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# MATTERS OF MOMENT

[www.motorsportmagazine.com/author/dsmith](http://www.motorsportmagazine.com/author/dsmith)

**T**HE SHOT OF FERNANDO Alonso, crouched with hands on knees as he caught his breath, was wonderful to see. He'd clambered from a smouldering pile of something that used to be a McLaren after a violent accident in Australia. But was his escape a surprise? Probably not. After all, Martin Brundle had run back for the spare from his own Turn 3 barrel roll – and that was 20 years ago. In this regard, modern racing cars are better than anything from history.

Beyond the driver protection, what really showed how far we've come was that all four wheels remained attached. Thoughts soon turned to Graham Beveridge, the marshal killed at Albert Park in 2001 by a wheel that had flown from Jacques Villeneuve's crashed BAR. The double tethers subsequently developed in response to such tragedy did their job superbly in Australia.

They sprang to mind again a couple of hours later as I stood with my son on the banking at Goodwood, shaken by an incident that was just a little too close.

The Tony Brooks Trophy for Grand Prix cars of the late 1950s/early '60s was a lap old as the field streamed past us just after 9am on Sunday morning. The clumps of mud flung across the track were the first sign that something had hit the bank, then my eye caught a wheel arcing through the air about 30 feet to our right. The crowd shifted, one man falling in his haste to move back. Where had it landed?

Eye-witnesses closer to the scene reported that a car had somersaulted and landed in the entrance to the narrow pedestrian tunnel that crosses under the straight. It seemed inconceivable. Later, footage on YouTube – taken from the top of the pit building – confirmed that an out-of-control Cooper had tangled with Stephen Bond's Lotus 18, launching it into a sickening series of rolls that ended with the car plunging tail-first out of view and into the tunnel entrance. And there was the wheel... clearly landing in the disabled viewing area, behind a spectator in a wheelchair. A figure can be seen running for his life.

No one was seriously injured, Bond escaping with nothing worse than a broken collarbone. I still find it hard to believe as I type those words.

A second accident later in the day in the Bruce McLaren Trophy for Can-Am



**DAMIEN SMITH**  
EDITOR

and Group 7 cars – Goodwood's fastest racing category – featured another miracle. As our pictures on page 126 show, Michiel Smits had no right to escape the impact that destroyed his Lola T70 Spyder on the approach to Woodcote. This was no carbon-fibre McLaren, after all. But somehow he did.

Old racing cars don't feature crash structures or wheel tethers, and they're just as fast – if not faster in many cases

– than they were in period. As for Goodwood, it is safer than it was back then thanks to belted tyre barriers rather than solid banks, and extended run-off at key areas. It meets with governing body the MSA's approval – of course it does. But these incidents inevitably raise questions once again, just as they should: questions about the cars that race there, the drivers who steer them – and the circuit itself.

Let's take them in order. Should the classes that race at Goodwood be reviewed? Is it time to cap wheel-to-wheel competition to cars up to and below a certain speed? There has to be an argument for this, yes. Gp7 racers, which were recorded at 176mph on Lavant Straight this year, have been in the spotlight before. Smits' deliverance must surely be the final warning.

What about the drivers? Standards have long been erratic, with too many clearly out of their depth in cars beyond their capabilities. There's an awful lot of talent in historic racing circles – but the range is wide. In qualifying for the Bruce McLaren Trophy, for example, 14 seconds separated first to 20th – around a 2.4-mile track.

It must be said great racing drivers still have accidents, just as Alonso did in Melbourne. In racing safety can never be guaranteed. But a gold, silver and bronze grading system has worked well in sports cars. Historic racing would benefit from a similar structure based on experience, with perhaps only gold and silver drivers allowed to race cars of a certain power or speed.

The hardest questions surround the 



Drama after a single racing lap at Goodwood on March 20, as Stephen Bond's Lotus 18 is launched over the protective banking en route to landing in a pedestrian tunnel





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# MATTERS OF MOMENT

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F1 cars file out for first attempt at the new qualifying format. It proved ill-conceived



circuit itself. Now, we all love Goodwood. What Lord March and his team have created since racing returned to the track in 1998 is precious, largely because it flies in the face of modern motor sport, reminding us of simpler times. We love it precisely because there are no debris fences, because the racing is so visceral – from inside the car or on the banks.

But when an incident such as Bond's occurs, it's a reminder. Fences at race circuits aren't there to protect the drivers, who accept the risks when they pay their entry. They are there to protect those who have paid only to watch them. And yes, I know the old adage about reading what it says on the back of every ticket. It should also be noted that few fences at other tracks would have been high enough to catch the Lotus 18's wheel. But the fact remains: by not erecting them a promoter is calling on his customers to make a bigger commitment, to take a bigger risk in standing beside his track. Does he have the right to make that demand?

In the end, we take the choice, whether or not we're armed with the knowledge of what the consequences might be. I admit, anger swelled in me after that accident on Sunday morning – but it was directed more at myself than anyone at the track, for it had been my decision to stand at that particular spot with my son. I'd felt uneasy when the flag dropped at the start, and the massive energy of a grid full of racing cars was unleashed, but still we stayed. I won't stand there again.

Lord March has said in the past that he could have relaunched Goodwood as a modern motor racing facility, but he

chose not to because that held no interest for him. Instead, he chose a more engaging route, one in many ways more challenging – as Sunday proved. So do I want him to compromise and build the fences? Of course not. Like most of you reading this, I love it just as it is. But should he, for the future of his business and the safety of his customers? That's a much harder question to answer.



THE DESCRIPTION OF HOW F1'S daft qualifying format evolved highlighted the core of its troubles right now. Bernie Ecclestone laid down a challenge to the stakeholders: either they devised a way to mix up the grids or he threatened simply to reverse them. Under pressure to respond, they cobbled something together at the last minute, then launched it without really thinking it through. We all witnessed the result.

Ecclestone's reaction, that he'd never liked the idea anyway, would have been funny if it wasn't so twisted. In any business, good decisions are rarely made when people jump to please a boss who makes demands on a whim. In F1's case, qualifying in Australia proved once again that Grand Prix racing can never truly be fixed until the strings have finally been cut from the puppet-master.



THE STREAM OF GOOD WISHES for editor-in-chief Nigel Roebuck continues to flow. You'll notice his absence once again from this issue, but he continues to make a good recovery from his recent illness. We look forward to welcoming him back very soon. 📧



## IN NEXT MONTH'S ISSUE

Le Mans 24 Hrs: looking ahead to Ford's return

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RICHARD MILLE

SEMPER PARATUR  
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# THE MOTOR SPORT MONTH IN PICTURES

MARCH 20, 2016

## Australian Grand Prix

ALBERT PARK, MELBOURNE

The Formula 1 season started dramatically as Fernando Alonso somersaulted into retirement following a clash on lap 17 with Esteban Gutierrez (Haas). The

Spaniard's McLaren-Honda was wrecked, but he hopped out without a scratch. He said: "I could see the sky, then the ground, then the sky again. When the car landed, I saw a little gap and got out quickly to make sure that my mum, who was watching the race on TV at home, could see that I was OK..." Inset, Fernando reads all about it during his flight home.



SUTTON





**↑ SEBRING, FLORIDA, USA, MARCH 16-19**

The Ford GT of Sébastien Bourdais, Dirk Müller and Joey Hand basks in a Florida sunset. This year's Sebring 12 Hours was not all bright light, though, heavy rain forcing a red-flag interruption. Extreme Speed Motorsports backed up its Daytona 24 Hours success with another victory, its Ligier's five-strong line-up including Pipo Derani (see *Spotlight*, p94).

**➔ ATLANTA, GEORGIA, USA, FEBRUARY 28**

NASCAR Sprint Cup drama as Trevor Bayne passes the blazing Ford of Aric Almirola, whose car ignited after he became involved in a four-car accident that brought the race to an end. Jimmie Johnson (Chevrolet) scored the 76th victory of his top-tier NASCAR career, to draw level with Dale Earnhardt on the list of all-time winners.



**↑ MEXICO CITY E-PRIX, MEXICO, MARCH 12**

The trail of tyre smoke tells its own jubilant tale – but Lucas di Grassi's Formula E celebrations proved to be premature. He was excluded from the results after one of his two Abt Schaeffler chassis – the first he had used in the race – was found to be underweight. Jérôme d'Ambrosio (Dragon) inherited victory.



**↑ RALLY MEXICO, MARCH 5**

Volkswagen scored its fourth consecutive victory on the Mexican round of the World Rally Championship... but team leader Sébastien Ogier was for once overshadowed. The Frenchman finished more than a minute behind team-mate Jari-Matti Latvala – the first time in 2016 that he had failed to take maximum points.





# THE MOTOR SPORT MONTH IN PICTURES

## ST PETERSBURG, FLORIDA, USA, MARCH 11-13

After being pipped to the 2015 IndyCar title at the final round, Juan Pablo Montoya made a winning start to the new campaign. The Colombian headed Simon Pagenaud in a Team Penske one-two, with Ryan Hunter-Reay third for Andretti. Formula 1 refugee Alex Rossi (Andretti) finished 12th and was best rookie.





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# Mark Hughes



## SILVER LINING

Mercedes dominated qualifying, Lewis Hamilton taking pole, and Ferrari controlled the early part of the race. In the end, though, Nico Rosberg came through to take the second Australian Grand Prix win of his career.



with

## Mark Hughes



From 2017, Formula 1 tyre loads will become more extreme than ever before

PIRELLI

**I**N AN IDEAL WORLD, FORMULA 1 wouldn't have control tyres. In keeping with an ethos of technical freedom the biggest tyre companies in the world would be competing to make the best tyre, pushing each other to ever-greater performance, this development process making for competitive uncertainty from one race to the next. But it's got what it's got, for all sorts of historical reasons that don't need to detain us here. Pirelli is F1's tyre supplier – ostensibly until the end of 2020 (though the contract with the FIA had not been signed at the time of writing, only the commercial contract with CVC). In that case,

it would be good to have a tyre that could be pushed to the maximum without frying itself. The heat-degrading mechanism is what Pirelli has used to provide the strategic variability it was tasked with creating when it got the F1 gig. Now, finally – after big pressure behind the scenes from the drivers – the FIA and Bernie Ecclestone have agreed: drivers deliberately driving off the pace in order to get the required stint lengths for the best strategy is not good. That's quite aside from the nonsense of creating the fastest cars the most creative minds can come up with – and then neutering them.

So in preparation for 2017 the FIA is preparing to specify exactly what it requires of Pirelli for faster F1 cars. It's a move Pirelli's competition boss Paul Hembery welcomes, although he has reservations at the same time.

"The FIA will lay out very specifically what the task is," he says, "which is something we welcome. In the past some parties have wanted one thing, others another and we've been caught in the middle. We don't expect any surprises in that document because it's arisen out of extensive discussions during the winter and there is broad agreement."

## STRAIGHT talk


Why F1's proposed  
new rules will be  
a real challenge  
for Pirelli

However, the next part – the doing of it – is a huge task. The proposed 2017 cars are going to have more downforce, more power and more weight. The combined effect of all that is the greatest load any F1 tyre in history has had to withstand. This from a company whose worst nightmare unfolded with the multiple shoulder failures on live TV at the 2013 British Grand Prix. Furthermore, it all has to be accomplished in an incredibly tight timeframe and with relatively little testing.

"We need tyres for the post-Abu Dhabi test [November this year]. We expect to be on track with our own car from June, but there's still a question mark about that. We will see what we'll use to duplicate loads. Ballpark estimates suggest it will be subject to an 18 per cent increase in vertical load compared to this year's tyres. We are working on a number of solutions with the FIA to perform our work on the wider tyre.

"The initial work is conceptual and a V8-era F1 car would be ideal at the outset. But by September we really need to be as close in performance to the real 2017 cars as we can, probably some sort of hybrid version of a current car changed to replicate the relevant aspects of a 2017 car." The wind tunnel models of the tyres have already been completed and will be available to teams soon. Internal testing – on rigs rather than actual cars – has already begun.

"It is going to require a very different tyre concept," admits Hembery. "The technology will be very different from what we have now. We are going to have to do something quite exceptional, but from the work we've done initially we are very confident that the numbers being talked about – lapping Barcelona about 4.5sec faster than currently – are achievable."

Let's hope that confidence is justified. Having an appropriate tyre – one that can properly be raced – is arguably the single most important thing F1 has got to get right. Everything else is built around the authenticity of what happens on track. This tyre is carrying a heavy load in more ways than one. 



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from Mark about  
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# The secrets to Ferrari's consistency

Many teams have taken a turn in the spotlight during the past two decades, but none has been as dependably competitive as Formula 1's oldest crusader. Here's why...

**A**S A NEW SEASON BEGINS AND Ferrari once more looks likely to be providing Mercedes with its stiffest opposition, it's a remarkable fact that in the past 20 years – with the exception of three seasons – the Scuderia has been there or thereabouts in the front rank of competitiveness. Furthermore, it has done this against an ever-revolving roster of rivals, different eras with different colours all threaded together by red. Williams at first, then McLaren, Renault, McLaren again, Red Bull and now Mercedes: each taking their turn, but with Ferrari the constant.

It used to be that Ferrari, just like every other team, would have its strong seasons almost equally interspersed with weak ones, but the long-term era of sustained success really began with the recruitment 19 years ago of Ross Brawn and Rory Byrne. What they – in close association with Jean Todt and Michael Schumacher – put in place not only garnered Ferrari a record-breaking run of world championships and race victories, but also allowed the momentum of

success to carry on after the partnership had broken up.

What is behind this dynamic? What should not be underestimated is the need for Ferrari to be competitive – from both F1 itself and parent company Fiat. The brand is so powerful, its following so big, that it's bad news for F1's popularity whenever it falls out of the competitive picture. Historically, its needs have been looked upon favourably by the power-brokers. Likewise, a horse that's limping rather than prancing doesn't really help market the company's products. That brand value forms a degree of collateral against which unrivalled budgets can be raised.

Something else to be considered is that the competitive picture of F1 from 1992-2009 could essentially be distilled down to Ross Brawn vs Adrian Newey. They were the two constants even as Adrian spread his favours between Williams, McLaren and Red Bull. Although Ross is nine years out of Ferrari now, the systems and values instilled by him continue to run through the engineering group.

Finally, do not underestimate the power of manufacturing your own engines. Regardless of where they have stacked up against the competition's motors, the engines have allowed the Scuderia to be in charge of its own destiny in a way that, for example, Williams, McLaren and Red Bull haven't always been able to be. □



F1 FRONTLINE  
with  
Mark Hughes



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# F1 FRONTLINE

with  
**Mark Hughes**

## THE RIVALS

### 1996-97 WILLIAMS

Williams was at the height of its Newey-era power as first Schumacher and subsequently Brawn and Byrne changed from Benetton blue to red. The secret to the speed of the FW18 of '96 and the following year's FW19 was exploiting a regulation loophole that allowed Newey to take the diffuser over the top of the plank to get a much bigger exit area – and therefore a more powerful diffuser effect. A stepped-gear arrangement allowed the gearbox to be sited higher, clearing the space to make the ruse work. This arrangement made its debut late in '95 on the FW17B but amazingly Ferrari – and everyone else – had not noticed and thus did not incorporate it into their '96 cars. Schumacher conjured three miracle wins from the bulbous, highly pitch-sensitive F310 but in reality it was not in the same league as the Williams.

Newey was on gardening leave by '97, but his evolution of the '96



car was enough to get the job done – though by now the Williams was facing real competition from the final John Barnard Ferrari, the F310B, developed by Byrne and Brawn. Schumacher only lost out on the title in the final round at Jerez after his infamous collision with Jacques Villeneuve's Williams. Although the Williams was clearly faster – it set pole 11 times to the Ferrari's three – the performance gap was closing and furthermore the Scuderia was enjoying the services of the world's best driver and, increasingly, an operational slickness that was never Williams's forte.

Schumacher's recruitment in '96 gave the team a world-class driver for the first time since Alain Prost's departure at the end of '91. But, unlike Prost, Schumacher was part of a self-contained unit of brilliant individuals. Jean Todt was able to keep the corporate pressures away from the race team while the engineering side – having been humiliated in merely assembling Barnard's designs – was now having its confidence restored by Ross and Rory. The foundations of a very special team were being laid.

At the same time Williams was losing its works engine status as Renault was pulling out of official involvement at the end of the '97 season. Works Renaults gone, Adrian Newey gone, Williams was about to fall from a great height.

### 1998-2004 McLAREN

Newey had left Williams for McLaren, coinciding with a radical shake-up of the technical regulations for '98 – narrow track, grooved tyres. The MP4-13 was mainly his baby, distinguished by a lower-than-fashionable nose to bring down the centre of gravity, compensating for the reduction in mechanical grip, while Mercedes (Ilmor) was making great strides in its engine development, a crucial part of which was extensive use of beryllium. The team also switched to the new Bridgestone tyres (which had shown so well on the Prost and Stewart in '97) while Ferrari remained on Goodyears.

The McLaren-Mercedes-Bridgestone combo was the gold standard of '98 – but still Schumacher kept Ferrari in title contention all the way to the final round, only losing out to Mika Häkkinen through a faulty clutch mechanism. Tactical acuity on Brawn's part probably flattered the team as much as Schumacher's relentless performance, because it was clear Byrne's first Ferrari, the F300, wasn't quite a McLaren match on raw pace – competitive on high speed sections, behind on low-



Schumacher chasing Häkkinen at Suzuka in 2000 and, left, Villeneuve at Magny-Cours in 1997. The German won both races

medium-speed aero. But the team's new-found ability to develop strongly was apparent as Schumacher took three straight poles at the end of the season, McLaren having taken 12 prior to this. Much credit for this went to Paolo Martinelli's engine group.

The '99 and 2000 McLarens were essentially evolutions of the title-winning '98 car, while Ferrari pursued its own technical direction – and gradually closed that gap while building up the facilities of the vehicle dynamics and R&D groups. Schumacher – and not Häkkinen – would probably have taken the '99 title were it not for his leg-breaking Silverstone accident. Even Eddie Irvine – a good rather than great driver – took it to the final round. McLaren's tyre advantage had evaporated as Bridgestone now supplied the whole field. This was the year of the infamous barge board row, the F399s being declared illegal at the penultimate round. An initial disqualification apparently put Irvine out of title contention – only for the FIA to overrule that the following week, before Irvine lost out again on track. Ferrari at least had the consolation of its first championship for constructors since 1983.

What really cost Ferrari's drivers in both '98 and '99 was being off the McLaren pace early in the season, the team forced to catch up in development what it had lost out in conception. It resolved to start 2000 on equal terms – and with the F1-2000 the first car fully





Spa-Francorchamps 2004: Schumacher and Coulthard braking at the limit on the approach to La Source

conceived in Ferrari's new on-site wind tunnel and the tech group coming into full maturity, that is indeed how it panned out. It was the first Ferrari under the Brawn/Byrne era that was not compromised in its design by the contingencies of the factory skill levels and facilities. The new car, its engine's vee angle increased from 80 to 90 degrees to lower the centre of gravity, gave Schumacher the necessary platform to become the first Ferrari world champion since Jody Scheckter after a thrilling Suzuka showdown with Häkkinen, the only driver of the time Schumacher truly feared.

The momentum was with Ferrari now, McLaren hanging on as best it could for the next three years, Ferrari's superiority increasing progressively through '01 – when the FIA's beryllium ban impacted upon Ilmor – and into the total dominance of '02. Prior to the renewed legalisation of traction control early in '01 Ferrari had aroused suspicion, as its software mimicked the effects of the banned technology without transgressing. With everyone enjoying traction control from Spain '01 onwards, Ferrari's advantage actually increased, silencing the critics.

Newey reckons McLaren had lost its way, that the team was becoming too systems-driven as it evolved, not fast enough to react. Trying to compensate with an extreme design (the MP4-18 of 2003) proved a step too far, too fragile ever to race. Nonetheless McLaren's Kimi Räikkönen took the fight to the final round in an updated 2002 car. Partly, this was because Ferrari's challenge had – unusually – been blunted by a late-notice sporting regulation change; single-lap qualifying with *parc fermé* meant it was no longer possible to alter weight distribution between qualifying and the race, something that particularly hurt the long-wheelbase F2003-GA, meaning not enough

weight could be brought to the front. In retaliation, Ferrari used its political clout late in the year to create a tyre controversy against Michelin (which now supplied all the other top teams as Ferrari formed an ever-closer bond with Bridgestone). With a car tailor-made to the *parc fermé* regulations, Ferrari's 2004 domination exceeded even that of 2002. Its 90kg V10 produced more than 900bhp, a gain of 100bhp in just four years. McLaren was on the ropes, Newey was disenchanted. His extreme layout for the '05 car entailed Mercedes lowering its crankshaft height significantly, leading to Räikkönen's super-fast MP4-20 often retiring in a cloud of expensive smoke.

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**“EVEN EDDIE IRVINE –  
A GOOD RATHER THAN  
GREAT DRIVER – TOOK THE  
TITLE TO THE  
FINAL ROUND”**

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**2005-06 RENAULT**

For the second time in three years Ferrari was inadvertently penalised by a late-notice regulation change, designed to improve the show. Tyre changes were banned for 2005 – a disaster for Ferrari's partner Bridgestone, perfect for Michelin. Not being a full radial construction, the Bridgestone's sidewalls were rigid, forcing the tread to move more than on the flexi-sidewall full radial Michelin. This

caused the Bridgestone tread to run hotter, incurring more wear. This hadn't been a problem in the era of multiple tyre changes – but was now. This was one of the three seasons in the 20-year spell we're looking at in which Ferrari was genuinely off the pace, together with 2009 and '14. Since returning in 2001, meanwhile, Renault had been continually developing a uniquely rearward weight-bias concept that fully exploited the Michelins' superb longitudinal grip, and was now being led by the apparent heir to Schumacher's throne, Fernando Alonso. In the final year of the V10 formula it waltzed to the title. **▣**



# F1 FRONTLINE

with  
**Mark Hughes**

Räikkönen's Newey concept 'zero keel' McLaren MP4-20 was often faster – but nowhere near reliable enough.

Into the new V8 formula of 2006, tyre changes were re-introduced. Bridgestone came up with a Michelin-type construction in the final year of the tyre war and Ferrari was a totally re-invigorated force, allowing Schumacher – in what he had decided was going to be his final year – to go head-to-head with Alonso. Renault held a small upper hand for most of the season's first half but the desire to see Ferrari prevail was apparent in the FIA's mid-season ban of Renault's mass damper, a feature to which no one had previously objected. It was perhaps no coincidence that Ferrari could not make the device work... Then Alonso was penalised for impeding Felipe Massa's Ferrari at Monza, despite running several hundred metres ahead of it. As Renault returned its car around the new ruling, Bridgestone made great development gains and Schumacher overturned his earlier points deficit. But for a blown engine at the penultimate round in Suzuka, Schumacher would have gone into retirement with an eighth title. Instead, Alonso successfully defended his crown.

The end of Michelin's participation – collateral damage from F1's



Schumacher defends against Alonso, Suzuka 2005. Right, Hamilton locks up challenging Räikkönen, Fuji 2008

determination to have a spec tyre – lost Renault the whole justification of the technical concept it had developed over the previous six years. That hurt even more than the loss of Alonso.

It was the end of the great Todt/Brawn/Schumacher axis. Brawn had already planned to take a sabbatical in '07 even before Michael's decision. Byrne had retired from a full-time role (though continues as a Ferrari consultant to this day) and Todt would soon be gone, too.

## 2007-08 McLAREN

Luca di Montezemolo's vision of a post-Brawn Ferrari was one of home-grown talent and ex-team manager Stefano Domenicali assumed Todt's former role. But Montezemolo-Domenicali was much more of a boss-employee dynamic. The structures and personnel put together by Brawn were enough to carry the momentum, ensuring Ferrari remained a top team, but Domenicali simply wasn't as empowered to demand things – long-term investment for new programmes, keeping management out of the day-to-day running of the team – as the Todt/Brawn axis had been. Its energies slowly became more diffused.

An era had come to an end at McLaren too. Newey had departed at the end of '05 and the group he left behind was super-motivated to

make its mark without him. Although the headlines were dominated by the 'Spygate' scandal relating to a Ferrari technical dossier that ended up in McLaren's hands, the MP4-22 and Ferrari F2007 were very different cars in concept and operation. The long-wheelbase Ferrari seemed to generate more high-speed downforce and was probably a faster car overall, but in qualifying had difficulty generating the necessary front temperatures in the control supply tyres, making it operationally tricky. McLaren's pairing of Lewis Hamilton and Alonso was in hindsight a stronger one than Ferrari's Räikkönen/Massa line-up, the fire of Kimi's great days already beginning to dim. Nonetheless he secured the title after McLaren made an unfathomable decision to leave Hamilton out on worn tyres at the penultimate race.

The breakdown of the Ron Dennis-Alonso relationship meant Fernando was out after just one season of a three-year contract, leaving Hamilton as McLaren's clear number one. The pattern between the cars was much as it had been in '07 though, Hamilton stealing the title from under Massa's nose two corners from the end of the season. The new aero regulations of '09 would drop McLaren catastrophically off the



pace and the reverberations of Spygate continued, leading to Dennis stepping down. At the end of that year it would lose its status as a works team, as Mercedes bought the title-winning Brawn outfit. But a new force was set to overhaul McLaren as Ferrari's chief protagonist.

## 2009-13 RED BULL

This was the beginning of a difficult period for the Scuderia. For one, the drive to reduce costs in the wake of the economy's downturn brought an in-season testing ban, negating one of Ferrari's key areas of advantage – the Fiorano test track. Over the years its reliance on this – combined with the less forceful team management not pushing for more investment – had left Ferrari trailing in the field of ever-advancing simulation software. The radical change of formula for 2009 had made this even more punishing than it would otherwise have been and, furthermore, Montezemolo had put himself on the other side of the political divide, against the governing body. So when Ferrari objected to the double diffuser used by Brawn, Williams and Toyota to get around new aero restrictions it wasn't too surprising that the FIA found in Brawn's favour, leaving Ferrari with a car ill-configured to a double diffuser (because of its gearbox shape) and a season that yielded just one win.





Alonso vs Vettel: the Spaniard twice lost the title at the final race, including here at Interlagos in 2012

Meanwhile, Newey had by now been building up the young Red Bull team's technical infrastructure for three years, having been granted greater scope and freedom than ever he'd enjoyed at McLaren. He used the new regulations as an opportunity for a radical, pared-back design, with pull-rod rear suspension opening up an area of aerodynamic advantage that would prove even more valuable as double diffusers were banned from 2011. The 2009 RB5 would form the basis of the title-winning cars that would follow over the next four years, as Ferrari struggled to catch up. There were firings and hirings in the technical departments but generally the Scuderia was back to where it had been in the Williams era, relying on a great driver – Alonso, recruited from 2010 – to stay in contention with a car that was close but rarely the outright fastest. Red Bull initiated and perfected exhaust-blowing of the diffuser to enhance slow-speed aero, a technology in which Ferrari – with its less advanced simulation tools – got left behind. Blown diffusers also punished Ferrari's characteristic front tyre warm-up issue even harder. Yet only a strategic blunder lost Alonso the title at the final round in 2010. Two years later he again lost out at the finale as Sebastian Vettel took his third straight title, Red Bull maintaining its form even with the field on new low-performance Pirellis from 2011. After just one victory in 2013 and another Vettel title, Alonso's frustration grew and the pressure upon the team began to build. This had been compounded when the late-2010 upgrade of the wind tunnel from 50 to 60 per cent scale introduced serious correlation errors that would take another couple of years to sort properly.

Red Bull's aerodynamic mastery had left Ferrari – and everyone else – on the back foot. It would take a new engine formula to bring that era to an end.

## 2014-16 MERCEDES

Ferrari lacked core expertise in hybrid technology and made some crucial design errors with its first attempt at the new 1.6-litre V6 hybrid power unit. The turbine and compressor were too small for adequate energy harvesting, something made glaringly obvious by how Mercedes, with a brilliantly conceived split turbo design, waltzed Lewis Hamilton to the '14 championship, leaving Ferrari and the Renault-powered Red Bull far behind.

Alonso, despondent about ever winning a title with Ferrari, was openly exploring other possibilities, something that didn't sit well with Montezemolo. But the boss had bigger things on his plate than who drove for him. Ferrari's mediocre 2014 car made him vulnerable to the political machinations of Fiat's Sergio Marchionne as Fiat and Ferrari were each prepared for stock market flotation. After 23 years as boss, Montezemolo was out. Shortly afterwards, Vettel was announced as Alonso's replacement for 2015.

Vettel's timing was perfect, for the effects of a new technical team – led by James Allison, recruited at the end of 2013 – dovetailed with the correction of the basic layout of the turbo/ers system to produce a vastly improved car.

The SF-15T was the only machine capable of occasionally taking on the Mercedes, Vettel winning his second race as a Scuderia driver and following it up with two more through the season. Mercedes took Hamilton to a second consecutive title, but for 2016 a new Ferrari created with the benefit of a (since closed-off) loophole that got around the regulation wind tunnel hours and CFD restriction, gives genuine hope that the reds can curtail Merc's dominance. ☑



# GRAND PRIX NOTEBOOK

## AUSTRALIA

A MERCEDES ONE-TWO, NICO ROSBERG FROM LEWIS Hamilton, was not big news. Mercedes being pushed hard by Ferrari, while welcome, wasn't exactly unexpected either. No, the biggest story of the season-opening Australian Grand Prix was the remarkable sixth place finish of the new Haas team, courtesy of Romain Grosjean and a fortuitously timed red flag.

Is Haas – with a car developed in the Ferrari wind tunnel, built by Dallara and with Ferrari mechanicals – the new model for an independent F1 team? There may be certain hazards to F1 going down that road. But is it at least a viable alternative? Had the new team entered and performed much like the HRT, Caterham and Manor operations of recent years, then its significance would have been quickly discounted. Instead it scored points on its debut – good points, too. Yes, there were several times during the weekend when the team's lack of F1 experience showed, but no matter; it's clearly made of the right stuff.

Gene Haas first visited a Grand Prix as a 24-year-old fan at Long Beach 1976. So he will have seen Clay Regazzoni dish out a rare defeat to team-mate Niki Lauda – and will also have witnessed the final Grand Prix of the American Parnelli team. Though Penske went on to win a Grand Prix that year, just as had Eagle before it, the concept of an American F1 team is still not a thing that has ever properly caught on. Yet it's something that could benefit F1 hugely.

Haas Automation was founded in 1983, making machine tools. Haas formed his own NASCAR team in 2002, initially as a medium to sell those tools. It merged with Tony Stewart Racing in 2008. It ran at the back for years before success was achieved. Although the F1 team can draw on the resources of the

American NASCAR base, essentially it operates out of Marussia's old Banbury premises and has a dedicated design staff within the Dallara factory, where its wind tunnel model is kept when not being tested *chez* Ferrari. Obviously Ferrari co-operation has lent it a power and competence way beyond the size of the team – which has only about 120 staff. Tiny even by an independent F1 team's standards – about half the number that were employed by Caterham and Marussia before they each entered administration at the end of 2014.

"I actually think this is very important for the future of F1," says the man who convinced Haas to spread his wings to F1, team principal Günther Steiner (left, with Haas).

"We'll see if this way works or not in the next few years. The cars are so advanced today, there is so much technology in these things that if you start from zero with a new team, it's impossible. If we can show it's possible to start this way it helps F1, otherwise maybe nobody tries it in future. If it becomes too difficult that's not good."

Steiner – with previous F1 stints at Jaguar and Red Bull – is essentially the guy running the operation on Gene's behalf. Gene was here in Melbourne but admits a lot of it is over his head. He presents an amiable, humble presence. Two weeks of testing at Barcelona prior to shipping the cars out here produced a few dramas: a front wing failure on the first day (quickly rectified), electronics and turbo failures that restricted mileage in the second week. It did enough running to make it clear that its pace is capable of placing it respectably in midfield. But accessing that on demand first time out might be a big ask. It could really have done without all of Melbourne's Friday practice being washed out. In the wet sessions Grosjean and Esteban Gutierrez were about 3sec off the pace of the McLarens, let alone the Mercs



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Australia

MEL

MEL



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“THIS LITTLE TEAM  
OF 120 PEOPLE  
IS ON A PAR WITH FORCE  
INDIA AND McLAREN”

After his stirring  
drive in Melbourne,  
Grosjean described  
sixth place as being  
“like a victory”





with  
Mark Hughes



The Haas duo lead the Manors, having qualified badly due to team inexperience

and Ferraris – but this was simply a reflection of the drivers proceeding cautiously in treacherous conditions in the knowledge that there are as yet very few spare parts. The second car had only finished being built prior to being shipped out. Furthermore, technical chief Rob Taylor couldn't make the trip because of illness.

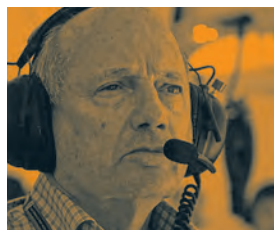
“We just have to keep our heads down and not try to re-invent the wheel,” says Steiner pre-weekend. “I think points are possible if all the stars are aligned. But I don't know if we can access the correct set-up immediately.”

The team's inexperience showed in the new-format countdown qualifying system. They got both drivers up at the front of the queue in Q1 – extra valuable now, with the time so compressed before the countdown to knock-out begins – but when Grosjean was caught in traffic and Gutierrez locked up, they were very vulnerable. It meant coming back in to refuel and fit tyres and getting back out immediately. The crew was simply too long in turning the cars around – and they didn't get out in time for the second runs to count. Those laps that didn't count suggests the pace was on a par with the much-improved 2016 McLaren – which made it through to Q2 and qualified 12th and 13th. So although the grid positions of 19th and 20th don't reflect it, this little team of 120 people is running a car that's faster than Renault, Sauber and approximately on a par with Force India and McLaren (1000 people). It's perhaps 0.3-0.4sec adrift of Red Bull... On that basis, the model works.



WORD  
on the  
BEAT

One of the more intriguing rumours around F1 at the moment is that of **Ron Dennis** working on a **BMW** mega-deal to include a road car link-up and an F1 programme. **McLaren** at any given time is in open-ended discussions with many automotive companies and we understand that any **BMW** discussion is in the very early stages. But in many ways it would be a perfect fit. Each could benefit greatly from a partnership with the other. The current **Honda** F1 partnership is in place for a further five years beyond this one at least. That's assuming it runs its course.



**Sauber's** technical director **Mark Smith** – who joined only in August – left again in March. All not well in Hinwil.

Although **Aston Martin** has been confirmed as a branding partner with **Red Bull** – essentially filling the role formerly taken by **Infiniti** – it has led some to assume there could be an **Aston**-badged **Mercedes** engine in the Red Bulls at some future date (Mercedes owns five per cent of Aston and will be supplying it with engines in the future). Much as Red Bull would love this to happen, it's likely to reach exactly the same stumbling block – **Mercedes** supplying a key F1 competitor – as it did last year.

**Manor** to become a **Mercedes** B-team in future? Look out for the

**McLaren** wind tunnel deal not being renewed and being replaced by a **Mercedes** tunnel deal. Should that happen, expect further integration to follow – as a strategic move for post-2020 bargaining power in who controls the championship.



Marketing expert **Zak Brown** is again being touted as

**Bernie Ecclestone's** successor, following stories of a meeting of F1's key shareholders about what the post-Bernie strategy should be.

The **Pirelli** supply deal announced on the grid at Sochi last year has still not been inked. The commercial deal with **FOM** has, but the supply deal with **FIA** has not. Backdrop to that is the letter that was being prepared by the **FIA** to frame exactly what

is required from the 2017 tyres. Should **Pirelli** say it cannot meet those demands, what happens next?



**Ferrari-Red Bull** niggle apparent in the **FIA** press conference at **Melbourne**? Asked his view on the new **Haas** team, **Maurizio Arrivabene** said: “I have to congratulate people like him who want to invest in F1. They want to take this sport seriously and not as a kind of speculation.”



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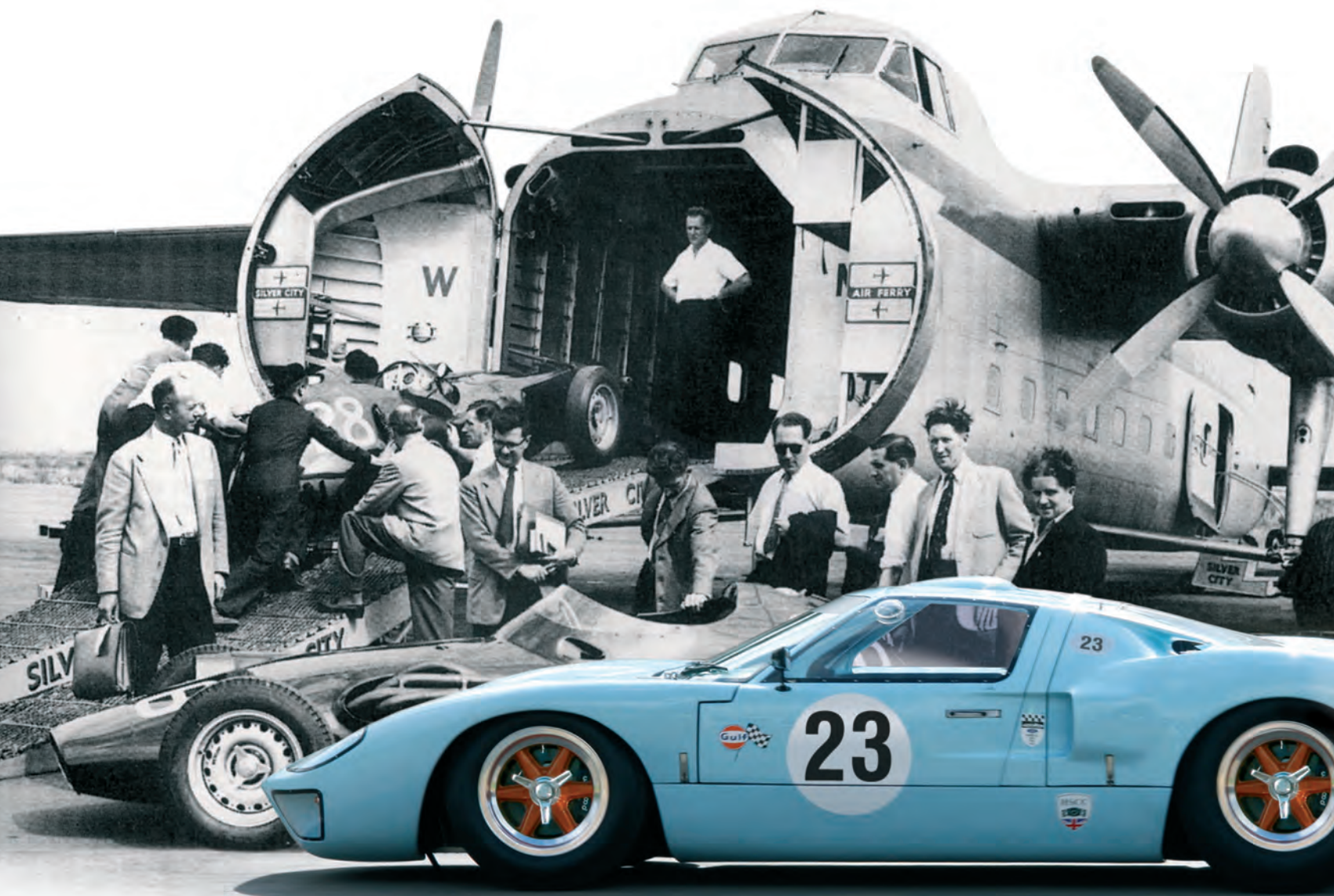
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F1 FRONTLINE  
with  
Mark Hughes



Celebratory post-race moment for Grosjean and Gene Haas, for whom F1 complements NASCAR

In the event, Gutierrez sacrificed himself to make Grosjean's fairytale sixth-place finish. It wasn't intentional, of course. But on the 17th lap, as the freshly rubbered McLaren of Alonso quickly caught the yet-to-pit Gutierrez in the 200mph braking zone of Turn Three, Esteban was easing left to take his line into the corner at the very moment Fernando had switched sides. The McLaren hit the Haas and an extraordinarily violent accident unfolded, thankfully without harm to either driver. But the red flag the incident created – as well as probably denying Sebastian Vettel's fast-starting Ferrari victory over Mercedes – was perfect for Grosjean.

He had risen up to ninth courtesy of being the only driver yet to pit. So he got his tyre change (at the restart) without losing position. A few retirements ahead of him put him sixth as he fended off the challenge behind him of Nico Hülkenberg's Force India and Valtteri Bottas's Williams. Romain was grinning even more broadly than the winner Nico Rosberg. A fairytale result, yes. But also perhaps hugely significant. 🏆

Rd 1 ALBERT PARK, MARCH 20 2016

			RACE DISTANCE
1	NICO ROSBERG	Mercedes W07	1hr 48min 15.565sec
2	LEWIS HAMILTON	Mercedes W07	1hr 48min 23.625sec
3	SEBASTIAN VETTEL	Ferrari SF16-H	1hr 48min 25.208sec
			57 laps
			191.071 miles

FASTEST LAP DANIEL RICCIARDO Red Bull RB12 1min 28.997sec

POLE POSITION LEWIS HAMILTON Mercedes W07 1min 23.837sec



CLARK CHICANE, ALBERT PARK

# Trackside view

“ The season's opening practice coincides with Melbourne's most schizophrenic weather, a stiff, squally wind carrying with it payloads of light rain before scurrying off across the park to cause mischief elsewhere. It only adds to the uncertainty already lent by the unknown detail of the cars' form.

About the only thing that can be said with certainty is that the engines of Mercedes and Ferrari carry a more aggressive tone than last year, deeper and harder-edged under acceleration, the sound waves from the exhaust bouncing off the Albert Park walls more loudly at Turn Nine.

Everyone's on inters in these early stages, including Lewis Hamilton. On his first attack lap of the season, he looks as though he's headed for the gravel trap as he arrives at the braking area for the chicane, an outrageous approach speed for the cool, damp conditions. But as he trades braking with lateral grip, the Mercedes simply points, huge confidence for such an uncertain moment.

The wind is building, the protective tarpaulin of the marshalling post has broken free of one of its moorings, threatening to fly away onto the track, but it's also blowing the clouds away at this part of the track, patches of bright blue peeking through the grey and the sun is making the matt-finish livery of the Red Bull look luminous.

In the latter part of the lap – from the exit of Turn 12 to the final corners, it's still patchily wet and, as Daniil Kvyat gives it his first series of attack-lap sparks, rain light and spray vie for the lead role in the visual drama. Finally, the wind has blown away water not cleared by the cars' passage and first out on slicks are the McLarens, quickly followed by most of the others.

The session's briefly busy, during which time Ricciardo's Red Bull goes fastest. But before anyone can retaliate, a dirty big black cloud is blown in and all those slick-shod heroes trail tentatively back to the protection of the pits as the still inters-shod Renaults run rings around them.







# STRAIGHT EIGHT

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“**T**HE GENTLEMAN apologised that he could offer only £1500 a year and a company Lotus Cortina. I was earning £998 a year at Barclays. Life is full of difficult decisions and this was not one of them. Looking back, I wonder if I would have been brave enough to accept the job had my parents not been away on holiday...”  
*Alan Henry, The Last Train From Yokkaichi, January 2014*



IT'S POSSIBLE THAT ALAN HENRY is the only person ever to have secured a pay rise by committing to the Dickensian charms of Teesdale Publishing, former home of *Motor Sport* and *Motoring News*, but it was a shrewd move that paved the way to one of the most successful automotive writing careers of the past 40 years. A prolific wordsmith who was adored and respected by his peers, Alan passed away on March 3 after a lengthy illness. He was just 68.

Having attended events as both a spectator and a marshal, Henry got his first journalistic break in 1968 after writing to *Autosport* club racing editor

Simon Taylor (yes, that one) to complain about one of the magazine's Brands Hatch reports being “rubbish”. Taylor wrote back inviting him to prove he could do better, by compiling a dummy account, and soon afterwards Henry

was dispatched to cover a Romford Enthusiasts' Car Club event at Snetterton. Subsequently he dovetailed bank clerical duties with his role as a weekend warrior for *Autosport* and *Motoring News*, culminating in the proposal detailed above and a full-time role with *MN* from the summer of 1970.

Two years earlier, his maiden race report – headlined ‘Varied Romford Snetterton’ (above) – contained details of Merlyn driver Ian Foster's victory in a combined FF1600, Monoposto and Formula 4 race; in his new role, Henry would soon be rubbing shoulders with



# Alan Henry

1947-2016

F2 stars such as Niki Lauda, Mike Hailwood and Ronnie Peterson, developing firm friendships in an age when motor racing involved a small band of travelling brothers. Things continued in that vein after AH – as his

reports were signed – became *MN*'s Formula 1 correspondent at the 1973 British GP. At the time it was unthinkable that F1 might ever become a global media circus and Alan was able to forge bonds that would serve him well when access to Grand Prix racing's leading players became ever more restricted, at least as far as the broader media was concerned. He was already a very fine journalist, who understood his sport well and had a keen ability to distinguish fact from froth, but his peerless contact book helped him stand out as the internet age began to spread news ever more thinly. Whenever a story





bore Alan's byline, it would be both worthwhile and correct.

Although most closely associated with MN during his time at Standard House, Henry was also a vital *Motor Sport* cog, providing features, road tests, ever more Grand Prix reports as Denis Jenkinson scaled down his travelling commitments and even evaluating contemporary GP cars such as the Shadow DN5 and Benetton B186. He left the firm early in 1988, to go freelance, and served as a regular contributor to *The Guardian*, *Autocar*, *F1 Racing* and a number of other titles around the world, as well as editing respected annual *Autocourse* and writing many books that were ripe with his trademark authority. *The Last Train From Yokkaichi*, an autobiographical

romp through a career that commenced in a bygone age, would complete his literary output. He stepped back from regular Grand Prix attendance at the end of 2009 – then broke the news, shortly afterwards, that world champion Jenson Button would be defecting from Brawn/Mercedes to McLaren...

Very AH.

Having hung on his every word for a decade or so, I first met him during the summer of 1982 – a few days into my career with *Motoring News* – and was slightly taken aback to be welcomed as an equal. I soon learned, though, that he was as comfortable dealing with

Clockwise from top left, AH with Ronnie Peterson, James Hunt, Wilson and Emerson Fittipaldi and testing the Benetton B186

wide-eyed cub reporters as he was with multiple world champion racing drivers or multinational chief executives. He was warm and engaging, friendly and funny and had a balanced world view – as well as being able to pinpoint a Surtees TS14 chassis number from a distance of 200 metres.

Behind the serious journalist, there were also delicious streaks of mischief and anarchy. At the 1986 Austrian GP, I was awoken in my guest house at about 3am by the sound of two men stumbling upstairs, saying “Sssshhhhhhh!” very

loudly (and thereby waking most of the village). It was just Alan and Nigel Roebuck, returning from a night out with Innes Ireland...

That was the spirit of the age in which he began his reporting career – the genesis of countless anecdotes that kept subsequent generations richly entertained. To call him a close friend would be an exaggeration – Nigel and Maurice Hamilton were his bosom writing buddies – but Alan was a valued colleague and I relished collaborating with him on MN, *Autocourse* and other projects. It never really felt like work – and his buoyant, laidback demeanour played a part in that.

A sprinkling of his yarns could fill this whole issue, probably several, but you never knew quite what to expect from the far side of the dinner table. “Had I told you about that time in the Temporada series, when I found myself running through Brett Lunger’s bedroom at about 2am, dressed only in my underpants?” No, Alan, you hadn’t. Please proceed...

Time in his company was never wasted – and it’s a privilege to have spent any at all. *Simon Arron*



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## AND THE NOMINEES ARE...

Voting has closed for the 2016 *Motor Sport* Hall of Fame and we're delighted to reveal the top three nominees you have chosen for each of the five categories.

The new members will take their place in our exclusive club for motor racing heroes at a star-studded awards night at the Royal Automobile Club's Woodcote Park estate in Surrey on Tuesday May 31. More than 25,000 votes have been cast to decide which great figures from the worlds of Formula 1, sports car racing, motorcycling, rallying and US motor sport will enter our Hall of Fame.

To find out how you can be there on the night to see who topped the polls, turn to page 80. For now, here are the 2016 *Motor Sport* Hall of Fame nominees, listed in alphabetical order for each category.



### FORMULA 1

#### MIKE COSTIN & KEITH DUCKWORTH

The clue is in their surnames. Together, they changed Grand Prix racing forever with the glorious DFV V8 engine that would win more than 150 races.

#### GILLES VILLENEUVE

'Crazy diamond' French-Canadian who lit up the Grand Prix scene and Ferrari all too briefly. The only real surprise is he's not yet a member...

#### PROFESSOR SID WATKINS

F1's late, much-loved doctor who contributed so much to driver safety from the late 1970s. His influence has stretched beyond his lifetime.



### SPORTS CARS

#### DEREK BELL

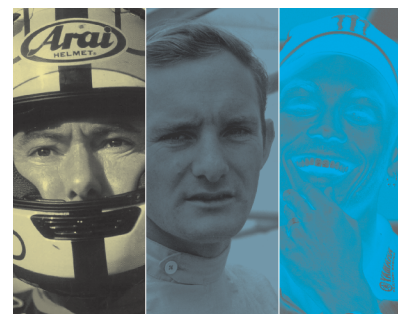
Debonair five-time Le Mans winner and world champion who graced endurance racing through three decades. Remains a huge fan favourite.

#### BRIAN REDMAN

He'd argue (rightly) that he was much more than 'just' a sports car driver... But images of Lancashire's finest in Gulf GT40s and 917s tend to linger.

#### PEDRO RODRIGUEZ

Drenched Brands Hatch BOAC 1000 in 1970 cemented the legend. Fierce, fast and brave – with a penchant for sporting a natty (and not very Mexican) deerstalker...



### MOTORCYCLING

#### JOEY DUNLOP

The stat – a record 26 Isle of Man TT wins – is only the tip of why he matters so much to the two-wheeled world, but also to his whole country. A genuine national hero.

#### MIKE HAILWOOD

To many who saw him race, 'Mike the Bike' will always be the greatest. The comeback at the IoM after a decade away only embellished the legend.

#### VALENTINO ROSSI

The record books have been at his mercy, but like all racing heroes it's the style and manner of his approach that means the most. He's transcended his sport.





## RALLYING

### RICHARD BURNS

England's only world rally champion was the ice to Colin McRae's fire. His loss through tragic illness at the age of just 34 remains keenly felt in rallying more than 10 years on.

### SÉBASTIEN LOEB

Man or machine? The spirit that has taken him beyond nine WRC titles to Le Mans, Pikes Peak, the Dakar and now world rallycross suggests the former.

### HANNU MIKKOLA

Stamped his mark in the ubiquitous Ford Escort, then led the four-wheel-drive revolution with a WRC title in the era-defining Audi Quattro.



## US RACING

### DAN GURNEY

At home in F1, sports cars, Can-Am, Indycars... Through five decades he's been a benchmark in the cockpit and a charismatic leader for his sport out of it.

### AJ FOYT

He won everything. The tough Texan isn't to everyone's taste, but the bullish personality belied silky skills to match anyone in just about any car.

### ROGER PENSKE

'The Captain' is approaching 80, but his energy and acumen for a deal – and the next race – remain undimmed. The single most important figure in American racing.

# AWARDS TIME

THE LATEST UPDATES ON MOTOR RACING'S SOCIAL HIGHLIGHT OF THE SEASON

- Luxury watchmaker Christopher Ward is the official timing partner of the *Motor Sport* Hall of Fame, which will feature a selection of great cars and star drivers at the Royal Automobile Club's Woodcote Park on May 31.
- The afternoon Hall of Fame 'Live' event (details on page 80) will include a panel discussion with racing personalities. *Motor Sport* columnist Darren Turner is the latest to be added to a line-up that also includes Tom Kristensen and Derek Bell.
- The Donington Grand Prix Collection has offered a wonderful pair of racing cars to display in the grounds. The first is the Vanwall VW5 Tony Brooks shared with Stirling Moss to score a historic British Grand Prix win in 1957 at Aintree, marking the first world championship GP victory for a British-built car – and the last time F1 race spoils were shared by two drivers. Donington will also bring its 1969 BRM P139 in which John Surtees finished third in the United States Grand Prix at Watkins Glen.
- Other confirmed displays include a pair of wonderful 1950s sports racers: the famous Jaguar C-type XKC005 in which Moss made history at Reims in 1952 by winning for the first time in a car fitted with disc brakes, and a glorious Ferrari 750 Monza.
- Straight Eight Logistics, the specialist in classic car transportation by land, sea and air, is the official transport partner for the 2016 Hall of Fame.

- We're also delighted to confirm a new charity partner for the Hall of Fame. The Sean Edwards Foundation, created in memory of the late GT racer, campaigns for improved safety in motor sport and is supported by ambassadors such as former F1 test driver Susie Wolff and World Endurance Champion Brendon Hartley. Sean's father, Guy Edwards, has kindly added to our line-up of racing cars with the famous Penthouse-liveried Hesketh 308 in which he made four Grand Prix starts during 1976.

TIMING PARTNER

**CHR. WARD**  
LONDON



CHARITY PARTNER



TRANSPORT PARTNER



TOYOTA HAS MADE A DRAMATIC step forward with its all-new TS050 Hybrid as it attempts to regain the World Endurance Championship titles it won in 2014 and bids for a first Le Mans 24 Hours victory. The drivers are sure of that. But they can't be confident about how the latest LMP1 stacks up against the opposition over the coming season.

Anthony Davidson, world champion with Sebastien Buemi in 2014, was so impressed with the new package on his first acquaintance with the TS050 that he admits to laughing in the cockpit.

"The first lap at Ricard, I was actually laughing in the car. I can't remember the last time I did that," he said. "I could feel what Porsche had last year straight away. The difference really was laughable. It finally made me fully understand the challenge we faced in 2015."

That challenge was competing against a car that was running in the eight megajoule hybrid class with a machine homologated in the 6MJ division. Toyota has addressed that for 2016 by moving up to 8MJ while also abandoning its super-capacitor energy storage system in favour of a Porsche-style lithium-ion battery. It has also brought on-stream a new V6 twin-turbo engine to replace its normally-aspirated V8 and opted for a more extreme aerodynamic approach.

The improvements to Toyota's energy-retrieval system are two-fold. Not only does the jump in hybrid class give the TS050 the same amount of harvested energy to deploy each lap as reigning champion Porsche, but the switch to a battery gives it a flexible storage system.

"You can store energy and deliver it whenever you want with a battery," explained Toyota Motorsport GmbH technical director Pascal Vasselon. "You can give a couple of big boosts if you need, whereas with the super-capacitor we had to give several small boosts."

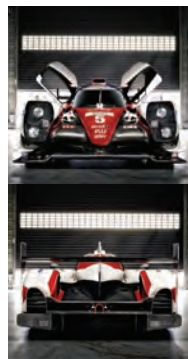
Toyota's hybrid system remains distinct from Porsche's in one key area. The Porsche 919 Hybrid retrieves via a front-axle kinetic system and an exhaust-driven turbine. The Japanese manufacturer has retained its twin kinetic energy retrieval systems for its new car.

Vasselon revealed that Toyota's simulations suggest that a system harvesting energy at the front and rear wheels has a higher 'energy density' – it can retrieve more energy for a given weight. Or, more simply, "it's heavier but you get more performance out of it".



## Toyota steps up the voltage

Major changes pitch LMP contender into same plane as rivals | BY GARY WATKINS



*"The first lap I did at Paul Ricard, I was actually laughing inside the car, and I can't remember the last time I did that"*  
Anthony Davidson

The decision to introduce a new engine for 2016 followed Toyota's trouncing at the Spa WEC round last May. It had planned to move to a turbo for 2017, but was forced to bring that forward.

"The necessity of major change was fully understood at Spa," said Vasselon. "A normally aspirated V8 can provide good peak efficiency, but in a narrow rev range. The turbo is much more robust and more consistent in terms of peak fuel efficiency with rpm, temperature and ambient pressure."

The result of a post-Spa feasibility study is a 2.4-litre V6 developed at Toyota's technical centre in Japan. Moving to a V6 was "a natural step" for anyone running a V8, said Vasselon.

The first two tests of the TS050 early this season were undertaken with the 3.7-litre V8 in the back. This was because the new Xtrac gearbox for the car was not yet ready.

First photos of the TS050 reveal that Toyota has raised the nose of its P1, though the front-aero treatment is nowhere near as extreme as that on the latest Audi R18. This comes at a time when aero targets are being revised downwards because the per-lap fuel allocation has been cut, but LMP1 project leader John Litjens explained that the chosen configuration represented "the more efficient route to a low-downforce target".

Has Toyota done enough to get back on terms with Porsche, which has undertaken a significant upgrade of last year's championship-winning 919, and Audi with its all-new R18? The fact that all three P1 manufacturers are effectively racing in the same hybrid class – the regulations put Audi's 6MJ turbodiesel on a par with its petrol rivals in terms of total energy available – should close the gaps between them.

It's anyone's guess after that. Making predictions on the evidence of the official WEC test at Paul Ricard at the end of March hasn't always been easy. The so-called 'prologue' has provided conflicting evidence in the past. Ditto Silverstone, scene of the series opener on April 17, courtesy of its high-speed nature. That means round two at Spa on May 7 will once again provide pointers for which the world is waiting.

"We will know where we are at Spa," reckoned Vasselon. "It is the circuit that gives a true indication of pecking order."



## New mapping for Formula E

FORMULA E HAS ABANDONED ITS planned switch to open chassis rules for 2018-19 – and possibly beyond.

The FIA has invited tenders for a new one-make chassis to replace the existing Dallara-built electric vehicle, initially known as the Spark SRT\_01E, for the season in which it is intended that Formula E will abandon the practice of drivers each using two cars over the course of a race. It has instigated the same process for a new battery to be introduced at the same time.

The move is the latest change in the Formula E road map. The first step was the opening up of development of the powertrains for the current second season of the championship, but the plan to allow manufacturers to produce their own batteries for season three in 2016-17 was abandoned last March.

“Manufacturers are coming because they want to showcase their expertise in EV technology, not that they are able to develop high-level aerodynamics,” said Formula E sporting manager Benoit

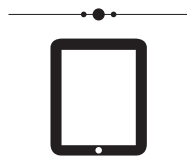


Dupont. “We want to maintain the budgets at a decent level.”

The latest decision was made in conjunction with the teams. François Sicard, boss of the championship-winning e.dams squad, suggested that the opening up of the chassis rules at a time when the teams will also have to invest in a new battery would be prohibitive.

“Everyone is concerned about keeping costs under control,” he said. “This is a decision to avoid a cost surge.”

No lifespan is set for the second-generation Formula E racer, though Dupont suggested “two, three or possibly four years”, adding the road map would “continue to evolve” as the series approaches its goal of one-car races.



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## GORDON KIRBY

### THE FIGHT AGAINST DOWNFORCE

WITH THE ENTHUSIASTIC SUPPORT OF drivers and many others in the business, NASCAR has moved this year to a new low-downforce aero package. This has cut downforce by as much as 30 per cent.

“The drivers really pushed for this,” says Ken Howes, Hendrick Motorsports’ vice-president of competition. “We feel the new package will play to at least one or two of our drivers’ advantages at some tracks, where the tyres degenerate and the cars become awkward and difficult to drive.”

NASCAR has put more restrictions on the cars’ underbodies as well as the splitters and rear spoilers. “A fair amount of work has been going on in the wind tunnel, trying to understand where you can find some gains with the smaller splitter, spoiler and radiator pan,” Howes said. “The outer body shapes are pretty much controlled by the rules and, more and more, cars are controlled by the rules underneath. So the areas to work in are smaller and smaller all the time. It becomes more about details and fine adjustments.

“Once upon a time you could find a five- or 10-pound increase in downforce in the wind tunnel. But now it’s the old saying, ‘We’re stacking pennies’. And it’s happening in all forms of racing, not just NASCAR. The sanctioning bodies try to decrease the speed of the cars and race teams try to increase the speed of their cars.

“Any race team is going to go to work to get as much as they can out of the rules. That’s what’s expected. It’s how racing works. Whether it’s the same rules or new rules, you’re either trying to get more out of it or get back what the rules have taken away.”

Goodyear is NASCAR’s long-time spec tyre supplier. The company has been flat out testing and building new tyres for this season. “We’re totally in favour of taking the downforce away

and giving the cars more mechanical grip,” said Stu Grant, Goodyear’s director of racing. “That puts it more in the hands of the drivers.”

Before going ahead with this year’s new package, NASCAR experimented with the combination in two races last year. “As we were working with NASCAR to figure out what the rules package should be, one of the best things we did was to run the low-downforce set-up in race conditions at Kentucky and Darlington,” Grant says. “We did that with the 2015 package because we didn’t have time to make a tyre specifically for the low-downforce package, but the racing was darned good.

“We kept testing and were able to build tyres that got back, not all the grip that you lost from the downforce, but a good part of it. We got a lot of lap time back from increased mechanical grip and making a better tyre, but not all of it.

“We’re going to hit most of the tracks with a new set-up and we’ll see how it goes in the second half of the year. If there’s a race in the first half of the season where we didn’t react in the right way, what do we do at that track in the second half of the season?”

“There are a lot of moving pieces from the teams to us to NASCAR, but it’s all about communication. If you can keep a dialogue going to make sure you’ve got input, I won’t say it eliminates the surprises, but it keeps them to a minimum.

“And as the year wears on NASCAR might decide it wants to change the rules for 2017. But that’s yet to be determined. It’s a fluid and very dynamic situation. And, of course, whatever the rules are the teams are going to be busy trying to get back whatever’s been taken away.”

So goes the battle against downforce in all forms of racing, NASCAR included.





Smaller wing and protruding rear diffuser are obvious visual changes to 2016 Vantage GTE

## DARREN TURNER

### RARING TO GET BACK ON TRACK IN THE WEC

I'VE READ *MOTOR SPORT* FROM COVER TO cover for more years than I care to remember. I've read tales of my racing heroes and opinion from some of the sport's greatest names. I'm honoured that I was asked to write a column and am really pleased to have this opportunity. I will do my very best to give you a view on the world of motor sport from where I am sitting.

As I prepare to start my 12th season with Aston Martin Racing I couldn't be happier. We've had some brilliant years and I know there will be more ahead. The team has evolved a great deal since we started the GTE programme and I'd say we are in our strongest position yet.

The FIA World Endurance Championship has a great calendar for 2016. I'm looking forward to the new Mexican event in September, as that's another place on the planet that I've not visited. Aside from WEC we're going back to the Nürburgring 24 Hours with the V12 Vantage GT3 and I have more work to do with Aston Martin's Vulcan project.

The Aston Martin V8 Vantage GTE has had an aerodynamic upgrade for 2016 to fit in with the new WEC regulations. You'll see big diffusers and small rear wings as they try to make the car's undersurface do all the work. One of the downsides of the new aero regs is that the rear diffusers now stick out from the back. When you consider how close the racing



**"The team has evolved a great deal since we started the GTE programme and I'd say we are in our strongest position yet"**

is in GTE, it's a new vulnerable area so I can foresee issues arising when a bit of rubbing occurs. We didn't really have to worry about the rear before – it was always the front splitter you had to guard – so now we'll need eyes everywhere to protect ourselves.

I've moved from being in the no97 car for many years to no95, a.k.a 'The Dane Train'. Having raced against Marco Sørensen and Nicki Thiim last year I know how fast they are. They are two top blokes; a lot of fun to be around and great racers, so all three of us are very motivated and hungry for success.

As ever the competition in WEC will be incredibly strong. Porsche has stepped back with its involvement in GTE. I'm sure it will still be hard to beat, but with focus on its 2017 car maybe in-season development will be less intense. Ferrari is always competitive and has won the championship many times. For 2016 it has a new car – the 488 – but I'm sure it has been thoroughly tested and there's no reason why the team won't start the season with a race-winning package.

Ford joins the party in 2016. It's slightly controversial in that Ford has come in by building a low-volume car to make the most of the regulations. It's a bit like the Maserati MC12; there was nothing else like that when it came along. We have the Balance of

Performance system to keep the playing field level, though, so let's see how that goes. This sort of car comes along every now and again but it's up to the rest of us to take it on. In theory it could be hard to beat.

We've been working hard in pre-season testing along with our new partner, Dunlop, and the first WEC round at Silverstone is fast approaching. Testing is one thing – working to try to improve the car tenth by tenth – but there's nothing that beats the adrenaline rush of a race weekend.

We've always been strong at Silverstone. The circuit's medium- and high-speed corners suit the Aston Martin so there's no reason why we won't be able to put on a good show at our home event. It's really nice to have your first race locally as you have all the factory support from just down the road at Aston Martin Racing in Banbury – and of course from Aston Martin Lagonda in Gaydon. There's more pressure as all the people involved with the cars are at the event, but the benefits by far outweigh the extra burden. I really enjoy the layout of the Grand Prix circuit now; the configuration is very good to drive. It's challenging as it has a good mix of corners and nothing is repeated. You also know there will be some typically British weather over the weekend, so the combination of a fine circuit and mixed conditions should make for another great WEC opener. ☑



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We have lift-off: a graphic illustration of the kind of problem facing the featherweight Pedrosa

HONDA

## MAT OXLEY

### PEDROSA'S SLIGHTNESS OF BEING

SOME YEARS AGO I INTERVIEWED THREE OF motorcycle racing's biggest losers; a catchy, rather unfair way to describe riders who had time and again come tantalisingly close to world title glory but never got the cigar.

They were Randy Mamola, four-time runner up in the 500cc world championship, Aaron Slight, several-time world superbike runner-up and Ralf Waldmann, twice runner-up in the 250cc world championship. Each of the interviews was very emotional, as I opened old wounds that the riders had presumed healed. Worst of all was Waldmann, who I brought to the brink of tears as he recalled the anguish of losing the 1997 250 title at the last gasp.

Now there is a new king of the losers, a rider who has relieved Mamola of that unwanted crown worn by the poor soul who has won the most premier-class Grands Prix without ever claiming the title. His name is Dani Pedrosa. Over the past nine seasons Pedrosa has finished the MotoGP championship on three occasions each in second, third and fourth places. He has won 30 premier-class GPs – more than legends such as Kevin Schwantz and Barry Sheene – but the title has always eluded him.

Pedrosa graduated to MotoGP in 2006 after winning three consecutive titles in the 125 and 250cc classes. MotoGP success seemed inevitable, especially since he had (and still has) the full force of Honda behind him.

There are a few reasons why the diminutive Spaniard hasn't gone all the way. His size – all 51 kg and 160cm of him – is one of them.

When Pedrosa arrived in MotoGP, some people argued that a combined bike/rider minimum-weight limit was needed to counter his advantages of low weight and better aerodynamics. In fact the 30-year-old's MotoGP career has helped convince rule makers that it would be unfair to impose a combined minimum weight. Quite simply, Dani Boy is too petite to make the most of his talent on a MotoGP bike – his slightness helps in a straight line, but is otherwise a handicap.

MotoGP riders need to load their tyres to generate heat and to deform the carcass to expand the contact patch. Pedrosa weighs a lot less than his rivals, cannot load the rear tyre like they can and so has less corner-exit traction, which negates any straight-line advantage he might enjoy.

Pedrosa is also much shorter than most, so cannot move around the bike to transfer load from front to back or left to right. Neither does he have the leverage in his limbs to work the handlebars and footrests as others do. Several rivals think Pedrosa would already have won the title if he had a wee bit more avoidupolis.

Over the past three seasons he has lived in the shadow of Repsol Honda team-mate Marc Márquez, who stunned everyone with his wild, winning ways in 2013 and 2014. Pedrosa has

tried to learn from the youngster, but there's only so much he can do to duplicate Márquez's antics. "I've tried to learn what I can learn from Marc, but his riding is super physical, and you have to be very strong for that. I'm fit, but I'm quite a bit smaller. Being bigger would be helpful, but there's nothing I can do about that, so it's better not to think about it"

The other problems that have worked against Pedrosa are machinery development problems and appalling luck.

From 2007 to midway through 2010 Honda was in a hole. "Even the beginning of 2010 was a nightmare – the bike wouldn't even go straight on the straights," he says. When Honda did build a winner, Pedrosa's bad luck kicked in. And it's not left him since.

In October 2010 he was reeling in points leader Jorge Lorenzo when a jammed throttle threw him off. He sustained a smashed left collarbone. In 2011 he was again catching leader Lorenzo when he was in collision with Marco Simoncelli and broke the other collarbone. In 2012 he was in the midst of a storming run of victories, and again chasing the title, when another rider took him out.

In 2013 he was actually leading the championship when a cold tyre caught him out during German GP practice. He crashed at 45mph and broke the left collarbone again. A few weeks earlier, Márquez had fallen at Mugello at 209mph and raced the next day.

The freak incident that perhaps sums up his misfortune better than any happened during the 2013 Aragon GP, where Márquez made contact with the rear of Pedrosa's bike as the pair entered a corner. When Pedrosa opened the throttle he was instantly ejected. The minor collision had severed the cable joining the wheel-speed sensor to the bike's ECU, deactivating its traction control. What are the chances? Last season was ruined by an arm problem that forced him to undergo radical surgery, or quit racing. He missed three races, then won two of the last four.

Some people believe 2016 could be his year, because his glass-smooth riding technique should work well with the tyres provided by Michelin, MotoGP's new control-tyre supplier.

That may be true, but the issue of Pedrosa's size might be multiplied by MotoGP's new control electronics, because he needs good traction and wheelie control more than most.

"Everything is a bit more complicated," he says. "Now it's not easy to apply a constant torque that gets you out of the corner with a good line and not so much wheelie or shaking"

Whatever the difficulties, 2016 could be his last chance, because there's already a queue of fine young riders eyeing his ride. 📧



"I'm fit, but I'm quite a bit smaller. Being bigger would be helpful, but there's nothing I can do about that, so it's better not to think about it."



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## Daring Drivers, Deadly Tracks

Brian Redman with Jim Mullen

Brian Redman's long awaited racing biography is a cracker. Frank, outspoken, amusing and often sad, it's not only a colourful picture of one of our finest drivers, but a damn good read. Avoiding a year-by-year progression, Redman weaves biography with chapters on his highlight tracks, for example Spa, where he won four times and almost lost his life. He lucidly explains both the lure and the fear.

It's a double shock that among this consistently entertaining work, full of tales such as Clay Reggazoni and the burning newspaper, the reader is regularly pulled up short by chilling punctuations: "Lodovico Scarfiotti was 35 years old." "Stefan Bellof was 28." "My friend Jo Siffert was 35."

But the most insightful part is the chapter 'The mind of a driver'. Talking of how racers handled the then terrible toll of their sport, Redman says, "We all shared the same bias towards a single preposterous conceit – him, maybe, but not me." And analysing why drivers blinded themselves to the risk, he continues "winning was the narcotic I craved". It's a rare and clear view into the driver's mentality and skills by a man with unusual perspicacity, able to place himself without false modesty among the supremely skilled but equally aware of the ethereal gifts of those on that last step above – for example "the otherworldly Mr Ickx..."

Unusually, an epilogue by Redman's wife Marion makes thoughtful points about her husband's book – not least her summary: "The only way you could know more about... the racing life in this era was to have been there." She may well be right. **GC**

Published by Evro

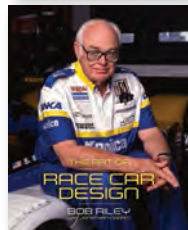
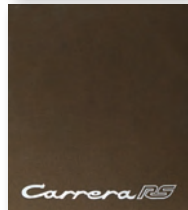
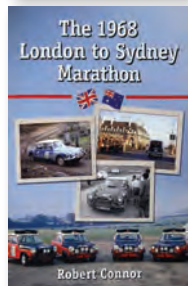
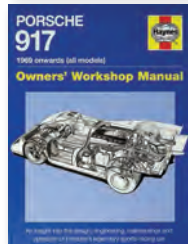
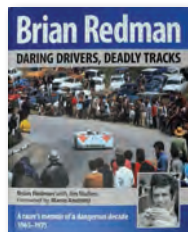
ISBN: 978-1-9120505-10-6, £50

## Porsche 917 Workshop Manual

Ian Wagstaff

Another month, another manual from the firm that renounced motor sport publishing... yet still filters related titles onto the market at regular intervals. This is by no means as comprehensive as author Wagstaff's sumptuous history of the 1970 Le Mans-winning 917, but is stamped with his trademark authority and features the usual Haynes blend of prose, photos, technical details and cutaway drawings embracing the original sports-racer and later Can-Am 917/10s and 30s.

There is plenty in here to like, but rather less to draw you into picking up a copy because the layout is such a mess – a point



about this series that might have been raised once or twice before.

Good in its own way, though. **SA**

Published by Haynes

ISBN: 978-0-85733-765-8, £22.99

## The 1968 London to Sydney Marathon

Robert Connor

Clearly a labour of love, this details the impressive 10,000-mile endurance event contested by 255 men and women in 98 vehicles almost 50 years ago. Starting from its origins during an alcohol-fuelled lunch shared by Tommy Sopwith and Jocelyn Stevens, it traces the planning and promotion before delving into competitors' personal stories, giving the book an important human touch.

The style of interjecting a chronological overview with chapters dedicated to different teams is a touch jarring, but many of the recollections are too good to pass up.

If the thought of reading about a half-century old endurance rally doesn't appeal, think again. This is a fine, enjoyable book. **JH**

Published by McFarland

ISBN: 978-0-78649-586-3, £32

## Zoom

### Personal Images and Insights from the Stars of F1

In essence the idea is good: Formula 1 paddock insiders are invited to submit a favourite photograph from the season just past and the results are collated in a book, all proceeds from sales being donated to the Great Ormond Street Hospital charity for children.

The content is also quite revealing.

Fernando Alonso admits to a keen interest in photography and has taken professional lessons, but then submitted a shot from his iPhone. Lewis Hamilton took a tourist snap of bulldog Roscoe in Rome... but has a sound grasp of composition. Pretty landscapes reveal the inner sensitivity of such as Valtteri Bottas, Christian Horner and, particularly, Marcus Ericsson, but other submissions are simply snapshots of a year on the road. Some of these work well – Damon Hill's abstract capture of the Abu Dhabi pit surface, for instance – while others don't. Will Stevens describes a static shot of his Manor as "very cool", which in this case is a euphemism for "bewilderingly dull". Even if all shots were that bland, mind, there would still be a very sound reason to purchase. **SA**

Published by ZEM

ISBN: 978-0-9932229-1-7, £15 + £3.20 p&p

from [www.zoom-auction.com/book.html](http://www.zoom-auction.com/book.html)

## Carrera RS

Thomas Gruber & Georg Konradshelm

This heavyweight volume, which comes with slipcase, is based on an original work produced 23 years ago. Now, after three years of research, Viennese publisher TAG (not that one) presents a work almost double the size.

Completest? Oh yes. One of the key signatures is a comprehensive list of every RS produced, and this has been embellished with an array of period documentation that has surfaced in the past two decades. Chassis, engine and even transmission numbers for each are listed, plus spec details such as which radio was fitted to the car. A mind-boggling amount of work has gone into this chapter alone, while appendices include reproductions of the owners' manual and even the original service information booklet.

Ahead of all this are reams of detail and hundreds of fine photos. Given the subject, the colour palette is predictably rich and myriad technical drawings give it added authority. **DS**

Published by TAG

ISBN: 978-3-9504911-1-1, €438

## The Art of Race Car Design

Bob Riley with Jonathan Ingram

You may not be familiar with the subject, but you almost certainly know a lot about the cars for which he has been responsible over a long career. Bob Riley worked on the Ford GT40, designed Indycars for AJ Foyt and has produced a line of successful sports-prototypes bearing both his own name and those of others. Just as remarkable is the fact that he is still hard at it well into his 80s at the family Riley Technologies organisation.

Co-authored with US sports car expert Jonathan Ingram, this work takes a chronological look at Riley's 60-year career and is packed full of nuggets. You probably didn't know that Riley experimented with ground-effect aerodynamics at Indy as early as 1974. Or that he had two different designs on the front row at Indy in 1975: the Coyote he'd drawn for Foyt back in 1973 and the latest Wildcat built by Pat Patrick's team.

It's definitely a decent read that doesn't get overly technical and Riley is happy to admit his mistakes. There's also something in here for everyone courtesy of his varied career – he even designed a land speed record car. **GW**

Published by Icon

ISBN 978-1910584-10-1, £24.95

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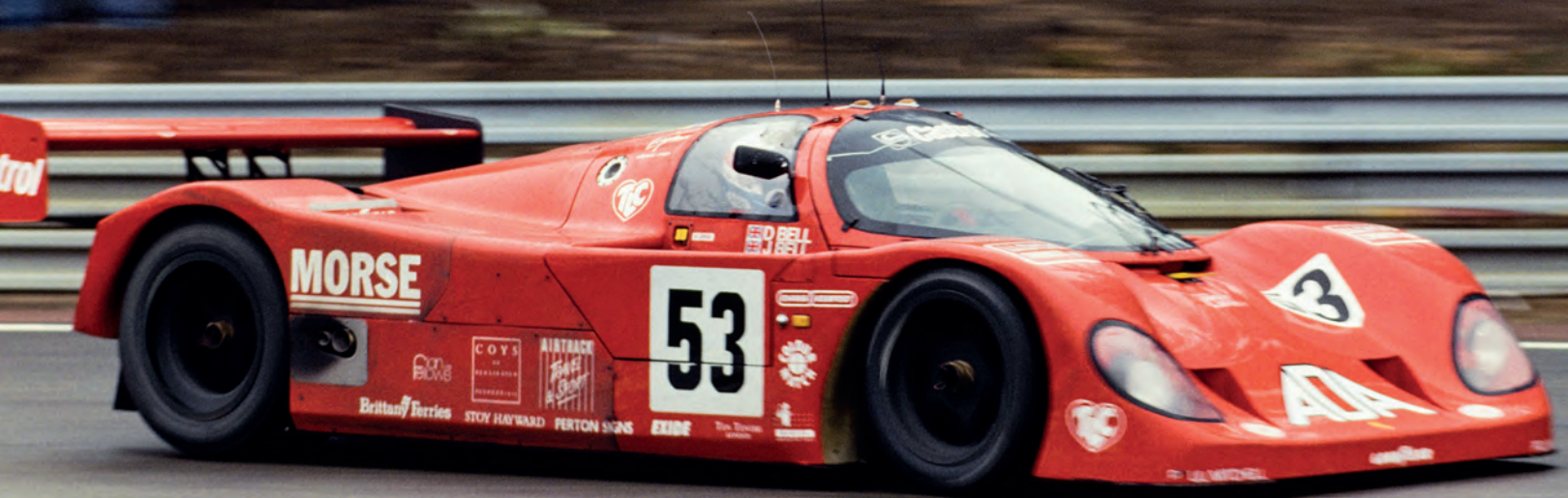
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- ◆ *One of six cars built by Richard Lloyd Racing (RLR)*
- ◆ *Part of the 1992 all-British assault on Le Mans under the A.D.A Engineering banner with drivers Derek Bell, Justin Bell and Tiff Needell*
- ◆ *Restored and ready for Peter Auto's Group C race series*







Hans Stuck Sr's 1936 visit to Shelsley awed spectators; now his son will return in a similar V16 A-U

ALUMINUMS/GETTY

## Stuck to star at Shelsley

Son of pre-war GP ace lined up for Auto Union run | BY PAUL LAWRENCE

THE AMAZING SPECTACLE OF Hans Stuck Jr at the wheel of a 1936 Auto Union C Type Grand Prix car will be the stand-out feature of the Classic Nostalgia Weekend at Shelsley Walsh on July 16/17.

This remarkable coup for the Midland Automobile Club will mark 80 years since Hans Stuck Sr drove a similar Auto Union at the famous Worcestershire hill, the world's longest-established motor sport venue.

Stuck Sr first competed at Shelsley at the wheel of his Austro-Daimler on July 12 1930, when he pared three seconds from Raymond Mays' hill record to leave it at 42.8sec.

On June 6 1936 Stuck returned to Shelsley, this time with the 16-cylinder 5.3-litre Auto Union. In dry conditions on Friday, he completed several practice runs around the 40sec mark, but terrible weather on Saturday denied him the chance of bettering Mays' new 39.6sec hill record. His best climb in slippery condition was 45.2sec, but the sight and sound of the mighty Auto Union still stunned a big crowd.

Stuck Sr was European hillclimb champion as well as an accomplished

racer, while his son, 65, has two Le Mans victories for Porsche on his career record.

The Classic Nostalgia Weekend celebrates the history of the 1000-yard climb up the side of the Teme Valley, first used for motor sport on August 12 1905. The rest of the meeting will feature classes for a wide range of period machinery, include the many Shelsley Specials built specifically to attack the steep ascent.

### Donington's new F1 arrivals

RECENT GRAND PRIX CARS FROM Williams, Force India, Jordan and Midland F1 have been added to the Donington Grand Prix Collection.

New among the six Force India cars is chassis number VJM02-04R, which was driven by Giancarlo Fisichella to Force India's first podium finish at Spa-Francorchamps in 2009 – a breakthrough result for the team.

The arrival of a 2004 Jordan and a 2006 Midland F1 car show the transition of Eddie Jordan's former team through to its current ownership. All the new additions can be found in Hall Three of the Grand Prix Collection.

### Fresh look for HSCC Brands

BRANDS HATCH WILL HAVE A headline historic racing festival this season with a rebranded and enhanced version of the HSCC's Historic Super Prix. The Legends of Brands Hatch Super Prix will run over three days from July 1-3 and will feature a reborn Race of Champions for the Derek Bell Trophy, featuring powerful single-seaters, including Formula 5000s. In 1973, Peter Gethin's Formula 5000 Chevron B24 beat all the F1 cars in the Race of Champions.

Cars from the years when Brands Hatch first hosted the British Grand Prix will race under the wing of the Historic Grand Prix Cars Association and a full support programme includes Super Touring Cars and Historic F2.

Other attractions will celebrate Brands Hatch in the 1960s and historically interesting cars will take part in demonstrations. "We've got a fabulous line-up for the renamed event, probably the best in the event's 26-year history," said Grahame White of the HSCC.

### VSCC honours Mann

THE VSCC WILL CELEBRATE THE life of vintage Bentley expert and long-time club member Stanley Mann during the Spring Start at Silverstone on April 23. The Stanley Mann Cup will form part of the GP Itala Trophy Race



■ Race Retro, the pre-season historic motor sport show will be under new management in 2017 after being acquired by Clarion Events Ltd. "Race Retro comes to us as a well-established and well-supported event," said Clarion's Daniel Nwaokolo. The 2017 date will be February 24-26, held once again at Stoneleigh Park near Coventry.

for pre-1931 Vintage Racing Cars, with a class for any pre-1931 Bentley accepted by the VSCC, Bentley Drivers' Club or Benjafeld's Racing Club.

Fellow VSCC member Philip Strickland said: "Stanley was a proud promoter of the remarkable vintage Bentley. His philosophy was simple – the vintage Bentley can do everything and we should never miss a chance to prove it!"





## Leyland-Thomas returns

A RECREATION OF THE 1920s Leyland-Thomas land speed record car will make its competition debut at the Chateau Impney hillclimb in July.

The vast machine was created by JG Parry-Thomas and used a 7.3-litre Leyland engine. David Haywood later acquired the engine and part of the chassis and spent 25 years rebuilding the car that set 16 speed records in 1922.

“There was a lot of heartache but now it’s running it’s a lot of fun,” said David.

## Coulthard’s Glasgow demo

DAVID COULTHARD WILL DRIVE A Red Bull RB7 on a street circuit in Glasgow this summer as part of Ignition, a new motor sport event based at the Scottish Exhibition and Conference Centre over the weekend of August 5-7. Further track action on Glasgow’s first closed-road circuit will be provided by a selection of race, rally and supercars as well as motorbikes. “Coupled with Glasgow’s proven ability to stage world-leading events, Scotland’s rich heritage and passion for motor sport makes it the perfect location for our innovative Ignition festival of motoring,” said event director Jeremy Vaughan.

## Tyrrell back on track

A TYRRELL 010, LAST RACED BY the late Michele Alboreto in the 1981 Austrian Grand Prix, will return to racing this season in the hands of new owner Mike Cantillon.

The car had been in the Alboreto family home in Italy since 1981, but Loïc Deman’s success in a similar car in last year’s Masters FIA Historic F1 Championship prompted its sale.

— OBITUARIES —

## David Ham

Well known for racing a Lister-Jaguar with considerable success in historic events, David Ham died recently aged 76. The racing solicitor drove various Aston Martins before acquiring the ex-Ecurie Ecosse Lister in 1969. He won many races and contested events all over the world until struck by ill health.

## Harry Ratcliffe

Harry Ratcliffe, who has died aged 80, was one of the leading drivers and engineers from the early days of Special Saloon racing. Ratcliffe also built racing Minis and later, as the British Vita Racing team, entered cars for Tony Fall, Barrie Williams and John Rhodes. In 1968 the team won the European Touring Car title with John Handley. Ratcliffe, also hillclimbed a Mini special powered by a Buick V8.



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Count Wolfgang von Trips in the Ferrari 156 at the 1961 British Grand Prix. £3200  
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# CARS FOR SALE

www.motorsportmagazine.com/cars-for-sale



**STAR LOT @ BONHAMS**

## BUGATTI TYPE 57SC { Amelia Island, March 10 }

Eager bidding made this one-off 1937 Vanden Plas-bodied example the second-most expensive Bugatti of all time, after the Royale Kellner coupé sold in 1987. The supercharged low-chassis Type 57SC was a pinnacle of pre-war design, virtually a road-going GP car that could effortlessly traverse Europe. Unusual in having British coachwork, this was the London Motor Show car. Sold for \$9,735,000

# UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

## Bonhams

@ AMELIA ISLAND MARCH 10



**1933 Maserati 8C 3000 biposto**  
Sold for \$1,001,000

**1967 Ferrari 275 GTB/4**  
Sold for \$2,750,000

**1896 Armstrong Phaeton Gasoline Electric Hybrid**  
The only example built  
Sold for \$483,400

### 1964 Sabra GT Coupé

Rare Israeli-produced vehicle based on Reliant running gear. From a total production run of just 379  
Sold for \$93,500

### 1935 Riley MPH two-seater

One of only 16 built. Raced to second place (behind de Graffenried) at Bremgarten in 1936.  
Sold for \$880,000

## RM Sothebys

@ AMELIA ISLAND MARCH 12

**1962 Ferrari 400 Superamerica LWB Coupé Aerodinamico**  
Sold for \$4.4 million



## AUTOMOBILIA

AUCTIONS AMERICA



Model of Gilmore 'Catfish Special' racer, built by Don Edmunds  
Guide: \$7000-9000



1960s classic carousel 'Rocket Launcher' ride by L'Autopede  
Guide: \$6000-8000



### 1949 Delahaye 135M Cabriolet 'Malmaison'

Bodywork by Parisian atelier Pourtout  
Sold for \$495,000

### Pagani Huayra V12

Sold for \$2,035,000

### 1954 Bentley R-Type Continental

Sold for \$1,815,000



### 1962 Kurtis Aguila

One of the last cars built by Frank Kurtis; unusual removable wings  
Sold for \$423,500

### 1968 Chevrolet Camaro Trans-Am

Sunoco-backed car raced for Penske in 1968 by Mark Donohue and Sam Posey  
Sold for \$990,000



### 1984 Ferrari 288GTO

The first 288GTO delivered in Japan  
Sold for \$2,585,000



### 1968 Ferrari 330 GTS

Originally delivered to USA record producer Balhard Falk  
Sold for \$2,000,000

## Historics at Brooklands

@ BROOKLANDS MARCH 12



**1992 Lancia Delta Integrale Evo I Martini 6**  
Sold for £92,000



**1971 Alfa Romeo 1300 Junior Zagato**  
Sold for £29,120

## Auctions America

@ FORT LAUDERDALE APRIL 1-3

### 1966 Mercury Comet Cyclone GT Indy 500 Pace Car Convertible

One of only 33 built to serve as Indianapolis pace cars in 1966, complete with documentation and fresh decals.  
Estimate: \$45,000-55,000





### 1981 BMW M1

One owner, original condition throughout, 13,500km on odometer. One of 399 road-going examples  
**Guide: \$500,000-600,000**

### 1952 Mercedes-Benz 300S Roadster

One of 141 built. Comes with original factory luggage and Becker radio  
**Guide: \$475,000-525,000**

## H&H

@ DUXFORD APRIL 19



### 1930 Brough Superior SS100 Alpine Grand Sports Combination

One of only 131 examples known to have survived. Still retains original sidecar; unrestored  
**Estimate: £280,000-300,000**

@ DUXFORD APRIL 20



### 1954 Lagonda 3-Litre drophead coupé

Built to special order for HRH Prince Philip, Duke of Edinburgh in 1951. Originally fitted with radio telephone and extra vanity mirror for Her Majesty the Queen. One of just 20 MKIs made. The car with which he and the Queen opened the UK's M1 motorway  
**Estimate: £350,000-450,000**

## AUCTION CALENDAR

### APRIL

- 1-3 AUCTIONS AMERICA**  
Fort Lauderdale, US
- 6 BARONS**  
Sandown Park, UK
- 8 BARRETT JACKSON**  
Palm Beach, USA
- 9 COYS**  
Techno Classica, Essen
- 14 MECUM**  
Houston, US
- 16 COYS**  
Ascot, UK
- 19 BARONS**  
Sandown Park
- 19 H&H - MOTORCYCLES**  
Duxford, UK
- 20 H&H - CARS**  
Duxford, UK
- 24 BONHAMS**  
Stafford, UK
- 30 BARONS**  
Sandown Park, UK

### MAY

- 5 AUCTIONS AMERICA**  
Auburn, US
- 11 BRIGHTWELLS**  
Leominster, Herefs
- 13 COYS**  
Monaco
- 13 BONHAMS**  
Monaco
- 14 RM SOTHEBYS**  
Monaco
- 18 H&H**  
Donington Park, UK
- 21 SILVERSTONE AUCTIONS**  
Silverstone, UK
- 21 BONHAMS**  
Aston Martin Works, Newport Pagnell, UK

### JUNE

- 4 BARONS**  
Sandown Park, UK
- 5 BONHAMS**  
Greenwich, CT
- 11 HISTORICS AT BROOKLANDS**  
Brooklands, UK
- 18 CLASSIC CAR AUCTIONS**  
Warwickshire, UK
- 24 BONHAMS**  
Goodwood, UK
- 25 BARONS**  
Stamford, UK
- 25 AUCTIONS AMERICA**  
Santa Monica, US



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## DREAM GARAGE

### FORD FALCON SPRINT

Back then it looked vast, a Yankee aircraft carrier of a machine beside a Cortina or even a Jaguar Mk2. Now, alongside a mid-sized European saloon with its bulging safety zones, high bonnet-line and projecting nasal crumple-zone, it looks quite neat and compact. The racy C-pillar, slim window supports and low roof mark the Ford Falcon Sprint as coming from several generations past. But turn the key and duck, as 400 horses fight to be let loose.

It was the brawny V8 engine that made these things a surprise success in saloon car racing. As long as you looked after the brakes, the big Ford could topple the Jaguar from its regular podium, and with Alan Mann's preparation behind him, Bo Ljungfeldt came close to a supremely unlikely victory on the 1964 Monte Carlo Rally.

This example, in stock with RMD in Belgium, could give you the same ear-splitting feeling of broadside power.

"We've known it for a while," says Marc Devis. "It's been raced by a Dutch friend of mine and he's only selling it to move into another category. It's prepared by Milestone, who are specialists in Shelby Mustangs and Cobras etc. It's a genuine

1964 Sprint, but was converted to a racer three or four years ago."

Ford homologated many lightweight parts for the Falcon such as GRP wings, and this FIA-spec car employs them too, making it lighter than its Mustang rival. Its 289 engine boasts all the right bits – forged crank, special con rods and Holley double-pumper carb – which adds up to 408bhp and a mighty 361lb ft of torque, feeding through a close-ratio syncro T10 gearbox. Massive brakes and Koni shocks keep it planted, and it comes with a quick-ratio steering box for those surprise oversteer moments. And as well as race pipes it comes with a road exhaust.

"It's fully legal both for pre-66 racing and road use," says Marc. "You could use it for rallies and tours as well as racing. It's going beautifully and it's not a handful – though on race tyres you do end up looking through the side windows a lot!"

Complete with current FIA HTP papers, a Falcon Sprint like this is eligible for several series around Europe.

"It's absolutely ready to go," says Marc. "No need to spend another €20,000 before you hit the track."

### FACTFILE

YEAR 1964

#### ENGINE

V8, 4.7 litres, 408bhp

#### TRANSMISSION

four-speed manual

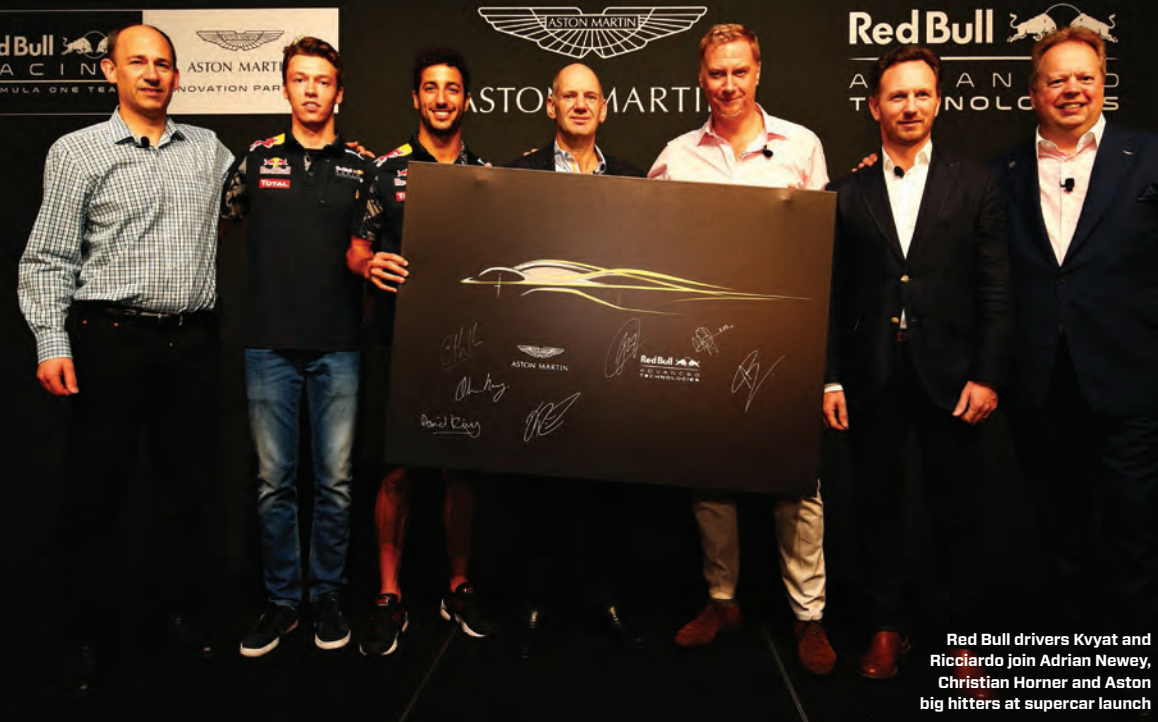
#### SUSPENSION

front: wishbones and coils; rear: leaf spring axle, Koni shocks

#### TOP SPEED 107mph

PRICE €97,500





Red Bull drivers Kvyat and Ricciardo join Adrian Newey, Christian Horner and Aston big hitters at supercar launch

GETTY IMAGES

# Newey plans hypercar

Road-going Aston designed 'to be faster than F1' | BY ANDREW FRANKEL

THE ESTABLISHED BARRIERS OF all-round road car performance are set to be smashed by a new hypercar conceived by Aston Martin, Red Bull Racing and Adrian Newey. The standout claim for the AM-RB 001 is that it will be 'faster around the Silverstone Grand Prix circuit than a current F1 car', which presumably means it will better the 1min 32.2sec pole lap by Lewis Hamilton in last year's British Grand Prix. Were it to do that, it would likely need to circulate more than 30sec per lap faster than the fastest road-legal production car today. Were all parties to the arrangement not such serious players with track records that speak for themselves, you might dismiss it as fantasy.

The AM-RB 001 will go on sale in 2018, priced above £2 million, and fewer than 100 units will be built. It is likely to be seen as the spiritual successor to the McLaren F1, which was also the work of one of the most successful F1 designers of the era, Gordon Murray. It brought F1



"Newey has wanted to design a supercar since the age of six and describes the project as 'tremendously exciting'."

technology to the road car arena in the form of its full carbon construction, and obliterated every record for road car performance. However, while Murray's vision for the F1 was that it would be a road car from end to end and was only later persuaded by customers to build a competition version, the AM-RB 001 has been conceived primarily as a track car, albeit with sufficient comfort and practicality for road use.

The AM-RB 001 will be designed by Newey in conjunction with Aston Martin design director Marek Reichman with full use of the know-how of Red Bull Advanced Technologies. The engineering and production, however, will be handled by Aston Martin's Special Operations department. Prodrive, in the form of Aston Martin Racing, is not involved.

Little is known of specific engineering details, though the engine will not be sourced from Aston Martin but 'inspired' by F1 design. A small-capacity hybrid turbo is therefore most likely. Its

power would likely need to be in excess of 1000bhp to meet its performance claims, coupled with an aerodynamic miracle of the kind only Newey – without the need to conform to a rulebook – could pull off. It also seems certain the car will have to be able to transform itself from road to track specification, where requirements, particularly in terms of ride height and tyre specification, are vastly different.

Newey has wanted to design a supercar since the age of six and describes the project as "tremendously exciting". Both Red Bull RB12s will carry Aston Martin wings throughout the Formula 1 season in anticipation.

## Geneva power explosion

FROM THE VERY START, THIS year's Geneva Motor Show was different. Hacks are now very accustomed to the massive pre-show VW bash. As it wheels out almost all the important stuff that will be on its stands the next day, this has better than usual importance because journos live in a world where a story is barely a story at all unless it appears on line the very instant it breaks. And you really have to be there, because while BMW might be able also to show you a Mini or a Rolls, Volkswagen can show you the next VW, Porsche, Lamborghini, Audi, Bentley, Seat, Skoda and Bugatti... But this year the event was a shadow of its former mighty self, to which a few select journos were invited, your correspondent not included. It was almost as if there was some reason VW's top brass felt that lauding itself over a thousand or more media no longer suited its PR agenda...

Not that this in any way interrupted its product flow and, as ever, it was the high-end stuff that dominated in Geneva. Indeed I think you can say the show had essentially three stars, all of them capable of more than 200mph. One of them – Aston's electrifying DB11 – was described on these pages last month – but the other two belonged to VW.

I guess we should start with the Bugatti Chiron (right), a car named after one of Molsheim's most prolifically successful sons. This is the car that replaces the long-serving Veyron and while Bugatti bosses insist it's a new car, it is in far more than looks alone a clear evolution of the Veyron.



The biggest change is the way it's built, with a new carbon-sandwich construction using technology from and resulting in similar stiffness to Porsche and Audi Le Mans cars. But the engine remains an 8-litre quad-turbo 16-cylinder monster that, lest we forget, can trace its origins back to a normally aspirated VW Passat with half the capacity and cylinder count. It still directs its power using a Haldex four-wheel-drive system and a Ricardo-built seven-speed DSG transmission. And while it is longer, still wider and higher, its wheelbase is the same as the Veyron's to within a millimetre.

What has changed is the power, because however outrageous 1001hp (986bhp) seemed when the Veyron came out in 2005, and despite the fact that none of the recent clutch of hybrid hypercars from Porsche, Ferrari and McLaren has eclipsed it, Bugatti still felt the need to move the game on. A lot. By reducing back pressure, increasing the turbo size, doubling the number of injectors and designing new exhausts, Bugatti was able to stroll right on by the 1200hp offered by the ultimate Super Sport version of the Veyron and park it at a nice, round 1500hp – or if you absolutely must, 1479 British brake horsepower.

As a figure to understand, it's up there with time and distance in space. What I can tell you is that when I started in this business in 1988, no standard production car had ever been offered for sale with 500bhp. What's more, while the Chiron remains a two-tonne car it still provides 750bhp for each one of them, a number of which a LaFerrari, P1 or 918 could only dream. In race car terms it's rather easier to comprehend: it's probably about where a 3-litre F1



■ **Leading the charge on other stands, Jaguar's new SVR F-type features its most powerful engine yet, the 567bhp 5-litre blown V8 eclipsing the 542bhp offered by the XJ220 24 years ago. With stiffened suspension, a racy bodykit, ceramic brakes and permanent 4WD, Jaguar is chucking all the toys at the 200mph SVR. Available to order for £110,000, deliveries begin this summer.**

■ **In stark contrast, consider a car that won't get near 100mph, but in one regard is more forward-thinking than every other car on the page. Flat out at 90, the Morgan EV3 is a lithium-ion battery-powered version of its Three Wheeler, toting 62bhp and a range of 150 miles. Despite its batteries, it weighs less than 500kg and is lighter than its V-twin sister. Prices have yet to be announced.**



Porsche chairman Oliver Blume presents a name from the past – the three-pedal 911R

was 50 years ago. That's still enough get up and go for it to reach 124mph in less than 6.5sec, and back in 1988 you'd need at least a Porsche 911 to reach half that speed in so little time. Its top speed is capped at 261mph, which is such an absurdly random number I suspect it's to address a specific issue that in real life could never occur, such as what would happen to the tyres if someone tried to do a whole tank at its genuine maximum speed, which I think would be somewhere near 285mph.

Anyway, Bugatti's positioning as the creator of the world's fastest, most luxurious and expensive hypercars has not been set in stone so much as sealed within an underground blastproof concrete bunker. The Chiron costs £1.9 million before taxes, just 500 will be built and a third are already sold. Rumour has it that one presumably quite valued customer has ordered four.

## Porsche back-pedals

PORSCHE SHOULDN'T HAVE SET the show on fire with yet another version of a pre-existing car whose greatest distinguishing feature is another pedal in its footwell, but you can't expect a normal reaction when a name like '911R' comes back from the dead. This is only the second 911R Porsche has built: it was the name given to the first 911 specifically built for racing. The 911R appeared in 1967 and remains to date the lightest 911 ever created. Four prototypes (one with aluminium body, three in glass fibre) and just 20 steel production cars were built, the aluminium car winning the 1967 Marathon de la Route, an 84-hour race around the Nürburgring in which Vic Elford did four seven-hour night stints.

By stark contrast the entire point of the new 911R is not to be a race or even track car, but one optimised purely for

road use. Which is why having dismissed manual 'boxes as no longer appropriate for Porsche's GT-series 911s, the 911R has, indeed, six forward gears and a clutch pedal. More significantly, Porsche admits three-pedal transmission will become an option on the next generation of 'normal' 911 GT3s, as tacit an admission as you'll find that its decision to go with paddles alone was a mistake. Porsche lovers should note, too, that the transmission has six gears, rather than the seven in every other 911, manual or not. The official line is that 'six is enough' for the car, the less publicly quoted truth being that, though improved, Porsche's seven-speed manual cannot touch the shift quality of the six.

The gearbox is lighter, too, which with the carbon bonnet and magnesium roof of the GT3RS and also (unlike the RS) ceramic brakes as standard, drives the kerb weight down to just 1370kg and its dry weight to about 1275kg. Power comes from the same 4-litre, normally aspirated, 493bhp motor used by the GT3RS. Despite this, its top speed is 201mph, compared to the RS's 193mph, because it has been relieved of the latter's high-downforce, high-drag aerodynamics.

Quite rightly Porsche is refusing to quote a lap time for the car, saying it's not why the car has been designed. Instead we are told it has been tuned to provide maximum steering feel, progressive on-limit handling, the right kind of noise and just enough civility to make it viable for long trips.

So while the sports car world in general moves inexorably towards its forced-induction, double-clutch, four-wheel-drive future, Porsche's Motorsport department is pedalling as fast as it can in the other direction. For those who love to drive, as opposed to those who merely love to be seen driving, this will be music to the ears.





# ROLLS-ROYCE DAWN

Ignore the adjectives, just listen to the silence | BY ANDREW FRANKEL

**S**ENSUOUS I UNDERSTOOD, even sensual in its most literal application. My eyebrows only started to head north when sexy entered the vocabulary. Where, I wondered, would it go from here? How far would Rolls-Royce top brass go to impress upon an audience of hacks that its new Dawn was also a new dawn for the company? Raunchy, that's where.

I could have spilled my Hendricks. Briefly I thought of my home town of Monmouth, and an image of the statue of Charles Rolls in its Agincourt Square dropping the primitive aircraft held in his hands to stuff his fingers in his ears. Raunchy? A vision of Sir Henry on the rev-limiter six feet under swam before my eyes.

Welcome to the brave new world of Rolls-Royce, where of late the average age of ownership has been reduced by an entire decade to just 45 and, its

executives insist, not just because of the number sold to Chinese and Russian teenagers. With cars like the Wraith coupé and this Dawn upon which it is based, Rolls-Royce is in very real danger of being perceived as 'cool'. From the brand whose only product 15 years ago was the superannuated Silver Seraph, that is some turnaround in fortune.

Actually, the practice is somewhat different to the positioning and I guess there's no great surprise in that. True, Rolls will paint your Dawn in colours that would have induced heart failure at Freestone & Webb and elsewhere back in the great coachbuilding days (there's an interior hue called Mandarin that should definitely be offered with an optional defibrillator), but despite the sexually charged pronouncements and provocative palette, the Dawn remains a pure and proper Rolls-Royce from stem to its elegant stern.

This was not always a given. Making a Porsche 911 Targa structurally sound

## FACTFILE

£255,000

**ENGINE**  
6.6 litres, 12 cylinders,  
twin turbo

**POWER**  
562bhp@5250rpm

**TORQUE**  
575lb ft@1500rpm

**TRANSMISSION**  
eight-speed automatic,  
rear-wheel drive

**WEIGHT**  
2600kg

**POWER TO WEIGHT**  
216bhp per tonne

**0-62MPH** 4.9sec

**TOP SPEED** 155mph

**ECONOMY** 19.9mpg

**CO<sub>2</sub>** 330g/km



isn't a very difficult task because the wheelbase is short enough to limit flex and you're not actually making that big a hole in the structure. Removing the entire roof system of a car that has more than three metres between its wheels is a rather different proposition.

What most manufacturers would be tempted to do, when faced with such a challenge, would be to accept that optimal torsional rigidity could not be achieved, at least without adding an unacceptable number of kilogrammes to the kerb weight. Not Rolls-Royce. It added the weight, figuring that owners are unlikely to be concerned by a hit on fuel consumption, and when your embarkation point is 2.4 tonnes, what's





a few kilos between plutocrats? Or even a couple of hundred?

The result is the 2.6 tonne Dawn, a convertible like no other and so clearly the quietest, most comfortable open car on sale that it seems barely worth saying. Indeed and astonishingly, so good is the six-layer hood at soaking up sound that, after a couple of glasses in the evening, its engineers were admitting that, roof up, it's actually quieter at all normal speeds than the Wraith. If there has been another case of a convertible making less noise than the coupé upon which it is based, I've not heard of it.

By all accounts and by the usual glacial Rolls-Royce development process, the Dawn (note – like the Ghost and Wraith there is no 'Silver' qualifier) was done if not quite in a hurry then at least at a decent clip. The engine is the 563bhp version of its 6.6-litre twin-turbo V12 as found in the Ghost, not the gutsier 623bhp tune found on the Wraith and, no, Rolls will not do a Wraith-engined Dawn for even its best client, and I have that on the authority of none other than the Rolls CEO Torsten Muller-Otvos.

Otherwise, it's all almost Wraith under the skin. Surprisingly even its suspension settings were left unchanged: Rolls naturally wanted a more pliant ride than that provided by the more sporting Wraith but discovered that the additional 200kg acting on the standard air springs provided precisely the desired effect. Other than what is visible and the massive under-body bracing that's been added, the only significant variances are slightly bigger rear brakes to cope with the additional mass, and weirdly, thicker

glass in the tiny front quarter lights.

As for the hood – which alone weighs a mighty 90kg – its most immediately noticeable feature is not the refinement it provides, the fact it will open or close at up to 30mph or the use of six bows to provide an almost entirely seamless roof line: it's that its operation is all but silent. By swaddling its two electric motors in insulating material and mounting them in such a way they don't create vibrations through the body, they make the most distant whirr if the car is at a standstill and you're listening for it, but once you're on the move with a little ambient noise, its operation is effectively inaudible.

Often what trips up cars that nobody actually needs to buy is the disparity between how you want to drive them and how they want to be driven. For example, you might very understandably feel the urge to find a track and really hoof your BMW M4, but you might also find the M4 is less keen to reciprocate with flawless on-limit behaviour as a result. But pedalling the Dawn hard is the last thing in the world either of you wants to do. I did rather cruelly lob it into one corner just to see what happened next, an action it met with squeals of dismay and no small amount of understeer. It just wants to waft and, if you have any sense, you'll let it.

For like the Land-Rover Defender, Smart ForTwo, Ariel Atom and McLaren 675LT, this is a car with only one job on the worksheet. And by simply not trying to do anything else, it reaches a standard of excellence beyond the imagining of those cursed with the requirement to multi-task.

I could spend the rest of this test telling you how well it rides, about the railway lines it crossed without my passenger even being aware of their existence, about how the ability to control its body movements yet also absorb the merest imperfection in the road reaches a new level for an open car. Indeed what is so clever about this car is that because it actively discourages you from driving fast by being so damn pleasant to drive slowly, even the traffic that lies between you and the open road



While some trim options may be dubious, Rolls-Royce's new Dawn is a sybaritic blend of silence and sophistication



is no longer problematic. And if this car can make me content to go with the flow because there's so much pleasure to be had just feeling the way it addresses the road, then it's not likely to fall short with many others.

I have some issues with it, easily the biggest being that wind management for those in the back is adequate but no more. But I'd also like longer seat squabs in the front, a less obviously previous-generation BMW nav screen and a greater reaction from the transmission on those occasions you do choose to squirt past a truck. And there is of course the price, about which Rolls-Royce is being a touch opaque, but I believe to be about £255,000 for a basic car with a few essential options. It's a lot, especially when you consider the average customer will bump that up by £50,000 to £60,000 with additional goodies.

Nevertheless, while I admired the Wraith more than I liked it, because I remain uncomfortable with the idea of a sporting Rolls, to me the Dawn is the very embodiment of everything an open Rolls-Royce should be. Which to me is not really sensual and certainly not sexy, let alone raunchy. It just needs to be beautiful and very, very good at its job. Which it is. □



# ALPINA D3

The bad news? It's a £50,000 3-series. The good? It's amazingly versatile



**T**WO YEARS INTO ITS LIFE, Alpina's least expensive product has received the same mild facelift as the rest of BMW's 3-series range. That was all the excuse I required to reacquaint myself with what I'd rank as not only Alpina's best car, but the best based on any BMW, save perhaps the pure-electric i3 and i8.

The changes are largely cosmetic, but do a surprising amount to add a sense of purpose and presence to the D3. There's a new and more pronounced front spoiler and, above, BMW's latest, sharpest LED headlights. Do not underestimate their importance: I've never liked the headlights used in the 3-series and, in a car as fast as the D3, their limitations are all the more starkly apparent. You might think that being able to see properly when you're going

## FACTFILE

£49,950

### ENGINE

3.0 litres, 6 cylinders, turbocharged

### POWER

346bhp@4000rpm

### TORQUE

516lb ft@1500rpm

### TRANSMISSION

eight-speed automatic, rear-wheel drive

### WEIGHT

1830kg

### POWER TO WEIGHT

143bhp per tonne

**0-62MPH** 4.6sec

**TOP SPEED** 173mph

**ECONOMY** 52.3mpg


**CO<sub>2</sub>** 143g/km

fast would come within the basic provision of such a car and I'm delighted to report that at last it does.

What hasn't changed is the way this small diesel estate gets down the road. I've driven a few fast BMWs of late, but none has managed to offer as compelling a blend of entertainment and security. Its damping is as good as you'd ever imagine it might be in such a car, yet its ride quality on liquorice-strip side walls is implausibly good. Even the only issue that irritated me with its predecessor has been resolved: the car I drove has binned the silly steering wheel gearchange buttons in favour of a set of good old paddles.

But it is the engine that lingers longest in the mind. So long as you're inside with doors closed, it might never occur to you that it's fired by diesel, until of course you find yourself being batted up

the road by the simply immense torque it is able to conjure at barely more than idling revs. Keep at it and the car won't stop until it's doing 173mph or, put another way, a single mile per hour short of the top speed of a Ferrari Daytona. Then again, it has just six fewer horsepower than a Daytona so perhaps we shouldn't be too surprised.

Yes, 50 grand is a lot to ask for a 3-series (though still less than you'd pay for an M3 or M4, neither of which is available as an estate), but when you consider the firepower, the civility and chassis sophistication it puts at your disposal, to me it represents value for money. And to cap it all it's both rare and beautiful. Put it this way. If I lived my life another way and needed one car to do everything I required, for the money I can't think of another that would do the job so well. 







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# MERCEDES-BENZ E220 CDI

**Not as sharp as before,  
but sales are unlikely  
to suffer as a result**



**A**FTER DECADES LAGGING behind BMW and Audi, Mercedes-Benz is well on the way to realising the dream of helmsman Dieter Zetsche by becoming the largest premium car manufacturer in the world by the century's end. Last year it sold 1.87 million cars, a rise of more than 13 per cent, overtaking Audi in the process for the first time in five years. And while it didn't quite catch BMW, which sold 1.9 million cars, the Bavarian brand grew at just 5.6 per cent. As a result analysts are now predicting Zetsche's prayers may even be answered as early as this year, ending an entire decade of sales superiority for its rival.

Largely the reason is in front of you: the S-class might be the big money maker for Mercedes, but volume sales belong to the smaller E-class. This one is completely new from end to end and will compete against a middle-aged Audi A6 and positively ancient BMW 5-series. It is the most technically sophisticated mass-produced car with which I have yet been acquainted.

Take the new headlights as just one small but indicative example: each unit comprises 84 light emitting diodes, with 255 levels of intensity per diode. Multiply them together and then by two and you have, at least in theory, almost

43,000 different ways the car can light the road. You can leave the car on full beam and it will not only shade that little patch in your vision occupied by the car in front, it'll shade another to accommodate the car coming towards you, while keeping the narrow corridor of space between them fully illuminated. And if it's raining they will dim the lower LEDs to reduce the chance of drivers being dazzled by light reflected off the wet road surface. And that's just at the front.



## FACTFILE

**£35,935**

**ENGINE**  
2.0 litres, 4 cylinders,  
turbodiesel

**POWER**  
191bhp@3800 rpm

**TORQUE**  
295lb ft@1600 rpm

**TRANSMISSION**  
nine-speed automatic,  
rear-wheel drive

**WEIGHT**  
1680kg

**POWER TO WEIGHT**  
114bhp per tonne

**0-62MPH** 7.3sec

**TOP SPEED** 149mph

**ECONOMY** 72.4mpg

**CO<sub>2</sub>** 102g/km

Inside, the technology is equally befuddling and requires more space than I have here to explain. Again illustrating by example, if you indicate on the motorway with cruise control engaged, the car will look around and, if safe, pull out and overtake the vehicle ahead, requiring you only to indicate again to resume your original trajectory. You do not have to steer at all.

Yet at its heart, the E-class is also very traditional. Its looks are unadventurous to the point of being a trifle derivative, while I'd warrant its ride quality loses little or nothing to its older S-class sister. Mercedes has also finally retired its noisy old 2.1-litre diesel and replaced it with a 2-litre motor rivalled by Audi's alone for refinement and by no other competitor for its blend of power and fuel efficiency.

Just a little has been lost. The old E-class was always a delight to drive, whatever the engine, but this one has sacrificed a smidge of driver involvement to achieve ride quality you'd need a Rolls-Royce to beat. A sensible decision? Sadly, but undoubtedly: an E220 CDI is not the E-class to stir your soul. The AMG version with a rumoured 580bhp is approaching and I hope to bring you impressions of it before the year is out. Until now Mercedes will be content that, at least until BMW replaces the 5-series next year, it has the class at its feet. **Q**



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## DS 3

Meet the Citroën that isn't really a Citroën



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IT'S NOT EVERY DAY A BRAND-new marque is launched, and this isn't one of them. What you're looking at is the same Citroën DS3 that's been on sale these past six years, but now you'll have to do a remarkable amount of prodding and poking about in the engine bay before you'll find any sign of the famous company chevrons. Because this is no longer a Citroën, but a DS.

Citroën has at last cast the DS 3 adrift, armed with a sizeable facelift, an interior upgrade and, most interesting to us, a new 130bhp, three-cylinder, 1.2-litre engine. I think the new cosmetics work well, giving the car a face that trades the prettiness it had to spare for a sense of presence it has hitherto lacked. The interior is less pleasing, lacking the class, charm and quality of the Mini Cooper at which it is so clearly aimed. There's a lot of plastic appliqué in here, not much cohesion and I gave up trying to bend the new touch screen to my will.

I expected nothing of it on the road, because I found its predecessors so insipid. Happily, then, the new engine brings much needed character: it has some lag as you might expect from such a small engine, but its performance feels better than the numbers suggest and it's quiet when you want and

### FACTFILE

£18,785

**ENGINE**  
1.2 litres, 3 cylinders, turbocharged

**POWER**  
130bhp@5500 rpm

**TORQUE**  
170lb ft@1750 rpm

**TRANSMISSION**  
six-speed manual, front-wheel drive

**WEIGHT**  
1465kg

**POWER TO WEIGHT**  
129bhp per tonne

**0-62MPH** 8.9sec

**TOP SPEED** 127mph

**ECONOMY** 62.8mpg

**CO<sub>2</sub>** 105g/km

pleasantly fizzy when you don't.

Most of all the car responds well to having a little less weight in its nose. Having never felt anything other than a professional duty to drive any DS quickly, I found myself hoping that pockets of traffic would clear so I would be able to squirt it through some bends. In such an environment, it was fun and didn't annoy at all.

But we should not get carried away. Looks aside, a Mini Cooper is a better bet to anyone who enjoys driving. It's quite a lot quicker and more entertaining even than this. Nevertheless, if you like the look of the DS, the reality of driving it almost

certainly won't disappoint so long as you choose the new 1.2 turbo. And for DS, that's proper progress.

For Citroën – or DS I should say – bigger challenges remain. The DS3 was always the best of the breed even when there was no space between its letters and digit. The DS4 had remarkably little to commend it to anyone other than a fashion victim, while the DS5 threw away a potentially winning hand by being equipped with the worst ride quality of any alleged luxury car that I have driven.

But I wish the DS 3 well. I don't really care whether it's a marque or a model, it is another substantial improvement from Citroën, a company that seems slowly to be finding its appetite for making interesting cars again. The step might be small, but it's unquestionably in the right direction. 📱





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## A nod to 'Ziggy' and co

Many thanks for the subtle David Bowie tribute in Mark Hughes's 2016 F1 preview. I suppose *Where are we Now?* (The Next Day) would be a good title to summarise F1's current dismal state... and *I Can't Explain* (Pin Ups) suits the new qualifying system.

Richard Mercer, Thornton, Middlesborough

## We need a head-banger

The interview with Luca di Montezemolo was nothing less than fascinating, not least his recognition of all that is wrong in F1. It was so refreshing to hear someone speak of the need for a proper business plan that includes the new media, a recognition of the importance of the history and heritage of the sport, and the cost issues that desperately need to be addressed. I am still amazed that, at a time when all types of cost reductions were being discussed, the FIA should introduce a vastly expensive and highly complex new engine formula.

The FIA, CVC and F1 in general have missed the boat in not getting Luca on board as the strong CEO to unite all the disparate elements. If not Luca, there must surely be someone who has the ability to bring this much-needed management to the sport and bang a few heads together.

Neil Davey, Ivybridge, Devon

## Tune in to Torque

One of the delights of reading *Motor Sport* is its ability to reawaken memories that have been shunted off to the recesses of one's brain. So it was a very pleasant surprise to turn the page in the February issue and find the feature on Track Torque.

As a boy growing up in Hampshire, introduced to motor sport by James Hunt's battle to the world title, I was an avid listener to the programme. Living some 40 miles from Portsmouth and on the wrong side of the Downs, getting reception on medium wave was always a challenge. Constant adjustment of the tuning dial and staying upstairs meant I was able to hear most of what was going on. And those competitions! I must have filled in many postcards or sealed-up envelopes and eagerly sent them to Portsmouth. Two wins I recall



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were a Williams FW06 T-shirt, worn until it fell off me, and the one I still have, a programme from the Indy racers' visit to Brands Hatch and Silverstone on consecutive weekends in 1978 – complete with most of the drivers' autographs. This very special prize came with a note to "Take very good care of this." Almost 40 years on I think I have respected this advice.

Keith Morgan, Cambridge, Cambs

## On the Button

I was pleased to see the wisdom of Mark Hughes including Jenson Button in his Top Ten F1 Drivers for 2015, while other 'expert' rankings left JB out. There is a reason why Button is still in F1. He is clearly one of the most complete drivers of his generation and has more than held his own against the likes of Hamilton and Alonso. Martin Whitmarsh, a man who should know, said it best in a recent *Motor Sport* interview: "Jenson is an extraordinary talent, and he's underestimated."

Steve Angell, Glenview, Illinois, USA

## Just another passenger

Your correspondent's relating of his lucky escape at Silverstone while simultaneously gaining his friend's admiration (*Letters*, April) reminds me of a similar incident in the early 1970s.

I was then a dealer specialising in mainly sporting cars. Realising that most prospective owners were likely to be impressed by the rapidity of their choice, I developed a test run that involved two long east/west straights joined by a huge roundabout.

I would endeavour to travel as fast as possible while appearing very casual about it and often remark on it being difficult to "open her up fully". As speed always seems faster to the passenger, this was usually well received.

On one occasion in a Jaguar E-type, I completely misjudged the roundabout and lost control of the back end. We were both passengers... I twirled the steering this way and that, completely ineffectively, but the car somehow recovered its equilibrium and we continued on the return leg a little more slowly. The punter was fulsome in his praise of my driving ability and very excited with his test run, but decided against the car as he felt he did not possess the level of skill required to tame such a brute. That'll teach me!

John Atkins, Springfield, Chelmsford, Essex

## Berger at full chat

The interview with Gerhard Berger in your excellent magazine's March issue recalled a more relaxed and accessible time in F1.

In 1989 my business partner and I were in Spain to attend our first live F1 race. Following practice we were dining outdoors at a restaurant in town and noticed Gerhard Berger seated at another table. We were surprised and delighted when he came over, inquired if we were in Jerez for the race and introduced himself. Our ensuing conversation was the highlight of our weekend. Thank you Gerhard.

Jake Jacobsen, Marysville, Washington, USA

## Tin soldier

I met Tom Swallow (*Flywheel*, March) during a photo shoot in Bristol some 20 years ago.

During intervals between shots, we had a good chat and he told me about the book and its incredible survival. He also told me that when first captured and interned, there was plenty of tinned food but neither tin-openers nor plates and cutlery with which to eat it. They quickly learned how to adapt the empty tins to fashion the missing implements. Furthermore they then devised efficient petrol burners to heat the tins in improvised saucepans.

One other tale is that his sister sent a postcard to his prison camp with a view from the top of Symonds Yat in the Forest of Dean. He told me that dreams of one day living near here kept him going. On retirement he bought the second cottage down from the top of the Yat rock... He was quite a character.

Graham Evans, Mitton, Glos

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## Vinyl revival

I enjoyed your excellent reflections on Mike Parkes in the April 2016 issue. Don't forget the in-car sound recording he made of a lap of Monza in 1966, on the vinyl LP *The Exciting Racing Sounds of Grand Prix* made in association with the Frankenheimer film. It was worth it for this track alone. It must be available on that interweb/tube thingy; I still have one of the LPs.

Turn up the volume and glory in the sound of a Grand Prix Ferrari V12 howling around pre-chicane Monza – one of my Desert Island Discs.

*Keith Martin, Gt Linford, Milton Keynes*

## Totally Wyred

My compliments to Adam Cooper for his summary of Mike Parkes's multi-faceted life.

While recovering in hospital from his Spa F1 accident, Mike was rather anxious to race again: his first option was Ferrari, of course, but he also applied to John 'Wyre' (sic!) and Ford for a race seat at Le Mans 1968 to "prevent the Germans from winning this race". It certainly did not help that he got the spelling wrong...

May I take the opportunity to ask readers to share their recollections of Mike Parkes with me? For eight years I have been carrying out research in order to write his biography and the project is almost finished, but surely there are even more anecdotes out there.

My e-mail address is andreas.hackbarth@bshg.com.

*Andreas Hackbarth, Munich, Germany*

## No left turn

I was interested to read Derek Linney's letter (March 2016) about his unauthorised trip around Silverstone's Grand Prix circuit.

During the 1970s, and prior to the construction of the bridge over the Wellington (née Club) Straight, the only access to the paddock at club meetings was across the track. Between races, there was a mad dash of cars and transporters before marshals closed the gates prior to the next formation lap. At the conclusion of each meeting, it was possible to drive towards the paddock but turn left onto the club circuit and complete a lap.



### WERE YOU THERE?

If you were at Brand Hatch for the 1976 British GP, we would love to see your pictures of the atmosphere – and the riotous mood that erupted when it appeared James Hunt would not be allowed to take the restart.

Write to us with your stories and pictures at Motor Sport, 18-20 Rosemont Road, London NW3 6NE. Or e-mail us at editorial@motorsportmagazine.co.uk

This became a regular feature of my trips to club meetings, and I was certainly not the only one enjoying this illicit track time. It all came to an end one day when there was a hue and cry after an opportunist gentleman left the paddock in a Ford Transit containing a large quantity of stolen racing wheels and other equipment. Fortunately he was apprehended by some burly marshals, but security increased and my 'track days' ended.

You just can't imagine things like that being allowed to happen today.

*Keith Lewcock, Maids Moreton, Bucks*

## A puzzling man

Congratulations on producing a great piece on the four-wheeled exploits of one of the very best racers of all time, Mike Hailwood.

Being equally fascinated by both two- and four-wheeled racing of all types, my two stand-out performers have to be John Surtees (why doesn't he have a knighthood?) and Mike 'the Bike' Hailwood, who from what I read was possibly the nicest guy to have in your team.

As an avid collector and trader in all things motor sport, I was trawling the

How many F5000 cars have been portrayed in jigsaw puzzles? This is Mike Hailwood's Lola T190



flea markets near to my home in Spa, Belgium, and saw a familiar face staring out from behind the wheel of a Lola T190 at Zandvoort in 1969: yep, a Mike Hailwood jigsaw, bought for 50 cents! A bargain indeed.

*Neil Leigh, Spa, Belgium*

## Keep to the beat

*Motor Sport* just seems to be getting better and better.

In your Finish Line section in the March 2016 issue, I was struck by something Martin Brundle mentioned. I hope that neither Martin nor David Coulthard will take offence, but I have passed on David's advice to Martin to my nearest and dearest – "Don't waste a heart beat." That says it all. *Motor Sport* does indeed have everything.

*Adrian Lever, via email*

## Memories of 'Brookie'

'Good old Brookie' indeed (Doug Nye, April 2016). My father worked for Leslie Brooke during WWII and on until about 1950. He was involved with various projects, including a side-valve diesel engine, self-priming water pump and a telescopic hydro-pneumatic garage jack. Brookie was very kind to my parents, father being kept on a retainer during his wartime REME army service. That no doubt supplemented his army pay and helped mother bringing up two small boys.

On Sunday mornings, father would occasionally walk my brother and I the short distance from home to Brooke's house in Stoke Park, Coventry, where his racing cars were garaged. One memory is of sitting in a red car which I can now only guess would have been around 1948 and one of the Scuderia Ambrosiana 4CLT Maseratis.

Father accompanied Brookie to various hillclimbs and race meetings during this time, including visits to ERA in connection with the E-type GP2. After the 1947 Indianapolis entry with the E-type proved disastrous, my father remained over here and Brookie rewarded my brother and I with an American battery-powered electric train set. Even though they parted company around 1950, they continued to meet at the BRDC *Daily Express* Silverstone events.

*Geoffrey Harrison, Ilkley, Yorks* 📧





## DAVE TAYLOR

Like many readers, Dave Taylor loves the 1960s and sent in this photo selection from – he thinks – Silverstone, Thruxton and Monza... “where I managed to wangle a pit pass” **1** Mike Spence and Tony Rudd share a joke **2** Ferrari team manager Eugenio Dragoni and Chris Amon confer as Enzo listens in (possibly not Thruxton, this one) **3** Stirling Moss and Lynne Oliver **4** Bruce McLaren and Piers Courage – odd that drivers don’t look quite this happy nowadays, despite vast salaries **5** Jochen Rindt **6** Jo Siffert with entrant Rob Walker



### SEND US YOUR IMAGES

If you have any images that might be suitable for *You Were There*, please send them to:

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or e-mail them to:  
[editorial@motorsportmagazine.co.uk](mailto:editorial@motorsportmagazine.co.uk)





**JUNGHANS** Meister Driver Handaufzug (handwound) £1050.

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

by Richard Holt

### JUNGHANS

The mental picture painted by Junghans is very evocative. It is the final decade of the 19th century in the Black Forest, deep in the south-west corner of Germany. Arthur Junghans, whose father Erhard had founded the clock company 30 years earlier, was hugely enthusiastic about the fact that heady technological advances meant the carriage was about to dispense with its horses.

He had a social circle within the combustion chamber of this petrol-powered revolution; his friends included auto pioneers Wilhelm Maybach and Gottlieb Daimler. In 1892 Junghans bought one of the very first Daimler test cars, personally delivered to him by Maybach. Junghans often used to discuss innovations with his house guests, who also included fellow German luminaries Robert Bosch and Ferdinand von Zeppelin.

The Junghans company went on to develop clocks for cars, and in 1905 patented an early speedometer. Despite this early enthusiasm, Junghans did not go on to develop wristwatches with a strong motor sport association, as so many did. Junghans is perhaps best known for the clocks and watches it developed in partnership with the progressive Swiss designer Max Bill.

Now, however, Junghans is owned by Dr Hans-Jochem Steim and his son Hannes, who share their predecessors' passion for all things automotive. The Steims have a collection of more than 100 vintage cars, and they have drawn on some of their favourites for the design of a new watch, the hand-wound Meister Driver.

One car described as a "muse" for the new watch is the Maybach DS 8 Zeppelin, the eight-litre masterpiece from 1932, of which just 25

examples exist worldwide. The dial displays a combination of dark anthracite, cream and light grey – colours taken from the Maybach, but popular with a number of '30s cars. The numbering pays tribute to speedometer design and the padded strap with contrasted stitching and perforated lining is a nod towards period sports car seats.

Attempting to pay tribute to past greats is not necessarily a recipe for success, and it all comes down to how the ingredients come together. But although many watch companies have tried to get a bit of traction by associating themselves with the car world, few have done so with such a handsome end result. [www.junghans.de](http://www.junghans.de)

### RICHARD MILLE

The founder of this eponymous watch firm is fully immersed in the world of motor sport. Richard Mille has an enviable personal collection of Formula 1 cars and recently announced partnerships with both McLaren-Honda and the new Haas F1 team, as well as a design and sponsorship partnership with Aston Martin. Mille has long expressed admiration for automotive technology, and takes a similar, highly technical approach to his watches, which he describes as "racing machines for the wrist". [www.richardmille.com](http://www.richardmille.com)



**RICHARD MILLE** RM 67-01 Extra Flat from £67,000



**BELL & ROSS** BR03-92 Automatic £2800

### BELL & ROSS

For Bell & Ross, the inspiration is not cars but aeroplanes, with the signature square case and round dial being a horological take on a cockpit instrument. The French company has four stated principles to which it adheres with all its watches: legibility, functionality, precision and water resistance. The new BR03 Desert Type was designed to meet the specifications of air forces operating in hot countries, hence the sandy hue, like the uniforms of pilots on desert missions. It also has an anti-reflective coating on the crystal and is water-resistant to 100 metres. And it looks pretty cool, even if you don't intend to take it anywhere near a desert. [www.bellross.com](http://www.bellross.com)



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# IT'S NOT EASY BEING GREEN

It is 25 years since a small, cash-strapped team made a bold Formula 1 entrance, finishing its first season as fifth best constructor before going on to become a Grand Prix winner. It's a story that simply couldn't happen in the modern era, and at its hub was a gem of a car – the Jordan 191

writer SIMON ARRON









SUTTON





**T**HE PAST 20 YEARS have not been kind to Formula 1 newcomers. Of the three that arrived in 2010 only Manor survives – and then in much-recycled form. BMW’s brief Sauber takeover netted a single victory and Stewart GP scored one with the help of significant Ford support, but bottomless cash reserves couldn’t help Toyota to the podium’s top step. Haas enters this season with significant technical assistance from Ferrari, but in 1990 Jordan Grand Prix was established with a skeleton staff rattling around an empty factory. It had fierce ambitions, true, but those might not have been realised had pop icon Michael Jackson not set his own hair alight.

It’s an unusual yarn, even by F1 standards. Originally a bank clerk, Eddie Jordan became a very capable racing driver and by 1979 was competing in the British F3 Championship, scoring frequent top-six finishes in a field containing, among others, Mike Thackwell, Nigel Mansell, Andrea de Cesaris, Chico Serra (that year’s champion, run by Ron Dennis’s Project 4 team) and Stefan Johansson. He made one F2 start that summer, but in professional terms his career had pretty much stalled and he turned his attention to Eddie Jordan Racing, a team that would plough the same career path

people say stuff like that, but I trusted Jean and he felt Tyrrell was similar to our team in many ways. We’d had a bit of a purple patch and I’d made about \$5 million. My wife Marie was supportive, because she knew I’d never be truly happy unless I’d had a crack at F1, but I didn’t realise \$5m was little more than toilet water in F1 terms. It would disappear just like that...”



HE ENTRUSTED DESIGN OF THE FIRST Jordan to Gary Anderson, a self-taught engineer who had built his own Anson F3 cars and led the design team for the Reynard 90D – of which EJR was running three Camel-backed examples in F3000. “I’d known Eddie well since the early 1980s,” Anderson says, “and he’d first spoken to me about his F1 dreams in 1987. Then one day, out of the blue, he phoned and said he was ready for go, so did I want to join him? I thought he was mad, but I was eventually persuaded. Of course, Eddie’s version of ‘ready to go’ differed from mine. I turned up in February 1990 expecting everything to be in place and found absolutely nothing! I spent quite a bit of time browsing catalogues for nuts, bolts, shelves – that kind of thing.

“At the end of March Andy Green and Mark Smith left Reynard to join me. We got a drawing board, bought a couple of pencils, sharpened them and set off on an adventure. In a way it was easier because it was just the three of us, plus Eddie and Bosco Quinn, who had worked with Eddie for a long time at EJR.

## “I DIDN’T REALISE FIVE MILLION DOLLARS WAS LITTLE MORE THAN TOILET WATER IN FORMULA 1 TERMS. IT WOULD DISAPPEAR JUST LIKE THAT”

coveted by young drivers of the day: Formula Ford 1600 and F3, up to FIA F3000 and... “I’d earned some reasonable money by then,” Jordan says, “taking a cut from drivers for whom I’d found seats in Japan, selling drivers on to other teams and so on. We’d come off the back of a couple of strong seasons, securing the British F3 Championship with Johnny Herbert in ’87, winning F3000 races with Johnny and Martin Donnelly in ’88 and then lifting the title with Jean Alesi in ’89. Jean was a huge influence at that time. I’d helped him get a Tyrrell drive in the 1989 French GP, his F1 debut, and afterwards he said he thought our team would easily be able to operate in F1, that we had people of the right calibre. Lots of

[Quinn would see the fledgling F1 car test, but sadly died in a road accident before ever it raced.] At F3000 events Andy, Trevor Foster and I would engineer the three cars, and during the week we would draw stuff. I had my own board at home, in Stafford back then, about 80 miles from the factory. I did the bits you can see, all the bodywork, while Andy did the suspension and Mark the gearbox. At the time, though, F1 wasn’t vastly different from what we were doing in F3000. It wasn’t as though it was a whole new world.”

It might have been a small unit, but it had strength: Green is today technical director of Force India, a role Smith held until recently at Sauber. “I don’t suppose I realised how lucky ☐

Above, Bertrand Gachot heads for sixth place in the German Grand Prix. Left, Anderson and Jordan at the team launch and Silverstone shakedown of the 911 (before Porsche had a word) with John Watson in November 1990



I was to have access to guys like that,” Jordan says. “I didn’t want to go for a big-name designer because I felt so comfortable with Gary. I guess I was being a cheapskate, though, because I had him drafting the Formula 1 car during the week and engineering in F3000 at weekends.

“If I had to do the whole thing again, you could offer me any technical director – Adrian Newey, John Barnard, whoever – and I would still go with Gary. He was pragmatic, sensible and understood how much money we had. Having built and run his own F3 cars he knew about precarious financial situations.”

And this was precarious. Three seasons earlier EJRB had graduated to F3000 with one Q8-sponsored car and the other – Herbert’s – in plain white, unliveried save for an unpaid Camel sticker hastily applied to each sidepod. Herbert won the season-opener in Jerez, however, and thereafter the car would carry official Camel branding. For the following two seasons the same applied to the whole F3000 team – and Jordan believed the cigarette company would remain on board for F1.

Not so.

“I really thought they were going to come with us,” Jordan says, “but we were going to be a customer Ford team and they went with Benetton, which had the works engine deal – so that put the kibosh on that. If I’d known earlier that Camel wasn’t going to support us, perhaps I wouldn’t have carried on.”

Anderson: “I recall a meeting we had with Camel at Heathrow. A senior executive had just flown in from the States and had barely put down his briefcase when Eddie said, ‘You might as well pull your trousers down now, because I’ll take every cent you’ve got.’ I’m not sure he was used to dealing with that kind of approach. Eddie was also telling him we’d be able to challenge for victory in the first race – and kicking me under the table because he knew I’d take a more realistic stance if I piped up. Anyway, we didn’t get the deal.”

Jordan: “I was so upset when I learned I hadn’t got Camel that I went to see some old contacts from Marlboro. They told me it was last-chance saloon for Andrea de Cesaris, and asked whether I’d take him, while Bertrand Gachot was also a Marlboro driver. Signing them didn’t bring a huge amount of money, but it was a useful chunk.”



JORDAN HAD ALSO BEEN COURTING soft-drinks brand 7UP, which is where Michael Jackson played a fleeting – but crucial – role. “Before the start of the season,” Jordan says, “Bertrand was supposed to come with me to give a motivational talk to 600 7UP executives, to explain a little bit about F1. I spoke for 45 minutes and it seemed to go down quite well, but I was hugely pissed off that Bertrand didn’t



show up. What I didn’t know was that he’d been arrested in the immediate aftermath of his infamous altercation with a taxi driver [which later led to Gachot’s incarceration, creating a vacant F1 seat for Michael Schumacher]. Afterwards, one of the 7UP marketing guys stood up to thank me, said they wouldn’t be able to do anything immediately in F1 but that we should keep in touch. 7UP was due to sponsor Michael Jackson’s world tour, but that was cancelled when he overacquainted his hair and somehow set it on fire.

“I then received a call saying that perhaps

7UP would have some funds available, after all. I had so much luck along the way...

“Because I’d first thought the car would be Camel yellow, I’d also been talking to Kodak – whose logo had a similarly coloured background. When I told them the good news about 7UP, however, the marketing director pointed out that we’d be running in the colours of Fujifilm, Kodak’s main rival, so we wouldn’t be getting any support. I then jumped on a flight to Japan and went to see Fuji. I didn’t have an appointment, but had done lots of driver deals in Japan and my name was





Simplicity as an art form. Right, Hungary pace convinced Gachot he could take Spa pole. Below, de Cesaris shone briefly in Monaco



reasonably well known. I got a bit of help from local contacts, was able to see the right people and Fuji bought into the F1 project.”

Back at base, meanwhile, the design team wasn't certain its labours would ever become carbon reality. “Lotus had been struggling,” Anderson says, “and EJ had been chatting to them about a possible partnership. We were never really sure whether the rug was going to be pulled or whether our car would ever be used, but the Lotus/Jordan thing never happened and then one day Eddie just walked in and said, ‘Right, I think we’re going to do this.’ I’d probably have been happy to set Michael Jackson’s hair alight myself if I’d known we were going to get some sponsorship from it...”

The new car was initially called the 911, until Porsche complained. “The number didn’t mean anything to me,” Jordan says, “and I realised the following chassis would be a 921, so I offered to change the name to 191 if Porsche would give me a car. They didn’t exactly agree, but I had one on loan for 18 months.”

It was also originally drawn to take a Judd V8, but... “One day Andy Green and I stopped for lunch at the Royal Oak [since closed] on the old A43 through Silverstone,” Anderson says. “It was quite busy and we asked a chap if we could share his table, after which we began chatting. He asked what we did, so we told him and he seemed to know a bit about our team. He asked which engine we’d be using. When we

said ‘Judd’ he produced a business card and mentioned that he might be able to do something for us. It was Bernard Ferguson from Cosworth. The change came quite late in the day, but if we hadn’t stopped for that sandwich it might not have happened.”



THE JORDAN-COSWORTH RAN FOR THE first time on November 22 1990, with John Watson at the helm. “I’d known John since my days as an F1 mechanic with Brabham and McLaren,” Anderson says. “I recall chatting to him about our plans in the Silverstone car park, at the British GP in July. He asked what the hell any of us knew about F1! I knew John liked to race with a bit of understeer in a car that had a stable rear end and strong brakes – something that inspired confidence. I told him that’s what we were trying to build. After he’d done that first run, he came in and said the car reminded him of our earlier conversation. It wasn’t really very adjustable, but the basic structure seemed to be quite good.

“Later we went to Paul Ricard with all the big boys and we weren’t too far off. OK, we might not have had the same fuel load as some of the others, but we knew things weren’t too bad – that we could be in there fighting.”

Gachot came to the project after two seasons in F1 – the first with Onyx, a new team that had a solid structure, and the second with Coloni, a new team that hadn’t [in 1990, he didn’t qualify for a single race]. “I had a few reservations about driving for yet another newcomer,” Gachot says, “but with Jordan I could see from day one that there was something special. Eddie had a really good bunch of people, with Gary, Andy and so on.

I felt very confident and totally trusted them. The whole attitude was different from what I’d been used to and the car had been designed using a windtunnel, rather than wild guesswork. It was on a completely different level to what I’d had even at Onyx.”

Jordan: “People assumed we were miles behind, but although we didn’t have much money we spent what we had on anything that might give us a performance edge – that windtunnel, for instance.”

Anderson: “We stuck to what three people could spend. We knew finances were tight – and Bosco kept a close eye on that side of things. I’m sure we could all have earned more elsewhere – I’d had sports car offers that might have doubled my income...”

Gachot: “I’ll never forget the first time I drove the 191. After three laps at Silverstone I couldn’t hold my neck – I wasn’t used to that kind of downforce. After the Coloni, it was a bit like stepping up from F3 to F1. I remember thinking, ‘Wow, what’s happening here?’ We had huge grip, although at first we didn’t really understand how to harness it. Once we did, the car was amazing. With a factory engine I believe it could have been a title contender, but the cockpit was actually a bit small for a guy like me. We still had a traditional H-pattern gearshift and my knees sometimes used to get in the way. That could be problematic, because you could take it to 13,700rpm... but if you hit 13,900 you’d bend valves.”

Latent promise was one thing, but there was a major potential hurdle in 1991: pre-qualifying. With 34 cars on the entry list, upstart Jordan’s 191s were among the eight cars that had to survive a one-hour session at breakfast o’clock on Friday mornings. The



quickest four drivers went through to qualifying proper, the others packed up and went home.

“You could look at pre-qualifying two ways,” Anderson says. “One, you had an extra hour of track time – which was useful so long as you got through – but by the time practice proper started at 10am you felt knackered because of the stress. We were up against it a bit, because Pirelli’s tyres were very good on a dirty track and our Goodyears weren’t. You really had to time your runs accurately to get the best from them.”

Gachot: “Pre-qualifying was terrible. There was lots of pressure. Eddie was maxed out at the bank, so he was on edge, and Gary always worried whether we’d get through.

“Eddie and I fell out completely during the year – mainly over money. He’d been my manager since the start of 1990 and during our ’91 negotiations I’d told him I had access to a certain amount of sponsorship. He felt that wouldn’t be enough, but one day called and asked whether I could still find that money. I said ‘Sure’, flew over and signed. Then at the second race he said, ‘I need you to find another \$2 million.’ I couldn’t do that, told him as much and we had big arguments, although we’re friends again now. At the time I wasn’t always sure we’d be able to get from one race to the next.”

Gachot made it through pre-qualifying for the opening race in Phoenix, but engine troubles thwarted de Cesaris. It would be the only time, though, that a Jordan failed to progress beyond Friday morning. The team scored its first points in Canada – de Cesaris fourth, Gachot fifth – and the team was exempt from pre-qualifying once the parameters were reviewed in mid-season. “We had a few teething problems,” Anderson says. “A broken throttle cable put Andrea out in Monaco for instance, when he was running eighth early on. The car suited that circuit and I’m sure he could have scored points, which would have been nice in our first year. And these were hard-earned points, remember, awarded only down to sixth place. It was possible to have a really good



**“THIS GUY  
SCHUMACHER CAME  
WITH £150,000.  
I TOOK HIM  
BECAUSE OF  
THE MONEY”**

weekend and come away with nothing for finishing seventh. We eventually got on top of reliability, though, and after we scored our first points it became rather a disappointment if we came away from a weekend empty-handed.”

De Cesaris notched a couple of fourths – the team’s best results of the year – and by the campaign’s end Jordan had 13 points, modest on paper but enough to annex fifth place in the championship for constructors, behind McLaren, Williams, Ferrari and Benetton... but

ahead of established names such as Tyrrell, Lotus and Brabham. “And it was all done,” Jordan says, “with people who had barely been involved in F1 before.”

Much of that tends to be forgotten thanks to the mid-season hubbub surrounding Gachot’s imprisonment, following the aforementioned spat with a cabbie, and the team’s recruitment of Michael Schumacher at Spa. “It wasn’t long before the race that we realised Bertrand wouldn’t be available,” Jordan says. “I could have taken Stefan Johansson, an old mate who I knew would do a good job, but at that stage of his career I couldn’t expect him to bring sponsorship. And then I was offered this guy Schumacher, who came with £150,000 from Mercedes. People thought I’d been clever to hire him, but I hadn’t: I took him because of the money.”

One race on, he made a bit more when Bernie Ecclestone brokered a deal to sell Schumacher on to Benetton. “Bernie and I had a meeting in the Villa d’Este at Monza,” Jordan says, “with Tom Walkinshaw and Flavio Briatore from Benetton. Flavio wanted to keep Nelson Piquet in his team, Tom wanted Martin Brundle and Bernie was telling them they had to pay me to take Michael, because F1 didn’t have a German driver and he’d put about 20,000 on the gate at Spa...”



THE TEAM WOULD GO ON TO SCORE ITS first F1 podium in 1994 (Rubens Barrichello, Aida), a maiden victory in 1998 (Damon Hill, Spa), challenge for the world title with Heinz-Harald Frentzen (1999) and score a fourth and final win (Giancarlo Fisichella, Interlagos 2003) before spiralling financial demands led Jordan to sell up at the end of 2005, the team morphing into Midland, Spyker and now Force India, which counts Gachot’s energy-drink company Hype among its sponsors. With a quarter of a century’s passage, do our three interviewees look back fondly on 1991?

Jordan: “Not really. I felt ill and with the money situation there seemed to be a noose tightening around my neck every second of

**THEY CAME,  
THEY SAW...  
THEY MOSTLY  
VANISHED**

The fate of other brand-new F1 teams that have made their debuts since 1991



**MODENA (1991)**

Affiliated with Lamborghini, but not a works team. Folded after the Italian firm’s funds dried up.



**ANDREA MODA (1992)**

Old BMW design study taken on by Italian footwear magnate. Proved to be even worse than that sounds.



**SAUBER (1993-present)**

Perennial midfielder, but managed one victory during period of BMW stewardship (2006-09).



**SIMTEK (1994-95)**

High on ambition, short on funds: the money ran out completely early in its second season.



**PACIFIC (1994-95)**

Successful in every junior formula, but Formula 1 proved to be too tough a nut to crack.



**FORTI (1995-96)**

A winner in Italian F3 and FIA F3000: bereft of dollars and utterly hopeless at the top tier.





Pro-Gachot slogans were highly visible at Spa in 1991. Schumacher approaches a selection in Bertrand's old car

every minute of every day. It was a tough existence and at home we had four young kids. Marie laid down the law, because I'd be getting phone calls from the far side of the world at all hours of the night. She banned me from having a phone in the bedroom and from taking calls between midnight and 7am. It became ridiculous, but we recently celebrated our 38th anniversary. People ask how the hell she put up with it and somebody said it was probably because I'd been away for so much of that time.

"It would today be impossible for a team like ours to make the kind of impact we eventually did. I think it's a terrible shame that young engineers no longer really have the chance to show what they can do. Modern F1 is a shadow of the way things were back then, when you could pick up an engine from Cosworth, Hart or Judd and do a decent job."

Anderson: "I look back on 1991 as a stepping stone and think Eddie should regard it the same way. It wasn't always a fun year, because of the pressure, but we did a competent job and Andrea might have won at Spa if his engine hadn't failed. I think you have to say that we overachieved – and considered objectively it was a pretty seriously cheap season, too."

Gachot: "Losing my drive no longer matters to me. I enjoyed my racing and am pleased to have emerged from that era in one piece. It's ironic, though, because I'd had understeer problems in Budapest – but in the race it was terrific and afterwards I promised Gary that I'd qualify on pole at Spa if we left the car as it was – I was absolutely convinced I could do it, but Brixton Prison ruined that plan. I went to jail one race too soon..."

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### LOLA (1997)

Actually, 1997 is an exaggeration. The team failed to make the cut in one qualifying session, then folded.



### STEWART (1997-99)

Won once before selling to Ford, which achieved little. Red Bull then did rather better with the assets...



### BAR (1999-05)

Sold out to Honda, which withdrew at the end of 2008. Brawn stepped in... and soon became Mercedes.



### TOYOTA (2002-09)

Rich in resources and scored a few podiums, but you can't run an F1 team by committee...



### SUPER AGURI (2006-08)

Plus points: lots of good ideas. Minus points: precious few resources. Killed off early in its third season.



### LOTUS/CATERHAM (2010-14)

Struggled in the face of an almost permanent identity crisis, but made little progress before collapsing.



### VIRGIN/MANOR (2010-present)

Melted at the end of 2014, with one points finish to its name, but saved by last-minute cash injection.



### CAMPOS/HRT (2010-12)

As with the previous two, lured by the promise of budget caps that never materialised. Doomed...



### HAAS (2016... and counting)

Survival prospects look strong, thanks to sound financial platform and Ferrari technical alliance.







{ LUNCH WITH }

# GARY ANDERSON

A former mechanic who set up his own race car business and went on to become an F1 designer, despite having no formal qualifications...

writer SIMON TAYLOR | photographer JAMES MITCHELL



**I**N A WORKING LIFE SPENT IN motor racing, most of it in Formula 1, Gary Anderson liked to do things his way. He preferred to work with smaller teams, striving to make their mark with tight budgets and meagre staffing levels. For him, a job at one of the bigger teams inevitably brought in its wake the dead hand of politics. He had his job to do: if there was interference from people who he felt weren't qualified to interfere, he walked.


He came into the sport entirely without qualifications, starting as a humble mechanic and ending up as a Formula 1 designer of standing. He worked for six different F1 teams, and he was a key player at Jordan Grand Prix from the team's birth, designing and developing all its cars over eight seasons. He also did two stints in Indycar, and he was a manufacturer in his own right, producing several versions of the Anson single-seaters.

He watches F1's current tribulations with dismay, and is strongly critical of the way the

rules are repeatedly changed without, in his view, any proper analysis of what the true problems are. Clearly lunch with Gary is going to be a trenchant affair.

His choice of venue is an old motor racing haunt: the Green Man at Syresham. Back when the A43 was a single-carriageway trunk road it was a no-nonsense English pub, good for a pie and a pint after a happy day at the original Silverstone circuit two miles up the road. But sadly it's now a rather plastic adjunct to a dreary assembly of sleeping cabins known as a Premier Inn. However, soup plus cod and chips seem a reasonably safe bet.

Gary was born 65 years ago in Coleraine, Northern Ireland. "A cousin of mine was Freddie Heaney, who raced a Mini, and he took me to a few races at Kirkistown and Bishopscourt. But it simply never occurred to me that you could make a living out of motor sport. In my mind I never put together racing cars and getting paid.

"I hated school, never showed any ability, certainly not for 





maths or drawing. But, you know, there's something in the Irish culture: there's not much of anything in Ireland, so if you want something you have to make it yourself. You have to work out how it's done, and create it off your own bat. I think they have the same thing in New Zealand – and there's a few New Zealanders who've done pretty well in racing. When I started in motor sport there was a lot I didn't understand, but I wasn't afraid to ask questions. And people would take the trouble to talk things through with you: not like professional motor sport today, when nobody has the time.

“As a teenager I worked in a chipboard factory, with huge steam presses that compressed the woodchips together. One day something went wrong with one of the presses and I was told to crawl inside and fix it, pulling myself on my elbows through the gap, with a rope tied around my ankles so my mate could drag me out. While I was in there the press started up again. My mate had gone out for a fag, and my squeals weren't heard until the press was beginning to crush me. I decided it was time to go to England and see what was going on.



“THE ONLY CONTACT I HAD WAS another cousin who lived in Kent. I slept on his floor, and found work driving a dumper truck on a building site. Then a mate took me up to Brands Hatch, and there was a job going as a mechanic at the Motor Racing Stables school. I don't remember what I was paid, but a bonus was that part of my wages was an occasional 10 laps of the club circuit.

“The school cars, old Formula Ford Lotus 51s, were absolutely worn out. There was me and one other mechanic, Bob, and our job was to keep those cars alive. Every day they'd be crashed and bent and twisted, and we'd work until midnight straightening them. I lived in the school's Transit van, parked in the paddock and using the spectators' loos. My 21st birthday consisted of a tin of beans, a loaf of bread and a bottle of milk in the back of the van.

“One Saturday I gave Bob a lift home, and on my way back to Brands a Vauxhall hit me head-on. The Transit wasn't driveable, so now I had nowhere to sleep. Bob was living behind a butcher's shop in Swanley village with his sister Jenny, so I persuaded him to take me in. That was in 1972, and 43 years later Jenny and I are still married. That Vauxhall did me a good turn.

“Jenny reckoned I couldn't work on school cars all my life, so she wrote a letter to Brabhams asking for a job, and signed my name. We got a reply from Colin Seeley, the motorbike racer who was working then for Bernie Ecclestone at Brabham. He said there were no jobs. By the next day's post came a



## GARY ANDERSON CAREER IN BRIEF

**Born:** 9/1/53, Coleraine, Northern Ireland

**1972** After working for Motor Racing Stables at Brands Hatch, joins Brabham F1 team as mechanic **1976**

Leaves Brabham to establish Anson as an F3 manufacturer **1977-79** McLaren F1 **1980** Ensign F1 **1982** Revives Anson and enjoys success in F3 and Super Vee

**1985** chief engineer for Galles Racing, USA **1988** engineered Roberto Moreno to FIA F3000 title **1989** led Reynard 90D F3000 design team **1991-98** Jordan F1

**1998-2000** Stewart/Jaguar F1 **2001** Reynard USA **2002-03** Jordan F1 **2004-2014** regular F1 analyst and commentator on radio and TV

letter from Bernie, summoning me to an interview, and I was hired to work on the F2 and F3 cars, the BT40 and 41.

“That winter Bernie decided that Brabham should have the biggest, smartest rig in the F1 paddock. He bought this huge artic, which had been a mobile catering school, and told Bob Dance and me to convert it into a state of the art transporter.” Dance, the legendary Lotus mechanic, was having a spell at Brabham. “Bernie wanted everything to be perfect. Every Tuesday he'd come down and monitor our progress. I think it was more important to him than the new BT42s.”

He must have liked what he saw, because Gary now found himself promoted to the F1 team. “With Bernie, everything was black and white. You could have a blazing argument with him, and then it would be done and gone. I've seen him pull a phone out by its roots and throw it at the wall because it rang when he didn't want it to. One guy at Brabham had two

calendars on the wall of his office. Bernie told him, “You don't need to know the date twice,” tore one down and threw it out of the window.

“I think he's the same now as he always was, he's never changed. Most of his humour involves saying outrageous things to wind you up. He wants to find out where you stand: he'll push you to the limit to see if you really mean what you're saying.

“Gordon Murray was the designer, of course. A wonderful man. When I'd just been moved onto the F1 team, late one night we were setting up the cars, doing the cambers and so on, and he came in. I started asking him things – why is that like that, why did you do that there – and he sat down on a tool box and talked to me, took time to answer all my questions.

“He was an original thinker, never wanted to follow other people's ideas. You couldn't do it in F1 now, but in the '70s and '80s the Chapmans, the Murrays could go off at a tangent and try new stuff. They wanted to see what was out there. The BT42, for example, had its triangular monocoque. It was what I'd call a considerate car, not just to the driver but to the mechanics who had to work on it, and to the people who had to make parts for it. Everything on that car was thought through.”

This inventive atmosphere drove Gary, in what little spare time he had at Brabham, to design his own racing car. He got together with Bob Simpson – the same Bob who'd been his fellow mechanic at MRS, now an F1 mechanic at Tyrrell as well as his brother-in-law – and behind the butcher's shop the first Anson was built.

“The SA1 used some BT38 bits that were being chucked away at Brabham, and we made our own monocoque with a stressed engine bay: it was one of the first F3 cars to have that. I actually won a *formule libre* race with it at Castle Combe. But of course the problem was money. Until you actually get down and do it you don't realise how much it all costs.

“By 1976 I was chief mechanic at Brabham, but at the end of that season I decided to leave and try to make a go of building Ansons commercially. The F3 driver Dick Parsons – he was killed at Silverstone 10 years later – introduced us to Unipart, and they said, ‘You build your new car, and we'll sponsor it.’ So we built the SA2 for Dick, but then Unipart decided to switch to March. That left us high and dry, with a car and no money.

“Then I had a call from a guy called Ted Toleman. ‘Come and meet us, we've got a proposition for you.’ He and his man Alex Hawkridge wanted to take over Anson. They talked big: plans for F2, even F1. Toleman was sitting there with gold dripping out of his shirt, and I wasn't sure about these guys, so I said, ‘Thanks, but I'd rather keep going on my own.’ That was probably the biggest mistake of my life, because all that big talk was exactly what they went on to do. 📌





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1 Richard Roberts at Thruxton in his Anson SA2, April 1977 2 With Teddy Mayer and John Watson, Monza 1979 3 An uneasy relationship with Neil Ressler at Jaguar 4 Chatting to Rubens Barrichello, Spa 1994 5 Anderson enjoying working with Jackie Stewart



4



3



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6

6 Anderson the TV pundit, interviewing Christian Horner in the Sepang paddock, 2014 7 Second spell at Jordan GP, liaising with Giancarlo Fisichella



7



“So it was back to F1, and I joined McLaren for the 1977 season. Teddy Mayer was running things then, with Alastair Caldwell, and Gordon Coppuck was the designer; our drivers were James Hunt and Jochen Mass. Jochen was a lovely guy, a real character.

“As for James, he’d won the championship the previous year, but now he seemed to be doing a job that he no longer wanted to do. He had a real natural talent, but I don’t think he enjoyed the risk of F1. He was always up for a laugh, and we all enjoyed working with him, but I’ve never seen a driver so strung up before a race. This thing of him being sick is well known: in fact it was usually on the warm-up lap. He would throw up in his helmet. He’d leave the pits with two bits of rag under his legs, one wet, one dry, so on the grid he could wipe his overalls and his visor. He won three Grands Prix that year, but in 1978 his only podium was one third place at Ricard. Then he went to Wolf, and pulled out mid-season.

“To start with at McLaren my job was looking after the spare car, but in 1978 I was running James’ car with Teddy. Teddy called the shots, but he was out of control most of the time, he didn’t have the technical leadership. I had to settle things down and see that the mechanics got things done. Alastair ran the second car, with Jochen and then with Patrick Tambay – another lovely guy. Alastair was hard work. He was a bit of a bully, and very confrontational. I was big and ugly enough to stand up to him, but it never did me much good. Then he went off to Brabham, and I was there in ‘79 with Tambay and John Watson.

“In 1980 I went to Ensign, which really was like a small family. It was Mo Nunn’s team: he wasn’t a forceful character, but he pulled it all together. Nigel Bennett and Ralph Bellamy were the designers, and Clay Regazzoni was the driver. There were lots of problems, things falling off that weren’t stressed properly, and then at Long Beach, as Clay hit the brakes at the end of the long straight, the pedal snapped off. He hit the concrete barrier and the chassis folded up, forcing his knees up to his shoulders.” Regazzoni was in a wheelchair for the rest of his life, although later on, miraculously, he raced and rallied in cars with hand controls.

“The heart rather went out of Ensign after that, and Bob and I decided we’d have another go at making Anson work. We set out to make parts for F1 teams, like skirt mechanisms and radiators, but we soon realised we’d rather build cars. Racing is racing, and the other stuff is just making things in a factory.

“It went quite well. We made more than 50 cars, and one took the German F3 championship. I think Franz Konrad still holds the F3 lap record for the old Nürburgring. We had a lot of success with our SuperVee car in America, and we built 18 Formula Fords. We



A no-nonsense location for a no-nonsense individual: cod and chips in The Green Man, near Silverstone

even made a G2 sports car for James Weaver.

“But you had to build the cars before the money came in, and it was a cut-throat business. Our cars were good, but Ron Tauranac could always offer a deal on a Ralt that we couldn’t match.

“Then a couple of brothers came along and said they wanted to finance us: ‘We’ll put the money up, and you design and build the cars.’ Just what we wanted – until we discovered they had even less money than we did. While I was away in America with the SuperVees they borrowed money on the second mortgage I’d set up to fund Anson. I ended up owing £36,000. Finally I settled with the bank for half: it was one of those lessons you learn in life.

“While I was in the USA Rick Galles asked if I’d engineer the CART Marches he was running for Pancho Carter, Geoff Brabham and Roberto Moreno. That was a great experience. The ovals are a whole different game: especially the little ones, like Sanair, up in Québec. Seven-eighths of a mile, 19 seconds a lap, working out exactly, to within a metre, where in the pack each of your cars is, every second. It was mind-blowing.

“Pancho was good. His crash at Phoenix nine years earlier had left him with permanent leg injuries which made the pedals difficult for him, but he was a racer. And Moreno was like a breath of fresh air – although he could be a pain in the arse because he would never, ever give up. He had speed, he had intelligence. In F1, in a decent team, he would have gone all the way, but he was never in the right place at the right time.



“OUR DAUGHTER WAS NOW SCHOOL age, and Jenny wanted to come home. We moved to a village in Staffordshire, Kings Bromley, and in the local pub I met a wealthy builder called Ron Salt. One day he said, ‘Let’s start a racing team.’ He called it Bromley Motorsport. We converted an old bread van, hired a couple of mechanics and a truckie, got a Ralt chassis and did F3000. In the first year, 1987, we had various drivers like Cor Euser and Eliseo Salazar, but for 1988 I said to Ron, ‘We need Moreno.’





February 1990 there was nothing. No staff. Zero. All EJ had was a little unit at Silverstone where he based his F3000 cars. So my first job was to build a mezzanine floor into that unit, with a partition and a drawing board. That was Jordan Grand Prix's first home. Then I started to draw the car – just lines on paper. I thought about it as I went along, but that first drawing wasn't far from how the car ended up.

"I'd spoken in confidence to a couple of lads at Reynard, Andrew Green [now, 25 years later, technical director at Force India] and Mark Smith [now technical director at Sauber]. They joined in March. I did the chassis and the aerodynamics, Andrew did the suspension, Mark did the gearbox. The months went by, and we lived from day to day. To be honest I never really thought there would be an F1 team at the end of it.

"Then one day EJ walked in and said: 'We're on.' He'd just done a sponsorship deal with 7Up. Two drivers were bringing money, Andrea de Cesaris and Bertrand Gachot, and he'd decided the sums added up. We had the first car running in November."

financially very hard, but he never loaded the problems onto anyone else's shoulders.

"Some people – people who haven't achieved what EJ has achieved – may say, wrongly, that he's just a wheeler-dealer. He is what he is, and he has done a lot for so many people. He's done a lot for me. All the people who have worked at Jordan down the years, he can have a laugh with them about the good times and the bad, his friends are always his friends. But always, underneath, he's a serious guy.

"By the end of 1991 EJ was broke. The 7Up sponsorship was only for one season, and now we didn't have the money to carry on. It looked like the team was finished. Late one Friday night I was in the factory alone, and the phone rang. It was that American sports management guy, Mark McCormack: 'I need to speak to Eddie Jordan urgently. There's a sponsorship deal on the go, and if I don't get an answer this weekend another team will get it.' I gave him EJ's home number, and the deal was done: a three-year contract with Sasol, the South African oil company. Without that phone call I think we would have gone under. It was that close.

## **"YAMAHA'S V12 WAS EVERYTHING YOU DON'T WANT. IT WAS HEAVIER, USED MORE FUEL, NEEDED MORE COOLING. HORRIBLE..."**

"We did a deal with Adrian Reynard on a chassis, which we developed quite a lot. Roberto won four rounds, and we took the championship by a healthy margin. Then Adrian offered me the job of designing the next F3000 Reynard, and I decided to find out if I could hold my head up in a proper design office. I did that for a couple of years, but there's no drama in the drawing office. It's at the circuit where you see the end result.

"Eddie Jordan was also in F3000, running with Johnny Herbert. At the '87 Birmingham Superprix he took me to one side and said, 'I'm going to put together a Formula 1 team, and I want you to join me.' I just laughed and said, 'Well, give me a shout when you're ready,' and forgot about it. Two and a half years later I got that shout. 'I'm going to do it, and I want you to come and design the car.' I said, 'You're mad. I haven't got the experience.' I kept saying No until finally, with EJ harassing me on one side and Jenny harassing me on the other, I thought, 'Well, I'll probably get fed up with it after a couple of months, but why not?'

"EJ said, 'It'll all be ready for you, a drawing office and everything.' But when I got there in

That first season, 1991, Jordan was fifth in the championship for constructors, which was a remarkable achievement. "By then our total staff was 28, still tiny compared to the other teams. Everyone came to the races except Mark, who stayed behind to switch the lights off. Marie Jordan and my wife Jenny made the sandwiches. It was Montréal before we got our first points: that day we were fourth and fifth. It was a good start, but not good enough: we had a better car than Benetton, and they were fourth in the constructors. What hurt us was that I was already working on the 1992 car, and we were too small to give enough attention to both."



HAVING LIVED THROUGH THE GROWING pains of Jordan Grand Prix Gary must, I suggest, know Eddie Jordan as well as anyone. "I don't think anybody really knows EJ. Behind all his fun and bonhomie he's very good at keeping himself hidden. He lets enough out to motivate everyone, but you don't know where he really is. During those first seasons everything was

"The other thing that made a big difference was we no longer had to pay for our engines because Eddie had tied up with Yamaha. But its V12 was everything you don't want. It was 30 kilos heavier than the previous year's Cosworth, it used more fuel, it needed more cooling, it was unreliable. It was a horrible piece of kit. At Spa the year before, when we were trying to sell Michael Schumacher into signing for us, he followed Martin Brundle's Brabham-Yamaha for a lap in practice. Afterwards he said, 'That's not the engine you want.'

"For 1993 we switched to Brian Hart's V10s. We had to pay for them, but it was the best decision we could have made. Brian was a lovely guy: a racer, proper old F1, good to work with. Our drivers were now Rubens Barrichello and [by the end of the season] Eddie Irvine, a strong pairing but very different in their approach. Rubens had a good feeling for what the car was doing and gave useful feedback. Eddie was a bit of a gorilla. In the end their speeds were very similar. On a good day, with a good car, we'd do better with Rubens. On a bad day Eddie would probably get a better result out of it. 📌





“For 1995 we had Peugeot engines. Again, the move was purely financial. Their V10s came for nothing, and they spent a lot of money. They were clever people with lots of letters after their names, but they were hard work, because they thought they understood when they didn’t. For example, the oil system in a racing engine is complex, because with the forces on the track there is a lot of oil going everywhere and you have to contain it. The Peugeot oil system was terrible. It would fill the valvegear up with oil, the air valve system couldn’t compress the oil, a valve head would break off and the engine would blow up. All their efforts were spent trying to make the valves stronger instead of getting the oil system right. I told them why it was happening, but they didn’t listen to me until the third year.

“Nevertheless we were second and third in Canada in 1995, and by 1997 it was a very good engine. We now had Benson & Hedges sponsorship, and they were loyal to the team for a long time. But for 1998 Peugeot switched to Prost, believing an all-French team could conquer the world. We went with Mugen: not a free deal, but a cheap deal.

“Jordan was much bigger now. It no longer felt like a small family. I’d designed the F1 car each season since 1991, but now I had a design team of 15, and my role of chief designer was more or less a management job. I was shuffling paper a lot of the time. At the start we had no management, we just got on with it. Now there was a hierarchy inserted between me and EJ, having meetings, and we were no longer a tight group of racers going racing. I decided it was time for a move. In the middle of 1998, after eight years with EJ, I left – just before Spa, when Damon Hill won and Ralf Schumacher was second. So Jordan had won a Grand Prix at last.”



FROM JORDAN GARY WENT TO STEWART, again as chief designer. Didn’t he find too much hierarchy there too? “No. At Stewart Jackie imposed his personality on the team, but he was very good at understanding his people. Every Tuesday morning he’d walk around the factory with me. I’d tried to institute this at Jordan, and after a good weekend EJ would come along;

after a bad weekend he’d hide. Jackie always came, good or bad, remembered everyone’s name, had something to say to each of them.

“One of my reasons for going to Stewart was that it meant working with Barrichello again. Johnny Herbert was very good, too, especially after all he’d gone through with his old injuries. And he won us the European Grand Prix.

“The 2000 Stewart – as it was to have been – was the last F1 car that was entirely my own design. At the end of 1999 the team was taken over by Ford and badged as Jaguar. All of Jackie’s way of running things was gone, switched off like a light. In charge was a Ford company man from Detroit called Neil Ressler, who had no understanding of how racing worked. He’d call a meeting of 30 team people and say, ‘If you guys won’t do this the Ford way, we’ll get some guys who will.’

“I had to manage groups of people who were doing my job, without being allowed to get involved myself. Aerodynamic development had to be done in a wind tunnel in California, and Ressler banned me from going. When an aero problem on the car emerged and they couldn’t solve it, I was sure I knew what was wrong. So I went to California anyway. We identified the problem, and the car was instantly better.

“I stood it as long as I could, fighting a system that was never going to work. It was a great shame, because the car was potentially very good. In the little Stewart team we were all racers; Ford threw heaps of people at it, but none of them were racers. They didn’t realise that, rather than trying to manage, they should let the people with experience do their jobs.

“In the end, at the Malaysian Grand Prix, I threatened Ressler with violence. We’d made some changes to the car, and after practice Irvine’s sitting there in raptures, saying it was transformed, it was handling better than the Ferrari he’d raced the year before. Then Ressler comes in. He’s been looking at the data, trying to understand it, and he says, ‘How come Irvine’s car is 3km slower than Barrichello’s down the straight?’ I say, ‘It’s usual to have some slight differences in engine performance.’ He shouts, ‘The Ford engines are perfect. There must be something wrong with the car.’ I say, ‘You have absolutely no idea what you’re talking about. For the first time we’ve got cars that the drivers are really happy with. You’ve been standing in our way all year, and now it’s time for you to shut the f\*\*k up.’

“Irvine went on to qualify seventh, and finished sixth in the race. When we got back to England Neil Ressler and I came to an understanding that I should move on.” Ressler himself was removed a few months later. But Bobby Rahal and then Niki Lauda taking over produced no significant improvement. After the expenditure of many millions of dollars, Ford gave up on F1 and sold Jaguar Racing to Red Bull – who went on to make a rather better job of it. ☐



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“I WAS NOW 50, AND AFTER NEARLY 30 years of chasing all over the world I thought I could live a quieter life, do a few little bits and pieces and survive. Then Adrian Reynard asked me to go back to the USA because nine of the 16 CART teams, including Penske, were using Reynard chassis and they were asking for engineering input from the factory.

“It all worked fine. Reynards won 10 of the 20 rounds, and Gil de Ferran was 2003 champion for Penske. I got on well with Roger, and he offered me the post of his IRL technical director. But I wanted to get back to Europe – and EJ had asked me back to Jordan.

“Henri Durand was Jordan’s chief designer now, and my job was to keep everything

shouting, ‘No, no, I want to race’, but we got him in, filled the tank to the brim, and out he went. He moved up the order, some crashed, others stopped for fuel, and he was second.

Starting lap 54, he got alongside Kimi Räikkönen and took the lead. Next time round, just as they crossed the line, the red flag came out to stop the race. When a red flag stops the race, the order is decided by the positions at the end of the previous lap – which [race director] Charlie Whiting said was lap 53. So Räikkönen got to the top of the podium with Giancarlo, looking very glum, on the second step.

“But EJ said, ‘We won that bloody race!’ and it took an FIA investigation in Paris five days later to confirm that we did.” The FIA’s study of the timing data showed Fisichella crossing the line to complete 55 laps *precisely 0.06sec* before the red flag came out. So it was the

TV, then for the BBC and Star Sports in Asia. He also worked for Bernie Ecclestone again, on the FOM TV coverage. “Bernie is just the same, just as passionate and committed. People don’t realise what F1 would have been like if he hadn’t picked it up and run with it. He pulled it all together when it could all have fallen apart, and he kept it together. He’s done it single-handed, and he’ll stay doing what he’s doing until he drops. And when he does drop, God knows what will happen then.

“Bernie is openly critical of F1’s new regulations [he has said that he wouldn’t spend money taking his family to watch F1 as it is today]. He is right. Nobody wants to go to a race, or even sit at home and watch it on TV, if they know that one of two drivers is almost bound to win. They also probably know who is going to finish third and fourth. It’s only about who has the best chassis/engine package. Today’s races are won and lost in the factory and in the back of the garage, and the driver is just an ingredient.

“F1 cars need to be noisy, evil-looking beasts that are hard to drive, so the best drivers can stand out from the merely good ones. We used to have V10 engines developing 950bhp and revving to 22,000 rpm – what was wrong with that? They sounded like racing cars, they were demanding to drive. Remember when racers were heroes? When Mansell, or Piquet, would get out of the car after the race barely able to stand up? When Senna could use his genius to win races? Those days are gone.

“Now we’re going back to ground effects, which will make the cars 5sec a lap faster, but will it look any faster to the spectators? Will it give us better racing? Will it give us more overtaking? In fact you need a lot less downforce, because downforce is very expensive to maximise, and the rich teams will always do it better. The nose on an F1 car now costs £120,000 to replace – not to develop, just to put on a new one if you’ve dinged it. A rich team will have 10 different versions of wing; a poorer team can only afford half that.

“What we need is big tyres again. Every team, rich and poor, gets the same tyres. So if you take away 50 per cent of the aerodynamic grip and get it back into the tyres, that will close the money gap. The racing will be closer – and the cars will look better.

“But who will take these decisions? It needs one man to bang the table, like Bernie used to do. Now a group of people sit together and try to decide. A committee decision is rarely a good decision.”

As I expected, trenchant views, from a man who has always spoken his mind, whether it’s to a director of the Ford Motor Company, or to Bernie Ecclestone, or to a humble journalist. Given this man’s lifelong experience of F1 at what he calls the coalface, it’s difficult to disagree with him. ☑



Jordan and Anderson with Andrea de Cesaris at Phoenix in 1991, the team’s GP debut

## “NOBODY WANTS TO GO TO A RACE, OR WATCH ON TV, IF THEY KNOW ONE OF TWO DRIVERS IS ALMOST BOUND TO WIN”

working at the circuits. You could say Henri did the theory and I did the practice. I was back with EJ for two years, working at the coalface. And Giancarlo Fisichella won us the 2003 Brazilian Grand Prix. That was a completely unbelievable experience.

“The night before the race I dreamed that the weather was going to be bad, and the race would be stopped after 54 laps. I told EJ my dream, and I said, ‘If the race only runs for 54 laps we could bring Fisichella in really early, refuel him and get to the end on one stop.’

“A torrential storm flooded the circuit, and the race started behind the safety car. After six laps we radioed Fisichella to come in for fuel. It was a gamble, but we had to try it. He was

positions at the end of lap 54 that counted, and Jordan had won.

Gary left Jordan at the end of 2003, and thought that was the end of F1 for him. “But I was bored being retired, and Dallara asked me to help them build an F1 car for two heavy-hitters, one from Russia and one from Romania. I met them – Alex Shnaider and Colin Kolles – and I decided they weren’t for me, but I did put them in touch with EJ.” At the end of a tortuous process Shnaider, under the name of his Midland Group, ended up buying Jordan. After further twists and turns Midland was sold to the Dutch firm Spyker: that lasted a single season before the team was reborn as Force India.

In recent years Gary has covered F1 for Irish



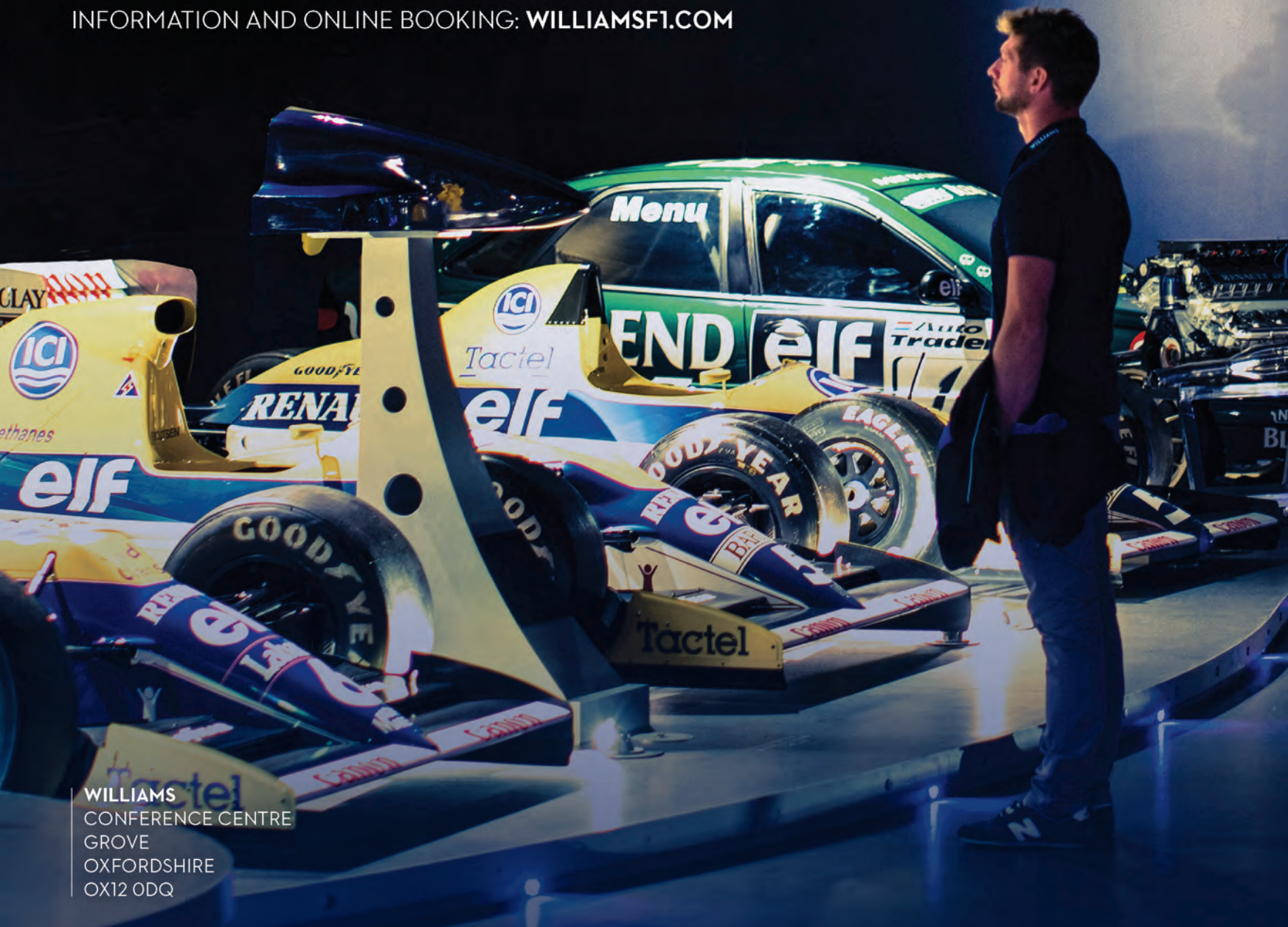
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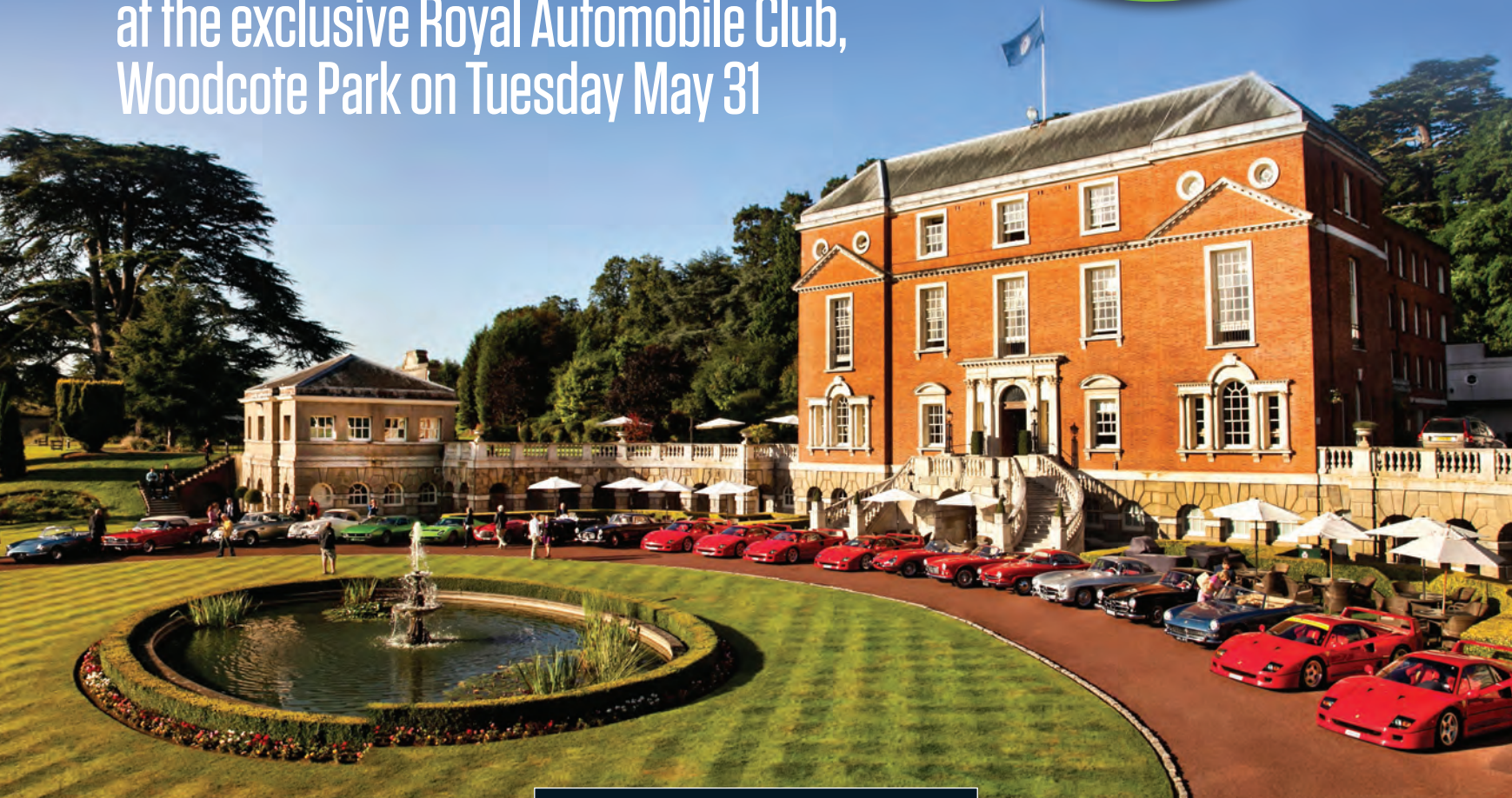
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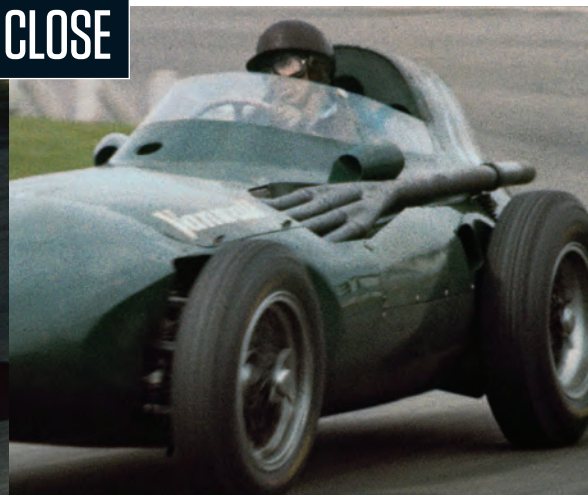
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# IN THE PARK

Conceived in just seven weeks, Lola's T282 had little chance against the factories. But now it's an overlooked gem that is due to shine at the Donington Historic Festival this spring

writer ANDREW FRANKEL  
photographer JAYSON FONG









**I**T IS A TEMPTATION OF which I am as guilty as any. You see something like this Lola T282 and think, 'what a lovely old racing car'. It looks like fun, a toy, an amusing diversion. You might know its history or, more likely, something of the T280 series of Lolas that raced in the early 1970s, but you probably won't. So because it clearly never won any big race, because it was never driven by a Jacky Ickx or François Cevert,

because, frankly, it's a private Lola rather than a works Ferrari or a Matra, you run an extreme risk of somewhat underestimating its abilities. You might even and entirely unintentionally aim the odd patronising thought in its direction.

So let's put that one to bed right now, and I think I know how. This little old Lola is so fast that despite ace preparer Simon Hadfield being happy for me to have as many laps and use whatever revs I liked around Donington Park, it was me who called time on it. After 10 laps in two different sessions, such was the maelstrom trying to pull my helmet off my head at 170mph down the main straight, my neck was no longer able to take the strain. Sheepishly I returned to base, flicked off the motor and sat, stunned by this extraordinary device.

"If you're not comfortable in the car, you haven't got a chance," said Hadfield. "It's not like a 1950s racer on skinny L-sections that will slide before you do. In cars like this, if you're not completely bolted in with everything where you want it to be, it's going to beat you up." I could vouch for that. "But if you are, it is absolutely incredible." Coming from a man who has raced and won in almost everything in general and F1-powered slicks and wings racers in particular, that is some accolade.



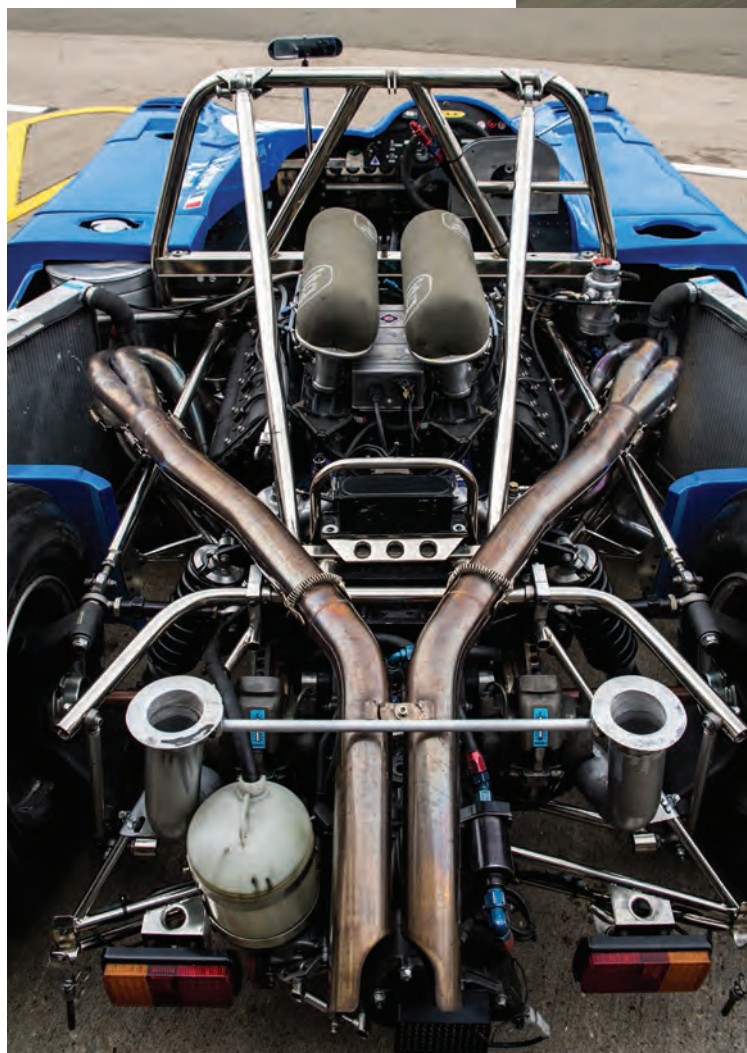
TODAY, RESPLENDENT IN ITS EVOCATIVE livery, the Lola is a head-turning star of the Pre-80 Endurance Series that promises to be one of the many highlights of the forthcoming Donington Historic Festival on April 30-May 2, its 60-minute race on the Sunday evening a welcome addition to one of the best classic meetings of the year.

The car deserves all the attention it can get, but it's hardly surprising it was little more than a bit-part player in period. In the early 1970s sports car racing was dominated by just four names. In the beginning it was Porsche versus Ferrari with Alfa Romeo picking up the pieces when they failed; then when the big bangers were banned at the end of 1971 and Porsche stormed off to North America in a huff to take out its frustration on the Can-Am series, it was Ferrari versus Matra. These were quasi-

Formula 1 cars with enclosed bodies and they were very little slower. In 1973 when the T282 made its debut, Jacky Ickx climbed into his Ferrari 312PB and lapped the old Spa circuit in 3min 12sec, an average of more than 163mph. F1 had paid its last visit just three years earlier, still with slicks, wings and 3-litre engines, and none had lapped within 14 seconds of Ickx's time. Indeed, to this day no Formula 1 car has lapped a track faster.

They were also driven by the best: in that race at Spa, Ferrari had not just Ickx, but Brian Redman, Arturo Merzario and Carlos Pace on the strength. Matra had Henri Pescarolo, Chris Amon, Graham Hill and Gérard Larrousse. A race of attrition was finally won by Derek Bell and Mike Hailwood in a Mirage. The cars were anything but toys, and they were driven by heroes.

Some Lolas, like the T70 in its various guises, have passed into motor racing folklore; the T282, emphatically, is not one of them. Just one was built, and was delivered to the once great but by 1973 fast-fading Scuderia Filipinetti. Mainly it was to be driven by F1 journeyman Reine Wisell and Jean-Louis Lafosse, a man known for coming second at Le Mans in 1975 and '76 and losing his life there in a Rondeau in



Modern DFV gives the lightweight T282 sensational performance







wanted the car and he was a very important Lola customer, so we tacked it onto the T290 project, which was far more successful.” Indeed it was: reliability and the outrageous speed of Merzario’s Abarth Osella denied the T290 the European 2-litre Sports Car Championship for Makes in 1972, but the following year – piloted by the likes of Chris Craft and Guy Edwards – the T292, essentially a 2-litre version of the car you see here, won five out of eight rounds, claiming the title with ease. Unsurprisingly, and unlike the T280 and T282, the T290 sold well, with 34 being assembled powered mainly by Ford but also by BMW engines. Then again, rivals Abarth and Chevron were tough without exactly being Ferrari and Matra...

There was only one powerplant ever heading for the T280 and T282, the Ford Cosworth DFV. English *garagista* manufacturers selling production cars to private teams never stood a chance against the likes of the Porsche 917 and Ferrari 512S prototypes (as attested by the fact that the ultimate Lola T70, the MKIIIB won but one major international race, and that only because the quicker opposition fell out of the 1969 Daytona 24 Hours). But with a 3-litre formula and the DFV being so widely and freely available, there was at least the possibility of going sports car racing on a reasonable budget and not being completely left in the works teams’ dust. Or so it must have seemed at the time.

“It was a pretty conventional car,” says Head. “John and I were fairly junior. Broadley told us what he wanted and gave us seven weeks to turn it into a racing car, which was pretty much par for the course back then.”

Lola had been using aluminium monocoques for its sports cars since the mid-1960s while others clung to traditional spaceframe design, and the T280 was no different. Head: “It had a riveted rather than bonded monocoque using 18 and 20 gauge aluminium, which meant it was incredibly light. That was great until you hit something. I’d had nothing to do with its predecessor [the T210], but it was a good car and we ended up carrying over hubs and uprights, that sort of thing.”

The layout was conventional with double-wishbone front suspension, and a reversed lower wishbone and trailing arms at the back. The rear brakes were moved inboard to allow even more massive tyres to be fitted. “We also extended the wheelbase over the T210, which is why the T280 suited having the DFV fitted. But the focus was still very much on the T290 and it was left to me to work out how to shoehorn in the bigger engine.”

In theory, then, the T280 and this T282 – which was essentially a T280 with higher-downforce bodywork – should have been at least competitive. They were light, powered by an engine with a far better power to weight ratio than Matra’s V12 and, for all-out shove, probably not far off Ferrari’s flat-12. What’s ▣

1981. In period the T282 never won an important race, took pole position or claimed a fastest lap or even put a driver on a podium. More often than not, it broke.

Why is it here? Because of its brutal appearance, the gut-twirling excitement of driving it and the epic period of sports car racing it represents. One more thing: its bloodline is as good as it gets.



THIS IS A CAR WITH FOUR FAIRLY extraordinary parents. The first was Jo Bonnier, who originally asked Lola for a 3-litre version of the T290 2-litre sports car and, were it not for the pressure he put upon Lola to make it, the T280 and therefore its T282 derivative would never have been built. Sadly Bonnier never got even to sit in the T282, losing his life at Le Mans in 1972 when his T280 tangled with a Ferrari 365GTB/4 on the run down from Mulsanne to Indianapolis.

The second was Eric Broadley, in the frame not just as the founder and owner of Lola Cars, but also the man who sketched out a quarter-scale model of the car and gave it to two young guns to knock into shape. These are parents three and four, better known to you and me as John Barnard and Patrick Head.

“Without Jo, it would probably never have happened.” The voice on then other end of the line belongs to the now knighted Sir Patrick Head, who started his racing life at Lola. “Jo





more, and unlike the T290 whose engine sat in a rear subframe, Head was able to bolt the DFV to the monocoque and use it as a fully stressed chassis member.

Reality, however, was somewhat different and anyone who thought such a car, built to a price the customer could afford, would ever be able to hold a candle to full factory race cars designed from a clean sheet with a blank cheque was being naïve, even before you considered the calibre of those who would drive them.

Briefly, it looked good. The T282 qualified a stunning fourth for the Daytona 24 Hours behind one works Matra and two similarly powered factory Gulf Mirages but would retire after 19 hours of struggle. At Vallelunga it was once again the fastest behind the factory Ferrari, Matras and Mirages, heading home a creditable

sixth, a feat it would repeat at Dijon. But some idea of the performance gulf between it and the very best was provided at Spa where, once more it was beaten in qualifying only by works cars, yet by the time it was crashed and damaged too severely to race, it was a whole 20 seconds off Ickx's ridiculous pole-sitting pace. Another 19th-hour retirement at Le Mans would be the last race the T282 entered that year, before being sold by the now-defunct Scuderia Filipinetti. It was raced for another three seasons by the Jolly Club, driven by Lella Lombardi among others, but without notable success.



IT'S A VERY EASY CAR TO CLIMB aboard, its 'doors' a welcome convenience more than a necessity. There's ample leg room

here – Hadfield makes the point that Lola was mindful of the requirements of gentlemen drivers, particularly those hailing from the US – and were I suitably slim-hipped I'd be as comfortable in here as I've been in any purpose-built racing car. There's the usual set of clear dials ahead – a Stack tachometer flanked by oil, water temperature and fuel pressure readouts and a simple bank of switches to the right to turn on the ignition and pumps, and a master switch on the left. What there is not is any kind of screen.

Of course it is today a faster car than it would have been in 1973. It is set up a little more stiffly and the vast Avon slicks will likely give a load more mechanical grip, but the real improvement is that firing up behind my head: the Geoff Richardson-built DFV. Back then the





Le Mans 1973 would be the Lola T282's last major event, ending in retirement, but car's potential is now obvious



**“THIS LITTLE TOY IS A SERIOUS WEAPON. GRIP LEVELS ARE OTHER-WORLDLY”**



best DFV probably gave about 465bhp in the back of a Tyrrell 006 or Lotus 72, but if you wanted any prayer of it going twice around the clock at Daytona or Le Mans, you'd probably be after an engine with maybe 400bhp and a four-figure rev limit. Today the T282 has about 485bhp at a conservative 10,000rpm. Back in the days when DFV development for historic Grand Prix cars went unchecked, the most expensive would have better than 520bhp at more than 11,500rpm and a very short shelf life. But in a car weighing roughly 650kg, the T282 still offers the same power to weight ratio as the just announced 1500bhp Bugatti Chiron, a car claimed to hit 124mph from rest in just 6.5sec.


I fire it up and hold it steady at 4000rpm, which is the slowest it will run. I can't find first and don't stall only because someone's pushing

and the Donington pitlane slopes downhill. The track is dry but cold, I'm sharing it with some serious Group C and modern Le Mans machinery and there's very real concern that in this temperature the little light Lola will not be able to get any heat into its tyres, which will make it near enough undrivable.

I'm not out of Redgate before the first surprise registers. The car is hard work. Because of its size, weight and engine location I thought I'd only have to look at the steering wheel for it to move. Not so. It requires effort – wrists, elbows and shoulders – to manhandle around the track. But once you've made the right input, the Lola responds instantly. As ever I give myself a lap and a bit just to soak up the sense of occasion, make sure all the needles are pointing in the right direction and that the gears are where I'd hope them to be. Then, coming out of Coppice on lap two, I light it up.

It's like watching the pieces of a jigsaw miraculously assemble themselves into a perfect picture at the snap of your fingers. One minute you're sitting in a loose assembly of components, the next they've turned into a perfectly formed racing car. There's a shout

from the DFV, forward thrust from 7000rpm that even after all these years still somehow surprises and requires undivided attention. Next comes an urgent requirement for quite a lot of gears, and wind pressure on my Arai of the kind I expect you might otherwise experience only if you put your face in a wind tunnel fan. It's very distracting but not the car's fault: at 6ft 4in I stick just too far out into the airflow – even a small deflector on the front of the cockpit would transform the experience.

But I can't be deterred by that, for I am discovering that this little toy is actually a serious weapon. How serious? Well, within a few laps and thanks no doubt to rather lengthy Dijon gearing, you are aware of how much more power the Lola could cope with, more even than it has. The challenge becomes finding the limit, which takes a while because grip levels for such an old car are simply other-worldly. So much so that I asked Patrick Head if it had meaningful downforce, because that's how it feels: “I doubt it. It would never have gone anywhere near a wind tunnel. Probably enough to cancel the lift, maybe a little more, but not a lot, no.” 




Yet by the time I felt the gentle push of the front tyres through Redgate, the Old Hairpin and Coppice, the car was absolutely flying. Hadfield says it'll go flat down the hill through the Craner Curves and, while I could summon neither the talent nor courage to attempt it myself after so brief an acquaintance, I saw enough not to doubt the claim. It does that thing that downforce cars do, getting better and easier to drive the faster you go. It is, as a result, utterly intoxicating. Were it not for my neck's inability to hold my helmeted head upright in hurricane-force winds I fear I might have driven and driven until I had thoroughly outstayed my welcome.

When it was all over and I was enjoying that couple of hours of quiet contemplation driving home, one thought kept coming back to me.

**“IT GETS BETTER  
AND EASIER THE  
FASTER YOU GO.  
IT IS, AS A RESULT,  
UTTERLY  
INTOXICATING”**

This car was built half a lifetime ago, and by today's standards of both structural rigidity and downforce it's barely more than a leaf on a breeze. And yet in the way it encouraged you to attack the lap, the way it inspired so much confidence and was so clearly on your side, it felt incredibly modern.

Then again, given the people responsible for its design, perhaps that's not such a surprise. What I do know is that barring the factory racers with their million-pound budgets and superstar line-ups that it was never realistically going to beat, this little Lola was in 1973 absolutely the quickest thing out there. It may exist today as a mere footnote in the Lola story but, as something just to get in, drive hard, go stupidly fast and enjoy without undue intimidation, I'm not sure I've known its equal. 

*Thanks to Simon Hadfield, the car's owner and Donington Park for helping to make this feature possible.*

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# DONINGTON HISTORIC FESTIVAL

Three-hour evening race tops three packed days of action

**MANY A RACING CIRCUIT NOWADAYS** celebrates the past – and Donington Park has every right so to do, given its competitive pre-war credentials. Its annual Historic Festival, however, is as much a nod to the future as it is to the days of yore. It's a growing event, a symbol of prosperity at a venue whose very existence appeared to be in jeopardy following the previous leaseholder's failed attempt to wrest the British Grand Prix from Silverstone.

When that venture collapsed late in 2009, Donington was left in a state of partially dismantled limbo – a patchwork of fractured concrete and toppled fences abandoned in a sea of mud. It would be a year before racing returned on a slightly reprofiled circuit, albeit with much of the infrastructure still ripped apart. Under the management of Christopher Tate and his team, and with investment from Kevin Wheatcroft (son of Tom, who reopened the circuit in 1977 after it had previously lain fallow since WWII), Donington Park has steadily regained its lustre, the surrounding pastures once again more green than brown.

First held in 2011, the HSCC-run Historic Festival has become one of the highlights of the Donington calendar and this year's three-day meeting (April 30-May 2) incorporates 17 races, many of them with a long-distance motif. The Lola T282 featured on these pages will appear in the Pre-80 Endurance event for sports racing, GT and touring cars, a new addition that runs for 60 minutes on Sunday evening.

Longest event of the weekend is the

'1000km' for 1964-71 World Sportscar Championship sports, touring and GT cars, a three-hour race that runs into the Saturday evening twilight. Chris Ward and Paul Gibson won last year's corresponding fixture in a Broadley (continuation) Lola T70, beating a 25-car field featuring period T70s, Ford GT40s, McLaren M1s and Chevron B8s.

Other highlights include HSCC Historic Formula 2 (two races, and a throwback to several European F2 Championship meetings that took place at the track from 1977), pre-91 touring cars (50 minutes), the Nuvolari Trophy for pre-50 Grand Prix cars (back for the first time since 2013, two races), a 90-minute race for pre-66 GTs and pre-63 sports cars, pre-66 under 2-litre touring cars (60 minutes), the Royal Automobile Club Woodcote Trophy for pre-56 sports cars (60 minutes), HSCC Super Touring Trophy (two races), HRDC BTCC Celebration 1958-1966 (50 minutes), pre-66 Jaguar Classic Challenge (40 minutes), Stirling Moss Trophy for pre-61 sports cars (60 minutes), the 'Mad Jack' Trophy for pre-war sports cars (40 minutes) and HRDC pre-60 touring cars (40 minutes).

Practice commences at 9.10am on each of the three days and there will be many trade stalls and classic car displays, plus kart and Group B rally car demonstrations. Three-day adult admission costs from £48 (plus service charge) if booked in advance and that includes paddock access. For full ticketing details and daily timetables, go to [www.doningtonhistoric.com](http://www.doningtonhistoric.com).



Lola features in Sunday's hour-long endurance race, among a packed programme



# LAP63

by Ludovic A. Parayre



Mike Hailwood and Niki Lauda at Brands Hatch, 1973  
photo: Ian Dawson

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# Pipo Derani

Once a British F3 race winner, he is now making a mark in sports cars. Sam Smith spoke to a victorious Daytona rookie

**A**S BREAKTHROUGH PERFORMANCES go, winning the Daytona 24 Hours at the first attempt is fairly decent. British fans might be aware of Luis Felipe Derani, better known as ‘Pipo’, but during the famous enduro the young driver earned himself a considerable amount of US support as he got to grips with the legendary circuit.

Derani raced in the British F3 International series in 2011 and 2012, taking a couple of wins for Fortec Motorsport. After a fine third place at Macau in 2013, this deep-thinking, remarkably mature 22-year-old recalibrated his career and plotted a sports car course that has started to pay dividends.

“You have to be realistic in life and getting to F1 – my original goal – was unlikely,” says the pragmatic *Paulista*. “In 2014 I looked at sports cars and liked what I saw. It was obviously growing to be a very strong option for young drivers so I jumped in.”

The path to Daytona started with Greg Murphy’s ELMS team at Paul Ricard in 2014, when Derani caught the eye by holding off Harry Tincknell’s Jota Sport Zytek for most of the opening stint as he led his first-ever laps in an LMP2 car. That theme continued in 2015, when he grabbed class pole position on his FIA WEC debut for G-Drive Racing. The first maximum points score came at Spa a few weeks later.

“We had a good campaign last year and it was a perfect learning season,” Derani says in his trademark analytical tones. “The guys at Onroak and OAK Racing [who ran the G-Drive Racing operation] really believed in me and last spring I shook down ESM’s new Ligiers. I suppose that is where the relationship with my new team started.

“It was a fresh adventure for me. I had never raced in IMSA and I had new tyres, new engine and a new team. So

really my thinking as I went into Daytona was to finish another 24-hour race, like I did last year at Le Mans [fourth in LMP2], and just gain experience.

“The ROAR test in January went well and then I qualified second, so the expectations were growing a bit.”

Those expectations were delivered when Derani took the Rolex 24 at Daytona by storm. And he did so from the very first corner, where he put a brave but calculated move on Indycar driver Mikhail Aleshin to ensure he led his first racing lap of Daytona. Twenty-four hours later he rounded the same piece of banking to take the chequered flag after

an explosive final two hours at the wheel, chasing down the leading Wayne Taylor Racing Dallara.

“When I crossed the line it was crazy and yes, there were some tears,” says Derani. “I couldn’t understand how it had all happened, but it had. It was an amazing feeling and one I want to repeat again very soon.

“The team was fantastic and the faith that Scott [Sharp] and Ed [Brown] showed to get me into the team is very much appreciated. I think they expected me to take more time to feel my way in, but after Daytona I hope they can see they have made a good choice.”

He has since won Sebring, too, and now gets set for an FIA WEC

campaign with ESM in LMP2. His aim, however, is very much to get a chance with endurance racing’s big guns.

“I hope I get a chance to test an LMP1 car and show what I can do,” he says. “But generally I will just do my best, the strategy I have followed throughout my career.

“I want to look back one day in the future and know I was able to do the best and hopefully achieve some great things. I have always loved motor racing and I am fortunate that I have time on my side. My aims are clear and with dedication and the right attitude I believe I can achieve all my goals.”



## CAREER IN BRIEF

**Born:** 12/10/93, São Paulo, Brazil

**2003-09** Karting **2009** Eurocup Formula Renault

**2010** German F3 **2011-12** British F3 (2 wins) **2013**

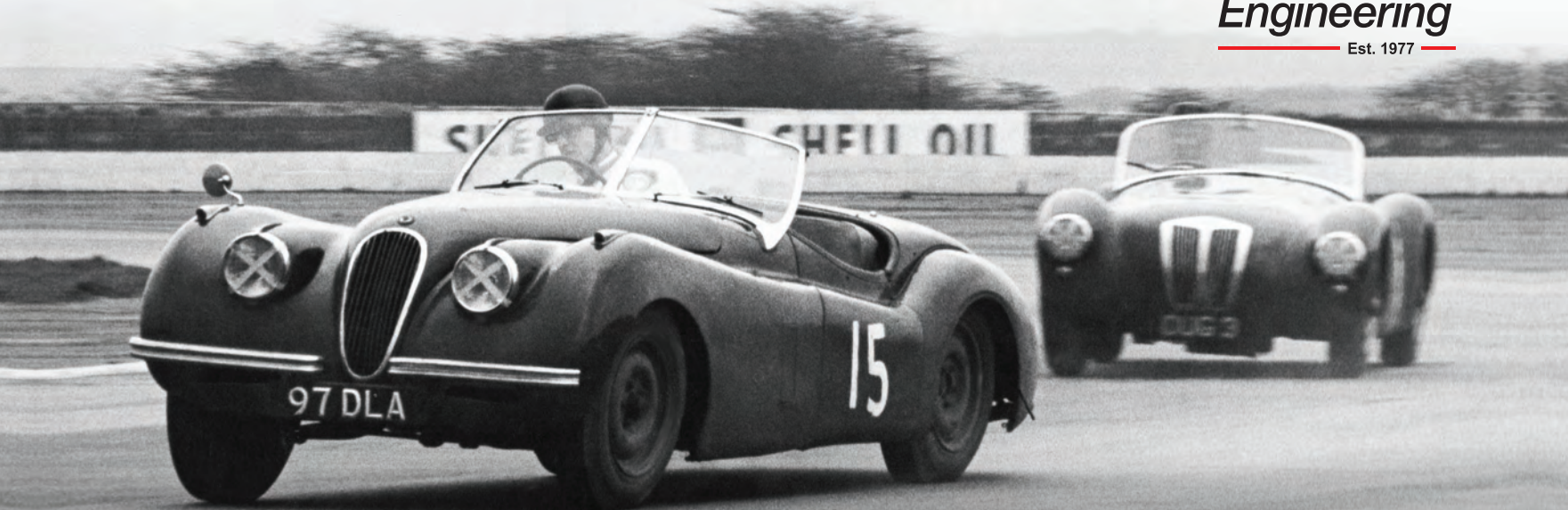
FIA European F3 **2014** Pro Mazda/ELMS **2015** FIA

WEC (1 LMP2 win; 6 podiums) **2016** Daytona 24

Hours & Sebring 12 Hours winner/FIA WEC



# Jaguar XK 120 Aluminium



This rare RHD Aluminium bodied XK120 Roadster was the 25th of only 58 examples produced. The car is renowned for its racing success in the 1950s in South East Asia. This was famed as the fastest sprint car in the Far East at the time and achieved numerous successes before being completely restored by DK Engineering in the 1990s. Finished in the traditional colour of British Racing Green, the car is accompanied by its original engine, a superb history file and buff log book. **EPOA**

## Additional Motorcars Available for Acquisition



### Ferrari 250 GT Lusso

This LHD example was supplied in July 1964 to an Italian Lady and was finished in stunning "Grigio Fumo" the same colour in which the car is today presented. Between 2005 and 2006 the car was totally restored by the very well-respected "Sportgarage Bruno Wyss" in Switzerland. Since restoration the car has seen limited use and has recently been "red book" Classiche certified at which time the car was confirmed as matching numbers throughout. UK registered and available to view immediately.

**EPOA**



### Ferrari 288 GTO

This 288 GTO is presented in a highly desirable specification having Air Conditioning, Electric Windows and Rosso inserts. The car was originally Italian supplied but spent 12 years in the USA until brought back to Europe by DK in 2014, this importantly means the car could be easily reregistered in the U.S and the car retains its "California Barcode". Having received a major DK Engineering 30 year "engine-out" service the car is understandably presented in superb condition.

**EPOA**



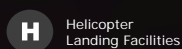
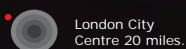
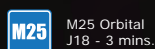
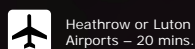
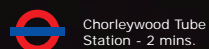
### ISO Bizzarrini A3C Corsa (Aluminium)

An early Bizzarrini from 1965, completed in Livorno, Italy. The car benefits from a lightweight aluminium body, disc brakes all round, independent front suspension and a De-Dion rear axle. This example has been restored to the same specification as the first ISO A3C Corsa, which raced in early 1964 and is now ready to race at the highest level. The car has valid FIA/HTP papers and is therefore eligible for numerous events during the racing calendar, including the Goodwood TT (where it started on the front row in 2014), the Spa Six Hours and the Masters historic racing series. **EPOA**

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Chris Rea *La Passione*

# In.tune with the past





Musician and racing aficionado Chris Rea was disappointed with the original version of *La Passione*, a very personal Ferrari film project. Twenty years on he has remastered it on his own terms – and thrown in hitherto unseen footage from Wolfgang von Trips’ family archive

writer SIMON TAYLOR  
photographer HOWARD SIMMONS

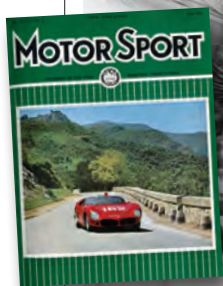
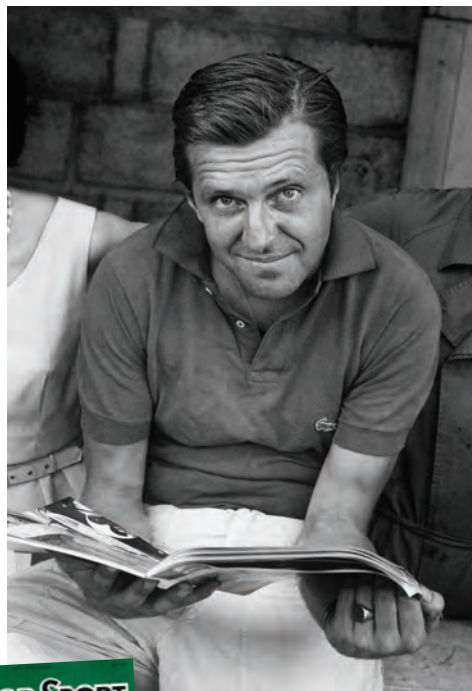


**C**ARS AND MUSIC: TWO passions that frequently intertwine. Quite a few racing drivers and car designers are, one discovers on getting to know them better, lovers of music. Their different tastes in sound often echo their varying approaches to finding an extra tenth of a second, or creating their next race winner. In the same way, when musicians achieve enough material success to indulge themselves, their four-wheeled choice usually reflects their music.

Thus Giuseppe Campari, twice Mille Miglia winner and victor in the French and Italian Grands Prix for Alfa Romeo, was dedicated to opera and possessed a fine baritone. Before he died at Monza in 1933 he had sung professionally. Leonard Bernstein, conductor, composer and musical director of the New York Philharmonic, used to terrorise the streets of Manhattan with his flamboyant driving of his Mercedes 300SL Gullwing, and while working in London drove an Aston Martin DB6 Vantage Volante with equal vigour. Antony Hopkins, not the actor but the pianist, composer and conductor, was an early owner of the 12th factory Lightweight E-type. He used it in hillclimbs and sprints and also drove it on the road: in the 1960s it was a common sight parked outside the Royal College of Music.

In jazz, Billy Cotton was a fine campaigner in MG K3 and ERA, as well as the ex-Grave V12 Sunbeam. Belgian single-seater driver Johnny Claes' other job in the 1940s was leading his band The Clay Pigeons. British racer and accessory dealer Les Leston was at one stage Claes' drummer, winning a *Melody Maker* promising newcomer award. Trombonist Chris Barber, still leading a renowned jazz band today after more than 60 years, was a keen racer and then entrant from the 1950s to the 1970s, usually with Lotuses.

In rock music the roll-call of car nuts is headed by Pink Floyd drummer Nick Mason, racer, collector and personality in historic motor sport. Beatle George Harrison was a frequent face at Grands Prix and tested a Lotus 18 at Donington, and on his eighth solo album the track *Faster* is dedicated to Ronnie Peterson. Most of the cars enjoyed by idiosyncratic singer and songwriter Neil Young, of Crazy Horse fame, have been American classics; but the one he remembers with most fondness is his 1934 Freestone & Webb-bodied Derby Bentley. Mark Knopfler of Dire Straits, another of rock's aristocracy, has a Maserati 300S among his collection, and races it in historic events. There are many more: you can add your own favourites to the list.

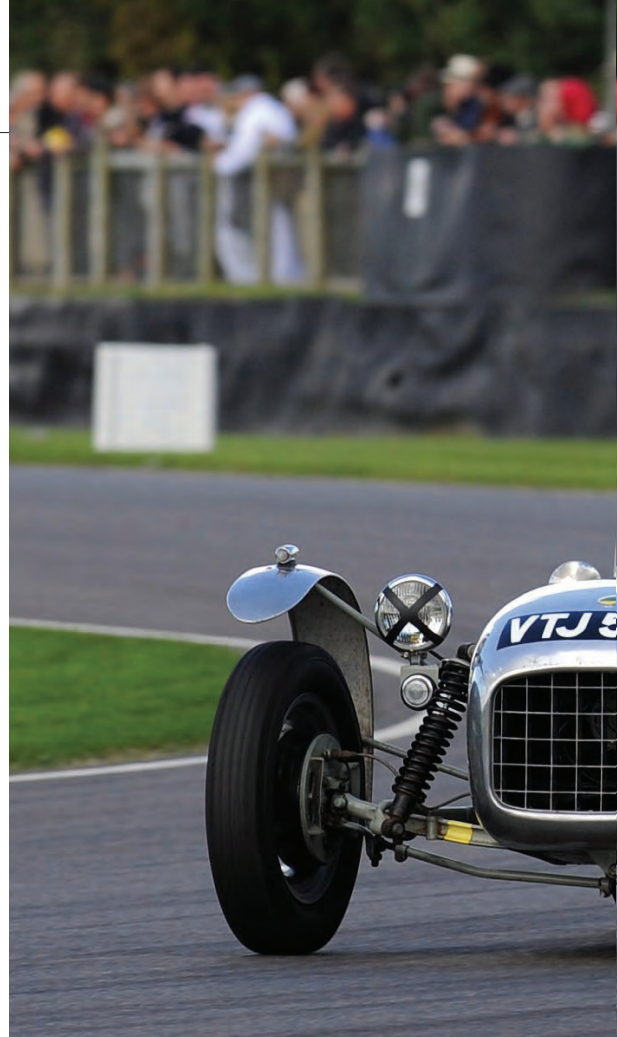


Sources of Rea's youthful inspiration:  
Ferrari 156, Wolfgang von Trips and  
the June 1961 edition of *Motor Sport*



**BUT CHRIS REA TAKES THINGS FURTHER.** Renowned for his husky voice, his glorious bottleneck guitar technique and his creation of scores of haunting songs, he had his first big hit nearly 40 years ago. Since then he has sold more than 30 million albums worldwide, entirely made up of his own compositions, and he is still touring across Europe. He comes from Italian immigrant and Irish catholic stock, and grew up as one of seven children living in a cramped flat over the family coffee bar in Middlesbrough, where his father also made ice cream.

"My father, like a true Italian, told me that the Ferrari was the best car in the world. It was red, and it had 12 cylinders – when the Ford 8s and Morris Minors on the streets of Middlesbrough had four, and even our old Humber Imperial hearse, which was the only thing big enough to take the whole family, had just six. One fateful day in 1961, when I was 10, I nicked the current copy of *Motor Sport*



from our dentist's waiting room. In it were two pictures of Wolfgang von Trips, one driving the Ferrari shark-nose F1 car, the other his Targa Florio-winning 246SP."

From then on Chris, with no other access to car magazines or car people, became obsessed with motor racing, with Ferrari, and in particular with Wolfgang von Trips. Through the marginal TV coverage on his family's little black-and-white set, he followed his hero's progress towards the 1961 world championship title. But British television didn't cover that year's Italian Grand Prix, and when von Trips was killed in the dreadful second-lap accident his family kept the news from the little boy, knowing that otherwise they would not be able to get him to school the next day. On Monday afternoon, when he did finally learn what had happened, he was heartbroken.

On leaving school he worked in the coffee bar and the little ice-cream factory, and he didn't pick up a guitar until he was 22. "If you came from a working-class background in a place like Middlesbrough, rock music wasn't a chosen thing, it was the only thing: the only avenue of creativity open to you." Completely self-taught on guitar and piano, he began writing songs, and joined a local band. His first single was released two years later, and two years after that came his first album. One of its tracks, *Fool if You Think it's Over*, was a big hit on both sides of the Atlantic.

But his fascination for motor racing, and the memories of von Trips, never left him.





Pictured in his Lotus 6 at last season's Goodwood Revival, Rea continues to be active in historic racing

“HE SEEMS TO BE FRIENDS WITH EVERYBODY, AT ALL LEVELS OF THE SPORT, MOTOR RACING IS INDEED HIS PASSION”



AS HIS CAREER TOOK OFF, AND WHEN his punishing schedule allowed, he was able to realise some of his youthful fantasies. He did so humbly enough, at first anyway, racing a pushrod Caterham 7. He graduated through a Lotus 23B and a Lola Mk1 to an Elan 26R and then an Intermarque Ferrari 308, winning a round at Donington. He also drove a Porsche 911 Supercup car in the 1993 Monaco Grand Prix support race.

More recently he has campaigned a very original Climax-powered Lotus Six, and his latest racing car – displaying typical Rea humour – is a genuine ex-police Morris Minor panda car, which has been race-prepared to bring a bit of variety to historic saloon grids.

His road cars include a Porsche turbo, a 1965 Fiat 500 which he adores and uses for local journeys – “I’ve had the engine modified to produce an extra 6bhp, but it has terrible understeer in the wet” – and a Caterham with 300bhp of Duratec engine to move 540 kilos, which is unbeatable on the road. He is without a Ferrari at the moment, having sold his F12: “I loved it, but it was unreliable. The on-board computer packed up three times.”

You know he is a genuine enthusiast, rather than just a rich man buying fashionable toys, because his knowledge of racing, and of racing people, is prodigious. He seems to be friends with everybody at all levels of the sport, present and past: drivers, team bosses, designers, mechanics, authors and journalists. Motor racing is indeed his passion.



HE HAS MORE THAN ONCE USED HIS love of racing as inspiration for his music, most notably in his tribute to Ayrton Senna, *Saudade*. Then in the 1990s his childhood memories found an outlet in an 84-minute sequence of connected songs about a small boy’s obsession with Ferrari and von Trips, which he called, appropriately enough, *La Passione*. He wove it into a script for an elaborate music video, using accurate replicas he commissioned of the Ferrari 156 shark-nose and the 246SP.

“We were well down the road with this, and then the shit hit the fan. Some senior executives at Warner Brothers, which was my recording company at the time and of course made movies too, decided to expand what I was doing into a complete film, with a linear story, for cinema release. I knew this was wrong, but effectively the whole project was taken off me. It went ahead with a director, full production team, professional actors and an elaborate story wrapped around my music. I hated how it turned out.” *La Passione* went on general release in 1996 and was panned by the critics, and its cinema exposure was short-lived.

Almost 20 years passed before Chris,







## “I DEFY ANYONE WHO PLAYED WITH TOY RACING CARS AS A KID NOT TO IDENTIFY WITH IT COMPLETELY”

“after a lot of shadow boxing”, was able to get the rights back – and during that interval something else happened. “I was on tour in Germany, and on a rest day between gigs I happened to be driving along a road west of Cologne when I saw a sign for the Wolfgang von Trips Museum. I found myself outside a castle. I went in, and lost myself in a treasure trove of his personal memorabilia, until there were tears running down my cheeks.

“I discovered that von Trips, in the last years of his life, had an 8mm film camera which he took with him everywhere. All that film still existed, masses of it, and had never been seen outside the family. They were very kind to me, and let me have access to it all. It showed my boyhood hero and his dream life – an aristocrat, living in a castle, surrounded by beautiful girls, and leading the Ferrari Grand Prix team.”



AND NOW *LA PASSIONE* HAS reappeared, in an extraordinary package: two DVDs and two CDs, contained in a big-format hardback book. The CDs have the music from the film, remastered, and there are some new

compositions, like *Dino* and *Barn Find*, which expand the theme of the album. The first DVD has the music with what is, for me, wonderful footage, some from the original film and some newly shot. It depicts a young boy using his imagination to build a motor racing fantasy. I defy anyone who played with toy racing cars as a kid, and dreamed about their full-size equivalents, not to identify with it completely.

It also includes interview material with Chris explaining what lay behind some of the tracks and why he put them together as he did. It's emotional, it's romanticised, some may say it's self-indulgent, and purists may have objections: the Le Mans sequence, for example, deliberately includes some footage from Sebring, Kristianstad and Silverstone. But everything you see on the screen amplifies and enhances the music.

There's a glorious impressionistic sequence showing the birth of a Ferrari GTO, from the first steel being poured to the final polish: most of the soundtrack with this is percussion only. *Barn Find* depicts everyone's dream, finding a decaying GTO abandoned in a shed, which climaxes with some wonderful footage on the

Monthléry banking in the rain. Mixed in with this are unposed, informal clips of 1950s motor racing people, and also carefully researched stills – *Dino*, for example, includes rare pictures of Enzo Ferrari with his son. Vintage biplanes have a role too, complete with wing-walker.

As for the music, that of course will be a matter of personal taste. If you're expecting some Rea hard rock you'll be disappointed. Most of this is orchestral, with Chris playing piano as well as guitar: into the iconic Studio Two at Abbey Road, where it was all recorded, he crammed a classical orchestra. The whole sequence is lush, poignant, romantic, grand. But, as he says, “In music there are no acceleration figures or lap times. There's no absolute measure whether it's good or not: when you listen, it either works for you or it doesn't.” And with *La Passione* you can't judge the music on its own: you have to judge the music and the visuals together.

The second DVD is entirely made up of von Trips' personal home movies, shot by him and of him by his friends, and now being seen publicly for the first time. In some he was quite ambitious, using a cockpit-mounted camera: for example, as he tests an F2 Porsche at Monza, the wheel movement shows dramatically how bumpy the banking was. Edited with meticulous care by Chris' partner in this project, Scott McBurney, the von Trips films have a naive and moving life all of their own. The two CDs have all the music again, ideal for listening in the car. The book, 76 pages of it, is full of period photos, stills from the film, and writings and paintings by Chris, all to complement the DVDs and CDs.

Chris admits that industry executives don't think this is what the general music market is after. But he has the route – his own Jazzee Blue label – to ensure that his labour of love does see the light of day. It's something he really wanted to do after the disappointment of the 1996 movie and, whatever the public as a whole may think, he hopes that his friends in the car world will enjoy it. This one certainly does.

And it all started with a copy of *Motor Sport* in a dentist's waiting room in Middlesbrough, 55 years ago.

*La Passione* is available now from [Amazon.co.uk](http://Amazon.co.uk) at £28.99



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## Ferrari 275 GTB

This Left Hand Drive Early 275 GTB "Short Nose" was delivered new to Spain in 1965, remarkably the car had just two owners until 2012 when the car was brought to the UK. In recent years the car has been well maintained by DK Engineering and presented in its stunning original colour of Verde Pino. The car is UK registered and Classiche Certified (confirmed as a matching numbers example throughout). **£POA**

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### RHD Porsche 2.7 Carrera RS Touring

This factory RHD and UK supplied RS Touring is finished in its original Grand Prix White with Blue lettering and wheels. Having had just one owner since 1988. The car is highly original and retains its original owner's manual, tools and the incredibly rare, original Carrera RS supplement. In November 2015 the car had a comprehensive, major "engine out" service to ensure that this car is in need of absolutely nothing and is presented in excellent condition. **£595,000**



### RHD Ferrari 365 GTB/4 "Daytona"

An Early UK Supplied RHD "Plexiglass" Daytona. This car has had just two owners in the last thirty five years and both of these have been fastidious with regard to maintenance. The car retains its original tools, books and warranty card. Recently treated to a major overhaul including an engine rebuild. The car is Classiche Certified and confirmed as Matching Numbers throughout. **£644,995**



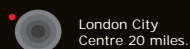
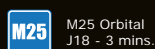
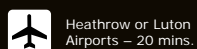
### RHD Porsche 356A Speedster

One of less than 30 RHD Porsche Speedsters. It has had just one owner since 1979 until now. Upon arrival in the UK, this remarkable car underwent a complete and comprehensive concours level restoration at the 356 Porsche specialist Roger Bray. At the time of restoration an upgraded motor was fitted along with Rudge wheels. Finished in the original colour combination as according to its Kardex. Arguably one of the rarest and most sought after 356s available. **£465,000**

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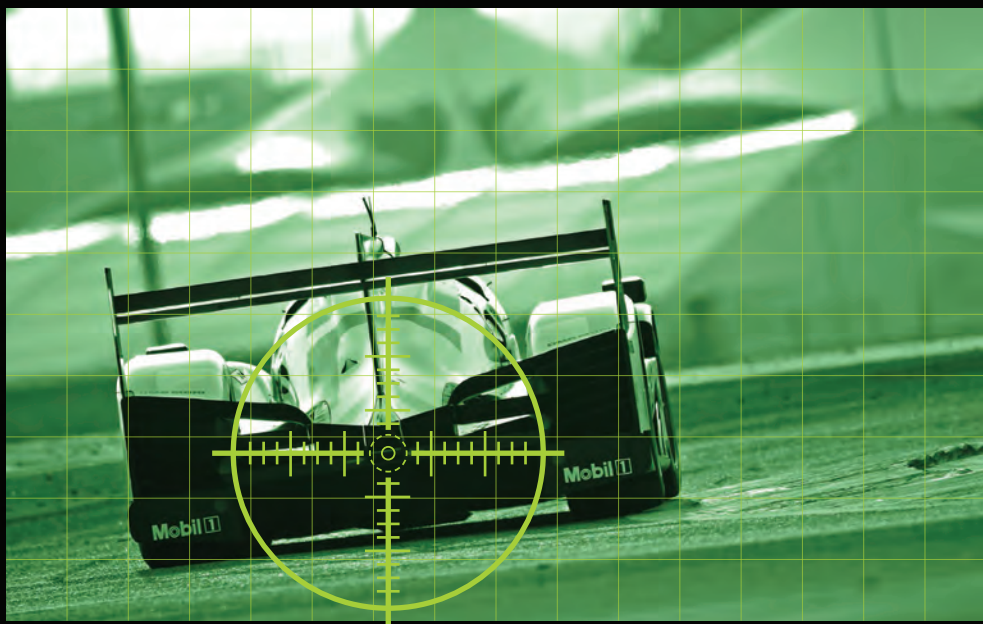




“We’ve got







# a big target on our back”

Mark Webber predicts Porsche will be under pressure in its bid to stay on top of the World Endurance Championship. It all starts again at Silverstone in April

writer DAMIEN SMITH

SILVERSTONE, ON A COLD and grey Saturday morning. Mark Webber is soaked, but it's sweat that's dripping from the end of his nose rather than the dreary rain that persists outside. Here in the Porsche Experience Centre, just beyond Chapel Curve, he's in familiar pose, crouched low on a cycle machine – and judging by the figures flashing on the screen in front of him, he's showing a bunch of racing drivers just what it takes to stay at the top of your game. The reigning World Endurance Champion will turn 40 this year, but you'd never guess. He's got a title to defend and there's no hint of a lift from a man who makes it clear he's expecting a fight if Porsche wants to retain its crown at the pinnacle of sports car racing.

Webber's on duty today for Porsche's 'Get

Race Fit' seminar, working with young aces from the BRDC Superstars scheme and regulars from the Carrera Cup GB. After the intensive session this morning on the bikes, he's due to host a Q&A to offers tips on race prep, both physical and psychological. He's giving up a weekend to put something back, but it's no chore for a man dedicated (and perhaps a little addicted) to staying in good nick.

"This has been going on for years, mate, we have this event every year," he says, now showered and changed into crisp white shirt and jeans. The haunted, almost malnourished appearance of his latter Formula 1 years is thankfully no more with the lifting of those incessant weight-loss demands that came with the job at the top tier, but there's still nothing of him. Same old Webber. He's a genuine athlete.

"I've known the guys here since my days at Benetton, so I was coming here before I joined Porsche," he says. "Now we're rolling out more

on psychological aspects, nutrition, giving the guys a one-stop shop. They're very versatile here in understanding what different sports people need, from motocross to Formula 1."

On the way up to Silverstone, I couldn't help wondering: after two years back in sports cars, with all those F1 pressures an increasingly distant memory and a world title finally to his name, does Mark Webber still need this? He has nothing to prove after all, and while he'd love to win Le Mans, the thought clearly doesn't keep him awake at night.

But as we begin to talk about the season ahead, there's that same old look, that familiar tone of voice. Yep, he's still hungry.

"We had a good test in Abu Dhabi – and we needed to," he says of Porsche's winter preparations during which the team's latest 919 Hybrid completed more than 4000km over five days. "We've got a big target on our back. Audi and Toyota have launched pretty serious



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campaigns with their new weapons. Operationally and reliability-wise, those will be strengths for us. We need to consolidate in these areas. OK, we were strong last year, but we've got to go again to another level. We had a non-finish here at Silverstone last year, for example. Basically the reliability has to be bomb-proof, that's very important – and we know you need a fast car.”



**PORSCHE HEADS TO THE FIRST ROUND** of the WEC, at Silverstone on April 17, on the back of an incredible 2015. The 919 was last beaten on May 2, when Audi won at Spa – how remarkable, given Team Joest's record over the past 16 years. Le Mans fell to Porsche in conclusive fashion last June, then Webber, Timo Bernhard and Brendon Hartley went on a roll, with the Nürburgring, Austin, Fuji and Shanghai falling to the no17 entry, before the sister car of Neel Jani, Marc Lieb and Romain Dumas claimed Bahrain on a nail-biting day as Mark and co claimed their title.

But how much does last season count for, as we head back to Silverstone? This time one year ago, don't forget, Toyota was riding high off the back of its own conclusive campaign in 2014. It would finish the season a punch-drunk third behind the mighty German duo. Such is the intensity of competition in LMP1 between the three manufacturers.

Toyota's downfall has forced the Cologne-based team into action, with an all-new concept for its TS050 (see page 34) featuring a turbo engine in place of the old V8 and a battery-based hybrid solution instead of its previously successful super-capacitors. Audi too has responded with what is clearly an aerodynamically ambitious new R18 (why it insists on retaining the same name for each car this decade remains a point of personal irritation). The latest iteration has also abandoned its previous hybrid solution, dropping Audi's flywheel system for lithium batteries too – it's clearly the most efficient and effective technology available right now. Audi's faith in its V6 diesel remains, but it moves up from 4MJ to the 6MJ energy delivery class, which should in theory put it closer to par with Porsche's and Toyota's 8MJ petrol-powered prototypes. We'll soon find out.

For Webber, the balancing of performance between different concepts in sports car racing remains a point of amazement. “It blows me away,” he says. “If you look at Le Mans, the amount of variables and the parameters you have for someone to just run away with the whole thing is huge. Yet we still produce such similar lap times.

“We're all on different compounds of tyres, too and no one knows what we're on – and no one cares. The Michelins are phenomenal and the racing is good. We don't need to explain all



#### 2016 WEC CALENDAR

Apr 17	Silverstone (GB)
May 7	Spa-Francorchamps (B)
Jun 18/19	Le Mans 24 Hours (F)
Jul 24	Nürburgring (D)
Sep 3	Mexico City (MEX)
Sep 17	Austin (USA)
Oct 16	Fuji (J)
Nov 6	Shanghai (CHN)
Nov 19	Bahrain (BHR)

that stuff. It is bizarre. In WEC rounds, after six hours we're all still together.”

As is usually the case with a technically innovative motor racing series, ruling bodies tend to be peg back performance as speeds increase with competition. That's the case in 2016, with a couple of key restrictions coming into play, which should be a factor in the balance of power between the trio. Energy per lap has been reduced by 10MJ, which represents a 7.5 per cent decrease, while fuel flow has been brought down by the same amount. At Le Mans, there will be a hybrid power delivery restriction for the first time of 300kW, with the intention of controlling ever-decreasing lap times. Who will manage it best?

“The new regs should make it interesting,” says Webber. “They've tried to up the lap times at Le Mans, which is fair enough. They were

getting really quick around there and I think they've got the number right – about [an extra] four seconds, which sounds a lot, but that's about a second and a half on a normal track. It's still a number you won't notice in the stands.

“It'll be hard work getting that speed back, mainly because of power. We'll have less fuel flow to the engine and a little less fuel as well. But that will all be invisible. The FIA and ACO obviously are getting in there and keeping an eye on speeds. We're doing 360kph [223mph] five times a lap around Le Mans. When we get this juggernaut going we can find a lot of performance. If they leave us alone for three years you're going to have a very, very fast sports car, especially with all the hybrid power we can produce.”

The perception, as it has been in F1 for Mercedes, is that the gap to Porsche will close





**“WE WERE STRONG LAST YEAR, BUT WE’VE GOT TO GO AGAIN TO ANOTHER LEVEL”**

thanks to the lead team’s diminishing returns in the third season of a maturing set of regulations. The Merc example suggests we shouldn’t hang too much hope on this aspect, but Webber reckons it could be a factor in the WEC. “A lot of the low-hanging fruit has been grabbed,” he says. “We’ll see... With a stable regulation from an aerodynamic and chassis perspective, we’re not going to be doing an all-new 919 at this stage. We’re finding some good stuff, definitely – the Toyota scenario [dropping from pace-setter to third in class in a matter of months] is not in our thoughts. We had the fastest car last year by quite a big chunk.

“You definitely don’t dismiss Toyota,” he adds. “They’re coming off the back of the hardest year of us all and they have a lot to prove. We don’t know, mate, how they’re going, but it’ll be fascinating how big a step they’ve made. When you have a painful year like that you can cut your losses quite early in a season and say ‘you know what, let’s go to ’16’. And they could well have done that. We’ll know very quickly how good a job they’ve done. I assume very good.”



IN STARK CONTRAST TO F1, THE SPORTS car racing world has fully embraced the hybrid era, its incredible technological advances being championed rather than denigrated. It helps that the racing spectacle has been so fabulous, of course, which emphatically can’t be said of F1.

“I was a sceptic,” admits Webber. “But then I did my first full lap at a test in Portimão and when the four-wheel drive [from the front axle energy recovery] kicked in it was unbelievable. I’ve driven a lot of cars in my time, but the acceleration is unbelievable. Also there’s something stealthy about seeing an LMP1 car driving down the pitlane in silence. And I love noise. But with the futuristic look of an LMP1, does it make sense to have that stealth element? You expect F1 to be noisy.

“It’s tough to answer why we’ve embraced it and F1 hasn’t. The manufacturers probably explain it a little better. Is it more road relevant? Should we be trying to save fuel in an F1 race? For Le Mans, it makes sense to everyone that we should save fuel. But here at Silverstone for F1? I’m not so sure.”

One parallel to F1 Webber does acknowledge is the need to curb spiralling costs, particularly when global manufacturers are involved. In February, Peugeot Sport boss Bruno Famin told *Motor Sport* that there is a desire for the French company to return to Le Mans, but it won’t do so until the price of competing is brought down. There are restrictions on the number of engines and testing here too, but is that enough?

“Yeah, I think it’s something they’ll definitely keep an eye on,” says Webber. “For LMP1, what happened with the VW Group [the emissions scandal] might have been a blessing, to keep things in check, although we still have phenomenal resources. We want others to come, whether it be BMW or Peugeot. It would be phenomenal.”

Webber points out that in the multi-billion dollar business of building road cars, a multi-million dollar racing programme can be good value. In this context, with a like-minded, racing-friendly board of directors on side, he’s bang on. “When you look at the technology we’ve used, a lot of it is in-house; it’s our IP and we want to keep it for ourselves for our future road cars,” he says. “From that perspective it’s cheap. Very cheap, in terms of what we can do for transfer of technology to future road cars. That’s how they justify it.”

In our interview Famin wondered how Audi and Porsche can find any return when sports car budgets rival those in upper midfield F1. It sounds as though Webber’s offered an answer.

But right now, the bigger-picture stuff is background noise for Webber and his teammates. Full focus is required for the job at hand. “The gloves are off,” he says with a smile.

He’s ready.



## THE SEASON STARTS AT SILVERSTONE

Nine races, 32 cars, four classes... and one objective

The World Endurance Championship’s British season-opener at Silverstone deserves to be considered a calendar highlight, and its status is further enhanced by the Royal Automobile Club’s Tourist Trophy – the oldest in motor sport – being awarded to the winning drivers.

It’s the first six-hour race on an expanded nine-round calendar, up one from 2015 with the welcome addition of Mexico City in September. The double-points scoring Le Mans 24 Hours remains at the heart of the WEC, as the series continues its mission to matter to the wider world beyond the month of June.

How much progress it has made in this area is a moot point.

A total of 32 entries across four categories – LMP1, LMP2, LMGTE Pro and LMGTE Am – have committed to the season. In the top class, Rebellion’s pair of R-One prototypes return to fly the flag for the privateer in the manufacturer-dominated class – although Don Quixote springs to mind.

LMP2 continues to offer promising talent a popular route into a professional racing career when the F1 dream fades, although the Le Mans-winning KCMG team is missing this time, while the title-winning G-Drive has consolidated its entry into a single car in partnership with Jota Sport. Still, the addition of Manor Motorsport, headed up by recent F1 exiles John Booth and Graeme Lowdon, is a welcome addition.

In GTE Pro, the main talking point will be the arrival of Ford and its controversial GT run by Chip Ganassi Racing. Two cars will take on AF Corse’s new 488s and Aston Martin’s pair of Dunlop-shod Vantages, plus a scaled-back single Porsche entry under the Dempsey Proton Racing banner. More on this next month.



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# Playing the long game

Named after an olive farm, a British team with Cypriot heritage has been active for less than a decade and already counts two Le Mans class wins among its diverse achievements. But such success could be just the start for Strakka Racing

writer SIMON ARRON

photographer MATT HOWELL

**T**HIS WOULD ONCE have been a hub of tranquillity, a prime slice of Northamptonshire farmland tucked away from the mainstream. Today, it's a couple of turns off the A43 and within easy earshot of a pre-season Silverstone test that's in full flow. In this age of overly fussy silencing regulations, it's nice to stand a mile or so away and be able to hear a racing circuit being used.

I'm in a wind-blown quadrangle with a dilapidated collection of Morris Minors parked randomly nearby amid a sprawling assembly of industrial units, several of which belong to Strakka. This multi-faceted racing team was established in 2007, initially as a vehicle to allow ambitious owner Nick Leventis – by then 27, so something of a late

starter – to compete in GT racing. The team's name comes from an olive farm close to Nicosia, Cyprus, an establishment run by Leventis's grandmother (who has since passed away, aged 103). Despite his roots, though, Nick is British.

"I grew up near Brackley," he says, "so was close to Silverstone and motor sport. During my teenage years my father started collecting historic cars and doing a few track days. Aged 14 I was being driven around and thought it was pretty cool – but at that point I was drawn towards professional skiing. Racing didn't really start until a bad ski accident [in 2003] ended my career ambitions. I felt a need for speed, though, and decided to try my hand at track days – driving this time, rather than being a passenger. It snowballed from there.

"There are parallels between skiing and racing. With the former you're hitting an apex at the gate and in racing you do the





**“I FELT AS  
THOUGH I DIDN'T  
BELONG WHEN I  
BEGAN RACING,  
BECAUSE I HADN'T  
REALLY EARNED  
MY SPURS”**



Strakka will also run two cars in the renamed Formula V8 3.5 series

10





Strakka will run a Gibson in LMP2 this year. Below, seat-fitting for Danny Watts. Bottom right, Strakka-Dome S103 is now LMP1 test mule



same thing through a corner. It requires the same rhythm and fluidity. I put on my first pair of skis aged two and a half and by the age of 11 realised I was pretty good. I hadn't really thought about it during my key development years. By the time you learn to drive, those development years are long gone and you tend to analyse things a lot more. I've taught people how to ski and found it interesting trying to learn about racing a car on the limit as an adult. There are so many things I wish I'd known when I first started driving, because I think I've done this the hard way.

"I felt as though I didn't belong when I began racing, because I came in at a higher level than I probably should have done and was conscious that I hadn't really earned my spurs. I had a big inferiority complex racing against ex-F1 stars and so on, but that diminishes as time goes on. When I first competed in the Le Mans Series there was a clear line between pros and gentleman drivers, but that has very much disappeared. It's now mostly 18-year-old F3 hot-shots!"

Perhaps so, but that doesn't alter the fact he shared a Le Mans 24 Hours class win as early as 2010, aided and abetted by fellow Brits Jonny Kane and Danny Watts, racers both of significant pedigree (Kane was British F3 champion in 1997, Watts a race winner in the series a few seasons later). They added another such victory three years later, this time in the LMP1 Privateer category, and overall finished those races fifth and sixth respectively.



ENDURANCE RACING IS CLOSE TO Strakka's heart, but by no means its only activity. It has been involved in Formula Renault 3.5 (now Formula V8 3.5) since 2013, scoring several race wins, and is this year also running a Gibson 015S-Nissan for Leventis,


Watts and Kane in the LMP2 class of the World Endurance Championship and one Renaultsport RS01 for Leventis and former McLaren Autosport BRDC Award winner Lewis Williamson in the Renault Sport Trophy, which supports FV8 3.5.

Strakka is the first UK team to commit to the Trophy – and that came about by chance.

"Several drivers asked us to run them," says Strakka team principal Dan Walmsley, "so Nick tested a car at Vallelunga and absolutely loved it. We looked at budgets and for the amount of running you get, the amount of downforce the car has, the similarity to LMP2... it's one of the best ways we can give Nick some usefully relevant experience and it tied in with our other programmes. We've ended up doing it, but without the drivers that caused us to take a look in the first place!"

Oh, and in parallel to the above the team plans to start developing its own car for future use in the WEC's LMP1 Privateer division.

Strakka has some previous history as a constructor, having forged a partnership with Japanese manufacturer Dome to build the S103, an LMP2 car that was due to make its debut in 2014 before various setbacks – including a sizeable accident at Spa – caused the project's postponement and eventual cancellation. The S103 will, however, serve as development mule for the LMP1 project.

Thus far private LMP1 cars have been significantly slower than their factory counterparts – and the field has hardly been brimming with entries – so why the interest? "The LMP1 Light, or Privateer, class remains probably the only category outside F1 in which innovation still exists for the independent teams," says Walmsley. "F3 used to allow innovation, but the regulations are now much more constrained. LMP2 used to be quite free, too, but now you have to be one of only four" 





companies with a manufacturing licence.

“When we worked with Dome on our LMP2 project, it’s no secret that the car fell short of expectations. But we learned an awful lot from that experience about manufacturing processes – and any team moving to a broader engineering base needs to go through those pains. Having done that, the intention became to evolve that car. But with no scope for it to exist in LMP2, LMP1 Light became the place to go. There are challenges: it’s a more expensive category, so development and running costs are higher. There is a financial challenge to competing in LMP1, but also a sporting challenge in that LMP1’s future direction is still being evaluated as we speak. The ACO has made it very clear that it does not expect LMP1 Light cars to beat the manufacturer teams, and I don’t think anyone out there believes that would be fair, but they need to be closer than they are at present.

“LMP2 is littered with high-quality teams and I see a niche being created to sway them towards LMP1, now that LMP2 is a customer-only category. Once you can see that LMP1 Light is a place to showcase technology, and that it will expand, it becomes very possible for a motor sport engineering business to grow around that and turn it into a halo project. We see it as a way to showcase alternative manufacturing techniques. There is a growing business for time-compressed technology. What 3D printing, additive manufacturing and digital manufacturing create for the engineering world is a way to shorten timescales. We think an evolving racing category is an appropriate place to demonstrate all this. ‘We need a new part in three weeks. Right, draw it, print it, bolt it on, win the race.’ That’s what we’re working towards.



“F1 IS WHERE PEOPLE OFTEN WANT TO be, but if you want to do that nowadays as a mechanic or an engineer you have to be prepared to be a very small cog in a huge machine – and very focused. If you want to be the one who knows everything there is to know about a damper, that might be the environment for you. I still believe people in sports car racing and second-tier single-seater teams become more versatile, because they have to understand the whole car. It doesn’t create specialists, but it breeds rounded professionals.”

That is very much part of the Strakka ethos – and it applies across the board. “Most single-seater drivers are very self-focused,” Walmsley says. “Sports car racing isn’t like that, it’s a team game. In all categories we try to cultivate a philosophy of drivers exchanging information, working with team-mates to establish why one was quicker through Turn Three but the other faster through Turn Four and so on. We’re passionate about creating a centre of developmental excellence – we have



Strakka team principal Dan Walmsley and, below, the obligatory in-house simulator

## “LMP1 LIGHT IS A PLACE TO SHOWCASE TECHNOLOGY AND IT WILL EXPAND”



young engineers, young mechanics and we’re grooming all of them to be the best they can possibly be.

“We shouldn’t be educating drivers to paint by numbers – we want artists who can draw the best picture. If you teach somebody to drive just one car, you’re not really teaching them. In endurance racing the track evolves more than in any other category – from the heat at the start to the dew at 3am... For us to tell an amateur always to brake at 100 metres would be reckless, because sitting on the pit wall we don’t know! The limit might be 105 at night or 95 in the heat of the day. We want drivers to learn to operate by feel – and exposing them to a range of cars helps.”

A secondary business, Strakka Performance, provides circuit training and has a couple of Formula Renault 2.0 single-seaters for the purpose, as well as a brace of older FR3.5

chassis. While Walmsley and I speak, Leventis is one of those contributing to the nearby Silverstone symphony. “Nick takes things very seriously and is one of the best sportsman racers out there,” Walmsley says. “By late February he had been out testing for 19 days in a Formula Renault 2.0, just to get himself sharp. He’s very committed. There’s no substitute for driving an LMP2 car, but for the cost of a day’s testing in that you can do far more in the Renault, so...”



RACING TEAMS CAN BE EPHEMERAL institutions, but Leventis wants Strakka to be competing in the long term – far beyond his own involvement at the wheel. “I had success at Le Mans early on and it’s all rather gone backwards since,” he says with a grin, “but I want to race for as long as I can while developing the team for the future. I see so many others come in, win a bit for three or four years, spend lots of money and then disappear. That’s a great shame.

“I love the way people in this industry work so hard. When we put the Dome together, our mechanics were doing 18-hour days for six months – the passion was phenomenal and I’m very proud to be involved with a group that has such commitment. Looking ahead the WEC title has to be a goal – but I just want the team to keep on winning and building its own legacy, whether I’m behind the wheel or on the pit wall.

“We have lots of things in the pipeline and are trying to build a pathway to the top – not necessarily to F1, which doesn’t interest me entirely, but that doesn’t mean we can’t create an F1 star within the Strakka ranks. I think we operate quite differently from many teams, in that we’re very open and quite family-orientated. Once you’re working with us in one domain there will be opportunities in others.

“It’s amazing how quickly time has gone. The Le Mans victories were great – and both times we did it against teams with all-star driver line-ups and, probably, bigger budgets. We’ve always felt that we’ve punched above our weight. Our focus is on engineering and doing a better job than others. I’m not too interested in subsidising drivers. I won’t pay for them to come here just for the sake of winning a championship – but if I can provide a strong team in which they can compete for a good championship, that’s fine.”

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Insight *Kyalami reborn*

# HOMIE SWEET HOMIE

After years of uncertainty about its future, Kyalami has new owners, a revised layout and fresh hopes

writer ANDREW FRANKEL







Jochen Rindt at the original Kyalami, during the 1967 South African GP. Cooper team-mate Pedro Rodríguez won the race





**K**YALAMI. IT MEANS ‘MY HOUSE’ IN ZULU, and it might just be the most appropriately named racetrack of all time. For whomsoever you speak to about this place or, more precisely, the eye-poppingly rapid circuit it used to be, you’ll find they spend at least as much time eulogising about how much they enjoyed simply being there as they do about the racing. To a man, they felt at home.

Kyalami is not one of the great old tracks: it first opened for business in 1961, a decade or more after even post-war British circuits such as Silverstone, Brands Hatch and Goodwood, and half a lifetime after the European monsters such as Spa, Le Mans, Monza and the Nürburgring. At approximately 2.5 miles in length it wasn’t a particularly long track nor, I’m delighted to say, is its history littered with the bodies of drivers who blasted out of the pits and never came back. In 26 years as a permanent racing facility, just six drivers died there including Peter Revson and Tom Pryce, but as the former was claimed by suspension failure and the latter by a freak collision with a teenage fire marshal, the circuit cannot be implicated as a contributing factor to either incident. Compared to the more lethal European venues, its record is exemplary.

But you need only to look at on-board footage to know luck must have played its part because, at least by our cosseted modern standards, it looks like an absolutely terrifying lap.

You passed the pits through a flat-out kink that still required a full line to be taken before accelerating up to top speed – more than 200mph in the final F1 and sports car machinery to race here. Looming large in your view was Crowthorne, a right-hander with horrifically little run-off for which you’d need to lose perhaps 100mph. The track then swept downhill into Barbecue Bend. Commentating on an in-car Alain Prost lap in an F1 Renault, Murray Walker estimated a turn-in speed of

155mph as the track flicked right and then uphill and left over the marginally flat Jukskei Sweep. As a series of corners and curves you’d need something like the section after the pits at Rouen to match it.

The track then fed into the still-quick Sunset Bend before, for once, slowing to a reasonable speed for the left-hander at Clubhouse, the track plunging downhill again into the Esses before angling uphill and away into the Leeukop Bend that started another lap. In qualifying for the last ever South African Grand Prix to be held on the original track, Nigel Mansell took pole position in his Williams FW10 with a lap at more than 147mph. To provide some perspective, pole at Spa that year – essentially if not identically the same track then as now – was claimed at 134mph.

“I used to shake so much going down through Jukskei I had to push my right leg down with my hand just so I could take it flat.” The words belong to Jody Scheckter, the only South African ever to win a world championship F1 race on home soil. He’s not talking about the Tyrrell-Ford 007 in which he triumphed in 1975, but the self-built supercharged Renault 8 in which he learned his craft in the 1960s.

He was not the only one to have his eyes opened wide by this place. “Ah, now that was a real driver’s circuit,” says Richard Attwood today. As a triple winner of the legendary Kyalami Nine Hours, once in a Porsche 917, he speaks with rare authority on the subject. “It was a track you could really get your teeth into, a truly great challenge in any car let alone some of the stuff we used to race there. It was incredibly dangerous of course, and I think it’s just luck that there weren’t more major accidents, because if you went off through some of the quick stuff, well, you’d definitely need luck on your side. That said, it wasn’t the sort of track where you’d put your hands together on the way home and say a word of thanks. We’d save that for the big European circuits.”



**KYALAMI CAME INTO EXISTENCE** AFTER the Grand Central circuit, at the midway point between Johannesburg and Pretoria, fell into disrepair. In a country obsessed with motor sport and which had held its first race in 1903 and its first Grand Prix in 1936, it seemed unthinkable not to have a racetrack between the country’s largest city and its capital. The circuit at East London had been around before the war (and remains intact to this day) and would host three championship South African Grands Prix, but in the Transvaal a replacement for Grand Central was urgently needed.

According to the circuit’s official biographer André Loubster, the track was designed by Alex BIGNAUT using Piero Taruffi’s *The Technique of Motor Racing* as a guide. A lap measured



The equivalent of about £20 million has been spent on Kyalami’s redevelopment. Top, Sunset Bend today. Above, Frankel studies track map







René Arnoux gets a jump on Renault team-mate Alain Prost *et al* at the start of the 1982 South African GP



slightly more than 2.5 miles, including a 200ft change in elevation. But perhaps the most significant measurement was its height above sea level: at a peak 4920ft, it's almost twice as high as Interlagos.

You don't notice the altitude if you're just walking around, but the moment you try to climb a few flights of stairs your lungs feel it. So imagine what it would be like for a Cosworth-Ford DFV trying to push a Tyrrell through the air at close to 200mph. "It was a real problem," says Jody, "but at least it was the same for everyone."

Kyalami's inaugural event was its first Nine Hours – won by John Love in a Porsche 550 Spyder – and long-distance racing stayed on the calendar until literally the very end. The last such race was the Yellow Pages 500, also won by a Porsche, this time a factory 962 with Jochen Mass at its helm. "It was a fabulous track in a wonderful part of the world. I loved driving sports cars there in the long-distance races, far more than Formula 1. I'm not sure why, perhaps I just did better. It was a circuit

## "THE DRIVER COULD MAKE A DIFFERENCE, WITH ALL THOSE QUICK CORNERS"

where the driver could make a real difference, with all those quick corners. I also just enjoyed being there, away from everyone else's winter."

Everyone, it seems, liked being there. This, of course, was South Africa in the days of apartheid, but however repugnant the ethos and its administration, visitors with no need to immerse themselves in politics could have a very good time indeed. Out at Kyalami, it all took place at The Ranch.

"Oh the parties – so many parties," sighs Derek Bell, another Kyalami stalwart. "The trouble we got into..." The Ranch was not just the best place to stay near Kyalami, from what I can work out it was the only place to stay. Which is why the entire Grand Prix circus would move in once a year, with GPDA meetings taking place on the lawn by the pool with drivers in swimming trunks.

There was another reason Derek was so happy to go, especially in sports cars. "It was always a non-championship race," he says. "All that had already been decided, so the only reason for going to Kyalami was for the sheer love of racing. All the pressure was off and



Graham Hill and Henri Pescarolo tussle for sixth in the 1970 Grand Prix

we'd just race for the fun of it. And the crowds – they were incredible. South Africa was increasingly isolated in the world. People were starved of the sport they loved, and we'd go and bring it to them. Somewhere I have a picture of me broadsiding Jacques Swaters' Ferrari 512S out of Clubhouse and on the bank, behind, you can just see this wall of people cheering. It was an incredible place to race."

And it may yet be again. Most parts of the Kyalami circuit, including the straight, Crowthorne, Barbecue Bend and Jukskei, were bulldozed after the 1987 season. Every last brick of the ranch was flattened, too. A new circuit was built, which ran anti-clockwise but still featured Sunset, Clubhouse and the Esses, before turning left where the old circuit went right. It held two world championship F1 races, in 1992 and 1993, but failed to capture the imagination of the original.



OVER THE YEARS THE CONDITION OF the track steadily deteriorated until it was put up for auction in 2014. The winning bid came

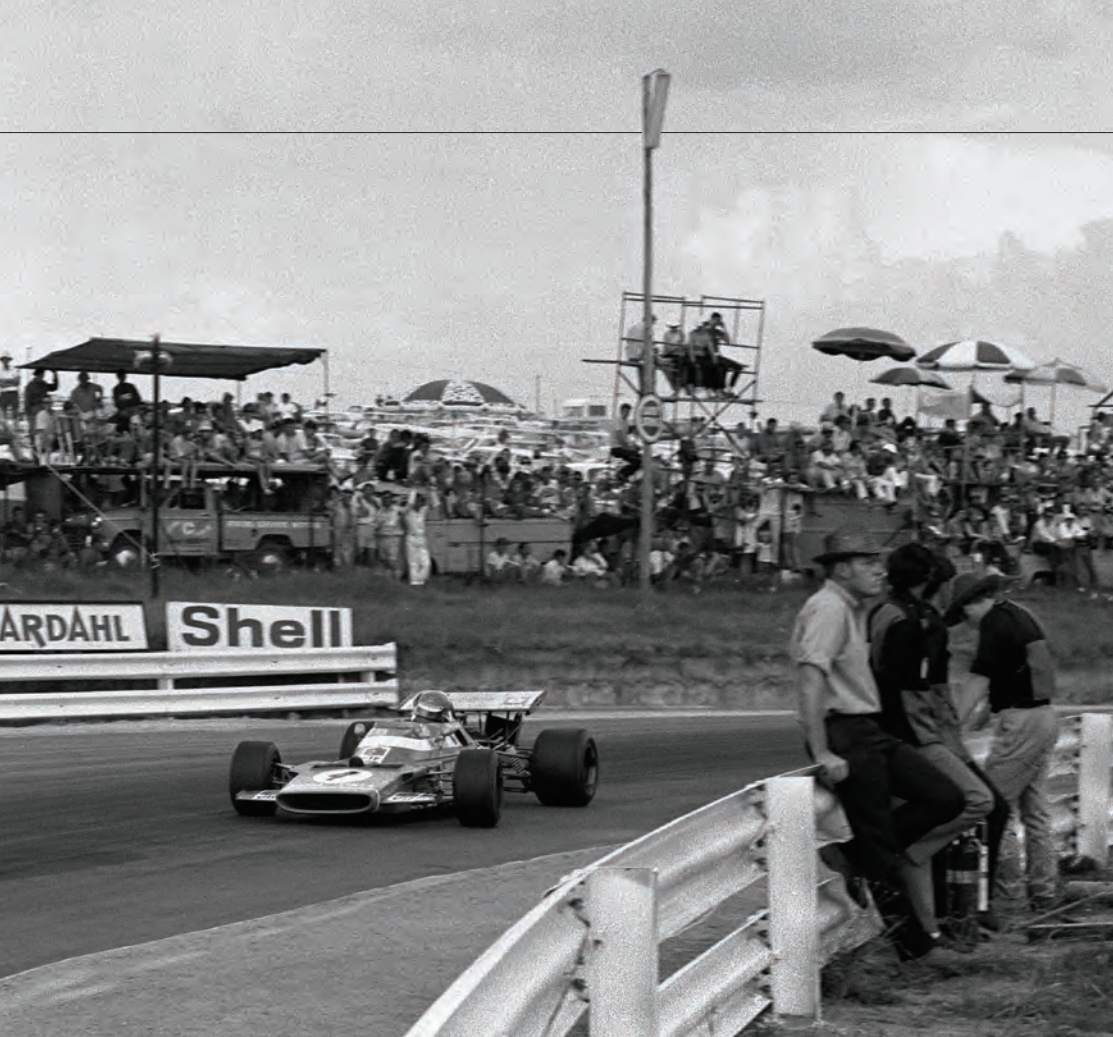
from local entrepreneur Toby Venter, who owns the Porsche concession for South Africa.

"Really the only choice was to start again with the circuit," he says as I am shown around by him, Andrew Baldwin (who oversaw its restoration) and circuit manager Denis Klopper (who has attended every major race held here since the 1960s).

So start again they did, spending 450 million rand (about £20 million) on purchasing and rebuilding the place. There was no possibility of reinstating the original circuit, because the land in which it stood is covered in industrial and residential properties and, besides, the old Kyalami would stand precisely no chance of being licensed for racing today.

Instead they resurfaced, extended and reprofiled what was already there, widening the track in places to encourage overtaking, lengthening the straight, creating new corners, replacing all the barriers and knocking down more than 40 buildings. In their place have risen gleaming new structures, as well as off-road and handling courses enabling Kyalami to diversify into the kind of alternative activities






again.” He calls F1 “achievable” but, I suspect, not without rather more work even than that completed to date.

It is already gaining supporters. I spoke to factory Porsche driver Jörg Bergmeister who is evangelical about the new Kyalami. “Have you driven it? It’s just amazing, a proper driver’s circuit, fast, difficult, challenging, everything it should be. I have already told the team we should be doing our winter testing here.”

I do a few laps in a 571bhp Porsche 911 Turbo S and am enthralled. It’s a circuit that will test your heart and head equally, technical but ballsy and, as you pitch into Sunset and see Clubhouse appear before you, still sufficiently connected to its past to make you think of what Messrs Bell, Mass and Attwood achieved here in their rather faster Porsches. On the new, longer straight, this road car hits 170mph with ease so I can barely imagine what a 1000bhp Porsche 919 prototype would reach. But I’d love to witness it.

More than anything, however, the friendly atmosphere of this place and, indeed, this part of the world, still pervades. The track, the ranch and the heroes of old may be gone, but that sense of being at home remains. Kyalami is once more doing justice to its name. 



View from Clubhouse looking towards The Esses and Crocodile. Left, the modern version of Leeukop

that will be essential to its future prosperity.

And yet as you walk around, something of the old school remains. It has gravel traps, not asphalt run-off areas, the trip from circuit to the scene of the accident is unfashionably short and, when you get there, you’ll find not modern Tecpro barriers but tyres, properly belted but tyres nonetheless. “We wanted there to be consequences,” says Baldwin, “because it rewards better driving and makes for better racing.”

The track still follows the course of the original through Sunset, Clubhouse and the Esses, but it takes Klopper’s encyclopaedic knowledge to find any vestige of old Kyalami. He takes us up to a part of the track where building work requires us to travel in a 4x4, to show us just a trace of kerbing and some steps

up what would once have been a grandstand. This sliver of Leeukop is all that survives.

Happily, this is still one hell of a circuit and, better, FIA Formula 1 race director Charlie Whiting has been and granted Kyalami grade two certification, meaning it can host everything other than a Grand Prix. “A round of the WEC?” I enquire. “Absolutely,” replies Baldwin. “Kyalami was once up there with Le Mans, Daytona and Sebring among the best venues for long-distance racing in the world, and there is no reason at all why it cannot be so

## FROM THE MOTOR SPORT DATABASE

For circuit history and track maps visit [motorsportmagazine.com/database](http://motorsportmagazine.com/database)





In conversation *Roger Penske*

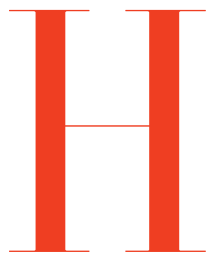


# Man of the

Roger Penske shows no sign of slowing down as he strides towards his 80th birthday. He spoke to *Motor Sport* about his preferred methods for controlling an empire

writer GORDON KIRBY





HALF A CENTURY AGO Roger Penske retired from driving racing cars to begin his business career as a Chevrolet dealer in Philadelphia. The following year he started Penske Racing, which has established

itself as America's definitive team with a record of more than 400 wins and 450 pole positions across many categories, including 16 Indy 500 victories and a dozen Indycar titles. Meanwhile, the Penske Corporation has grown into a global transportation industry that employs 53,000 people, leases almost 250,000 trucks and sells more than 400,000 cars each year.

At this year's Daytona 500, on the eve of his 79th birthday, I talked to Roger about his life as one of the world's most successful independent entrepreneurs. "As the business has grown we've really consolidated it into two primary areas," Penske said. "One is our truck rental leasing and logistics business, which we've grown from 300 to 238,000 vehicles at more than a thousand locations in the United States and worldwide. The other is our retail auto business, which sold 430,000 vehicles in 2015.

"It's a worldwide business. We're in Italy, Spain, Germany, the UK, Northern Ireland, Australia, New Zealand, Indonesia and of course the USA. These businesses are all related to transportation and to partnerships we've built, in many cases, through racing.

"Our biggest concern is to continue to drive the DNA we've built for integrity and execution in partnerships through the organisation. We now have 53,000 people in the company and, with that kind of growth, it takes a lot of commitment from everybody to be sure that we

I've been very active in the city of Detroit as it went through bankruptcy. We gave 100 police cars to the city. These things are far more important to me today than maybe just the almighty buck. It's how much you give back – and also being able to see the smiles on people's faces as they succeed on the racetrack and in life."

Penske runs his business empire and race teams with the help of a fleet of seven corporate jets located in Detroit, Charlotte and Delaware. "The company has 'planes associated with different parts of the business," he said. "I have one smaller 'plane that I use in the United States and then we have a Gulfstream 550 that we use for international business. I do somewhere between 900 and 1000 hours in the air each year.

"The plane is a great place to be because we've got wi-fi and the phone connection is like sitting at your desk. You've got Bloomberg and other business news on the TV and internet.

"It gives you some time to talk to people without interruption, about their future in the business and how we can do better.

"It's about time utilisation. With what's happened with the use of the internet and the ability to communicate, you can make better use of your time. Guys that process their time better seem to get further ahead. With more information, in most cases you can make a better decision."

Late in 2015 Penske had trips to Australia and Europe before spending time at his US racing workshops. "We run the racing just like we do any other of our businesses. We've got a budget and an income and we review expectations with the sponsors.

"I also spend quite a bit of time looking at all the graphics. I make sure cars look right down to the final one-inch decal. That kind of commitment to detail is key.

"Now we're at Daytona for the start of the NASCAR season, which is always exciting. It's great to get in the pits and talk to the guys who work so hard on the cars in the off-season. We're also starting to test our Indycars [Penske's Juan Pablo Montoya subsequently won the first round of this year's series on the streets of St Petersburg].

"To see Brad Keselowski and Joey Logano making themselves a force in NASCAR and our four IndyCar drivers achieving success is a great thing. And we've had a test in Australia with our V8 Supercars and it looks like we should be competitive down there next season."



#### PENSKE REFLECTED ON HOW HE RUNS

his worldwide business operations. "I'm committed," he said. "I take my business home and bring it back to the office the next day. I'm fortunate to have some 'planes so I can move around very efficiently and, with the telecommunications that are available today through the internet, I am able to look at our numbers on a daily or hourly basis.

"I'm very interested in getting information quickly and efficiently and think the internet has provided me with the ability to build my business and have insight into areas that I probably took for granted in the past. You're getting real-time feedback and you can ask questions and contact people, you can Skype and communicate freely and openly around the world in a matter of seconds. It's amazing when you think about it.

"You need corporate headquarters, but today you have so much access to information and the big focus to me is to continue to hire people who want to work for our company. I've always said, 'I don't want it to be easy to get into our company and, once you're there, I don't want you to leave'."

In closing, I asked Roger if he could select his most memorable wins from the last 50 years. "There are so many, we could talk for hours," he said. "It's very difficult to choose one or two. More than the key wins, among the biggest blasts in my mind are the two biggest disappointments.

"One would be not qualifying for the 1995 Indy 500, after when we had won the race and led every lap but two the previous season. And the other was in NASCAR last year, when Matt Kenseth knocked Joey Logano off the track at Martinsville. That was probably one of the roughest days I've had. I had a hard time believing that it happened."

Just as much as he did 50 years ago, Penske expects success from his drivers, teams and business partners. On the rare occasions when it doesn't happen, the experience leaves a mark and provides further impetus to keep peering through the windshield and pushing forward.

# world

continue to operate as a very flat organisation in which people have access to me or anyone else they want.

"Probably one of my biggest concerns is that we need to hear from the little guys with some ideas – they might be the future leaders of the company. We need to have diversity within the management and to give young people a chance.

"I also think giving back is very important.

Penske says he took particular pleasure from his team's 50th anniversary party in January.

"We had almost 1200 people there, including 42 drivers representing more than 300 wins and 16 Indianapolis 500 victories. It really showcased what's gone on over the past 50 years.

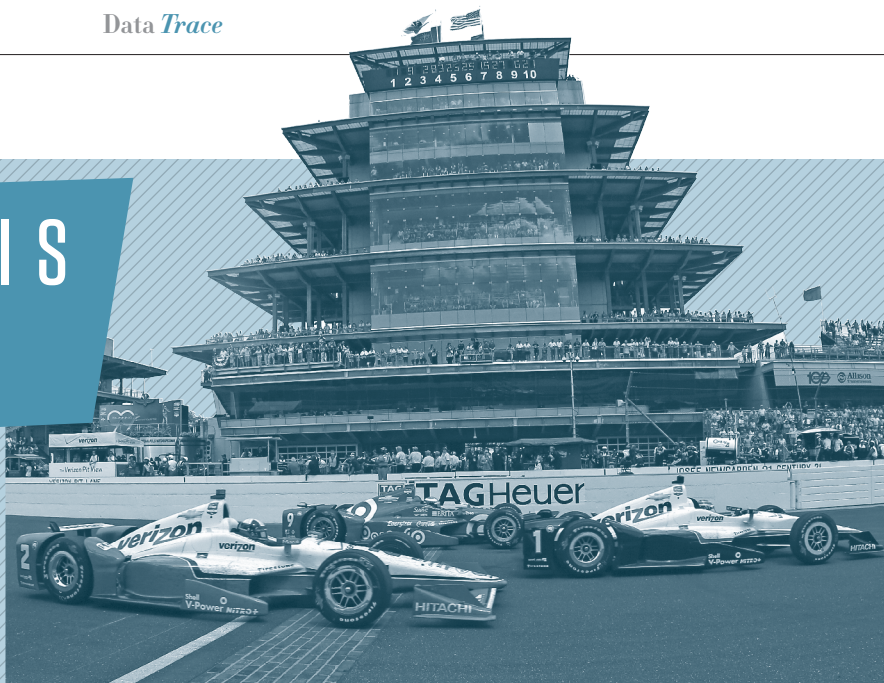
"I don't normally look back, but it was a great event and it was pretty special to receive an accolade from President George W Bush.



# INDIANAPOLIS 500

This year marks the 100th running of a race first held in 1911, when Ray Harroun won

writer PETER HIGHAM




**O**

N MAY 29, WE WILL WITNESS the 100th running of the Indianapolis 500 – the pinnacle of US open-wheel racing since its introduction in 1911. Traditionally held on Memorial Day (May 30), it has been scheduled for the

holiday weekend since 1970.

The Indianapolis Motor Speedway opened in 1909 and was first used that June to host a balloon race. From 1916 to 1994 just one event was held at the venue each year, but NASCAR, Formula 1 and MotoGP have all since featured. That 1916 fixture was uniquely organised as a 300-miler, as owner Carl G Fisher questioned whether his event was too long for the general public.

The first car races were held on the 2.5-mile oval in August 1909, but the surface of packed rock and tar broke up and the occasion was marred by five fatalities. That prompted Fisher to seal the surface using approximately 3.2 million bricks, hence the nickname ‘Brickyard’. Fully paved with asphalt since the 1962 race, an iconic ‘yard of bricks’ remains at the start/finish line as a reminder of the past.

Original pole-sitter Lewis Strang claimed the honour as his was the first car to be entered, but qualifying and practice soon dominated the whole month of May. Keen to refresh the format and bolster attendances, a race was added on the road course in 2014 and qualifying is now decided over a single weekend. AJ Foyt, Al Unser Sr and Rick Mears are the most successful Indy 500 drivers, with four wins each. 

## MOST WINS DRIVERS

**4**

### AJ FOYT

1961, 1964, 1967, 1977

### AL UNSER SR

1970, 1971, 1978, 1987

### RICK MEARS

1979, 1984, 1988, 1991

## MOST WINS CAR OWNERS

**16**

### ROGER PENSKE

1972, 1979, 1981, 1984, 1985, 1987, 1988, 1991, 1993, 1994, 2001, 2002, 2003, 2006, 2009, 2015



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- 8 GREAT BRITAIN
- 7 BRAZIL
- 2 COLOMBIA, FRANCE, HOLLAND
- 1 CANADA, NEW ZEALAND, SWEDEN

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1936 LOUIS MEYER FIRST DRANK BUTTERMILK IN VICTORY LANE

1936 BORG WARNER TROPHY FIRST PRESENTED TO THE WINNER 1946 JAMES MELTON FIRST SANG “BACK HOME IN INDIANA” BEFORE THE RACE 1977 JANET GUTHRIE BECAME THE FIRST WOMAN TO START



## FASTEST RACE

**187.433mph**

2013, TONY KANAAN (DALLARA DW12-CHEVROLET)

## FASTEST LAP

**237.498mph**

1996, ARIE LUYENDYK (REYNARD 951-FORD)

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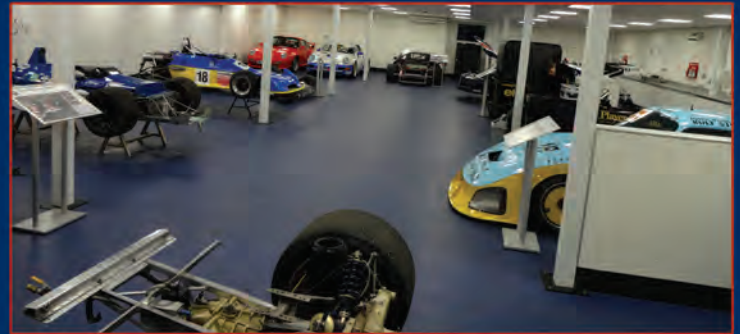
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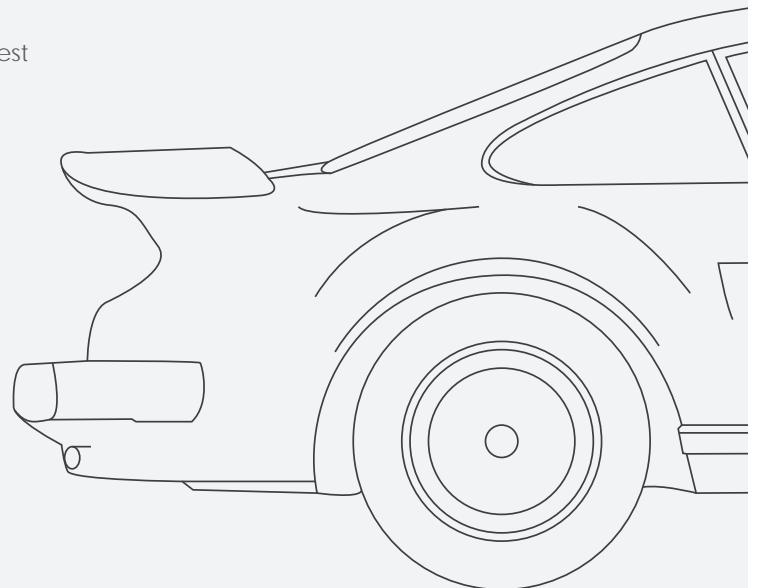
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23 – 26 JUNE





# EVENING OF THE MONTH

74TH MEMBERS' MEETING ♦ AMELIA ISLAND



It was controversial in period, but nobody objected when Dario Franchitti took the Lotus 88 out at Goodwood



GOODWOOD

74th  
Members' Meeting  
Goodwood

NOT

MANY OF US WERE LUCKY ENOUGH TO witness slicks-and-wings Formula 1 cars being put through their paces on solitary mid-week test days at the scruffy Goodwood Motor Circuit during the 1970s and '80s, long after the place had closed for racing. The few who did recall the incongruity of vivid modernity, ferocious speed and a blaring DFV-tuned soundtrack in an old-world setting. Did Nelson Piquet really conjure a sub-minute lap in a turbo Brabham BT52? Such is the stuff of motor racing fable.

At the 74th Members' Meeting in March, there were 30,000 on hand to witness glorious ground-effect F1 cars power through Goodwood's sweeping bends and down its bumpy (not often) straight bits. The scene wasn't quite period in its accuracy, of course. Scruffy is no longer a word you can ever



# EVENTS

OF THE MONTH



Michiel Smits suffered a terrifying accident on the approach to Woodcote, but his injuries were relatively light



Front-row starter Bradley Ellis runs wide as Daytona Cobras break free. Above, Wood/Morgan Capri gives chase



associate with the Sussex circuit, which looked resplendent once again in daffodil yellow and Members' Meeting blue for this third edition of the revived 'clubbie'. Also, record-breaking laps were far from the agenda for these demo runs, although enough were pushing on to give a lovely flavour of how it must have been in those 'wilderness' years, in cars that looked so wide and brutal on the airfield's narrow perimeter track. James Hanson certainly wasn't hanging about in a Williams FW07B, while myriad Lotuses – including Dario Franchitti having the time of his life in the twin-chassis Type 88 – created a wonderful spectacle. Rich in number and diversity, from Alfa Romeo 179 to Osella FA1 and many more, this was the best high-speed demo yet at Goodwood – if you didn't count the Group 5 sports cars that had also congregated to put on a feast.

There were eight Porsche 917s, with the likes of Derek Bell and Richard Attwood belted in, and a couple of Ferrari 512s, one in long-tail spec, along with McLaren M6GT and Lola T70s. It's something of a Goodwood cliché, but... where else? The colourful collection of 1990s super tourers

completed a stunning display, both in the paddock and on track.

One of the pleasures of such happenings at Goodwood is the unencumbered view one enjoys without the mesh of modern debris fencing that lines most other circuits. It's all so close too – and first thing on Sunday we were given a forceful reminder of that proximity after just a single lap of the Tony Brooks Trophy. Stephen Bond escaped with minor injuries from

a cartwheeling shunt that started when his Lotus 18 was collected by Richard Wilson's out-of-control Cooper and ended with him plunging into the pit straight pedestrian tunnel tail first. That he was essentially OK was miraculous enough; that no one was at the

time walking where he landed even more so. Then there's the wheel that was flung from his car into the area reserved for disabled spectators... How Goodwood's luck held out this time, we will never know.

Lola T70 Spyder driver Michiel Smits must be asking himself the same question. His impact at Woodcote during the Bruce McLaren Trophy for Can-Am and Group 7 cars left those who witnessed it fearing the worst.







Camaro, Rover and Capri bliss in the Gerry Marshall Trophy. Above, house captains. Above left, Fittipaldi vs Ligier



Mika Häkkinen took part in Merc W196 demo on Saturday



Left, Edwardian frolics and pursuit of house points. Duncan Pittaway (#13) won SF Edge Trophy. Top, high-speed Gp5 sports car parades were among the highlights of a weekend ripe with diverse sideshows



60/100/100 & LAT

He emerged shaken and with relatively minor injuries – unlike his almost unrecognisable racing car. Scary stuff.

Red flags and safety cars blighted too many races on the Sunday, as wonderful as the grids might have been. Questions will continue to be asked about the experience and competence of drivers, particularly in the more powerful classes, and it's surely time for a firmer line to be drawn – even if talent is not always the arbiter of safety.

On the brighter side, the Group 1 saloons of the 1970s and '80s once again put on a fantastic display of door-handle racing, with father-and-son duo Grahame and Oliver Bryant prevailing in their Chevrolet Camaro over the Rover SD1 of Chris Ward and Gordon Shedden.

On their first Goodwood appearance, Edwardian racers and aero-engined dinosaurs put on a fantastic spectacle in the SF Edge Trophy. We were watching through our fingers on occasion at the corner known as 'no-name' as Mathias Sielecki's Delage and Julian Majzub's Sunbeam Indianapolis duelled with Duncan Pittaway's tiny GN Curtiss. Nimbleness beat brute strength in this one, after a display of physical skill that won't easily be forgotten.

The Hailwood Trophy was another Members' Meeting first, with motorcycles a welcome addition to the bill. We're used to Nortons and Matchless hordes at the Revival each September, but this time Yamaha dominated the entry as 250cc and 350cc machines from the 1970s and early '80s buzzed around. Three-time TT winner Ian Simpson was the class of the field on his TZ350E.

On the Saturday evening a full grid of Ford GT40s raced into darkness for the Alan Mann Trophy. Touring car legend Steve Soper took the win in the car he was sharing with David Cuff, while Sam Hancock dominated the meeting-closing dusk race on Sunday, leading from pole in Ben Shuckburgh's Cunningham C4R to claim the Peter Collins Trophy for drum-braked '50s sports cars. More on this next month.

Other highlights included a fantastic battle between the Cobra Coupés of James Cottingham and Andrew Smith for Graham Hill Trophy honours, but it was curtailed by the safety car – an unhappy theme for the day. By Sunday evening, there was a collective sigh of relief that race stoppages and interruptions were as far as the bad news went. *Damien Smith*



# EVENTS OF THE MONTH



Evert Louwman's unique - and distinctive - Pegaso Cupula coupé picked up one of two Best in Show awards

## Amelia Island

OVER THE PAST TWO DECADES THE concours d'élégance at Amelia Island, the glitzy golf 'n' beach resort in northern Florida, has grown to rival Pebble Beach, and now attracts more than 300 of the rarest and most stunning collector cars in the world. Each year it also honours a great motor sport figure, and this time it was the turn of Hans Stuck. On the concours field were 18 cars he campaigned during his long career, from baby BMW 700S

via F1 Brabham-Alfa and Shadow to Le Mans-winning Porsche 962C.

At the gala dinner the night before Stuck, in hilarious form, was interviewed on stage by former team-mate Derek Bell, and he was on the field to help present Best of Show awards to Jack Nethercutt's superb Brewster-bodied Rolls Phantom II sedanca de ville and Evert Louwman's unique Pegaso Cupula coupé.

Pegaso had a class of its own, displaying no fewer than 14 of these ultra-rare Spanish 1950s supercars. Other intriguing categories covered wild concept cars of the 1950s, the massive John Greenwood racing Corvettes, and early Porsches, from the very beginning of the marque up to a Beuttler four-seater 356A. A special class displayed some of motor racing's most iconic trophies and 11 of the cars that earned them, including the Ferraris that won Le Mans in 1949 and 1965, the Vanderbilt Cup-winning 11-litre ALCO from 1909, and the Watson-Offenhauser that triumphed in the 1958 'Monzanapolis' Race of Two Worlds, which took the class. *Simon Taylor*



Bell and Stuck in conversation and, above, some of the German's past racers. Left, Rolls and Pegaso owners collect their spoils





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Flux delivers customary photographic greeting while testing an Alfa T33 at Mallory Park in 2012

SIMON ARRON

## STILL GOING STRONG AT 60


Newport Pagnell, February 12: lunch with a British motor racing institution, now in his 42nd season without a break

**T**HE CRAGGY FACE IS FAR removed from that of a modern single-seater racer. Ian Flux, seasoned campaigner, British F3 podium finisher, Formula Atlantic race winner, champion in TVR Tuscanos, British GTs, Formula Vee, Thundersports and Sports

2000, has turned up to collect me at Milton Keynes Central in his £600 Ford Focus. "Are you paying for lunch?" he asks. "Right..."

You wonder whether the impending meal might cost more than his car, but The Carrington Arms near Newport

Pagnell, Bucks, charges less than £25 per head – even though Flux opts for most of a cow with chips.

We're here to discuss one of the longest active careers in UK racing, as Flux approaches his 60th birthday. He has a varied programme lined up – historic F3 in an ex-Nigel Mansell March 783, a few Radical enduros, selected rounds of the new BMW 330 Challenge – and during the process will make his 750th competitive start. "I'm very proud," he says, "that I haven't missed a season since I started, that I've been able to bring up a family and pay off my mortgage without ever" 



# SIMON ARRON

having a job outside the sport.”

And most of that has been achieved close to home.

After racing in the Rochester Motor Club's Formula 6 series (basically karts with bodies), Flux graduated to Formula Vee in 1974. “At the time FF1600 was very popular,” he says, “with 70 or 80 entries split into two heats and a final, but Vee had good support from VW. Guys like Geoff Lees would be winning £60 for beating huge fields in Formula Ford, while I was getting £200 for beating 20 people. It made sense.”

He won the UK title in 1975 and at that stage harboured serious ambitions of making it to F1 as a driver, although he already had a toe under the sport's top table. “I was working for Token as van driver, tea maker, whatever. We had designer Ray Jessop, team manager Neil Trundle – still one of my best friends – mechanic Chris Lewis and driver Tom Pryce. That was it.”

When Token was refused an entry for Monaco, Pryce competed instead in the supporting F3 race – and won. “After that,” Flux says, “we took the Token to a Goodwood test and the top brass from Shadow and Hesketh helicoptered in. They chatted to Tom while we stood around, then he reappeared and said, ‘Well boys, I've made my choice. Thanks very much for everything, I'm off to Shadow.’ We had David Purley for the British GP, but he failed to qualify, and later ran Ian Ashley for a couple of races, but that was it. Neil kindly then rang Graham Hill and said, ‘I know a good van driver who is prepared to do anything. Would you hire him?’ I started with Graham the following Monday. At 19 I was dovetailing an F1 job with Formula Vee – I didn't think life could get much better.”

That's before he was threatened with the sack...



“ONE DAY I HAD TO GO TO London, to pick up the old man in a short-wheelbase automatic Transit, and take him to Gatwick. Having come second in the past few Vee races, I thought F1 was obviously beckoning and set off with Graham in the passenger seat. I went around Hyde Park Corner, with no weight over the rear axle, and had the Transit sliding nicely. I noticed Graham waving at some taxi drivers and thought, ‘They must have recognised him’ – but it turned out he was apologising... When I got back to work, team manager Ray

Brimble summoned me and said, ‘I've been told to fire you. The old man has never been so scared. I explained how hard you work and he's agreed to give you a final chance, but you're never to drive him anywhere again’.”

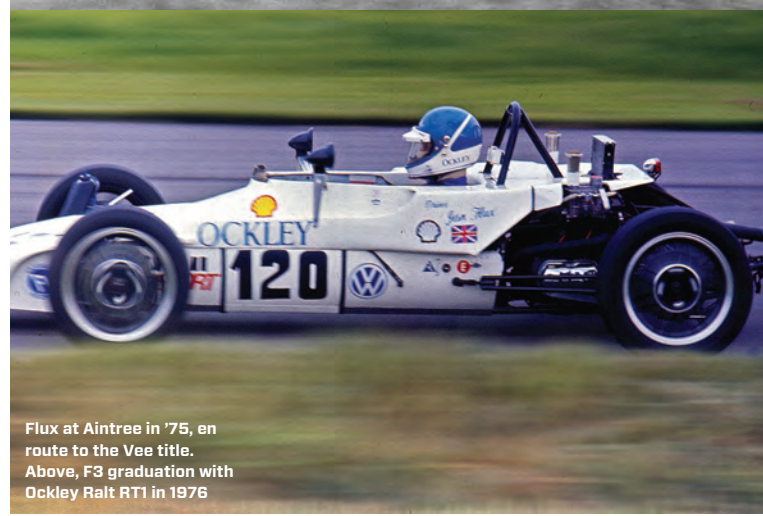
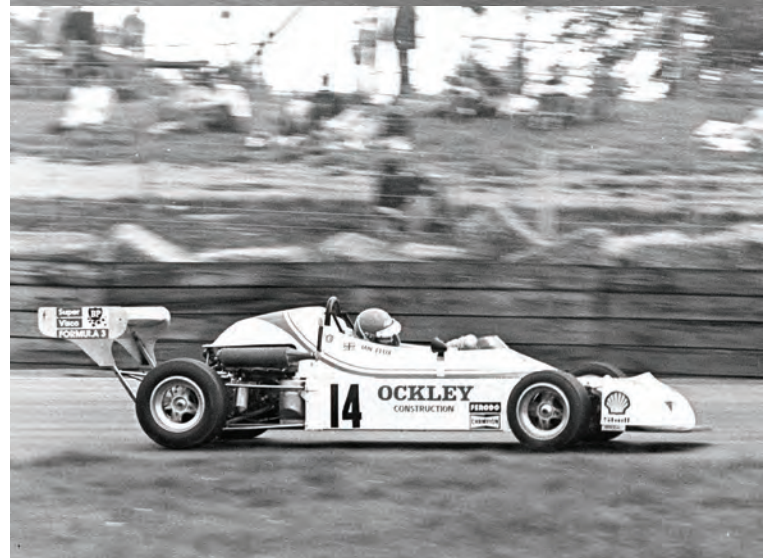
Flux was in the UK on November 29 1975, when Hill's plane came down in Elstree while returning from a test at Paul Ricard, wiping out the team's heart. “We split into two groups for testing,” he says, “and I was never due to go to Ricard. The hardest thing was dealing with six funerals in five days. That's when it really struck home. I loved working there and a hand grenade had just been thrown in. It could perhaps have carried on with Alan Jones and the rest of the mechanics if Embassy had stayed around, but the core of the team had gone, Graham had been the front man and who the hell was Alan Jones at that stage?”

In 1976 he raced Ockley Construction's Ralt RT1 in British F3 – and earned a manageable wage. “A full F3 budget was £25,000,” he says. “I was paid £40 a week and received 40 per cent of the prize money. My best result was a second to Bruno Giacomelli at Silverstone – I think I received £240 on top of my salary, which was already more than enough to live on.”

His top-line ambitions would soon stall, however – partly as a result of off-track excesses.

“Things really went wrong in 1978,” he says, “although it didn't have an effect immediately. I was driving a year-old March for [former Hill colleague] Alan Howell. We had a right old laugh on absolutely no money, went to all the right parties and I scored a few decent results.”

“During that summer David Price was looking for a driver for his Unipart March team the following season – and it was between me and Nigel Mansell. David always says he'd have taken me on driving ability, but Unipart went for Nigel as a result of my off-track behaviour – I think it might have had something to do with setting off a fire extinguisher over a snooker table at a hotel near Cadwell Park. As a result, I didn't have a drive and ended up working for Dave as a mechanic on Giacomo Agostini's Williams, in the Aurora F1 series. That's when I realised my chance had probably gone. After that I had a massive chip on my shoulder about Nigel for a few years, because I always felt I'd been at least his equal, but when he scored his first F1



Flux at Aintree in '75, en route to the Vee title. Above, F3 graduation with Ockley Ralt RT1 in 1976





In Formula Atlantic Ehrlich, 1982. Below, Jag XJR-15 in 1991 and March 79B in 2015. Helmet is mostly black as homage to James Hunt and Barry Sheene

win I thought, 'OK, fair enough'."

He also adds the following about '78. "I was still on £40 per week, but that didn't cover £300 for a fresh set of tyres every fortnight. I ended up working as a rent boy. I coach a lot of young drivers who don't seem to appreciate the money their dads are paying and it drives me mad. They have no idea of the kind of things I did to keep racing."

After a fruitful stint with Dr Josef Ehrlich, racing the Austrian's eponymous chassis in F3 and Formula Atlantic (notching up a number of strong results, plus one arrest for setting off a hotel's fire sprinkler system in New Zealand), Flux's career took a significant upturn. "Things changed in 1984," he says, "largely because I had learned so much racing for Doc. I could run a lathe, weld, put a car together and set it all up. All that stuff became really useful. People were phoning me up, asking me to drive – and paying me for it – because they wanted my input."

And he has been racing ever since,

citing the Can-Am Lola T530 – shared with Mike Wilds in Thundersports during the late 1980s – as a highlight. "You had to treat it with respect," he says, "but if you did, wow... When Mike and I won a race we came away with about £2000 each, so it was one of the most rewarding cars financially, too."



#### DOES HE HAVE ANY REGRETS?

"I've been very loyal, which perhaps hasn't always served me well," he says. "I did a lot of work for Ian Taylor at his racing school, doing manufacturer days and earning decent money. After he was killed at Spa in 1992 [during a Rover Challenge race], his widow Moya asked me to drive Ian's car for the rest of the season. I agreed, then about a week later Prodrive offered me a seat in one of its BTCC BMWs, because Alain Menu had broken his leg in a monkey bike accident at Knockhill. There were four races left and only one clash, so I told Prodrive I could do three rounds and explained why. I was told it was all or nothing and replied that it had to be nothing, because I'd made a promise. I have often wondered where that might have led."

And has he ever thought of stopping? "Not once." ❏



SIMON ARBON, PETER MCFADEVEN, ALAN COX, JEFF FLOHAM & AT



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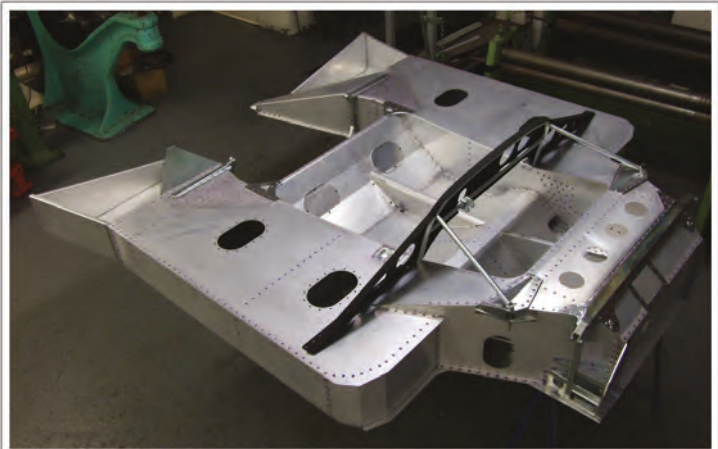


Dexter Brown original painting – Jim Clark Lotus 33

Speedsport Gallery has for sale an eclectic mix of original paintings, posters, photographs and autographed items. Artists include motor sport greats Dexter Brown, Michael Turner and Frank Wootton, and we also have signed photographs, books and letters from the likes of Jim Clark, Mike Hawthorn, Graham Hill, Lorenzo Bandini and Sir Malcolm Campbell.

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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](http://www.motorsportmagazine.com/author/gordon-cruickshank)




Gordon Murray's masterpiece, the F1 supercar, took centre-stage at London Classic Car Show

## DOUBLE SHOWTIME

Season kicks off with a pair of historic motor racing shows to tempt you back in the water

**D**ON'T KNOW HOW many people went to both the London Classic Car Show and Race Retro, just one February week apart, but the different feel to the two expositions hints at a contrasting customer base. Opened dramatically by Jenson Button blasting down the centre alley in the McLaren F1 GTR that came third at Le Mans, the London event majors on high-end dealers and restorers, with supercars and classics noisily performing on the main avenue. The show's special display, enclosed in a

forbidding black cube, highlighted Gordon Murray and the F1 story and once again was an impressive collection. F1s in all variants from plain road car to Le Mans-winning long-tail GTR sat among panels explaining the gestation and the minuscule care Murray put into it. I spent ages poring over deft sketches showing how carefully the F1 designer and now compact car guru managed even such abstruse details as internal cooling airflow to the electrics.

Within the hall, classics of all and any era lined up on the Grand Avenue for their five minutes of fame. Elsewhere, an impressive replica of an Alfa Romeo 





JEFF BLOOM

Tipo 33 Stradale vied for attention with the real thing, while an extremely orange Probe 16 whizzed me back to 1970 with its knee-high profile and sunroof entry. Shaped by Marcos designer Dennis Adams and a star of *A Clockwork Orange*, it looked like it came from Mars – but only packed an Austin Maxi motor.

When my ears weren't being split by the show's drag-strip centrepiece, I spoke to Neville Swales about his lovingly replicated Jaguar XJ13. Amazingly this boasts one of the handful of four-cam V12s built in Coventry for the possible Le Mans project, which Swales already has running. So detailed is the build, working from Jaguar's drawings and with advice from those involved, that Neville reckons it will outshine the real one, much rebuilt after Norman Dewis's MIRA crash. He'll build you one too, but for your £500,000 you'll have to make do with the standard single-cam V12.

Nice to see the Radford Mini reborn, too, that lavishly furnished favourite of 1960s popsters and film stars – a sort of precursor to the Aston Martin Cygnet – while Cobra stalwart Rod Leach showed the other extreme of Sixties cool with a lovely 289 that sat in a garage for 30 years. Could it be the one I was shown in a dusty shed in the 1980s and have not been able to trace? Among all the real cars, model maker Corgi celebrated 60 years of its much-loved die-cast miniatures with an exhibition on board a Routemaster bus – oh, the hours I once spent on the bedroom floor learning how to parallel park a Bentley Continental with jewelled headlights.

The club stands in the second hall added this year felt a bit unvisited, maybe because you had to find your way there through a throng of Darth Vaders, superheroes and witches from the fantasy show alongside. Docklands Excel Centre may be well served by transport, but it's not the easiest to navigate.

RACE RETRO, ON THE OTHER hand, is more for racers and hands-on types, especially if you penetrate to the chilly back halls where tools, toys and jumble lurk (I was glad I kept digging – I came back with a handsome WWI aeroplane propeller.) Up front a quartet of Williams GP cars including his title-winning FW18 showcased Damon Hill's career, and on the *Motor Sport* stand we joined in with an Embassy Shadow fielded by Hill Sr. On Sunday editor Damien Smith interviewed Damon on the event stage together with Jonathan Williams, who heads the team's heritage section, and you can download that as a podcast from the *Motor Sport* website.

Group B rally cars featured at both shows – I still recall how the approaching wail of Tony Pond's 6R4 warmed the Welsh forest chill from your bones – but Race Retro let them loose on a rally stage, with British rally champs Russell Brookes and Dai Llewellyn having fun among 60 cars.

All the classic racing organisations attend this show; the HSCC's Grahame White proudly explained how their April 16/17 meet at Castle Combe will reassemble the grid of its inaugural 1966 event, with some of the same cars. On the Chateau Impney stand sat David Haywood's remarkable reconstruction of Parry Thomas's Leyland-Thomas, which used the supremely refined engine from the stillborn Leyland Eight luxury car. WB would have been thrilled. The hotel hillclimb will be its first speed run.

On the FORCE stand, the organisation's founder David

Supercars before McLaren's F1: Jaguar XJ13 replica, Alfa T33 Stradale and Probe 16 at Excel. Below, celebrating the Hill name at Race Retro



JEFF BLOOM

McLaughlin surprised me by explaining how once down-tuned and run on regular fuel, F1 cars of the recent past become quite docile – even BMW's fearsome turbo four with the wick turned down and a modern M3 brain installed.

After exchanging memories of Stanley Mann, whom we lost recently, Bentley aficionado Philip Strickland tells me plans are already ramping up for the 100th anniversary of WO's first car in 1919. Knowing how Bentley owners love a party, this is likely to be major bash.

Newly rebranded, the British Motor Museum brought one of the tiny 750cc single-seaters created by Murray Jamieson around 1932 to showcase the Austin name. This was the side-valve version – slightly more connection to an A7 than the twin-cam, but still tenuous.

Larger than the London show, Race Retro merits a full day's tour, especially if you want to enjoy the live outdoor action. Aimed squarely at the historic race market, you don't go there to buy cars, whereas LCC attracts buyers who are ready to splash out on their dream classic. With a new team in charge, the Stoneleigh event promises fresh features for 2017, but the Excel show also plans expansion to its glossier format.



**L**IKE MR ARRON, I TOO ENJOYED TIM Dutton's annual French Day when the well-known Bugatti restorer and racer hosts a gathering of car folk, feeding them vats of *boeuf bourgignon* he cooks himself while the air is full of auto-chat. Parking ourselves by a glistening Type 57 roadster (right), VSCC stalwart Julian Ghosh updated me on one of Bill Boddy's favourite machines, the supercharged 3-litre Vauxhall Villiers, developed from one of the 1922 TT cars. Aided by supercharging expert Amherst Villiers, this was Raymond Mays' project and is said to be the first car to run with twin wheels when he broke the Shelsley Walsh record in 1929.

Julian's car has been out for action for some years since it broke its crank on the finish line at Shelsley Walsh, the trouble being that it's a roller-bearing crank that requires a specialist to shrink-fit the parts together. But eventually it will again roar up the hill where Raymond Mays turned in so many records.

Further on, by a type 54 'Bachelier' roadster, the super-effusive Duncan Pittaway was getting all excited about his new project, rare even among rare cars. As a change from spidery, wingless vintage specials he's now rebuilding a Cheetah, the Chevy-based sportster that took a stack of wins in 1960s American sports car racing. Most were GRP-bodied, but a couple gained ally coachwork and this is what Duncan is building, completing the long-wheelbase chassis that was planned but not assembled.

He went on to add that he'd now fitted exhaust pipes to the 28-litre Fiat to reduce the risk of singeing passengers – not silencers, note, just pipes. I asked if he'd had it on the road. "Oh, I did about 40 miles yesterday," he



Bugatti, whose origins have been perfectly openly recorded as coming from more than one vehicle, might be branded with a 'Q' registration plate. It's a prospect that has already begun to affect car values.

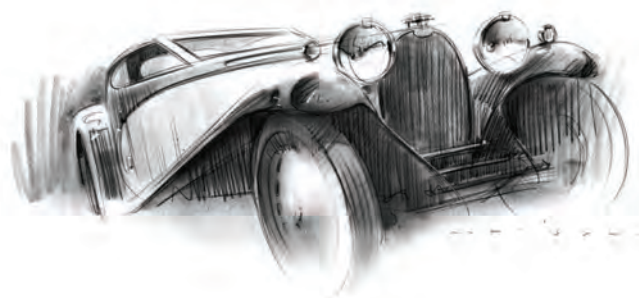
Crouching in front of a Type 50 coupé I was pleased to encounter Stefan Marjoram whose photos and artwork I've long admired, swiping his iPad with deft fingers to produce this rapid sketch (below). He still enjoys traditional media, but as the digital design appears on his screen with just as much definition and presence as ink I can see the appeal, and convenience. Stefan says that

## ETTORE AND MORE

Annual Bugatti bash draws racers, restorers and artists to Dutton HQ for a bowl of *boeuf*

replied airily. Not to be outdone in the current lust for litres, Tim's father Ivan Dutton is building an 18,000cc aero-engined special. How much of a threat the DVLA's current campaign querying the origins of vintage specials may be to this sort of project remains to be seen, but Tim says because of this he now finds it simpler to work for overseas clients. The fear is that a built-up Bentley or

the latest pressure-sensitive stylus gives him the same control of line and texture as brush or pencil. And a flick of the finger makes the drawing undo itself for revisions. I use a tablet myself for sketch designs but I can see I'm going to have to ask Stefan for lessons.



## NOISY SEND-OFF FOR PHILIP

Audible tribute as historic rally world gathers to remember a crucial figure in the sport

**A**MINUTE'S NOISE SEEMED A HIGHLY suitable send-off for Philip Young, who enabled so many people to get so much fun from their old cars. Almost exactly a year after the death of the historic rally figurehead, friends and colleagues assembled at Brooklands where the paddock was crammed with classics, many

bearing rally plates from Philip's events, to hear cheerful memories of a man who alternated bull-necked stubbornness with kindly patience.

ERA director and WRC co-driver Fred Gallagher introduced film of Young's various adventures from here to the Himalayas and beyond, while Lord Steel, Paul Easter, Willie Cave and many other rally figures shared stories and laughs about Philip's events, and the après-rally events too. Lord Steel also revealed the newly instituted Philip Young Cup for the best novice on Pékin-Paris.

Then that blare of engines and horns, to the basso profundo of the Napier-Railton, rounded off as upbeat a day as could be in the circumstances.

Such a shame that when Jenks left us, a local killjoy stopped Lord March having a similar audio tribute during the Festival... 🗨





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FROM THE ARCHIVES WITH

# DOUG NYE



Our eminent columnist dips into the past to uncover the fascinating, quirky and curious

In the wake of long delays, Surtees finally streaked ahead to win. Note where the fans' legs are draped...



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## CHAOS IN SICILY

Formula 1 might have been charming during the '60s, but it could also be a shambles

**A**T A TIME IN FORMULA 1 history when the category appears to be staring down the barrel of a loaded gun – perhaps with its own insiders' corporate, barely comprehending finger upon the trigger – it's quite comforting to consider the shambles that motor sport at its top level used to be, before Mr E whipped it into commercial shape.

Fifty years ago – on May Day 1966 – we saw the first European Formula 1 race to be run to the FIA's then brand-new set of 3-litre regulations. It was the

Syracuse Grand Prix, run in the Sicilian port-city, and in effect the curtain raiser for the new era, replacing the 1½-litre Formula 1 that ran from 1961-65. The non-championship Rand GP at Kyalami had been run to the new rules the previous December, followed by a similarly non-championship South African GP at East London on New Year's Day. Jack Brabham won the Rand GP in Aldo Scribante's 2.7-litre Brabham-Climax 4-cylinder, while at East London Mike Spence triumphed in Team Lotus's 2-litre Lotus-Climax 33 V8... after Jack retired his latest 3-litre Repco V8-engined Brabham BT19. **□**



After four further months testing and development, Ferrari waded into the 3-litre fray at Syracuse, with John Surtees giving its latest tailor-made V12 F1 car, the 312, its racing debut. His team-mate Lorenzo Bandini would do his best with what should have been *Il Grande* John's Tasman Championship contender, the 2.4-litre Dino V6-engined Ferrari 246T that combined a 1965 F1 chassis with the successful old quad-cam engine.

John had only just recovered from near-fatal injuries sustained the previous September, when his Group 7 Lola-Chevrolet T70 suffered suspension failure and somersaulted at Mosport Park in Canada. The 1964 world champion bounced back quickly, but Mr Ferrari was seldom supportive of works drivers who hurt themselves, much less of works drivers who hurt themselves in a car built by somebody else...

John was also regarded with intense suspicion by Ferrari racing director Eugenio Dragoni, who would miss no opportunity to advance Bandini's interests – as Italy's *numero uno* – at Surtees's expense. The famously competitive Brit had risen to these challenging circumstances, and upon his

remembered as the race where the spectators beat the Italian police; an unprecedentedly large crowd simply overran the circuit and reproduced the almost forgotten sights of Mille Miglia crowds lining the straights, sitting on straw bales and leaving barely enough room for drivers to see their line..."

Sunday morning dawned with Surtees and Bandini first and second on the grid, flanked by Jo Siffert in Rob Walker's new Cooper-Maserati V12. Jack Brabham and Denny Hulme arrived at the circuit at 9.30am, direct from the previous day's RAC TT at Oulton Park (which Denny won in Sid Taylor's Lola T70). Vic Wilson had also flown in to join in the fun with his private BRM P261 V8. All three went out for late practice and started from the back of the grid.

Alan's report continued: "By 2.45pm, after the national anthems and a flag procession, the cars had been pushed onto the dummy grid. Then commenced an argument between the organisers and Baghetti and his entrant, Bonnier. It all centred on whether or not Baghetti could start in the rebuilt Lotus [which he'd crashed in practice], the organisers saying it was not fit to race and Bonnier and

an impatient and larger than anticipated crowd had overflowed the barriers and were literally invading the track, the course car having to pause in its journey for pedestrians to get out of the way.

"For the next half hour there was pandemonium with the police trying to get the crowds behind the barriers and crowds swarming in through the orange groves elsewhere. Three-quarters of an hour after the scheduled start, parts of the circuit resembled a Mille Miglia control with people standing all over the road and not at all inclined to disperse. The organisers, evidently thinking that Sicilians can well look after themselves in motor racing conditions, decided to start the race willy-nilly, so having been on the dummy grid for an hour the cars [only 12] were started. They were away at 3.46, Bandini making a good start..."

In *Motor Sport* Jenks commented: "Unlike a British circuit where the commentator keeps up a continuous chatter, the Syracuse commentator said nothing, so that people had no idea of the reason for the long delay. When the start was given neither Surtees nor Siffert had got their 12-cylinder engines running cleanly, and it was Bandini who leapt into the lead and stayed there for three laps, until Surtees got the 3-litre Ferrari really working. He then stormed into the lead and was never challenged again..."

Siffert's Maserati V12 never did clear its throat. He stopped three times for plug changes and "when it did fire on all 24 plugs he did three laps and then a driveshaft broke". The Brabham team was in dire trouble, Jack rushing up to third before his Repco went all rough and died on him. Hulme's Climax engine had piston trouble and after 10 laps only eight cars were left – and "only seven were running, for Ligier was still having his new Cooper-Maserati sorted out".

Surtees duly won from Bandini, with the huge and wildly enthusiastic crowd greeting another Ferrari 1-2. Jenks: "The tail-enders had a job getting back to the pits, but the sun had shone brilliantly, it had been a national holiday and Ferrari had won the first European GP for the new formula, so everyone was happy."

And maybe that was the key – the way F1 racing could be – many of the participants (inevitably) deeply unhappy with their own performances, but the audience thrilled to bits. Even for the pinnacle formula there's a razor-thin dividing line between sheer incompetence, and mesmerising charm. Perhaps the 1966 Syracuse GP exemplified both.



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return to racing the weekend before Syracuse he put in a dominating drive to win the Monza 1000Kms for Ferrari in conditions so wet that his co-driver Michael Parkes effectively stood aside and left Surtees to get on with it. Oh, and without a windscreen wiper too...

But the Syracuse race displayed almost every characteristic of contemporary F1 that begged for some dictator to grab its commercial possibilities by the scruff of the neck, and knock it into shape. Reporter Alan Phillips wrote: "It will be

Baghetti saying the scrutineers had accepted it and that they would start.

"This discussion raged back and forth for a quarter of an hour, during which the appointed start time had come and gone. Eventually the organisers seemed to win their point and it was agreed that Baghetti would not participate, but would pull off the track after the start.

"By this time the course car had to go out again to make sure that the circuit was clear and it was just as well that it did, for all round the back of the circuit

While the crowd was (partly) cleared from the track, cars sat in the baking sun for an hour before an official led them from the dummy grid





## FERRARI QUATTRO

Reflections on the 1956 Syracuse Grand Prix, when Ferrari brought four cars and monopolised the podium

**T**EN YEARS BEFORE THAT 1966 Syracuse 1-2, Ferrari had gone one better on the island by dominating the race with its Lancia V8 front-engined cars, finishing 1-2-3. Fangio won from team-mates Luigi Musso and Peter Collins – and the Sicilian fans were pretty much as tumultuous then as they would be for Surtees and Bandini a decade later.

Of course F1 really was different then; no two-car team limitations. Instead, Scuderia Ferrari had ferried four Lancia D50-based works cars to Syracuse. Fangio's was the latest variant of the 1954-55 Lancia design, which had been ceded to Ferrari (with Fiat funding) after the Torinese company's financial collapse in June '55.

Fangio's car featured Ferrari-styled bodywork with the pontoon sections between the wheels on each side cowled integrally with the fuselage, looking like a centre-drive sports car but with exposed wheels. The original Lancia design's pannier fuel tankage – all carefully packaged within the wheelbase

Juan Manuel Fangio guides his Lancia-Ferrari to Syracuse success, still visibly a D50 in origin but with major Maranello alterations

to minimise handling change between full and empty – had been deleted. Now a main tank was located in the tail, together with the oil reservoir, while smaller tanks resided each side of the cockpit, attached to the chassis frame.

Each of the V8 engine's cylinders fed an individual exhaust pipe terminating in a short megaphone, all bunched, four-by-four, just ahead of the rear wheels.

Sister cars for Luigi Musso and Eugenio Castellotti matched Fangio's mechanically but retained Lancia-style pontoons, reduced in capacity, plus new tail tanks. These cars' exhausts also ended in megaphones, but the pipes ran vertically one above the other, exiting through a slot in each pontoon.

From the rear of the cockpit back, the three cars' chassis had been modified. A new tubular frame extended over the rear axle assembly, supporting a transverse leafspring with its ends coupled to the Lancia de Dion tube below by short jointed links. Lancia's preferred telescopic dampers had been replaced by

Ferrari's favoured Houdaille vane-type – a move dictated perhaps by favourable bonus payments for using them... While both the quad-cam V8 engine and five-speed transaxle gearbox were to original Lancia design, Ferrari's finest clearly didn't have much faith in Lancia's use of the engine as a semi-stressed chassis member – two additional chassis tubes now extended through the engine bay between scuttle-frame and the top-front suspension abutments.

Jenks told *Motor Sport* readers how: "With their megaphone exhaust systems the three modified cars were not very good on pick-up, but sounded fantastic on full throttle, the blast of noise emanating from the side of the car as it went by being quite shattering..."

As today's revived Lancia and Lancia-Ferrari V8s still sound – abiding favourites, indeed. But of course the days of four-car teams in Formula 1 are as long gone as the Syracuse circuit itself – though for 2016 Ferrari seems to have high hopes of a return to its bygone, Sicilian-style form. 📺



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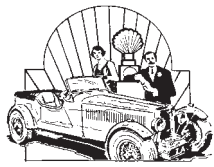
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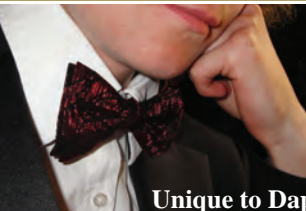
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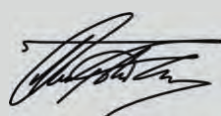
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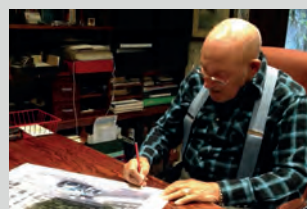


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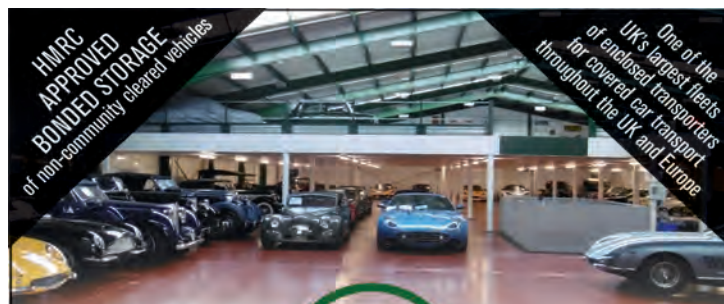
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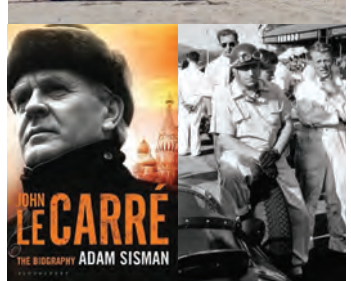
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