that at least one of them was already wearing another chassis number...

One that has a well-recorded past is CM5, the one I found in one of DK's buildings after a tour of the works. In the reception area – rustic beams, *Motor Sport* neatly placed on top of other car titles, vast case of trophies, books on industrial design, restaurant guides ready to assist wealthy clients – I met DK's cheerful founder David Cottingham, who in the 1970s found his classic car hobby was getting in the way of his career as a research chemist and began restoring Jaguars. Now Ferrari is the firm's prime business – DK (named for David and his wife Kate) has sold 150 F40s – and David's three sons, Justin, Jeremy and James are all involved. You'll know the names from Goodwood and the Silverstone Classic as David, James and Jeremy are pretty handy on the track, too.

It's James who takes me into the showroom, where gleaming cars, not all Ferraris, stand in spacious splendour. In recent years selling has expanded, says David, but restoration remains important and clients come from all over the world – they've prepared cars for Anthony Bamford and Ralph Lauren. And it's the workshops I'm more interested in. DK has about 15 people in the restoration shops (a succession of buildings large and small, with more planned) and another dozen staff keeping the business rolling. James shows me 275GTS parts spread out for a customer who is having *two* done at once, Colombo V12 blocks and innards on stands and benches, and then steers my gaze into the wheelarches of a 250SWB shell up on jacks pointing out the hammer marks of the hand-beaten arches, which makes decision-making complicated. Should you produce the perfect finish that Italian artisan wasn't worried about, or try to retain that human touch? In the end it depends on the client – if the car is heading for Pebble Beach they'll seek perfection…

Among all the scarlet paint is a silver GT40 which James often races with owner Andrew Smith, but while their own cars are often out racing they don't do a lot of customer race prep. Too demanding on staff time, James says, and I have to say I often wonder how the big outfits manage to field so many staff at every race weekend.





Sales are a growing part of DK's business, but restoration remains central. Millar 250F (below) turned out to be an old friend



Finally we return to CM5. I had an interest in it because I visited Millar in the 1980s while he was assembling (I believe) this car for Scottish enthusiast Ray Fielding. By coincidence I was later invited to see a private collection in Aberdeenshire, which turned out to be Fielding's stable. Not knowing the name I was expecting E-types and TR4s; instead in an unpretentious barn behind Pedigree Cars in Forres I found a row of tridents. A racer in the 1950s and '60s, Fielding loved Maseratis and when I got there (shown around by his mechanic Dick Watson, an ex-HRG and Vanwall man) it included a 200S, an A6GCS he bought new, CM5 and one of the pre-war Maseratis Fielding and Watson were restoring. I didn't know enough then to pin it down, but it was probably the 6CM Fielding raced. They also looked after the Doune Motor Museum, where I went next. Lord Doune's display had some impressive cars including a Bugatti 57C Aravis coupé, Alfa Romeo 8C 2900B spyder, low-chassis Invicta, and the Whitney Straight Maserati 8CM. A pity the museum later closed, as these cars are now widely dispersed.

I had a fun day with Millar too, not least when we had to go to lunch in my Alfa because his Ghibli wouldn't start. "It's constant trouble," he groaned, "but the 250F always fires immediately!"

CM5 went to Fielding incomplete and was later robbed for parts, but after a comprehensive seeing-to by DK last year I'm sure CM5 gives no trouble to its new owner. Certainly it went well at the Goodwood 72 meeting. To think that, as Millar said to me, "they were just going to shove all those parts in the skip!"

DREAM GARAGE

How we'd blow the budget this month



Gregor Fisken
Bugatti Type 46S

The mammoth Royale may top Bugatti's league for sheer presence, but the 5.3-litre T46S 'Petit Royale' is an impressive carriage. Very rare in four-door cabriolet form.

£POA, www.fiskens.com



Rawles Classic Healeys
Austin-Healey 3000 MkII

A careful recreation of a works Sebring car. With triple Webers, ally body, rose-jointed suspension and straight-cut gears, this is a fearsome contender for historic rallies.

£85,000, www.rawlesmotorsport.co.uk



Meridien
Renault Spider

Track day fun distilled to its essence. Basic, but this one has the later windscreen that made it a practical proposition to drive to the track. Just a 2-litre four, but it's plenty!

£24,995, www.meridien.co.uk



British Leyland to the fore at the first Festival of the Unexceptional

BROWN AND PROUD

Flares and flock seats at Seventies session



Eager owners of utterly ordinary vehicles hoped to scoop chinaware

YOU KNOW THE FEELING WHEN you've been staying in a smart hotel eating fine food and you suddenly realise you're dying for beans on toast? Maybe it's a symptom of a diet of Miuras, Maseratis and Monzas, but the idea of a concours of utterly unexciting vehicles tickled the whole office. Indeed the Festival of the Unexceptional, sneaked in before the Silverstone Classic, seems to have garnered Hagerty's Insurance as much attention as all the classic cars they cover. Featuring all those cars that make you say "I'd forgotten about those", it brought together the Morris Itals, Triumph Acclaims, Fiat Stradas, Montegos, Renault 6s and Allegros that were staple joke-fodder from the Sixties to the Eighties.

Of course buyers loved them then, and despite the lessons of history, their new owners love them now, lining them up in a symphony of beige, brown and mustard.

What's more, spares shortages can make them as hard to restore as an exotic: there's a demand for Ferrari indicators and Porsche door rubbers, but not for Montego interior lights. As I admired a much-travelled Renault 30 and the gold paint on a Cortina Mk3, I listened to one fan describe searching for three years for a trim part for his Opel Commodore and wondered if it was worth the effort for a car of no great significance. I suppose for the sake of historical completeness at least one example of each ought to be preserved, in the way a small pot of smallpox virus is still kept in a lab somewhere.

While it was a *concours de l'ordinaire*, everywhere there were little outbreaks of interestingness, like a forest fire that won't die down: that's not just an 1100 but a Vanden Plas with picnic tables; at this distance in time the Mini's Clubman restyling comes over as a clever and cost-effective scheme; and apparently that's the only British Volkswagen 412 on the road. There was a Peel P50, the minuscule microcar, which made me smile when it set off for home sitting in the middle of its trailer like a toddler on a ping-pong table. A Scimitar GTE should have been disqualified outright for being a handsome, fast and interesting device, while an Allegro with Rostyles was on the verge of looking sporty. Confession time: am I the only person who thought Harris Mann's Allegro styling was novel, inventive and a just bit cute? Plus a square steering wheel! Come on...





Ed Rattley's winning Nissan Cherry Europe is rare and original. Still not exciting, though

In this harvest of the humdrum, one exhibit had to be even more undistinguished than the others and the *palme beige* (a china mug) went to Ed Rattley's Nissan Cherry Europe, one of the plainest-looking cars ever. Journalist Giles Chapman, one of the judges and an aficionado of the utterly conventional, told me, "We all alighted on the Cherry because it's a rare survivor, you couldn't find a more enthusiastic advocate of forgotten Japanese metal than its owner, and the interior was amazingly original, even down to the plaid seats."

The trouble is, this example was the Nissan/Alfa Romeo co-production with the Alfasud power unit, and there are only a couple of those left running – which makes it actually quite interesting... M





FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



Carlo Abarth with the fruits of his ingenuity, from Fiat-based coupés to pure sports-racers. And yes, he believed in a diet of apples... Right: when he was still Karl, not Carlo

FIAT

A MATTER OF MOMENT

Carlo Abarth may have had fixed ideas about engine placement – but his cars won plenty of races

OVER THE PAST FEW months I have been closely involved with what was Fabrizio Violati's Maranello Rosso Collection of Ferraris and Abarths in San Marino. When former mineral water magnate Violati died in January 2010 he was the longest-term owner of any Ferrari 250GTO. Obviously in recent weeks it has been the Monterey-week sale by Bonhams of his GTO that has dominated the headlines.

But time among the Maranello Rosso cars provided a fascinating crash course in Abarth appreciation. I vividly recall studying the works cars one year in the paddock at the Nürburgring, gawping at their entirely overhung in-line engine mounting. You'd see a no more impressive pendulum on any grandfather clock.

Back in the 1920s, Vienna-born, German-speaking Karl Abarth became interested in motorcycle racing and began to compete first on solos, then sidecar combinations into the 1930s. He found a kindred spirit in Joseph Holly, another fine mechanic and tuner who

became his racing passenger using mainly Sunbeam and later FN machines. Abarth devised a rack-and-lever system that banked the sidecar wheel in concert with the bike itself through corners. He sold the design rights to this 'Swingachs' system to Max Porges' MP sidecar concern, and in 1934 married the secretary of a leading Viennese lawyer named Anton Piech, whose wife was Louise Porsche, daughter of none other than the great automotive engineer Prof Dr Ferdinand Porsche.

After the March 1938 annexation of Austria into Nazi Germany, Karl Abarth was contacted by the Italian Fascist authority, who had found that his father, living since the end of World War I in Merano just over the border, had taken Italian citizenship. This conferred similar rights upon Karl himself and they invited him to compete thereafter as a State-backed Italian rider. What's more, they would pay him so handsomely it made his eyes pop. So Karl became Carlo, but just after World War II broke out in 1939 – racing at Ljubljana, Yugoslavia – he crashed badly and only narrowly survived.

He then spent the war years in Yugoslavia, but in September 1945 settled in Merano, Italy, opening a tiny Bianchi dealership called Fahrzeuge aller Art. Seeking a future he wrote to Louise Piech, and in September 1946 he was authorised to represent her brother Ferry Porsche's new car company in Italy. Abarth then got together with another Porsche-connected Austrian engineer, Rudi Hruska, and they interested the great Tazio Nuvolari in promoting Porsche products, which included a proposal for a 'post-war Auto Union' GP car.

Turin industrialist Piero Dusio was contacted. In October 1944 he had commissioned engineer Dante Giacosa to build what would became the Cisitalia D46 single-seat racing car on which a post-war generation of Italian racing drivers would cut their teeth. In February 1947 – through Abarth and Hruska – Dusio then bought world rights from Porsche for a number of designs including the 'post-war Auto Union' Typ 360 GP car with driver-selectable four-wheel-drive. The two Austrian engineers worked on Dusio's Cisitalia project until it collapsed financially in 1949, and Dusio fled with the designs and hardware to Peron's Argentina.

Abarth had found a firm friend in Cisitalia driver Guido Scagliarini, whose father Armando was a wealthy landowner from Finale Emilia, near Modena. And in March 1949 Carlo Abarth and Armando Scagliarini founded Abarth & C to continue development and production of Cisitalia-derived cars and components.


ABARTH

Abarth 750s abound at Coppa Intereuropa, Monza, 1957. Right: far overhung four-cylinder twin-cam engine in 1969 Abarth SE010 sports-prototype

Into the 1950s, building competition cars based on Fiat parts, Abarth's Porsche-conditioning became most apparent in his preference for hanging the engine out behind the rear axle line. At least Porsche's initially flat-four and later flat-six engines were only two or three cylinders long – limiting the pendulum overhang – but Abarth went the whole hog with in-line four-cylinder engines behind the back axle line.

His Turin-based company's engine designer Luciano Fochi extracted remarkable power from Fiat-based units, before producing an entirely in-house family of really serious all-Abarth racing engines.

Early in 1960, fellow engineer Mario Colucci joined Abarth from Alfa Romeo as technical director. He was free of his new boss's Porsche indoctrination, and in his first design, for the Abarth 750 Sport Spider Tubolare, he founded a new series of 'centrale' Abarths with the engine mounted amidships, between cockpit and back axle line, not overhung at all.

Evidently, The Boss wasn't altogether content with Colucci's mid-engine theme, and while they worked together for many years they never really settled this particular argument. For some models Colucci would win, for the majority Abarth himself would have the engine mass cantilevered outboard. He insisted that it enhanced traction away from slow corners while Colucci preached instead centralised-mass, low-polar-moment design. Somehow their partnership survived.

Although both central and overhung-engined Abarths became well developed to provide consistent handling, marque insiders tell me that only three drivers ever totally mastered the technique of wringing the best from the overhung-engined designs. They were Arturo Merzario, Swiss mountain-climber Peter Schetty and, before that, 21-year-old fast-rising star Franco Patria. The quick technique was supposedly to avalanche the car into a corner, get it turned as soon as possible, then instantly back on the power, whereupon the long lever-arm of that overhung engine mass would load-up the driven wheels and the Abarth would rocket away.

Poor Franco Patria had shown every sign of complete mastery of this technique. He had been tipped for a great future and had shone brightly with a string of great drives until October 11 1964, and the Paris 1000Kms at Montlhéry. There he was just rejoining the circuit after a pitstop when the marshals at the end of the



LAT

YOU'VE GOT MAIL

It could have gone into his spam folder, but a message for David Brabham led to great things

EVERY RACING DRIVER USED TO RELISH the 'phone call from a major team to offer a plum job. In modern times the e-mail seems to have taken over. In 2009 it was an e-mail from Peugeot Sport that took David Brabham back to Le Mans. David recalls: "I'd been driving for Highcroft Racing and Honda on the Acura programme in America. When Peugeot asked the question I told them I'd have to get approval first, but there were no objections



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pitlane signalled him to pause. He did so, only for his Simca Abarth 2000 Coupé to be T-boned by Peter Lindner's Jaguar E-type low-drag coupé spinning off the rain-soaked banking. The Jaguar tore the roof off the Abarth, killing the luckless Patria, Lindner and three marshals.

Carlo Abarth's intransigent 'my way or the highway' character did not sit well with Italian industrial strife into 1969-70. During 1971 Vincenzo Osella's workshop was given responsibility for preparing customer cars to the same standards as the works team's. Fiat took over Abarth & C in October 1971 and sidelined Carlo Abarth, who succumbed to stomach cancer in his native Vienna on October 23 1979. But what a diverse and highly-successful legacy he left – though to study one of his extreme overhung-engine designs today is a decidedly different taste sensation…

and so I flew to Paris to meet Serge Saulnier of Peugeot Sport. But Bruno Famin joined us and made it plain he wasn't comfortable with a competitor joining the programme. I said "the very fact I'm in this room shows you how I go about my racing. Anything Peugeot stays at Peugeot". He relaxed then and we got on fine.

"The first time I drove the car was on test at Barcelona. They'd told me what it was all about and what switch did what, and then I got to the pit exit, gunned it, and before I had reached the first corner I was literally just grinning from ear to ear. It was my first experience of a turbodiesel race car and its power was just electrifying. I knew then that I could win Le Mans.

"During early practice at Le Mans it was obvious that the way to be fast was to bang it over the chicane kerbs, but the Peugeots ran so low that if you attacked the kerbs you broke the nose splitter. The team's second car hit another one in the pitlane after a stop so it had a long delay. The lead car then broke its splitters over the kerbs – so we emerged in the front-running Peugeot, No9.

"We then nearly lost Le Mans in the last pitstop under a yellow. Our clutch was going and we also had a battery issue, so there was real concern as the pace car came around with the field all lined up in its wake. It then became critical that Marc [Gené] should get our car back out ahead of the pace car, because otherwise he'd have to wait until the entire procession had gone by before joining in at the back. So he took off down the pitlane on our side of the barrier more or less wheel-to-wheel with the pace car on the other side.

"Once Marc had just beaten the pace car back out onto the circuit the team then decided that racing between us should stop and the result was in our favour. It was a similar situation to my brother Geoff's win for Peugeot 16 years before. That was a great experience, sitting there with the family around me and five minutes to go to winning Le Mans, and I had my brother on the mobile to share it."

In contrast, when he'd finished second for Bentley at Le Mans back in 2003, he admits he'd felt "Nothing but totally pissed off to have lost it. Trouble-free we would have won that race by a clear lap and a half, but we finally lost 10 minutes in the pits and the race by two minutes. I couldn't think of anything but the loss. I shared the car that year with Mark Blundell and Johnny Herbert and we'd had just a brilliant time all week. It had been a real laugh a minute up 'til then, but they put their arms round me and said, 'We've finished second, mate, and this is Le Mans. Just accept it and enjoy it – you might never get up here again'. And only then I really got into it.

"Mark and Johnny were something else. We'd spent a lot of time with Perry McCarthy in the paddock and, in front of Perry, Johnny and Mark made out they weren't getting along. It seemed they absolutely could not bear the sight of one another. Perry was really concerned. We were in the motorhome and Johnny and Mark went round the back and suddenly we heard all this shouting and crashing and something was banging against the wall. We rushed out, and Mark and little Johnny were wrestling on the ground yelling at one another. Perry was completely taken in and was leaping about bawling 'Marky, Marky, get off 'im, you'll kill 'im'. Then we all just about wet ourselves laughing at Perry – he'd been completely taken in.

"Right after the finish – and after we'd all been training and living on birdseed for weeks – we three went off and had the biggest British breakfast fry-up you've ever seen. And you know what? Suddenly finishing second at Le Mans in a Bentley 1-2 was just absolutely fine by me. To win it six years later was absolutely the icing on the cake." M

Three Peugeot 908s on their 2009 formation finish lap, led home by Marc Gené, Alex Wurz and David Brabham, celebrating left.



LAT


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RODO
STEEL LININGS
AND
CLUTCH FACINGS



PARTING SHOT

JULY 2
1967

LE MANS, FRANCE

Base for the 1906 Grand Prix de l'Automobile Club de France, Le Mans has hosted an F1 world championship race only once. Jack Brabham won, from team-mate Denny Hulme (that season's title winner), but our shot shows Eagle team-mates Bruce McLaren and Dan Gurney chatting in the pits. Neither of them made the finish.

To buy this photo or other classic racing shots, visit photos.motorsportmagazine.co.uk