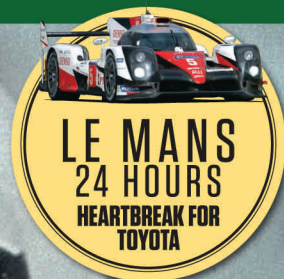


DRIVEN

ASTON MARTIN DB11 & FERRARI GTC4 LUSSO VERDICTS INSIDE

www.motorsportmagazine.com

MOTORSPORT



F1 SILLY SEASON
Why Ferrari holds the key for driver market shake-up

HALL OF FAME 2016 IN PICTURES
Rossi, Bell, Gurney & more join our club

Exclusive
PATRICK TAMBAY
"I was fired because of a tennis match..."

50th ANNIVERSARY SPECIAL

The making of
GRAND PRIX

How James Garner beat Steve McQueen in the dash to take racing to the movies

AUGUST 2016 £4.99



9 770027 201186



Christopher Ward

Proud to be the Official Timing Partner
for the Motorsport Hall of Fame



C70 Brooklands
1926 Chronometer



christopherward.co.uk



THE CHANTILLY SALE

—03.09.16—

ENTRIES NOW INVITED

Exceptional Collectors' Motor Cars

Saturday 3 September 2016
Château de Chantilly, France

Bonhams is delighted to announce its return to the magnificent Château de Chantilly. Timed to tie in with the Chantilly Arts & Elegance Richard Mille Concours this will be an evening event for a limited number of very special collectors' motor cars. Held in the breathtaking grounds of the Château, this sale will prompt memories of some of the great black tie evening auctions of the past.

ENQUIRIES

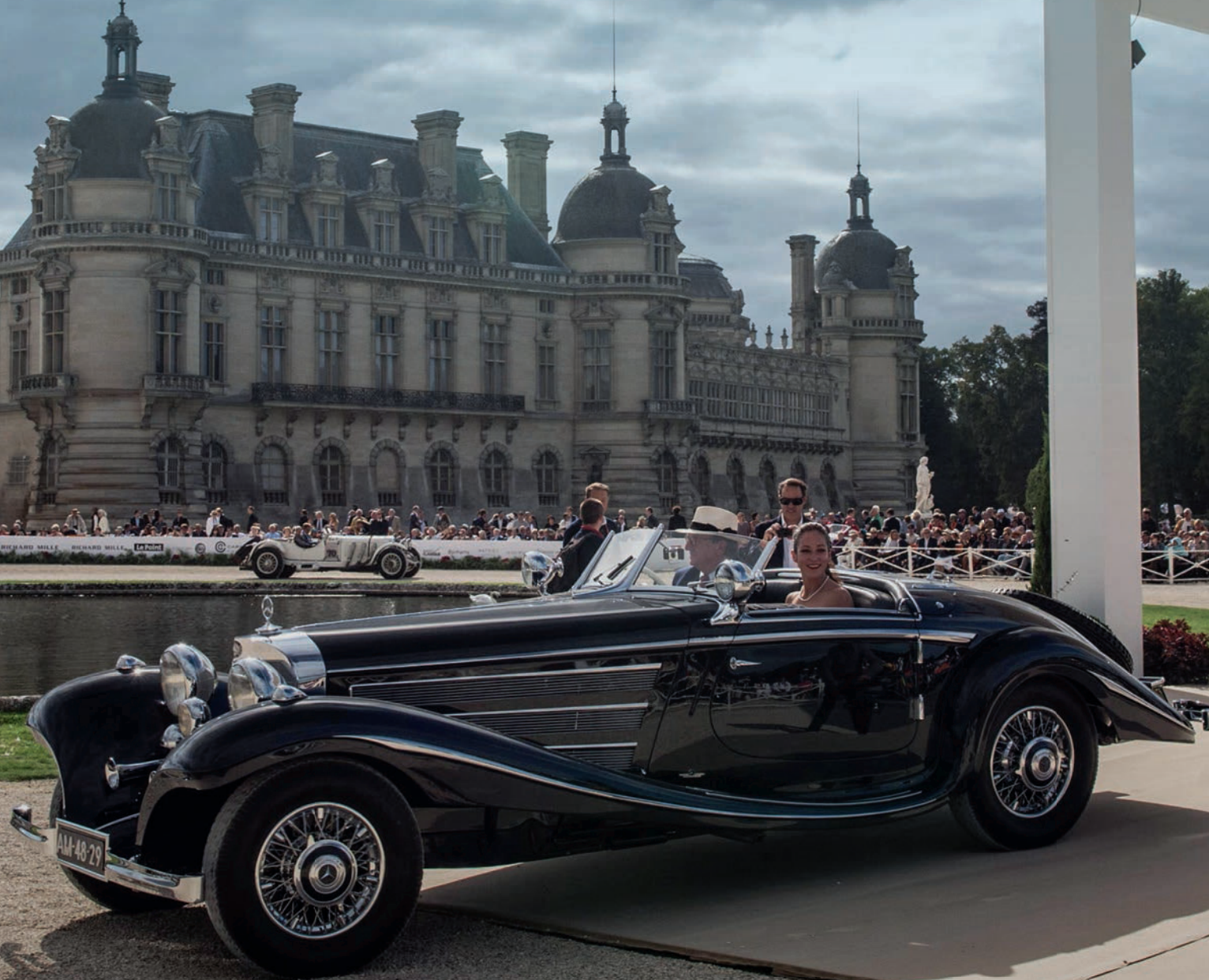
Europe
+32 (0) 476 879 471
eurocars@bonhams.com

UK

+44 (0) 20 7468 5801
ukcars@bonhams.com

USA

+1 212 461 6515
+1 415 503 3285
usacars@bonhams.com



Bonhams

bonhams.com/chantilly



68



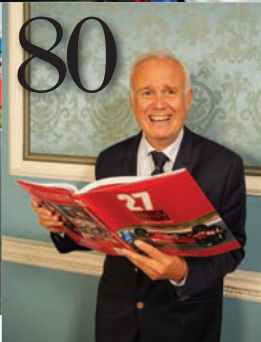
23



133



112



80



86

CONTENTS

VOLUME 92 / NUMBER 8

FEATURES

15 NIGEL ROEBUCK'S REFLECTIONS
In conversation with the plain-speaking Niki Lauda

23 F1 FRONTLINE WITH MARK HUGHES
Why Ferrari holds the key to the driver market, plus action from Monaco, Montréal and Baku

68 GRAND PRIX
It is 50 years since John Frankenheimer made what many consider the finest racing movie of all time

80 PATRICK TAMBAY
Popular former F1 star chats to Simon Arron

86 MOTOR SPORT HALL OF FAME 2016
Watkins, Bell, Loeb, Rossi and Gurney honoured

100 LUNCH WITH... FRANK DERNIE
Simon Taylor meets up with one of F1's foremost – and most widely travelled – aerodynamic pioneers

110 IN THE SPOTLIGHT: ADAM CHRISTODOULOU

112 HISTORIC FORMULA 1 IN PROFILE
Drivers explain the thrill of owning an old GP car

120 PRIVATE VIEW
How Aintree, Oulton Park & Monza used to look

126 JIM GLICKENHAUS
Eccentric American who builds his own GT racers

130 DATA TRACE: HUNGARORING

186 FINISH LINE: DEREK WARWICK

REGULARS

6 MATTERS OF MOMENT	50 ROAD CAR NEWS
10 MONTH IN PICTURES	52 ROAD TESTS
38 INTERNATIONAL NEWS	60 LETTERS
39 GORDON KIRBY	63 YOU WERE THERE
40 DARREN TURNER	64 PRECISION
42 MAT OXLEY	66 SUBSCRIPTIONS
44 HISTORIC NEWS	133 EVENTS OF THE MONTH
45 PRODUCTS	137 SIMON ARRON
46 BOOK REVIEWS	141 GORDON CRUICKSHANK
48 AUCTIONS	145 DOUG NYE
49 DREAM GARAGE	148 PARTING SHOT

TWO OF THE WORLD'S greatest 24-hour motor races in the space of a few weeks and the winners of both are decided on the last lap. We're living through a remarkable era for endurance racing right now.

"The most un-German German motor race," was how one native described the Nürburgring 24 Hours, which took place at the end of May. The marathon around the fabled Nordschleife is a day, a night and another day of mayhem utterly out of step with the national stereotype for rigid order. From the free-for-all on the 158-car grid to the mass of beer-swilling fans encamped in the forests, it's an event too vast to control completely – and that's key to its charm. The weather invariably adds to the chaos, a biblical hailstorm this year turning Jackie Stewart's 'Green Hell' frosty white and forcing drivers to stop where they were on a surface of ice ball-bearings. Surreal.

At a time when Germany struggles to maintain interest in its Grand Prix, the 24 Hours reminds us that motor racing culture is still ingrained in the psyche of its people – and that Formula 1 is failing this car-crazy country, not the other way around.

As in F1, Mercedes-Benz dominated



DAMIEN SMITH
EDITOR

the GT endurance race with its pack of elite customer teams running the potent AMG SLS. And like Nico Rosberg and Lewis Hamilton, the drivers race under no restraint and this year that led to the closest finish in the event's 46-year history.

The showdown played out as Black Falcon driver Maro Engel stalked HTP Motorsport rival Christian Hohenadel as they began the last lap in line astern. Engel surprised his prey with a decisive move from a long way back before they'd even left the modern Grand Prix circuit for the forests. In truth, overtaking chances can be few and far between on the Nordschleife and Hohenadel should have seen this coming. The pass left him scrabbling over the run-off and spurred his team



Mercedes sealed N24 victory on the final lap, but Porsche's success at Le Mans (below) was more dramatic still

manager to stomp to the stewards, who thankfully ignored the protests. Engel kept his cool to take the flag by just six seconds, ensuring not only a second Nürburgring 24 Hours victory for evergreen team-mate Bernd Schneider, but also a first outright success for Brit Adam Christodoulou (see page 110).

Jaw-dropping stuff. But we'd seen nothing yet.



TOYOTA'S HARD-TO-BELIEVE heartbreak at Le Mans is described on page 133 in our report from the 84th running of the grand old race. Was this the most dramatic finish we'd yet seen at the most famous endurance contest of them all? Surely, yes – even more than Jacky Ickx's close-run victory over Hans Herrmann in 1969. To my mind, Toyota's calamity was of a scale in comparison to perhaps the most infamous in all sporting history, when Dick Francis felt Devon Loch buckle under him just yards from the line at the 1956 Grand National. It looked harder to lose than win for the future novelist on that day at Aintree, just as it did for poor Kazuki Nakajima in France.

OK, it's only sport. But for those involved at Toyota it's not an exaggeration to describe such an experience as genuine trauma. Will they recover? They will carry the disappointment for life, but yes, they will recover – because motor racing at this level is populated by remarkable characters who draw from the deepest wells of fortitude in the face of such bitter disappointment. Personally, I suspect I'd crumble. But Anthony Davidson and co? Not likely.

I've seen it before. Late on Sunday morning at Le Mans in 2007 I met Allan McNish for an interview, just a few hours after his team-mate Dindo Capello had lost a wheel at Indianapolis corner deep into a stint. That year their Audi R10 had the race by the throat, but in a moment it was all gone, through a mechanical failure that had no immediate explanation.

During his career, McNish was among the most extreme specimens of an incomprehensibly competitive breed. All racing drivers love to win, but no one desired it more than this little ball of kinetic energy. Now as he walked towards me, he simply looked broken: bloodshot eyes, a face drained of all



MERCEDES-BENZ

PORSCHE

RICHARD MILLE

A RACING MACHINE ON THE WRIST



CALIBER RM 011
LIMITED EDITION ALL GOLD

RICHARD MILLE BOUTIQUE LONDON

90 MOUNT STREET, MAYFAIR

0207 1234 155

www.richardmille.com

MATTERS OF MOMENT

www.motorsportmagazine.com/author/dsmith

colour. This was almost a form of grief.

The interview was painful, for both of us. At the end I couldn't help but blurt, "You've won this race before, why come back here and put yourself through this again?" Then he looked me straight in the eye with a steel I'll never forget. "Because I need to win this race," he said quietly. "It's just got to be done."

Twelve months later, McNish, Capello and Tom Kristensen returned and scored one of the great Le Mans victories, in the face of adversity against a faster Peugeot. The challenge now for Toyota's crew is to find that same strength and go again.



SINCE McNish's RETIREMENT AT the end of 2013, Oliver Jarvis stepped up as the resident quick Brit in the Audi prototype team. The 32-year-old hasn't yet achieved the career heights of his predecessor, but as an eloquent ambassador for his team he's already a match.

In the wake of Porsche's inherited win, there was some criticism at how enthusiastically it celebrated in the circumstances. That was a little unfair. The drivers, Neel Jani, Romain Dumas and Marc Lieb, had just won the biggest race of their lives, one they had worked for just as hard for as the squad at Toyota. Their joy was a natural expression, a release of tension from a race they thought was lost – and they had every right to savour their moment.

Still, the reported boos on the podium and the frankly strange finish created a sense of strain in the press conference. The Porsche drivers expressed their genuine sympathy for Toyota, but it was

Jarvis – who'd himself inherited a lucky podium third place with Audi – that best described the moment.

"Congratulations to Porsche, but my thoughts are with Toyota right now," he said. "This is not how we want to be standing on the podium. I would prefer to see them here and I'd gladly give up my spot to them. To have a problem after 23 hours and 57 minutes... I have a heavy heart and I'll leave here with a strange feeling, just as I'm sure fans, journalists and everyone will."

He received a round of applause for his words, as the winning drivers further along the table looked on impassively. An awkward moment, but Oliver had spoken honestly and struck exactly the right tone. A class act.



AS PORSCHE LUCKED IN AT LE Mans, about 5000km to the east a Grand Prix was unfolding on a new street track in a city fresh to Formula 1. The race was hardly a thriller, but the circuit and the backdrop had obvious merits. Still, few in France paid much notice. Why would they when such drama was unfolding directly before them?

The decision to schedule the so-called European Grand Prix in Azerbaijan as a direct clash with the 24 Hours was always perverse – and entirely in keeping with the cynical, self-interested approach of the F1 promoter. To those who object that a country with a widely accepted record for human rights abuse should be embraced so warmly by a sport run without any obvious moral compass, there might be a crumb of comfort that the F1 race was second-best as a sporting spectacle.



IN NEXT MONTH'S ISSUE

We look back at the power and glory of the original Can-Am

ON SALE JULY 29



COVER PHOTO BY
Moviestore/
REX/
Shutterstock

MOTOR SPORT MAGAZINE

Incorporating Speed and The Brooklands Gazette
Founder Editor Bill Boddy MBE
Proprietor Edward Atkin CBE

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

EDITORIAL

Telephone 020 7349 8484 Fax 020 7349 8494
E-mail editorial@motorsportmagazine.co.uk
Editor-in-Chief Nigel Roebuck
Editor Damien Smith
Editor-at-Large Gordon Cruickshank
Deputy Editor Joe Dunn
Features Editor Simon Arran
Grand Prix Editor Mark Hughes
Art Editor Damon Cogman
Online Editor Ed Foster
Online Content Assistant Jack Phillips
Digital Designer Zamir Walimohamed
Picture Editor Jeff Bloxham
Senior Contributing Writers
Andrew Frankel, Simon Taylor, Rob Widdows
US Editor Gordon Kirby
Special Contributors Adam Cooper, Paul Fearnley,
Richard Heseltine, Paul Lawrence, Doug Nye,
Mat Oxley, Gary Watkins, Richard Williams
Picture Library LAT Photographic: 020 8267 3000

ADVERTISING

Telephone 020 7349 8484 Fax 020 7349 8494
E-mail sales@motorsportmagazine.co.uk
Commercial Director Sean Costa
Commercial Manager Mike O'Hare
Senior Sales Executive Yasmin Laggounne
Sales Executive Kit Brough
Classified Sales Executive Marc Butler

PUBLISHING

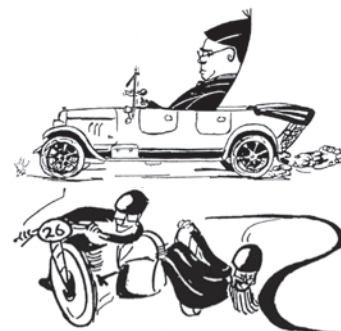
Managing Director Giovanna Latimer
Publisher Sophia Dempsey
Financial Controller Niall Colbert
Marketing Director Gerard O'Brien
Subscriptions & Brand Marketing Manager Sarah Kennett
Subscriptions & Brand Digital Marketing Executive Joel Fothergill
Customer Service Manager Sophie Williams

SUBSCRIPTIONS

UK & Overseas subscriptions +44 (0) 20 7349 8484
US subscriptions (Toll Free) +1 866 808 5828

Motor Sport Magazine Limited, 18-20 Rosemont Road, London, NW3 6NE, UK. Motor Sport subscriptions: 18-20 Rosemont Road, London, NW3 6NE, UK. Subscription rates (12 issues): UK £48.99; USA \$95; rest of world £64. Postage is included. Motor Sport (ISSN No: 0027-2019; USPS No: 021-651) is published monthly by Motor Sport Magazine GBR and distributed in the USA by Asendia USA, 178 S Middlesex Ave, Monroe NJ 08831. Periodicals postage paid New Brunswick, NJ and additional mailing offices. POSTMASTER: send address changes to Motor Sport, 701C Ashland Ave, P.O. Box 19032, UK and rest of world address changes should be sent to 18-20 Rosemont Road, London, NW3 6NE, UK, or by e-mail to subscriptions@motorsportmagazine.co.uk. Subscription enquiries: subscriptions@motorsportmagazine.co.uk. Subscription orders: www.motorsportmagazine.com. Distribution: Marketforce, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Colour origination: All Points Media. Printing: Precision Colour Printing, Teftord, Shropshire, UK.

No part of this publication may be reproduced in any form without the written permission of the Publisher. Copyright © 2016 Motor Sport Magazine Limited, all rights reserved. We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts and photos submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. Motor Sport magazine is printed in England.



IN THE SPIRIT OF BOD AND JENKS

NEW! OTHER WAYS TO READ...

Our award-winning digital edition is now available on any device, on desktop, tablet and smartphone





1955 Ferrari 750 Monza Spider by Scaglietti; Chassis: 0510 M
 Photo by Ozzie Lyons; Courtesy of Pete Lyons

This 750 Monza, chassis no. 0510 M, enjoyed a highly successful racing career and numerous podium finishes with Carroll Shelby and Phil Hill behind the wheel. It was acquired by its second owner, noted racer and sports car manufacturer James Ellis Hall and his brother Dick in 1956 and has remained in Jim Hall's possession ever since. Undoubtedly the finest 750 Monza in existence, its provenance is unquestionable and its pedigree exceptional.



1966 AAR Eagle Indianapolis #31 Chassis no. 201



1969 AAR Eagle Santa Ana Indianapolis #42 Chassis no. 704



1969 AAR Eagle Mk 5 F5000 #7 Chassis no. 510

19 - 20 AUGUST 2016

MONTEREY

PORTOLA HOTEL & SPA • MONTEREY, CALIFORNIA

REGISTER TO BID TODAY



Sotheby's

www.rmsothebys.com/monterey

EUROPE +44 (0) 20 7851 7070 GERMANY +49 (0) 40 441 95 737 CORPORATE +1 519 352 4575



THE MOTOR SPORT MONTH

IN PICTURES



JUNE 19, 2016

Le Mans 24 Hours

LE MANS, FRANCE

Toyota has come close to winning Le Mans in the past, but never had the Japanese manufacturer's heart been broken in quite the manner of 2016. The TS050 of Anthony Davidson, Sébastien Buemi and Kazuki Nakajima had controlled the race for hours, but lost power and stopped with just three minutes of the 24 hours – one lap, in essence – remaining. Porsche's 18th win was also its luckiest...



LAMBORGHINI

↑ FLORENCE, ITALY, JUNE 12

To commemorate the 50th anniversary of its most famous model, the Miura, Lamborghini organised the biggest rally ever staged in the car's honour. Citrus tones were prominent when the Miura Tour reached its conclusion in the Piazza Ognissanti, Florence. Based in and around Tuscany, the event started on June 8 at the Lamborghini factory in Sant'Agata Bolognese.

➔ LAUSITZRING, GERMANY, JUNE 5

Former European Formula 3 front-runner Lucas Auer leads away from pole at the third DTM meeting of the season, en route to his maiden victory in the championship. The Team Mücke Mercedes driver, 21-year-old nephew of Gerhard Berger, switched from single-seaters to the DTM in 2015. Prior to the Lausitzring, however, he had never recorded a podium finish.



TIM LEPAGE/GETTY IMAGES



LAT

↑ BAKU, AZERBAIJAN, JUNE 19

MP Motorsport team-mates Daniel de Jong and Oliver Rowland lock up at the start of the GP2 sprint race in Baku. Despite the Formula 1 feeder category providing its customary fireworks, few spectators bothered to watch. Mind you, that applied equally to the Grand Prix that followed...

➔ DOUGLAS, ISLE OF MAN, JUNE 10

Winner Michael Dunlop takes flight at St Ninian's Crossroads during the Senior TT. The Northern Irish BMW rider won the race to increase his weekly tally to two, having previously triumphed in the Superbike TT, and his career total to 13 – half as many as late, great uncle Joey.



DM



KOIS

↑ LYDDEN HILL, ENGLAND, MAY 29

Small venue, huge crowd? an aerial view of rallycross's spiritual home when the World RX Championship pitched up for the fourth of this year's 12 rounds. Swede Matthias Ekström (Audi S1) won from Petter Solberg (Citroën DS3).

➔ DATONG-ERENHOT, CHINA, JUNE 13

"Are we nearly there yet?" Ingo Strolz and Werner Gassner exposed to the elements in their 1917 La France Tourer Speedster. It was day two (of 36) on this year's Peking to Paris Motor Challenge.



THE MOTOR SPORT MONTH IN PICTURES



➔ MODICA, SICILY, JUNE 2-5

The Giro di Sicilia is Sicily's best-known motoring event after the Targa Florio. Founded in 1912 by Vincenzo Florio, expanding on the Targa Florio he'd instigated in 1906, it was held 18 times up to 1958 in years when the Targa didn't run. It was revived as a historic regularity in 1988, and this year featured 130 classic sports and GTs, including this winning Lancia Aurelia B20.

➔ GOODWOOD, ENGLAND, JUNE 16

To the left we see how cars looked almost 100 years ago, to the right is Rolls-Royce's concept of how they might be styled in 2116. Measuring 5.9 metres, the Vision Next 100 is a zero-emissions, self-driving car that includes a silken sofa... but has no steering wheel.



GOODWOOD REVIVAL SALE

Important Collectors'
Motor Cars and Automobilia
Saturday 10 September 2016
Chichester, Sussex

The Bonhams Goodwood Revival auction offers an unbeatable platform to sell your motor car. Auction spaces are limited, please contact the department.

ENQUIRIES

+44 (0) 20 7468 5801
ukcars@bonhams.com

Entries now invited

Multiple in period Le Mans and Mille Miglia entrant, winner of the Grand Prix des Frontieres, The ex-Works, Dick Seaman, Eddie Hertzberger, Dudley Folland, John Wyer, Jack Fairman

**1936 ASTON MARTIN SPEED
MODEL 'RED DRAGON'**
£1,600,000 - 2,000,000



Bonhams

REFLECTIONS
with

>>WATCHING ROSSI WIN INDY >>LAUDA ON HAMILTON, ROSBERG & F1'S FUTURE



Nigel Roebuck



STRAIGHT TALKING

During the Canadian Grand Prix weekend, Nigel caught up with one of Formula 1's most forthright – and best informed – spokesmen, Mercedes-Benz's non-executive chairman Niki Lauda. As ever, the triple world champion pulled precious few punches...

MERCEDES-BENZ

REFLECTIONS
with
Nigel Roebuck

R

ROSSI COASTS TO VICTORY,' ran the front page headline in the *Indianapolis Star* the day after the 100th running of the 500, and that summed things up pretty well. For most of the race the former GP2 and, briefly, F1 driver figured nowhere on the leaderboard, and in the closing laps a classic shoot-out for the victory, between such as Josef Newgarden, Tony Kanaan and Carlos Munoz, looked on the cards – so long, that

was, as they had fuel enough to complete the 200 laps.

Sadly for the capacity crowd – the first at Indianapolis for countless years – they didn't. Through the last handful of laps in they came, one by one, and thus it was that the name of Rossi moved to the top of the order. "You've got to save fuel," Bryan Herta calmly but firmly said to him on the radio. "That's the only way we're going to win this, OK?" Fellow Andretti drivers Ryan Hunter-Reay – who had earlier looked the likely winner – and Townsend Bell had a role to play in this, running in front of Rossi, helping with his fuel consumption.

By his last lap – run at only 179mph – Alex was operating virtually on fumes, but he made it to the line, and thus the 500 had its most unexpected winner since Graham Hill half a century earlier. "However," Rossi said after taking the flag, "did we manage to do this?"

As ever I was struck by the gulf between Indycar racing and Formula 1, in the sense that each really is a world unto itself. Writing about Rossi the day after the race, one local

journalist suggested that Indycar was going to have a hell of a job keeping hold of him, for now F1 teams would surely be clamouring for his signature. I hadn't the heart to point out that in F1 terms the Indianapolis 500 is of little account, just as at the Brickyard there was an awareness that, as usual, the Monaco Grand Prix was being run the same day as the 500, but no more than that.

Back in 1957 the Indy brigade brought its roadsters over for a race at Monza, whose newly built banking allowed for an oval layout. The concept was of a challenge race between Europe and the USA, and it was named – entirely appropriately – The Race of Two Worlds. Problem was that Europe, with the exception of Ecurie Ecosse, chose to boycott the event on safety grounds, and the Americans won as they liked.

They did the same in 1958, too, although this time the race was spiced up by entries from Ferrari and Maserati, driven by such as Luigi Musso and Stirling Moss. At the wheel of one of the roadsters – shared, extraordinarily, with Maurice Trintignant – was a rookie, one AJ Foyt, who remembered the race well when I asked him about it. "Because Monza was high-banked," he said, "it was way faster than Indianapolis back then, and although it was bumpy as hell I really enjoyed it." Pause. "They still use that place?" Two Worlds, indeed.

Only one man truly straddled them. If Jim Clark and Graham Hill both won the 500 back in the '60s, the only other world champion to

do so was – of course – Mario Andretti, who continued through his Formula 1 years also to compete in Indycar races that did not conflict with the Grand Prix schedule. In 1978, two weeks after clinching the title at Monza in his Lotus 79, Andretti won for Roger Penske at the Trenton oval.

This year I arrived in Indianapolis on the Wednesday evening before the race. There had been no track activity for the 500 drivers that day, and



A successful punt on fuel strategy enabled Alex Rossi to take a surprise win in the 100th running of the Indianapolis 500

friends told me that Mario had been pounding round in the Dallara-Honda two-seater, in which I had been fortunate enough to have a ride the previous year.

“Yeah, that was a busy day,” he smiled when I saw him in the garage area next morning. “We started just after nine, and – apart from a short lunch break – ran through ‘til five...” By this time Andretti had run more than 320 laps – or, to put it another way, better than 800 miles! Not too many 76-year-olds would be capable of this, I think.

These laps are run at 185-190mph, and other drivers are mystified by Andretti’s unending desire to drive a racing car. “When I retired,” Rick Mears said to me, “it was the end of a chapter in my life – but for Mario that chapter will never close...”

When I mentioned it to Eddie Cheever, who won the 500 in 1998, he just giggled: “Everyone says, ‘Don’t worry about going in the two-seater – the driver’s only too aware that if he hits something he’s going to get hurt, too...’ but when it comes to Mario, I think, ‘That doesn’t work with him! I mean, he did not get that gene!’

“If you think about it,” Cheever went on, “oval racing is insane – you’re in a missile. I’ve never forgotten my first accident here, soon after I’d come across from Formula 1: I was doing shock absorber testing, and as I went over the ‘yard of bricks’ at the start/finish line, the car felt different, but I thought, ‘Oh, it’s nothing...’ As I went into Turn One, I got sideways, corrected it a little bit, but it was gone...”

“I hit the wall so hard that I finished up in Turn Two, and when the car finally stopped I wasn’t brave enough to look down and see if I still had any legs. I remember procrastinating, thinking, ‘Sooner or later you’re going to have to look down...’ and when I did fortunately it was all there.

“The next problem was that I couldn’t breathe – I’d had all the wind knocked out of me – and I thought, ‘This is not good...’ Then a radiator, which had been broken, started smoking, so – breathing or not breathing – I got out in a hurry. Then I sat on the front wheel, just laughing – I could not believe I was alive! When the ambulance came out, I heard one of the guys say, ‘He must have hit his head...’

“I absolutely did not want to go through that again, so after that any time I drove a race car that didn’t feel right I would come out of the throttle. These days, thank God, we have the ‘Safer Barrier’ – it may not be perfect, but it’s a hell of a lot better than concrete.”

‘Safer’, in this context, stands for ‘Steel and Foam Energy Reduction’, and the barrier has many times proved its worth. At Texas, a fortnight after Indy, Newgarden had a huge accident, at one point hitting it cockpit-first, yet he sustained remarkably light injuries. Afterwards the barrier was in need of repair, for the top of Newgarden’s roll-over bar had punched a hole in it; not so long ago the shunt would have been unsurvivable.

At Baku, I was interested to note, the Safer Barrier made its maiden appearance at a Formula 1 race. Not before time, perhaps.



**“THE SAFER BARRIER
MAY NOT BE PERFECT,
BUT IT’S A LOT
BETTER THAN
CONCRETE”**

◆
IN MONTRÉAL I HAD A LONG CHAT WITH NIKI LAUDA, which began with his feelings about Formula 1 in 2017, when major rule changes are to be introduced. Given that the races have been mainly good this year, that stability in the regulations has inevitably allowed other teams to close the performance gap to Mercedes, Toto Wolff believes it precisely the wrong time to make changes, but Lauda doesn’t necessarily agree with his colleague.

“My hope is that it will be much better next year – what we want to achieve is lap times five seconds quicker. At the moment the cars are too

slow, and too easy to drive – they are so progressive that when you lose it you control it like in a saloon car. You go over the limit, and you have understeer, and you just wait until it comes back – this is the way the cars are today. They’re like Formula 3 cars – little tyres, so they can slide and do this and that – but although it’s still difficult to drive them *really* quick, it’s always controllable.

“Nobody knows yet how next year’s cars will be, but my hope is that, with this new package we’re creating – with wider tyres, different downforce and whatever – we’ll come back to what we had in the past, where you go up and up to the limit, and when you go over it, you lose it. There are only a few guys who can operate in this last tenth or two – like the motorbike guys. In MotoGP they are fighting all the time not to crash, and this we have to get back in F1, because then you will see the difference between drivers again – that’s vital. Whether or not it will happen I don’t know, but I hope so.”

Part of the package is considerably more downforce, and recently Lewis Hamilton spoke for most of his fellow drivers on the subject: “More grip is fine, but it should be *mechanical* grip, from the tyres or whatever. More

downforce is the very last thing we need...”

Lauda made a face. “Yes, sure, because they’ll have to work harder – their necks will hurt more, and all that! I understand what they’re saying, but without more downforce how can we have cars that are much quicker? OK, you can get some speed from bigger tyres, but you’re limited – the rest is downforce...”

In 2017 the cars are necessarily going to be even heavier than the 700kg creations we have now: surely, I said, that will work against the ‘edgy’ aspect you are looking to see revived.

“I don’t think the weight is really an issue,” Lauda said. “It depends on how well balanced the cars are – at the moment they’re too easy to drive, including physically, there’s no question about that.”

Surely a part of that, I suggested, comes from the tyres of today – and from the restricted fuel allocation for a race. As Fernando Alonso recently observed, “All the time we have to save the tyres, save fuel and so on – Formula 1 shouldn’t be about *saving* anything...” I recalled the Monaco Grand Prix in 1978, when Lauda stormed through the field in his Brabham-Alfa, eventually finishing second. “At the end of the race,” I said, “you looked absolutely...” □

REFLECTIONS
with
Nigel Roebuck



Hamilton, Lauda and Wolff all have slightly different ideas about how they would like Formula 1 to develop in 2017

MERCEDES-AMG

“F****d!” said Niki, ever the man with the *mot juste*, obligingly finishing the sentence for me. “That day I came from nowhere, took chances like you do not believe – I drove my ass off, and I was exhausted. Now you never see a driver like that at the end of a race – in qualifying they’re sometimes close to record speeds, but then on race day they’re several seconds off that.”

“Even so, though, people are saying, ‘Why change it? The racing’s pretty good at the moment’. In a way I can’t argue with that, and it’s because there is more balance between the cars: last year, when Mercedes had an advantage of five or six tenths, you knew that whichever one – Lewis or Nico – led into the first corner was going to win the race. For the fans it was a bore, but that was the fault not of Mercedes, but of the other teams not being competitive enough.”

“This year, quite logically – because of development in a set of rules that hasn’t changed, as Toto says – everybody’s coming back at us. Now we have a very good season, because there’s less certainty about who’s going to win, but I’ll say it again: the main thing that will improve Formula 1 – in terms of being the top of all racing cars – we’re only going to get if we make the cars quicker.”

“With the new rules, we won’t know if overtaking will be better or worse until we see the cars running – but I think it’s the right step if we want to get back the DNA of F1, to make it more attractive for the fans. One thing will be the sight of it – the wide tyres will look more aggressive, and hopefully the cars will be more difficult to drive, so that the drivers are again sweating on the podium, like I was at Monaco!”

If, as Lauda says, we want to get back the real DNA of Formula 1, surely an ingredient of that should be tyres as good as they can be – like every other component of a Grand Prix car – rather than what Pirelli is asked to manufacture these days.

“Well, I really don’t care about Pirelli, but we have to be careful not to be unfair: they’ve been asked to build tyres that don’t last very long,

and that’s what they are doing. In terms of the future, I think they are trying really hard – and under the most stupid rules you can impose on a manufacturer: not to test the bloody tyres! It’s completely crazy – we complain about Pirelli, but nobody can do a good job if they’re not allowed to test. We’ve been fighting this rule for years, and now some testing will be permitted – but only with a two-year-old car!”

Most would agree that the rule is idiotic, so why does it exist?

“Very simple. Because the structure of Formula 1 has changed over the years, and unfortunately in a bad way. We had the old days, when unanimous agreement was necessary for a rule change – so of course nothing changed, because unanimous agreement was usually impossible to achieve. Now we have the F1 Strategy Group, and although there has been a lot of criticism of it, theoretically it’s a better system, because now you need only a majority decision. The problem is that, because a mixture of different interests has developed over the last three or four years, it *still* doesn’t reach any f****g decisions!”

“At their meetings there is Bernie’s group on one side of the table, and Jean Todt’s on the other. Then there are the teams, which can never be united on anything. So we have this mixture of people sitting round the same table, and it makes it impossible to take the right decisions...”

Very well, I said, but surely at some point common sense has to come into play: what possible reason could there be, for example, for not allowing the testing of tyres?

“Because a rule was written – I don’t know how many years ago – that says you cannot test tyres on an existing car. Instead, the car has to be two years old – this was thought up by idiots. Now we have new rules coming, with completely different tyres, and we cannot test! The easiest way would be to use an existing car, putting new suspension and more wings on it, but no – we have to use an old one. It’s crazy, but these are the rules we make...”

“In the same way, we restrict ourselves all the time on wind-tunnel

use, on CFD, on track testing – the cheapest way to test the cars is on the track. Everyone complains that it's too expensive – and they're building test-rigs and so on at the factory, which never get the right results, and cost twice as much! There are so many stupid rules. Why can we not test tyres, except on a two-year-old car? Why can't young drivers test? We have very few test days allowed, and teams complain that it costs a lot of money – yet they throw away hundreds of millions on other things! It's all gone in the wrong direction, and sooner or later we have to stop it..."

Most people, I said, would agree with you, but what will it take to stop it? Clearly Lauda believes that attempts at democracy in F1 are a waste of time.

"Bernie should go back to being a dictator," he said at once. "Honestly, I believe that. We need to have a new start, with logical thinking, and we need a dictator again."

We then got on to the vexed question of haloes/canopies on 'open cockpit' racing cars. Recently I wrote a column on the subject for the *Motor Sport* website, and if my opinion – that I wished never to see such things in Formula 1 – resonated with many readers, others suggested I should be ashamed of myself for opposing a safety innovation.

"I think you were completely right in what you wrote," said Lauda. "If you go too far with these things, it's no wonder that fewer people are watching these days. We're slowly going to destroy the DNA of F1 if we keep on inventing what are – for me – too many safety issues."

"Generally speaking, Formula 1 has never been as safe as it is today. Why? Because of improvements in the cars, and because over the years all these tracks have been designed by Mr Tilke, so there is no more guardrail you can hit because the run-offs are so wide: you go off, you drive over asphalt, and you come back on the track without even slowing down – maybe you even pass people like that! OK, because we have to worry about safety, this was a development which had to be done."

"People have said that a halo or canopy might have made a difference in Jules Bianchi's accident in Japan, but it wouldn't – that was a one-off, because there was a truck on the circuit."

"Taking this into account, Formula 1 is very safe now – look at Alonso's accident in Australia – so now the question for me is how far do we want to go? In the end the attraction of any sport, like downhill skiing, which is the same as Formula 1 – think of the Hahnenkamm in Kitzbühel – is how far can we go on safety issues without losing the interest of the people?"

"In Formula 1 we show drivers going right to the limit, controlling these cars at enormous speeds and, no question, there is a danger involved, but I think – in a very respectful way – that the DNA of Formula 1 should be maintained. This thing with haloes was started a year ago by the FIA, and it's gone too far, it's got out of hand. I understand why the drivers say they want it, but no one asks them about the DNA of Formula 1. They're part of it, they know the risks they're getting themselves into, they love to go to the limit, they know when they hit something they could get killed, so if you ask them about the halo for sure most of them will say they want it."

"My worry is that we go over the top, and the attraction of Formula 1 slowly disappears: the racing on its own is interesting, but there is also the aspect of what these guys are really doing, in the end risking their lives – and without that people are going to lose interest. Therefore I'm against the halo idea: for one thing, we don't even have a proper solution yet, in terms of what the things should look like, and worst of all would be to make it so stupidly high that you can't see the drivers' helmets any more – the numbers on the cars are impossible to

see, anyway, and you won't even know who's sitting in the bloody car! It's another layer between the fans and their heroes, and I think – unless we can get a proper solution both for the sport and for safety – we should leave it. That halo they had on the Ferrari looked completely ridiculous..."

In a conversation a few years ago, I said, I remember that you – who knows rather more than most about the dangers of motor racing – made the point that in your day Formula 1 had a gladiatorial aspect, which has now been greatly reduced.

"Yes," said Niki, "and it's true. If drivers are willing to do it – because they have talent and they want to take the chance – fine, but it's their decision. If someone says he wants to make \$40m a year, with an easy car to drive, and no risk, this is not reality. The drivers know what risks they are taking – other people worry more about them than they do themselves! They have to take the decision themselves: 'Do I want to take the risk or not?'"

Daniel Ricciardo has made the point, in itself difficult to argue against, that if the halo saves one life in 20 years, it is worth adopting.

"Yes," said Lauda, "but mainly I'm upset that the FIA started all this – if they hadn't, Ricciardo wouldn't have said anything. As I say, I can understand why the drivers want it, but in the end it's not only the drivers who are involved with this sport."



ON TO THE MERCEDES SEASON THUS FAR: IN THE FIRST four races Nico Rosberg was supreme, but then Lewis Hamilton chopped into what was a huge points lead for his team-mate, restored to some degree in Azerbaijan. Neither, though, scored a point at Barcelona, where they crashed together within seconds of the start. This has always been the great unforgivable sin in Formula 1, but perhaps – given that for three years the world championship has distilled to a battle between Hamilton and Rosberg alone – such a thing was sooner or later inevitable.


"I agree," said Lauda, "that everybody was waiting for it, yes, but I must say one thing: after Spa in 2014, when Nico touched Lewis, we told them, 'You guys can drive as hard as you want – but if you damage Mercedes as a team, and neither car finishes, that's too much.' If you hit other guys this can happen in racing, I accept, but when it's your own team-mate you damage the whole team effort, and that's different."

Surely, I said, this has happened since the beginning of time. Think of the first corner at Brands Hatch in 1976, when Clay Regazzoni ran into you at the first corner...

"Yes, sure, you're right – but nevertheless we have to make Nico and Lewis aware of it. Otherwise someone else will win the championship, and that's not funny."

The coming-together at Barcelona came about, after Rosberg had passed Hamilton at the first turn, when Nico – having selected the wrong engine mode – found himself 200bhp down on the run to the next corner, and was obliged to defend vigorously against Lewis's attack.

"The drivers make these little notes for themselves, which they put on the steering-wheel, and basically Nico didn't realise that it was the wrong note he'd put there. Last year his engineer would have told him, but now the rules have changed, so these things can happen. As he went towards the corner, his red light was blinking, so everyone could see he had less power available."

Lauda's immediate response to the accident was to blame Hamilton, and he stands by that. "For sure Lewis was a bit shocked at being passed by Nico at the first corner, and then he made a super-aggressive 

REFLECTIONS with Nigel Roebuck

attack into the corner where they crashed: this he did on the inside, and that was avoidable – he could have passed him on the outside. I accept that it was a racing accident, but it didn't need to happen."

In the early laps at Monte Carlo, while Daniel Ricciardo's Red Bull streaked away in the lead, Rosberg and Hamilton ran second and third, but plainly Lewis was being held up, and eventually Nico was ordered to let him through. This he did, but some have wondered if, had their roles been reversed, Lewis would have been similarly obedient.

Niki was unequivocal. "Yes, for sure. Nico knew his car was not going well, knew how slowly he was going, and in that situation anyone would do what he did – even Lewis! Nico knew that if he didn't let him through, pretty soon he was going to be passed, anyway, and in the Mercedes team it's very clear: we are there so that the *team* can win the race, OK? In the end both drivers understand that."

Going back to the incident at Spa in 2014, there was a widespread view, I said, that Mercedes overreacted to what had happened: yes, Rosberg's front wing glanced Hamilton's rear tyre, and the resulting puncture put Lewis out of contention, but it had all been the consequence of a tiny mistake, and the treatment meted out to Nico afterwards seemed a little over the top.

"No, I don't think so," responded Lauda. "After the race I had a meeting with Nico in Vienna, and he complained heavily that I had criticised him so much without speaking to him first. I said, 'Give me a reason why I was wrong' – and he couldn't give me one. I said, 'If I got it wrong, I apologise – but if now you can't explain that it was not your fault...'"

"You know me. I'm not one of these corporate bullshit guys – this is the way I am. It was the same at Barcelona: both Nico and Lewis were upset at the time, but I think that saying what I thought was the right thing to do. I have a very good relationship with both of them, and I think I understand them, because I raced myself and I speak the same language. I believe this is good for the whole team – there are the drivers and there are the managers, and I try to help to put them all together."

Last year Hamilton clinched his third world championship – his second with Mercedes – at Austin, but Rosberg then won the last three races of the season. Was it the case of 'job done' for Lewis, after which he was a touch off the boil?

"There are two explanations," Lauda said. "Either Lewis fell asleep – or Nico suddenly woke up! These things happen in racing, and when it happens to you, you can't even explain it to yourself. Nico was pissed off that Lewis had won the championship again – and he responded by beating him in the three remaining races. Suddenly your head changes, and you get more confidence, and you get better and better. Then he won the first four this season, and put Lewis in a situation where he was the one who needed to come back. Nico is very different this year. He's very mature, self-confident and strong – and he was always quick, of that there was never any doubt."

If Hamilton faded in the late races of 2015, most anticipated that, come the start of the new season in Melbourne, the Mercedes situation would revert to normal, with Lewis in control again.

"Probably that's right," said Niki, "but it didn't happen that way, because Nico had so much confidence from the end of last year. I'll admit that, in a way, everyone at Mercedes was surprised, because honestly all the weaknesses Nico had last year he has corrected 100 per cent. Psychologically he is much stronger than he was. The thing about Nico is that he never stops improving – he works much harder than most drivers.

"Let me tell you something: I believe we have the two best drivers we could have today. Why? Because they push each other – all the time. Maybe you think Nico gave up for a time after Spa two years ago – but he came back. Same with Lewis: if he gets blown off he comes back.

"It's always the same, from the start of practice through to Sunday night, and this is why our car is going so well: both drivers develop it in the right direction, and they always have speed in the car, so we're not losing out anywhere."

Rosberg's Mercedes contract expires at the end of this year, and his father Keke has prevailed upon old friend Gerhard Berger to help with the negotiations. Lauda says that all parties are working hard on them, and he is sure that Nico will stay at Mercedes. From the outside, I said, it is not easy to understand why such matters invariably take months to resolve.

"Well," said Lauda, "we're working here to win races, so we don't have a priority in January to sign a driver, whatever people may think. We have until the end of the year to sign Nico

– and we will. Of course, thanks to these internet idiots, the longer it goes on the more people assume there has to be a problem – it was the same last year with Lewis. We said then that nothing was wrong, that we just had to put it together, and it's the same with Nico."

Down the road Lauda believes Mercedes will face increasing opposition, notably from Ferrari and Red Bull. "Ferrari is an interesting team, because – most of the time – they don't have this aggressive English one-direction development programme, having the right people working in the right way, developing the car step by step.

"At Ferrari they often have a lot of confusion, with too many people taking decisions, but it can very quickly happen that this confusion suddenly clicks – it happened when I was there – and when it does Ferrari is suddenly right there: the motivation comes back, and the group that took the decision that made things click becomes the leader, and adopts the English way of developing logically. At the moment Ferrari doesn't click – but it could happen quickly, and if and when it does, they can really be a threat to us.

"As for Red Bull, at the moment they are really coming on strong – the car was always good, and now the Renault engine is improving. I think we're still at the top, but next year we have to watch out. The combination of Ricciardo and Verstappen is a *very* strong one... you wonder how good is Verstappen going to be..."

Last year, in talking about the cars being physically easy to drive, some suggested that it really shouldn't have been possible for a 17-year-old kid to come into Formula 1, and be competitive immediately...

"Correct," said Lauda. "That's why we need to change the rules – so that at least on the podium they sweat!" 📧



THE ZOUTE SALE®

Friday 7 October 2016
Knokke-Le Zoute, Belgium

*Ex-Derek Bell, 1 of only 5 built
by Porsche for their factory drivers*
1987 PORSCHE 928 CLUB SPORT
225.000 - 265.000€

ENQUIRIES
Philip Kantor
+ 32 476 879 471
eurocars@bonhams.com



Bonhams



ON COURSE FOR HISTORY

THE CHATEAU IMPNEY HILL CLIMB
SATURDAY 9—SUNDAY 10 JULY 2016

VIP AND CORPORATE PACKAGES AVAILABLE

BUY TICKETS FROM WWW.CHATEAUIMPNEYHILLCLIMB.COM



[@CIHILLCLIMB](https://twitter.com/CIHILLCLIMB) [f /CHATEAUHILLCLIMB](https://facebook.com/CHATEAUHILLCLIMB) [YouTube /CHATEAUHILLCLIMB](https://youtube.com/CHATEAUHILLCLIMB) [/CIHILLCLIMB](https://instagram.com/CIHILLCLIMB)

Chateau Impney Hill Climb, Chateau Impney Hotel & Exhibition Centre, Droitwich Spa, Worcestershire WR9 0BN

F1 FRONTLINE
with

>>DRIVER MARKET ANALYSED >>ACTION FROM MONACO, MONTRÉAL & BAKU



Mark Hughes



F1'S FRESHEST FIXTURE

On June 19 the revived Grand Prix of Europe took place through the streets of Baku, Azerbaijan – the latest country to join the Formula 1 roster. For all that it was a new venue, however, the result was familiar. Nico Rosberg strolled to an easy victory for Mercedes.



with

Mark Hughes



Marketing director Gianluca di Tondo outlines Heineken's F1 ambitions in a chilly Montréal marquee

IN MONTRÉAL BERNIE ECCLESTONE presided over the launch of Heineken's Formula 1 sponsorship. The Dutch beer giant, which has used its marketing expertise to convince the world it has a premium product, is about to plough an annual £70 million directly into the sport over the next five years – and probably beyond – plus double that amount in 'activation' (letting the world know about the programme). As well as shoring up F1's finances, the activation part of the programme will essentially be doing F1's marketing, finally bringing it into the 21st century. Bernie has succeeded in getting someone else to do the sport's marketing and getting them to pay for the privilege. It's a quite brilliant left-field solution, a little indication that the old boy still has a few tricks up his sleeve.

That latter message is one that he is keen to make clear. Amid occasional speculation that he is about to stand down (or be stood down), he used the opportunity of the launch immediately to set things straight. In a cold marquee at the Canadian track, he walked on stage. "Some people are saying I'm leaving F1," he said. "Well, the funeral people can sort that out."

Heineken's marketing director Gianluca di Tondo explained the thinking behind the sponsorship deal. "We have the same goal [as Formula 1] – we both want to recruit. We want to recruit new consumers to turn them into Heineken drinkers, they want to recruit new spectators to make them F1 fans. We think we can work together to achieve this. We can reach out to 200 million people on top of those we already reach with the platform we have.

"For us the point is to go beyond broadcast. It is really to leverage the power of digital and social media. There are

STRAIGHT talk

Bernie lands
backing from a
brewer... and gets
it to promote F1



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

traditional assets: traditional mass media, TV, print. Then there's below the line: bars, hotels, cafés, restaurants, supermarkets. You will see an activation for Heineken and F1. We will leverage F1 massively on our social media and our digital programmes. This is the way you move from the million to the billion. If you take what we did for UEFA Champions League, our Twitter programme reaches 2.5 billion people. That is the way you scale up what you do.

"The way we look at F1 is from two sides. On one side it is still a platform that is loved by millions of people: and that is 200 million on top of what we can reach at the moment and that really intrigues us. And as a marketer, I personally believe it is largely unexploited. So I believe we can do with F1 things that no one has done before. On social media and digital, F1 can leverage on us and we can leverage on F1. Like all the big brands, we are moving from traditional media/broadcast to digital because that is where the people are moving as well."

As a little post-script to Bernie's avowed intentions of staying put until The End, in Azerbaijan he pulled me up on something I'd written in *Motor Sport* a couple of issues ago – to do with a vote on the engine regulations in which I'd questioned whether he'd just lost out in a stand to retain power. "The client engine is off the table for now," he confirmed. "But if the number of races falls below 19, then everything is back on the table. I think we'll be down to 18 by next year..." the straight face then breaking into a grin. I *think* it was a joke. What did I think of Azerbaijan, he asked. "A beautiful place, a great track," I replied. Was I concerned about the human rights issue? I'd read the Sport For Rights publication [outlining how journalists were being imprisoned without trial by the ruling powers for not being on-message]. "Well, you'd be imprisoned if you were here. But I don't have that power." This time I wasn't quite so sure it was a joke... ☑

THE PRINCESS S65
EXPERIENCE THE EXCEPTIONAL®



For Sales, Service or more information contact:

PRINCESS MOTOR YACHT SALES

+44 (0)1489 557755
sales@princess.co.uk
www.princess.co.uk



FIND OUT MORE AT WWW.PRINCESSYACHTS.COM

F1 FRONTLINE

with

Mark Hughes

Out with the old?

Max Verstappen did more than break a few records when he won in Spain earlier this year. Potentially, he could inspire a revolution in the F1 driver market... but first it needs Ferrari to unlock the key



MAX

AX VERSTAPPEN'S DEBUT triumph with Red Bull could hardly have been more resounding – an instant Grand Prix victory for the 18-year-old, wiping more than two years off the previous record as the youngest winner of all time. That turn of events at the Spanish Grand Prix might yet have reverberations through the whole sport, an electric jolt to make it realise that a turning

of the generations at the top is long overdue. Kimi Räikkönen, who scored a third of team-mate Fernando Alonso's points at Ferrari in 2014 and half as many as Sebastian Vettel there last year, qualified almost 0.6sec adrift of Vettel in Montréal and finished about a minute behind. There are occasional glimpses of the old Kimi and he insists it's all about getting the car just how he wants it, but it seems vaguely ridiculous that one of the key seats in F1 is effectively being wasted while many exciting new talents are in bit-part roles. Ferrari is surrendering performance to Red Bull even before the first lines of their cars are drawn. Perhaps Williams is, too, and rumours persist that Felipe Massa may be reaching the end of his distinguished career.

"Max is one of the hottest properties in Formula 1 at this point in time," said Red Bull's Christian Horner prior to Barcelona. "It's only natural that other teams would show interest in a driver that's demonstrating that kind of ability and talent. His signing also removes him from the driver market, certainly for the foreseeable future.

"I think a Ricciardo-Verstappen line-up is potentially the strongest pairing of future years. Of course that depends on how things develop and pan out and how regulation changes come in for next year. With the power units hopefully converging, that provides some opportunities for this team over the next couple of seasons."

Verstappen is of course a special case and winning so early in his career does not signify that every promising young driver could do the same. But nonetheless, it's posed the question boldly and brightly to a few of the top teams. Are they voluntarily surrendering performance with their driver line-ups? As Red Bull increasingly recovers its

customary competitiveness, it will surely force that issue.

"The policy we've always had has been to invest in youth," added Horner. "Whether Sebastian, Daniel or Max. Sometimes the safe option is to go for the experienced, known and trusted one and the perceived risk is to go for someone a bit younger and more dynamic. We've seen what Stoffel Vandoorne can do, there are some good youngsters in the wings and I feel it's time for the next generation.

"It depends on a team's outlook. Ferrari is always going to be a bit more conservative than Red Bull. They've always gone for experience. But I think we've clearly demonstrated there's a generation that deserves its chance. The problem with today's F1, without testing, is that it's very difficult for these guys to demonstrate their potential. But recently we've

seen Vandoorne, Max and Carlos Sainz make some outstanding performances. Yes, I think it's time."


It's interesting that Ron Dennis chose Monaco – immediately after Verstappen's victory – to warn other teams off his promising young reserve Stoffel Vandoorne. Jenson Button continues to do a fine job but is out of his very highly-paid contract at the end of the season...

This turning of the tide happens every so often, but the time between the tides has lengthened for the last couple of

generations as the money and the safety have increased and the big teams have become ever more conservative in their choices, with the notable exception of Red Bull.

Both Ricciardo and Verstappen – just like Sebastian Vettel – are products of Red Bull's brutally uncompromising junior driver programme. The whole culture of pitiless and relentless comparison – against team-mates, against theoretical optimums and data points seen in the simulator – continues from the junior categories into Toro Rosso and Red Bull, as Daniil Kvyat so recently found out.

Formula 1 is a harsh environment, but Red Bull is extreme even within that. It has led to arguably the strongest driver line-up in F1, maybe the strongest since Vettel was paired with Ricciardo in 2014 – also at Red Bull. Not since 2007, when McLaren briefly paired Fernando Alonso with Lewis Hamilton has a team other than Red Bull had two stone-cold aces in its cars.

"Fernando is still the toughest team-mate I ever had," recalled Hamilton two years ago. "He was just insanely fast. I'd look at the telemetry and I'd have to go out and find new limits to try to beat" 



Räikkönen insists he just needs to tailor the Ferrari to his liking, but stats weigh heavily against him

**"IT SEEMS
RIDICULOUS
THAT ONE OF THE
KEY SEATS IN F1 IS
BEING WASTED"**

with

Mark Hughes

him.” And that’s the added performance you get even above that of having the best two drivers; it can be greater than the sum of the parts. Ricciardo has operated at an exceptional level throughout his time at Red Bull, but his motivation since the recruitment of Verstappen has been sky-high and it’s difficult not to discern a further step-change in his performance since the arrival of the Dutch teenager. He followed up a spectacular qualifying lap and lost victory in Barcelona with a totally mesmerising performance throughout the Monaco weekend – even if it was again thwarted by events outside his immediate control.

“I think we’ve seen even more from Daniel since Max arrived,” said Red Bull’s Helmut Marko. “He has responded and we are seeing a fantastic driver. I think this and Max gives us a line-up that is going to be OK for a long time.”

Does he believe that key rivals are giving performance away? A wry smile follows. “I don’t think we are.” So does he think Ferrari will retain Kimi Räikkönen into 2017? “If that happens then I think you see Seb is the boss of Ferrari!”

The whole driver market is currently corked up but here are the pressure points that may lead to the uncorking of a Verstappen-led new order.

FERRARI

Publicly, Ferrari’s Maurizio Arrivabene remains supportive of Räikkönen. Vettel, as recounted, is more than happy with the line-up. But there is reportedly a building inner momentum that change is needed. As many as five drivers have been mentioned as possibilities. At the time of writing our understanding of the order of preference is as follows: Valtteri Bottas, Sergio Pérez, Carlos Sainz, Romain Grosjean, Nico Hülkenberg.

Williams retains an option on Bottas’ services into 2017, but could probably be financially persuaded not to take it up. A lot of value is placed by Ferrari on the driver having a harmonious relationship with his team-mate – and the personalities of Bottas and Sainz in particular would be ideal.

Force India has an option on Pérez and the team’s sporting director Otmar Szafnauer recently stated that Ferrari “would need to pay us a lot of money”. The Mexican has convincingly rebuilt his F1 career since McLaren let him go after a single season in 2013 and he was previously a Ferrari Academy driver, so his links are already good. He is being guided by heavy-hitting driver manager Julian Jakobi, who would be just the sort of operator who could find a legal argument in the specific wording of a contractual point.

Sainz is still under Red Bull contract but, on the assumption that the Ricciardo-Verstappen line-up at the senior team is in place for potentially a long time, the junior Toro Rosso team would seem too limiting for a driver who is showing increasing signs of being a driver of major F1 potential – and who compared very closely to Verstappen at Toro Rosso. Some sort of release would need to be negotiated.

Grosjean and Hülkenberg have each proved their speed over several seasons of F1 and could do a fine job for the Scuderia. But they are a crucial few years older.

WILLIAMS

It is now a rarity for Massa to outperform Bottas over a race weekend and there is a growing feeling that the Brazilian, in his 14th year of F1, is no longer delivering his best. It would be fair to say the team is open-minded about replacing him.



Massa has been struggling to match team-mate Bottas of late. Above, there is presently no space for Sainz at Red Bull



REDBULL.RACING



Sergio Pérez has been mentioned as a potential Ferrari recruit. Above, Button is said to be a Williams target



Jenson Button has been mentioned as a possible recruit – not only for his still-high level of performance but also for the enormous sponsor appeal he carries. Williams is not in a financial position to match Button's McLaren salary, but a deal with a multi-million-dollar sponsor that insisted upon Button might enable some sort of deal to be struck.

But although Button is still delivering at the wheel, he is one of the oldest and longest-serving drivers on the grid. Fast 17-year-old F3 racer Lance Stroll – whose father Lawrence makes a significant financial contribution to Williams – is expected to drive for the team at some stage in the future. But perhaps not until 2018.

The team's official test driver, British GP2 racer Alex Lynn, could be an outside contender. Should Bottas be recruited by Ferrari, there could be space at Williams for former test driver – and current Sauber racer – Felipe Nasr. Pat Symonds has a lot of belief in the Brazilian's speed and potential, he comes with sponsorship money and would probably surprise many after his difficult seasons with the Swiss team.

McLAREN

Button is out of contract at the end of this season. His high salary makes him look very vulnerable against McLaren's cast-iron contractee Stoffel Vandoorne, especially after the young Belgian outqualified Button on his F1 debut as Alonso's Bahrain stand-in this year and went on to score a point.

In his career to date Vandoorne has displayed startling car control, superb composure under pressure and great maturity. At 24 he's six years older than Verstappen – but is just waiting to be an instant F1 sensation. It would be a surprise if anyone else is Alonso's McLaren team-mate next year.

RENAULT

The Enstone team is rebuilding after the financial starvation of the previous few years. But with the right recruitments, this could again prove to be a top team in the medium term. Kevin Magnussen's place there is secure, Jolyon Palmer's less so.

Carlos Sainz has been mentioned as a target – and there is surely room for negotiation about Sainz's contract with Renault Sport as Red Bull's engine supplier. Nasr could also be a good fit for all concerned.

IS THE DAM SET TO BURST?

Ferrari holds the key to this. Another 12-month extension to Räikkönen's contract would throw a bucket of cold water over the driver market. But the announcement, say, of Carlos Sainz as Vettel's new team-mate would, as well as adding a fascinating new dimension to the sharp end of the grid, likely create a domino effect elsewhere and the final turning of the generations.

Many of the key young players – Sainz, Pérez, Bottas – have contracts that would require negotiated release. And the belligerence of the statements of those teams holding the contracts is – with the exception of McLaren and Vandoorne – probably illustrative of nothing more than a negotiating position.

"We've got a luxury problem with Carlos," said Horner, "in that our Red Bull Racing line-up is probably stable for a long time but we have this great driver in the wings. But he's under the same contract as all our other drivers. There's no intention to release him."

But such is the way of things in F1, it might happen anyway. 

GRAND PRIX NOTEBOOK

MONACO, CANADA & EUROPE

IT WAS AS IF THE VERY TANGIBILITY OF VICTORY WAS making the Scuderia nervous, jumpy, trigger-happy. The way this played out at Monaco and Canada just increased the pressure all the more. Questionable tactical calls compounded by the team's less than full understanding of the mercurial traits of the Pirelli tyres probably cost Sebastian Vettel a podium at Monaco and a likely victory in Montréal. In the inaugural Azerbaijan Grand Prix Vettel took things into his own hands, making a strategy call from the cockpit that turned out to be better than the one his team was trying to make for him.

Concurrently, as if there wasn't enough mounting tension already, the team's second driver Kimi Räikkönen had been drastically under-delivering, raising questions about his future beyond this season. He too steadied the ship in Baku with a much more convincing performance than in Monaco and Montréal, although one of the guys on the short list as a potential replacement – Force India's Sergio Pérez – beat him to third place.

The ultra-soft and super-soft Pirellis have 'plastifiers' in their compounds, designed to give grip on smooth surfaces like those of Monaco and Baku – but the tyre needs to reach a temperature threshold for the mechanism to work. This has direct implications on set-up, varying according to the track temperature. These are highly temperature-sensitive tyres either side of that threshold and the traits that can make a car fast at one track temperature can be the very reason it's slow at another. When the track temperature is consistent, Ferrari seems able to tune its car to whatever is required. But if it becomes volatile, if the track temperature changes drastically between Saturday morning practice and qualifying later that day, for example – as it did in Monaco – then it loses the set-up. This happened again at Monaco, just as it had two weeks earlier in

Barcelona, turning the car from a quick well-balanced machine into an unresponsive understeerer. Not ideal around the sharp direction changes of Monte Carlo.

Ferrari is not fully on top of tracking its set-up to the track temperature. Mercedes is. During Saturday morning practice in Monaco, in relatively cool conditions, Vettel was fastest. The Merc drivers hadn't got their laps together but, regardless of that, the Ferrari was competitive. Qualifying three hours later was held under a scorching Mediterranean sun, the track temperature was up 12deg C – and Ferrari was nowhere. With locking front brakes and understeer, Vettel was about 0.8sec adrift of playing a part in the pole battle – which was fought out exclusively between Daniel Ricciardo and the two Mercs, with the Red Bull emerging on top. Räikkönen, a couple of tenths down even before a gearbox penalty, was out-qualified by Nico Hülkenberg's Force India. For the second event in succession Ferrari's early promise had evaporated in the heat.

"We know the problem is related to how our car works with the tyres," said Maurizio Arrivabene post-race in Monaco. "We have to work and solve this problem, because if we cannot start in the top positions then we face problems that should not be ours. Look what happened in the race here. To recover positions we had to make an aggressive strategy and that put us behind Felipe Massa – who should not be our rival."

That was one thing, to do with raw qualifying pace, but the chance at least to salvage a podium from the weekend led Ferrari to throw the dice – too early as it turned out – in changing Vettel from wets to intermediates



Read Mark's
definitive race reports
on any device, on desktop,
tablet and smartphone
@ www.motorsportmagazine.com

**“VETTEL MADE
A STRATEGY CALL
THAT WAS BETTER THAN
THE ONE HIS TEAM WAS
TRYING TO MAKE FOR HIM”**



with

Mark Hughes

in the first part of the race. This brought him out behind the slower Williams of Massa, losing him time he was never going to recover and ultimately leaving him fourth on a day when third was there for the taking. The team had misjudged how much slower the pit entry was in the slippery conditions. A standard stop time would have brought him out ahead of Massa, but that just couldn't be achieved and instead he finished directly behind Pérez's Force India. This was all rather overshadowed by how Ricciardo lost what should have been a comfortable victory over Lewis Hamilton's Mercedes, through Red Bull not having his tyres ready as he pitted for slicks. Hamilton thus got his seasonal victory tally up and running after a difficult start. If it was any consolation to Ferrari, Red Bull had made some unnecessarily jumpy strategy calls, too – and was guilty of a much more visible and embarrassing error in the miscommunication about the tyres.

In Montréal the cool temperatures remained nicely consistent on Saturday – and Ferrari, with an upgraded turbo that gave a potent power boost, was suddenly back to being a contender. Vettel was just 0.15sec slower than the two Mercedes drivers in qualifying. He converted that into the lead by the time the race was two seconds old, the Ferrari's superb getaway helped by the clutch problem of pole-sitter Hamilton. With much faster tyre warm-up than the Mercedes on the opening lap, Vettel's lead was impressive – big enough to allow him to get away with locking up and straight-lining the chicane at the end of the opening lap. By the second lap Hamilton was able to track the Ferrari, but being slower on the straights the Merc had no apparent route past. The red car and its silver pursuer pulled far away from the chasing pack.

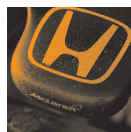
But then Ferrari gave it away. A virtual safety car to clear Jenson Button's broken McLaren-Honda from the track proved just too tempting for Ferrari. Lap 11 was viable timing for the first of Ferrari's planned two stops – and about 5sec could be gained by not being subject to the VSC between the pit entry and exit. Five seconds to be gained over other two-stoppers, that is. But because Merc was planning on stopping only once, Ferrari had actually just surrendered track



Räikkönen made a costly error in Monaco. His place at Ferrari is said to be in doubt beyond the end of 2016



WORD on the BEAT



A new turbo for improved harvesting was introduced by

Honda at the Canadian Grand Prix. But the big turbo – outside the vee – is scheduled for next year. It's finally been acknowledged that the small turbine and compressor required for the 'inside the vee' turbo format cannot provide competitive power.



Because of the estimated 30 per cent greater load on cars with the advent of the **2017 technical regulations**, brake

manufacturer **Brembo** calculates that uprating calipers and uprights accordingly will **add 6kg** to each corner of the car.



Sport for Rights – a campaign launched by

Azerbaijani human rights activist **Rasul Jafarov** – held a conference in London ahead of the inaugural Azerbaijan F1 race. It claimed the country's government had imprisoned human rights defenders, journalists, bloggers, activists and opposition politicians,

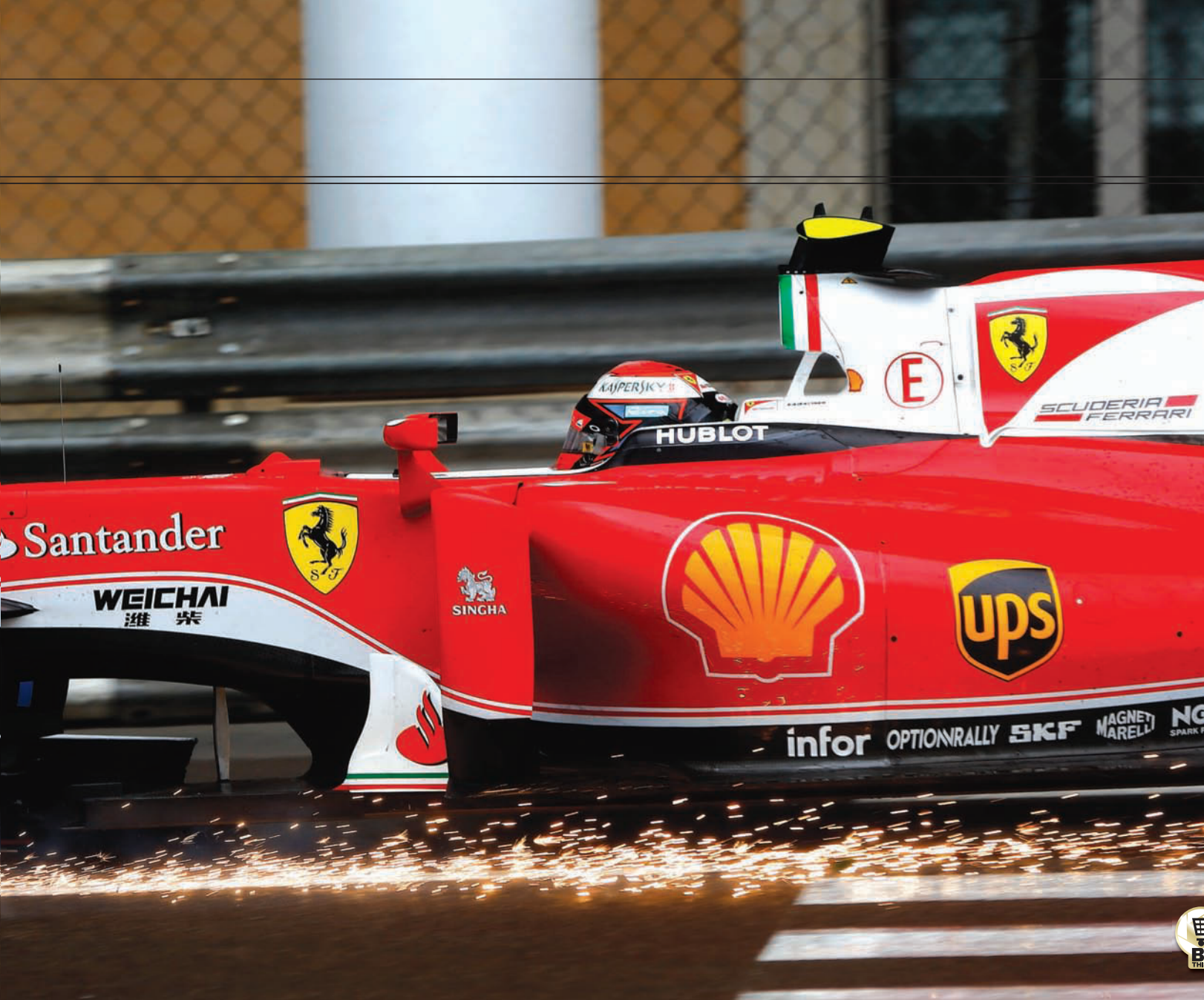
often without trial. It had, claimed the report, "Allowed a climate of impunity for violence against journalists with no justice for attacks against journalists, including the murder or death in custody of four journalists since 2005." The report went on to highlight the cases of a social media activist sentenced to eight years, an opposition politician serving a seven-year term and a pro-opposition news presenter jailed for five years.



The Mercedes-developed cockpit **halo design** has been chosen over



the Red Bull canopy for 2017 introduction after further tests on the latter. Close video examination of the original research showed the angle of attack meant part of the wheel actually hit the top of the cockpit rather than the canopy, helping it clear the



cockpit. With this corrected at the subsequent test, the wheel went through the canopy and into the cockpit area. Side impact tests also showed an unacceptably high g-loading on a driver's helmet against the canopy top.

A wing flexibility controversy is raging behind the scenes after footage from the Spanish Grand Prix showed how Ferrari's rear wing lowered above a certain load, reducing its drag. Ferrari is counter-claiming that Red Bull's front wing might contravene the regulations.

Daniel Ricciardo admitted in Montréal that he was so angered by Red Bull team's pit error – when his tyres were still in the garage as he pulled up at the



pits, losing him victory in Monaco – that he put himself out of contact for a few days. “I definitely felt after the race that I wasn't in a place, probably no one was in a

place, to resolve what happened. I needed just to get away for a few days and then address what happened once we'd cooled and settled.” Rumours persist that Ferrari would very much like to get his signature on a contract after his current Red Bull deal expires at the end of 2018.

Drivers met in Montréal to discuss the idea of introducing a policy of having to surrender a place for having failed to suffer a disadvantage by missing out part of track (as Lewis Hamilton did at Monaco in his battle with Daniel Ricciardo).



Heineken's sponsorship of F1 was announced in Montréal. It's worth £70 million per year until at least 2020, when there is a break point in the contract, but is expected to be extended until at least 2023.

with

Mark Hughes



Ferrari has mistimed a few pit calls in recent Grands Prix, adding to the pressure building on team principal Maurizio Arrivabene, below



position when it had no need. It quickly became apparent that the tyres in these cool conditions were proving much more durable than usual and so Vettel's two-stop strategy was doomed and Hamilton beat him. Rather like at Melbourne, Ferrari had been in a position to force Mercedes to come and take it from them when it wasn't certain that they could, but then didn't follow up on that – thereby handing it all on a plate to its rivals.

Arrivabene: “We overestimated the degradation of the tyres. That's the reason why we called him in and it was the wrong decision. We don't have to make the story bigger than it is. Today we made a mistake. The team has reacted well to understanding many things since Monaco. We made a mistake [with the strategy], but we have understood clearly how to find the right balance of the car and how to work with the tyres. This weekend we still had a gap to Mercedes, it is not big but it is enough. We need to work more to be able to win. The work we did after Monaco has paid off. We understand better certain aspects of the car, and the confirmation of that work came over the whole weekend.”

Arrivabene was feeling the pressure. Rumours in Italy persisted that his future as team principal wasn't assured. He may have been sharing



this pressure with Räikkönen, who at Monaco had suffered an embarrassing hit with the hairpin wall, wiping off the front wing and retiring. In Montréal he qualified a full 0.6sec off Vettel's pace, unable to generate adequate heat in his tyres – and finished a minute behind. There were extenuating circumstances but they didn't extenuate enough. Had Ferrari's second driver been right up with Vettel in Montréal rather than five places back, it would have allowed the team not to have placed the full gamble for the win on Vettel's shoulders. Splitting the strategy between the two cars might have ensured at least one of them was right – if both cars had been up there. There was a faction in the team – Vettel among them – who believed Kimi could still do the job and would come good. Another faction was pressing to look around at who might be available to replace him in 2017. Pérez, Valtteri Bottas and even Carlos Sainz were on that list.

At Baku, a bold new track running partly through little more than 12th century walkways, but incorporating a 2km flat-out section that produced speeds as high as 227mph, Ferrari ground out a result. Vettel was a solid second to Nico Rosberg despite being much less competitive to the Mercedes than in Canada. The long straight seemed to favour the Merc's power unit and its low-speed grip and traction through the old town section was rather better than the Ferrari's. “They seem to have something clever in how they are using the rear tyres,” said Vettel of the Mercedes.

Räikkönen had qualified alongside Vettel on the second row, about 0.3sec slower. In the race's early stages they ran a closely paced third



The Chateau Impney Hillclimb Auction

Sunday 10th July 2016



1966 Costin-Nathan Works Prototype

Successfully campaigned by Roger Nathan including victory in the Coupe de Paris against Works Fiat-Abarth opposition. Sold to G.M. Horsley during January 1967 and now entered from his estate after forty-five years' hibernation. The first, and only alloy-bodied, Costin-Nathan. Substantially complete but in need of restoration. Comes with Lotus Twin-Cam engine and Hewland Mk5 gearbox.

FURTHER ENTRIES ONLINE

HEAD OFFICE

The Motor House, Lyncastle Road, Warrington, Cheshire WA4 4SN
T +44 (0)1925 210035 F +44 (0)1925 269631 E info@handh.co.uk

www.handh.co.uk

AND
HH
AUCTIONEERS
For the Classic Collector

F1 FRONTLINE

with

Mark Hughes

and fourth, Vettel ahead. Rosberg's Merc disappeared into the distance but Ricciardo's Red Bull was soon suffering rear tyre graining on the scorching track – and Ferrari closed up. Vettel sliced ahead into Turn One and proceeded to pull away. Ricciardo pitted at the end of the lap, just as Räikkönen was trying to slipstream him down the long straight. Unsighted, Kimi transgressed into the painted box section reserved for those drivers who are pitting and was punished with a 5sec penalty.

Of more significance, Ferrari showed itself to be still jumpy strategically by calling Vettel in to respond to Ricciardo's early stop – which had surely forced the Red Bull onto the slower two-stop strategy. But the Ferrari's tyres were holding up just fine and there was no real reason to cover what Ricciardo had done. "Are you sure?" queried Vettel, showing his leadership qualities, just as he had done when he'd defended the team from criticism at Monaco and Canada. "The tyres still feel good." He convinced them to let him stay out. Räikkönen, because he was somewhere close to Vettel on this occasion, could be used to cover Ricciardo, giving the team the security of a split strategy, and he was brought in instead. As it happened, the Ferrari's tyre usage in the heat was good enough that Räikkönen wasn't compromised too much and he was able to remain on a one-stop strategy.

His problem was more the penalty and having to run quite conservatively to save fuel, for he had been short-fuelled in the expectation of safety cars that never came. He could not pull more than 5sec out on Pérez and actually didn't make it too hard for the Force India to pass on the road on the penultimate lap. Two podiums in three races for the Mexican, with Ferrari president Sergio Marchionne looking on. His timing was perfect. 📍

Rd 6 MONACO, MAY 29 2016

			RACE DISTANCE
1	LEWIS HAMILTON	Mercedes W07	1hr 59min 29.133sec
2	DANIEL RICCIARDO	Red Bull RB12	1hr 59min 36.385sec
3	SERGIO PÉREZ	Force India VJM09	1hr 59min 42.958sec
			78 laps
			161.734 miles

FASTEST LAP LEWIS HAMILTON Mercedes W07 1min 17.939sec

POLE POSITION DANIEL RICCIARDO Red Bull RB12 1min 13.622sec

Rd 7 CANADA, JUNE 12 2016

			RACE DISTANCE
1	LEWIS HAMILTON	Mercedes W07	1hr 31min 05.296sec
2	SEBASTIAN VETTEL	Ferrari SF16-H	1hr 31min 10.307sec
3	VALTTERI BOTTAS	Williams FW38	1hr 31min 51.718sec
			53 laps
			189.686 miles

FASTEST LAP NICO ROSBERG Mercedes W07 1min 15.599sec

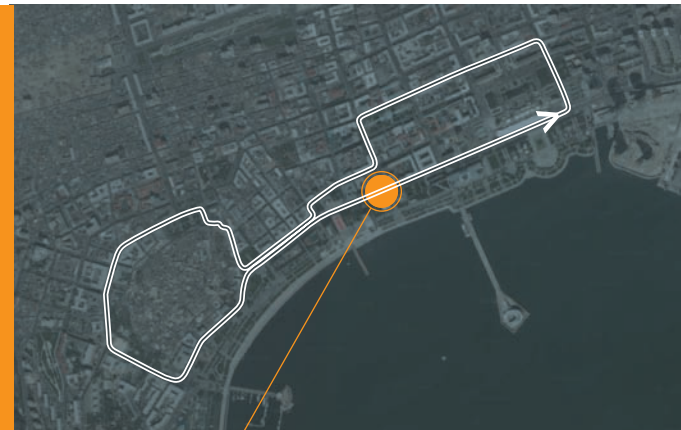
POLE POSITION LEWIS HAMILTON Mercedes W07 1min 12.812sec

Rd 8 EUROPE, JUNE 19 2016

			RACE DISTANCE
1	NICO ROSBERG	Mercedes W07	1hr 32min 52.366sec
2	SEBASTIAN VETTEL	Ferrari SF16-H	1hr 33min 09.062sec
3	SERGIO PÉREZ	Force India VJM09	1hr 33min 17.607sec
			66 laps
			190.170 miles

FASTEST LAP NICO ROSBERG Mercedes W07 1min 46.485sec

POLE POSITION NICO ROSBERG Mercedes W07 1min 42.758sec



BAKU, PIT ENTRANCE

Trackside view

“Running parallel to the Caspian shore, is this the fastest F1 pit entry of all time? The speed trap is set just where the cars peel off from eighth gear, DRS flap open and 215mph. At about 150 metres before the track physically splits into two, there's a white painted box section that those who are racing onwards are not allowed to enter, so as to separate any slipstreaming cars from those intending to begin 4g of deceleration with a squeeze of the left ankle, preparing to slow for a pit lane chicane, then briefly accelerating again up to the pit lane speed limit line.

Although not quite as startling a feature as the narrow Turn Eight, at the bottom of the hill beneath the ancient castle (where normally there are cobblestones), it's still rather radical. Daniel Ricciardo reckons that on an in-lap there might be as much as 1sec to be made by attacking it. And those approaching it with DRS

deployed will doubtless be hoping they do not have an airflow reattachment problem as they brake. Is it significant that Ricciardo saw opportunity in the layout, but Nico Rosberg saw the potential for a big accident?

Felipe Nasr makes his first attack, Sauber braking hard, Ferrari downshifts echoing off the architecture, some of which is Stalinist, some middle ages, others neo-colonial, as a Williams flashes by flat-out, a blur of Martini stripes and shards of molten magnesium from the scraping underbelly.

Fernando Alonso makes the most aggressive first assault on that entry, the McLaren ludicrously late on the brakes and extreme in its angle. By comparison team-mate Jenson Button's first run looks tame, a point JB confirms later. "Yeah, we compared them. Actually there was only about half a second's difference. So not as much as we first imagined." Still, half a second on an in-lap could be gold dust, even if it was uncomfortable to get. Depends how much you want it.





COME AND MEET YOUR HEROES

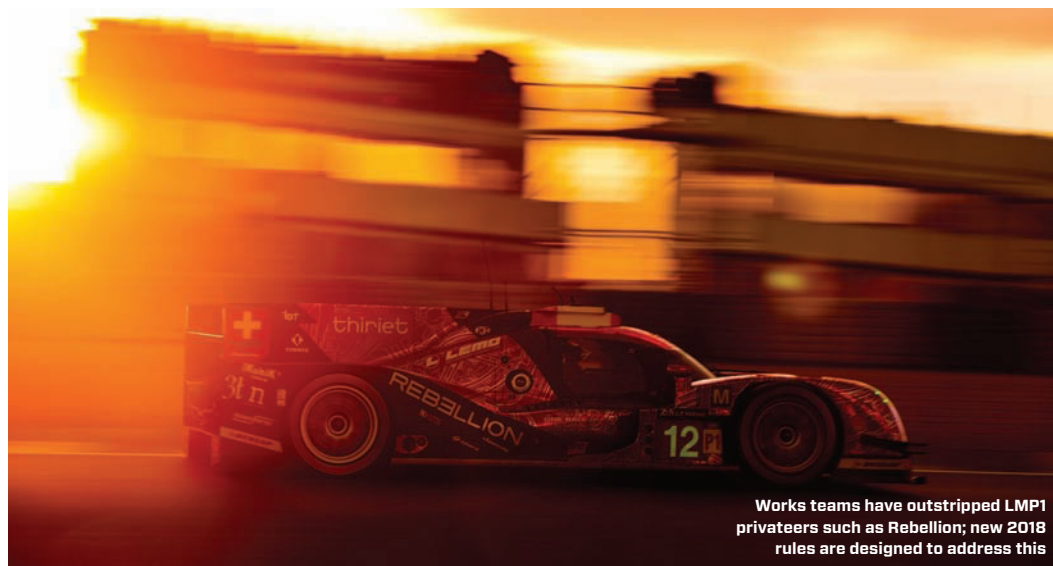
JAGUAR DRIVING EXPERIENCES - FROM £250

Our Jaguar Classic Driving Experiences represent the perfect opportunity to get behind the wheel of a whole host of classic Jaguars. C-types, D-types and E-types – the list goes on. So with experiences available until October 2016, book yours today and meet them face-to-face.

jaguar.co.uk/classicdriving

– CLASSIC –

Restrictions apply.



Works teams have outstripped LMP1 privateers such as Rebellion; new 2018 rules are designed to address this

LMP1 PRIVATEERS WILL BE allowed a drag reduction system in 2018. Its introduction is among a raft of measures designed to bring the independents closer to the factories in the World Endurance Championship over the next two years.

A rear DRS wing will follow an initial batch of rule changes for non-hybrid P1 cars in 2017. These include new aerodynamic freedoms, a weight reduction and the removal of restrictions on engine development. The moves are designed to reduce the gap between the manufacturer P1 entries and the privateers, which has grown during the hybrid era. The average lap-time deficit in a six-hour race has grown from 2.5sec in 2011 to 7.5sec last season.

The introduction of active aerodynamics had been discussed for 2017, but the FIA and the Automobile Club de l'Ouest, which jointly write the P1 rule book, have decided against rushing it through. ACO sporting director Vincent Beaumesnil explained that details had yet to be worked out.

"There are many rules that need to be written because clearly there are many safety aspects that need to be considered," he said. "We know that we want to do it because it offers a cheap performance gain, but exactly how we do it still needs to be worked out."

A front DRS system – working on the internal wings under the nose – was to be part of the plan, but Beaumesnil stated that this was no longer on the table.

"The technical people at the FIA and the ACO are saying that it would be too complex," he said. "For the moment we are only working on rear DRS."

DRS wings set for Le Mans

Privateers to get aero advantage to close gap to works LMP1 cars | BY GARY WATKINS

CHANGES FOR 2017

Aerodynamic rule changes for privateers next year will allow for a wider and deeper – and therefore more efficient – rear wing and a 50mm extension of the front dive planes. The new engine rules for 2017 will remove the limitation on the number of powerplants, currently five, used by each car over a season. The capacity limit of 5.5 litres for the engines in non-hybrid cars will also be removed. The minimum weight of the cars will also drop from 858 to 838kg.

Bart Hayden, boss of leading privateer Rebellion Racing, welcomed the moves. "They couldn't have done more for next year, because DRS needs to be studied hard before it is introduced," he said. "It is difficult to pluck a lap time gain out of the air for next year, but with the right amount of wind-tunnel work there could be two and a half seconds there."

US PROTOTYPES TO LE MANS?

The idea of allowing cars built to the Daytona Prototype International rules for next year's IMSA SportsCar

Championship to race with the P1 privateers at Le Mans is gaining ground. IMSA boss Scott Atherton, who was present at this year's 24 Hours, explained that discussions have started on the subject after it was first floated by ACO president Pierre Fillon in March.

"We believe there is an opportunity for a DPi to compete as a privateer P1 at Le Mans and it doesn't seem to be a bridge too far," he said. "Nothing is finalised and the technical people from both sides still need to get together."

The first idea was that DPi cars, to be based on the new-for-2017 LMP2 generation, would be able to race in P2 at Le Mans with engines developed for America but without their bespoke bodywork. This has been canned as IMSA allows free engine electronics rather than mandating the Cosworth management system of the Gibson V8 to be used in P2 in WEC and the European Le Mans Series. The compromise is to allow DPis to race in P1.

CHASSIS LIFE EXTENDED

Existing privateers Rebellion and ByKolles will be able to run their existing R-One and CLM P1/01 chassis into 2019. Their chassis are built to the same rules that will come into force for LMP2 next season, which would allow the four constructors granted licences for the new category – ORECA, Ligier/Onroak, Dallara and Riley/Multimatic – also to produce P1 cars.

That means that privateers will not have to build new cars for 2018. The latest P1 chassis rules, incorporating cockpit safety upgrades, will apply initially only to the manufacturers.

NEW AERO RULES FOR FACTORIES

New aerodynamic rules are being introduced to slow manufacturer hybrid LMP1 cars for next year, to the tune of four seconds at Le Mans. These will play a role in bringing the factories and privateers together, but the primary motivation is to keep a cap on speeds.

"The number one reason is safety," said Beaumesnil. "We need to control the performance of these cars, which have more downforce than a Formula 1 car, in the fast corners."

The height of the front splitter will be increased by 15mm and the depth of the rear diffuser reduced by 50mm. This will also make the cars less prone to take off in the event of a sideways moment.



PETER MANNING



Neil Cunningham

One of UK motor racing's most popular characters, Neil Cunningham has died aged 53 from motor neurone disease. Born in New Zealand, Cunningham came to Europe in 1983 to compete in FF2000. Despite good results, funds were insufficient; he switched to Eurocars, then became an accomplished GT racer. After his final start in 2011 he set up a charity to fund MND research: www.racing4mnd.org.

John Thornburn

John Thornburn, who managed future world champion Nigel Mansell in his early years, has died aged 78. He started out in team management with the Team Elite Lotus squad in the 1960s, going on to manage Alan McKechnie's F5000 team that won the ShellSport European title in 1974. Thornburn worked with young drivers through the 1990s, advising Mansell's sons Greg and Leo when they started racing.



Read extra news and comment on your iPad or tablet @ THE MOTOR SPORT DIGITAL EDITION

— OBITUARIES —

Chris Meek

He may have come to motor racing as a driver, but Chris Meek left his mark as the colourful owner and driving force behind Mallory Park race circuit. When track owner Grovewood Securities decided to sell, BRSCC organiser Edwina Overend approached Meek's company Titan Properties and in 1982 he purchased the venue. With Meek at the head until recently, the circuit negotiated many challenges, notably over noise, but continued to thrive as a popular venue with the tag of 'the friendly circuit.'

Chris Meek raced motorcycles first, but in the mid-50s turned to 500cc F3 and then sports cars, in Lotus and Elva machinery, winning the 1960 Phoenix Park Gold Flake Trophy. After a stint in Formula Junior in 1962 he had notable national success from 1964 in works Ginettas. F2 later proved less productive and some long-distance racing ended in a big accident at the Nürburgring, but Formula Ford brought more reward. In the 1970 season he raced Titans sponsored by his own firm, while driving a Lotus 69F with Tate of Leeds backing he won the 1971 BRSCC Northern Formula Ford Championship.

Moving into Formula Atlantic, Meek encountered rising star Tom Pryce and gave him financial and management backing, until Pryce joined the Shadow F1 team. Meek himself continued racing in production sports cars, often in far from obvious choices such as De Tomaso Pantera and a Panther Lima. Nevertheless he had a string of lap records to his name and collected six championships throughout the later 1970s, while also indulging a penchant for exercising his succession of Ferrari road cars and rapid motorbikes on the open road. Though his racing diminished from the '80s, Meek became a Life Member of the BRDC and remained a flamboyant figure in British racing. He died in May after a battle with cancer.



GORDON KIRBY

STRATEGIC GAMBLE WINS INDY 500

IT WAS UNFORTUNATE THAT THIS YEAR'S 100th running of the Indy 500 turned into a fuel-saving race, denying us a shoot-out among the remaining front-runners Josef Newgarden, Carlos Munoz, Tony Kanaan and James Hinchcliffe. Nor is there any denying that Alexander Rossi drove a steady, smart race on his way to winning the 500 at his first attempt. Rossi benefited from wise words of advice from co-team owners Michael Andretti and Bryan Herta. Both are very experienced racers and it was Herta's sharp tactical thinking that put Rossi into fuel-saving mode and brought him his remarkable win at the Speedway.

Through the week of practice and qualifying leading up to the race Rossi was fast and smooth, as he was in all of this year's opening IndyCar races. He qualified a very respectable 11th and ran well in the race in the forward part of the midfield. Andretti team-mate Ryan Hunter-Reay was the man to beat until Townsend Bell messed up in the pits, crashing into Ryan and damaging both cars.

The final segment witnessed a great battle between Kanaan, Newgarden, Munoz and Hinchcliffe. Kanaan and Newgarden led most of the time but Munoz also got to the front as they ran hard, knowing they had to make quick fuel stops in the closing laps. Sure enough, Kanaan stopped with seven laps to go, Newgarden, Munoz and Hinchcliffe two laps later.

Rossi was running ninth when the final restart took place with just over 30 laps to go, but was able to nurse his car to the finish without stopping. He found himself with half a lap's lead and to make the finish had to slow to a crawl. Coming out of Turn Four on the last lap with Hunter-Reay doing all he could to tow his team-mate to the line, Rossi ran dry of fuel but was able to coast under the chequered flag four seconds ahead of Munoz and Newgarden.

"I have no idea how we pulled that off," Rossi said. "We struggled a bit on the pitstops but Bryan came up with an unbelievable strategy. I can't believe we've done this. Ryan was unbelievable in helping me get to the finish. I'll cherish the fact that at one point we were 33rd and we rolled the dice and came through.

"We ran out of fuel in Turn Four on the last lap," he added. "We were clutching it and coasting down the backstraight. We knew it was going to be tight, but Ryan helped give me a tow to the finish over the last couple of laps. It's an amazing result for Andretti Autosport!"

Rossi was brought down to earth the following weekend in a pair of races on the contrastingly tight and rough Detroit street circuit. He finished 10th on Saturday and 12th on Sunday with Sébastien Bourdais winning the first race and Will Power taking second from Penske team-mate and championship leader Simon Pagenaud.

At mid-season IndyCar's championship is shaping up as a Penske vs Ganassi battle with Pagenaud enjoying a seemingly insurmountable 80-point lead over defending champion Scott Dixon and team-mate Helio Castroneves. With four cars capable of winning any race, Team Penske will be hard to beat this year, although only a fool would count Dixon and Ganassi out.

"We've got to start eating into Pagenaud's lead," Dixon said. "He's been doing a fantastic job and we've definitely got to start making some strides in the next few races. It's definitely going to be a dogfight this year. I think the cool thing about the IndyCar series is you've got competition. In Formula 1, you're pretty much racing your team-mate – you're racing one other car. But in IndyCar, someone can maybe not have a good qualifying and still have the equipment to get up there and fight for the win. I think that's very cool!"



Plenty of points but no GTE Pro prizes for works Aston in the wake of Ford and Ferrari's new-found speed

ASTONMARTIN.COM

DARREN TURNER

THE BEST WE COULD HAVE DONE...

WELL THAT'S ANOTHER LE MANS completed; my 14th time already. The week was pretty enjoyable from the driving seat. We ran well on the Wednesday night, got through a lot of the planned programme and – for the first time ever – we brought forward the race engine change to Thursday. With the forecast for bad weather on Thursday night, the boys pulled a long shift to complete the race prep and got us ahead of the game. This also meant they were able to have a good sleep the night before race day, which is not something that happens very often.

Prior to the race we were all feeling positive about the Aston Martin and its reliability. The only grey area was the difference in the performance of the Ferrari and the Ford from the Le Mans Test to qualifying, which certainly surprised everyone at Aston Martin. I'm sure it surprised Corvette and Porsche too.

As I've said numerous times before, I'm a fan of Balance of Performance. It's required in GT racing to keep the racing close and provide a spectacle for the fans who go along to watch



"Absolutely every detail was maximised so we are proud of our performance"

the events. With the new technology there was definitely a two-tier element to the GTE Pro class this year. With the turbo engines it looks like it's now much harder to equalise the performance to create a level playing field.

That's what it was, though, so all we could do was stick to our game plan of maximising what we had and throughout the race that's exactly what we did. If you look at how much time our car spent in the pits during the race, it's minimal and probably better than any other team in GTE Pro.

The puncture we had, which was caused by debris, was the only thing that held us up but we were still many laps down at the end.

We did everything we could – drivers, team, mechanics, strategy – absolutely every detail was maximised, so we are proud of our performance and that's all we will take away from the weekend.

Looking on the bright side, the top three finishers at Le Mans weren't World Endurance Championship entrants so despite finishing fifth we take the big haul of points for second place. This moves us up to third in the

championship for drivers and first in that for manufacturers, which helps to make up for the disappointment of our non-finish at Spa.

Although from our side it wasn't the most competitive of weekends, we still made it to the flag and that was a great feeling for the team. My heart goes out to Toyota. That was their race and I can't imagine how bad it would feel to lose it with less than four minutes to go. I was looking forward to seeing Anthony [Davidson] celebrate his first Le Mans win, so I hope they come back even stronger next year and make the full 24 hours.

Most of the time I keep my eye on what's going on in the wider world of racing, but the week at Le Mans is like living in a bubble. We stay on site and only venture out for the driver parade and scrutineering, so you tend to lose touch with the rest of the world and I have a bit of catching up to do now.

As I write it's back to normality as I have a day with the kids before heading off to Silverstone for a day with the Aston Martin Vulcan customers, after which I go off to the Goodwood Festival of Speed for a blast up the hill in a Vulcan. I'm a lucky fella. ☑

OFFICIAL EVENT PARTNER



CARS

Classic Automotive Relocation Services

TRADITIONAL VALUES
MODERN THINKING

- SEA AND AIR FREIGHT
- WORLDWIDE CUSTOMS BROKERAGE
- RACE AND RALLY TRANSPORTATION
- INTERNATIONAL STORAGE
- UK AND EUROPEAN TRUCKING
- UK REGISTRATION



JAPAN

Tel: +81 (0)45 306 7043
Email: info@carsjp.net
Web: www.carsjp.net

LOS ANGELES

Tel: +1 310 695 6403
Email: info@carsusa.com
Web: www.carsusa.com

NEW YORK

Tel: +1 516 210 6868
Email: info@carsusa.com
Web: www.carsusa.com

EUROPE

Tel: +44 (0) 1284 850 950
Email: info@carseurope.net
Web: www.carseurope.net



Rossi analyses Yamaha data with 125cc/250cc world champion and former 500cc star Luca Cadalora

MAT OXLEY

TEACHING AN OLD GOAT NEW TRICKS

VALENTINO ROSSI HAS A NEW EMPLOYEE this season: a rider coach. It's entirely reasonable to wonder why the man considered by many to be the greatest motorcycle racer of all time should need any help, but really it's just a factor of how MotoGP has evolved.

Grand Prix racing is closer than it's ever been, with the front row of the grid often covered by less than a couple of tenths. Thus riders are literally searching for anything – a hundredth, a thousandth – in each corner.

Hence Rossi's decision to hire Luca Cadalora, a three-time world champion from way back. Rossi isn't blazing a trail here; he's merely learning and adapting, qualities that have been crucial in his longevity and success.

Most of his rivals already had coaches, all of them former racers. Most notably, Jorge Lorenzo uses Wilco Zeelenberg, a GP winner in 1990, while Marc Márquez works with 1999 125cc world champion Emilio Alzamora.

Cadalora won the 125cc title in 1986 and the 250 crown in 1991 and 1992. When Rossi made his GP debut at the 1996 Malaysian Grand Prix, Cadalora won the 500cc race.

Although Cadalora wears a cap emblazoned with the word COACH in baseball-style type, he isn't really Rossi's coach. He would be more accurately described as a spotter, while his official job title within the Movistar Yamaha

team is rider performance analyst. "It's my job to try and see things you can't see on the data," says the 52-year-old Italian.

Over the past few decades MotoGP riders have become increasingly reliant on data, which they examine for hours each day, seeking better lap times. The fact that most of the top riders now want help from an extra pair of eyes and ears proves they have realised that the so-called 'department of squiggly lines' can only help them so much.

During each practice session Cadalora tours the track service road on a scooter, watching both rider and rivals – usually wherever Rossi felt he was losing time during his previous visit.

While noting sector times on his smartphone, Cadalora watches intently, digesting any information he thinks could be useful. He compares cornering lines and body positioning. He also listens for different gearshift patterns, so he can work out if there's time to be gained by short-shifting through a certain sequence of corners or by using the gears in a different way to get the bike stopped better. Later he takes part in technical debriefs.

"I'm trying to help any way I can," he adds. "I feel some pressure because to do this well is a bit like being on the bike. I have to use my passion to do the job as I did when I raced."

Cadalora raced during bike racing's pre-rider aids era, so can he really be of that much use to Rossi? "Well, the bikes are different, especially with the electronics," he admits. "But in the end I don't think they've changed so much because they are still bikes that react mostly in the same way."

Rossi certainly believes Cadalora is useful. After his first win of 2016, at April's Spanish GP, he praised his coach's input. "We work very much together and Luca helps me a lot with many small things on the track and with setting up the bike," said the 37-year-old.

The respect is certainly mutual – how could it be otherwise? "Valentino is really someone special," adds Cadalora. "I only knew about him from what I'd seen on TV but I'm very impressed. He is still a very generous rider – he puts himself out there even when the bike's not right."

Cadalora's return to the paddock – he had hardly been seen at a race since he retired at the end of 2000 – puts him in the same pit as Zeelenberg, who he used to race in 250 GPs. The Dutchman didn't enjoy the same success as Cadalora; in fact he only won a single Grand Prix, at the Nürburgring in 1990, after Cadalora had crashed out of the lead!

Yamaha assigned Zeelenberg to Lorenzo in 2010, the Spaniard's third season in MotoGP and perhaps not coincidentally the year he won his first premier-class title.

"Yamaha knew Valentino is very technical and he remembers stuff, but they could see Jorge needed extra support in these areas," says Zeelenberg. "Using an ex-rider is the best way to help, because you know exactly what small things to pay attention to, which are usually different at every race: remember this, don't forget that and so on."



IF BRITISH SUCCESS IS NOTABLY LACKING IN MotoGP, despite three Britons in the premier class, the situation is very much the opposite in World Superbike, motorcycling's version of tin-tops. This year's WSB championship is a three-way race between Northern Irishman Jonathan Rea, Welshman Chaz Davies and Yorkshireman Tom Sykes.

Rea won last year's title in his first year with Kawasaki and is favourite to retain his crown, but he is being chased hard by team-mate (and 2013 champion) Sykes and Davies, who has finally made Ducati's Panigale competitive. They make a habit of monopolising WSB podiums; indeed they filled all three steps at seven of this season's first 12 races.

British domination is nothing new in WSB: before Rea and Sykes, James Toseland, Neil Hodgson and Carl Fogarty all won the title.

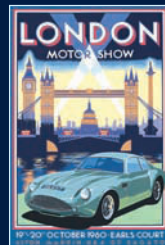
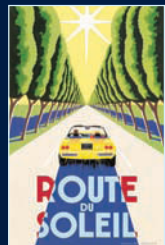
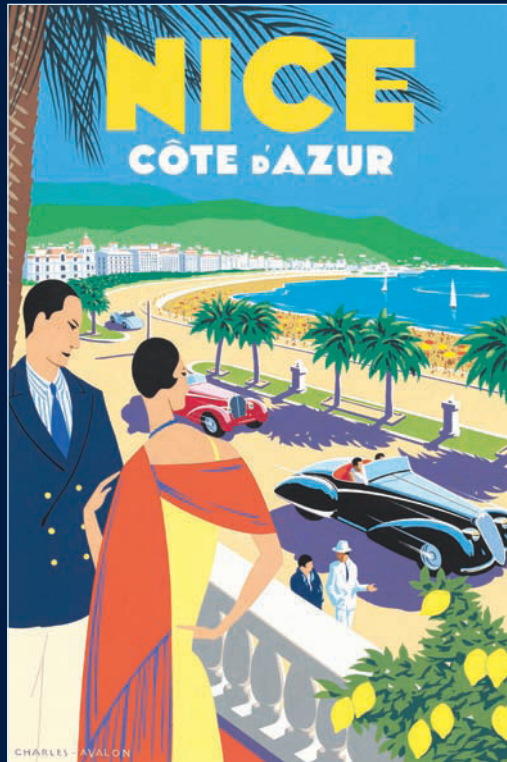
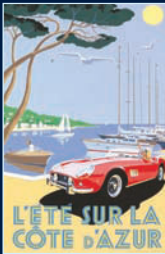
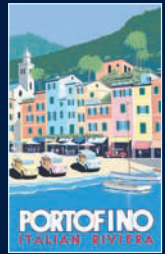


"riders are literally searching for anything – a hundredth, a thousandth – in each corner"



PULLMAN EDITIONS

Original, limited-edition Art Deco posters by leading artists



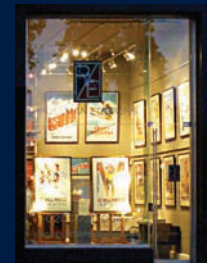
Limited to editions of 280, our newly-commissioned Art Deco posters feature glamorous holiday destinations around the world, ski resorts in the Austrian, French and Swiss Alps, and the world's greatest historic automobiles. **Over 100 designs to choose from**, all printed on 100% cotton fine art paper, measuring 97 x 65 cms.

Priced at £395 each.

Private commissions are also welcome.

Pullman Editions Ltd
94 Pimlico Road
Chelsea
London SW1W 8PL
www.pullmaneditions.com

Tel: +44 (0)20 7730 0547
Email: georgina@pullmaneditions.com



Our central London gallery

All images and text copyright © Pullman Editions Ltd. 2016

View and buy online at www.pullmaneditions.com



Hall of Fame set for action

New *Motor Sport* feature adds zest to Race Retro | BY PAUL LAWRENCE

RACE RETRO WILL BE 'POWERED by' *Motor Sport* magazine when the international historic motor sport show returns to Stoneleigh Park, Coventry from February 24-26 next year.

Under a new three-year partnership, *Motor Sport's* Hall of Fame will develop into a live spectacle (Above, Damon Hill is pictured on the *Motor Sport* stand at this year's show). 'Hall of Fame Live' will give visitors the chance to meet inductees from racing and rallying as well as enjoying live interviews with the stars. There will also be displays of the cars and bikes that took them to victory.

The *Motor Sport* Hall of Fame, launched in 2010, inducts four or five stars each year, the most recent being Sébastien Loeb, Derek Bell, Valentino Rossi, Dan Gurney and Professor Sid Watkins (see page 88).

Damien Smith, editor of *Motor Sport*, said: "We are delighted and excited with this new partnership which will push the *Motor Sport* Hall of Fame to the next level for 2017 and beyond. We're looking forward to featuring a physical Hall of Fame display at our favourite historic racing car show of the year, which has always had a perfect synergy with *Motor Sport* magazine."

Silverstone winners return

TWO BRITISH GRAND PRIX-winning cars from the past 20 years will be in action at Silverstone Classic on July 29-31. The ex-Jacques Villeneuve 1996 Williams FW18 and the ex-Mika Häkkinen 2001 McLaren MP4-16A won at Silverstone in period and will be driven by Zak Brown and United Autosports boss Richard Dean during the 'Legends of Modern F1' demonstration sessions.

American Brown, who will be making his debut at the event, will race Jackie Stewart's March 701 in the FIA Masters Historic Formula 1 Championship double-header. The Ken Tyrrell-entered car scored the first F1 victory for the fledgling March team in the 1970 Race of Champions at Brands Hatch and



— OBITUARY —

Tony Moy

Tony Moy, the man who pioneered holiday trips to foreign races, died recently aged 77. With partner Leon Page, Moy revolutionised the travel industry and made it possible for fans to attend events at modest cost. He started by taking a bus of 12 people to the 1961 Monaco GP. After retiring from the company, Moy took part in historic rallies.

Stewart later took second place in the non-championship Silverstone International Trophy.

Shelsley Walsh's big day

SHELSLEY WALSH IS PREPARING for one of the biggest events in its long history on July 16/17 when Hans Stuck will drive a C-type Auto Union up the 1000-yard hill during the Classic Nostalgia weekend. The demonstration will recreate his father's entry at the Worcestershire venue 80 years earlier and will cap a busy weekend of competition, displays and sideshows at the world's oldest motor sport venue.

Other attractions include an Audi Sport Quattro, last driven at Shelsley Walsh 30 years ago by Hannu Mikkola, and a tribute to Group B rallying that includes Jimmy McRae in his 1986 MG Metro 6R4.



Cooper 70th celebrations

SEVENTY YEARS OF THE COOPER Car Company will be celebrated at the Prescott hillclimb on Saturday July 30, with a gathering of about 70 sports cars and single-seaters from John Cooper's operation.

The event marks 70 years since John Cooper and Eric Brandon competed at the first post-war Prescott hillclimb with the prototype Cooper MkI in the summer of 1946 (above).

A diverse range of Coopers, from 500cc F3 cars to Grand Prix cars, will take part in competition classes for sports and single-seaters while others will complete demonstration runs. John Cooper's son Michael will be there with the ex-Jackie Stewart Cooper-BMC T72.

GpB demo at Montlhéry

THE HERITAGE OF THE HISTORIC Montlhéry circuit near Paris will be celebrated in September, with the second running of Les Grandes Heures Automobiles. More than 200 historic competition cars and motorcycles will be in action on the famous banked track, constructed in 1924, and Group B rally cars will run into the night in demonstration sessions. Each group of cars will have four 20-minute track outings.

Famous names from the history of the sport will also be present on September 24/25. There will be 10 hours of track action on Saturday alone, finishing at 10pm. A major classic car club parking area will be located inside the historic circuit.

Costin under the hammer

AFTER 45 YEARS IN STORAGE, THE works prototype Costin-Nathan sports-racing car from 1966 will be offered for sale at Chateau Impney (July 9/10).

Unveiled at the Racing Car Show, the car was a joint venture between racer/constructor Roger Nathan and aerodynamicist Frank Costin. Unusually it featured a timber monocoque.

Nathan raced the car in 1966 with a Hillman Imp engine and it was sold at the end of the campaign.

The car was bought by GM Horsley, who entered it for Chris Meek in 1967 before putting it into storage.

It will now be offered for sale by H&H with a guide price of £25,000 to £30,000.

Roger Clark rally returns

The Roger Albert Clark Rally is set to return to the calendar in November 2017 with a new format.

Event manager Colin Heppenstall is planning a longer and tougher rally over four days from November 9-12 2017.

“The outline of the event will be a four-day format offering between 200 and 225 stage miles using forest districts around the country, with stages of a length to challenge the competitors,” said Heppenstall. “It is hoped that forest districts in Wales, Yorkshire, Kielder and the Scottish Borders will be used. It is our intention to make this event available on both subjective route notes and maps.”

■ A new event for the north of Scotland will be the Deeside Speed Festival, which will run on Sunday August 21 in the grounds of Kincardine Castle, 20 miles west of Aberdeen. A demonstration hillclimb will use the castle's main drive. The event will feature cars, bikes and a range of side attractions.

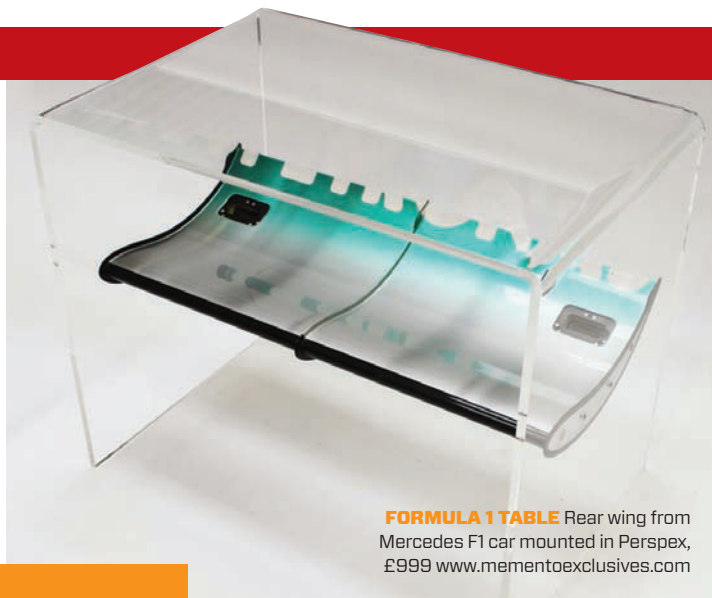
■ The annual Castle Combe Rallyday, on Saturday September 24, will celebrate the venue's connections to the history of the RAC Rally. The event will mark the fact that Britain's round of the World Rally Championship started in nearby Bath in 1976, 1980, 1983 and 1986. The circuit also hosted a special stage in '83.

■ The ex-Carlos Pace Lotus 59 Formula 3 car will return to racing this summer in the hands of Tony Wallen from South Wales. Wallen has restored chassis 25 for use in Historic F3. The car was last raced in the 1980s, in France. Pace used it to win the 1970 Forward Trust F3 Championship on his way to Formula 1.



For more historic racing news go to our online hub @ WWW.MOTORSPORTMAGAZINE.COM/HISTORIC

PRODUCTS



FORMULA 1 TABLE Rear wing from Mercedes F1 car mounted in Perspex, £999 www.mementoexclusives.com



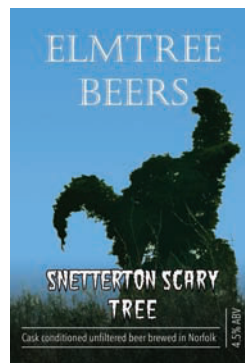
1967 FORD MK1V 1/18-SCALE MODEL

Dan Gurney/AJ Foyt Le Mans, £39.95 www.ck-modelcars.de



ME AND MY CAR Gearstick & Speedometer Cufflinks, £35 www.meandmycar.co.uk

SNETTERTON SCARY TREE BEER £2.75 per bottle www.elmtreebeers.co.uk



DEREK BELL SIGNED PORSCHE 956 PRINT Le Mans 1982 £29.95 www.thesignaturestore.co.uk

Maserati 250F

Ian Wagstaff

Another door-stop of a volume in the Porter Publishing Great Cars series, this one concerns a very special 250F. Yes, they all are, but chassis 2528 is one of the three lightweight 1957 cars, the one which Fangio niftily steered past the harbour mayhem to win the Monaco Grand Prix and which Jean Behra jumped into to carry off three non-championship F1 events.

So it's worthy of a place in this lavish series, and enjoys the same high-quality coverage. Wagstaff injects much detail into the story of its construction, front-line career and later life when raced by Neil and Nigel Corner and others, with hundreds of photos, many previously unpublished, plus cuttings, posters and of course all its results. I loved the shot of new 250Fs being dispatched wrapped in brown paper like Christmas presents, while a foldout Tony Matthews cutaway and detailed studio snapper add value to what at a glance is a high price for a car book but on inspection seems fair for such an assemblage of facts.

Still, is a comparison of its six period drivers vital? Arguable, but it's another impressive shot from the Porter armoury. **GC**

Published by Porter Press

ISBN: 978-1-907085-38-3, £60

Formula 1 - All The Races

Roger Smith

Now into its third edition, this is very nicely produced – and 'thorough' would be too weak a description of the content – but one wonders whether there remains much of an appetite for books of this nature. My habits tend towards the traditional and I prefer paper to digital, but websites now provide instantly accurate Formula 1 statistics as soon as each Grand Prix finishes [including ours - ed]. In those terms, books simply can't compete.

They can provide contextual detail you might not find on the worldwide web, and this has plenty of that, but some of the accompanying illustrations have a perspective that might best be described as 'curious'. **SA**

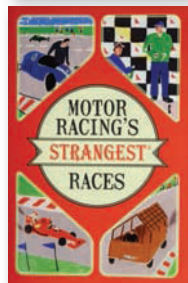
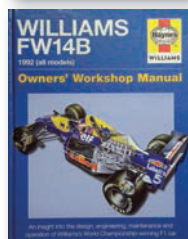
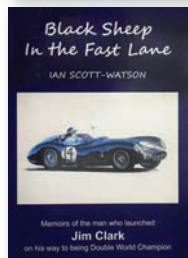
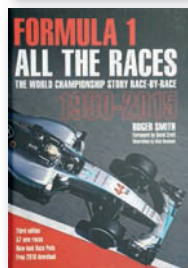
Published by Evro

ISBN: 978-1-910505-11-3, £50

Black Sheep in the Fast Lane

Ian Scott-Watson

If I'm writing about racing in Scotland Ian Scott-Watson is my first call. He has been involved since the 1950s, and has the proud boast of being the man who introduced a young Jim Clark to the sport. That's probably



the core of what would draw you to this book of memoirs, but his tales of forming a Charterhouse Supporters club, then the Border Motor Racing Club, resurrecting the Border Reivers, instigating racing at Ingliston and his involvement with Ecurie Ecosse add up to a crucial part of the racing story north of the Border.

There's first-hand personal insights to be gained too, such as Clark navigating racing backwards in Ian's DKW, being present at Colin Chapman's first sighting of his future champion, many adventures during Ian's time as Jim's manager, being snowbound and rescued by Innes Ireland's Snocat...

As well as cars, Scott-Watson designed buildings, including an Ibiza villa for the Chapmans and two unbuilt race circuits, redesigned the Clark memorial at Hockenheim and helped get the Clark statue erected in Kilmarnock. Plenty of entertainment in this enjoyable book, then, which may persuade you that Clark wasn't always the shy, quiet man so often portrayed. **GC**

Published by Border Design

ISBN: 978-1-5262-0334-2, £9.95 + £2.05 p&P

Williams FW14B Workshop Manual

Steve Pendle

The latest Haynes manual aims to take the readers behind the scenes and under the skin of one of the most famous racing cars of the past 30 years. The FW14B was the car in which Nigel Mansell dominated the 1992 world championship, winning nine races and claiming his only world title.

The author covers the history of Williams from humble beginnings to global domination well before launching into a forensic examination of the FW14B, a car originally intended to be a stop-gap measure early in the season until its successor, the FW15, could be introduced. Its stunning success – winning its first five Grands Prix – ensured it lasted the entire season.

As with previous Haynes manuals, which have covered everything from the Ford Fiesta to the Death Star from *Star Wars*, the analysis is comprehensive bordering on obsessive: there are detailed descriptions of every aspect of the car's design and development; interviews with drivers; race reports and entire sections given over to the suspension, steering, brakes and hydraulic system – brought alive with clear diagrams and previously unpublished technical drawings with Williams.

The book could have done with an edit: Frank Williams was driving to Nice airport from the Paul Ricard track when he had his life-

changing accident, not the other way around, but such errors are forgivable in a book that brings to life one of the most important racing cars of recent memory. **JD**

Published by Haynes

ISBN: 978-0-85733-825-9, £22.99

Motor Racing's Strangest Races

Geoff Tibballs

The principle might be sound, but you can't help feeling that an opportunity has here been missed. Author Tibballs has produced a chronology of some of history's quirkiest events, but very little – if any – of the content breaks new ground. And the PR fluff describes the content as 'humorous', although there might be more suitable adjectives to describe the 1903 Paris-Madrid race (or indeed the first-lap pile-up in the 1966 Indy 500, even if that didn't cause any serious injuries).

I have vague recollections of a production saloon race being delayed at Mallory Park after a litter of kittens was discovered in a tyre wall, and the FIA F3000 Championship was ever a source of improbable tales (from plagues of frogs via tornados to Russell Spence's Reynard being craned away with him still inside it).

These and other less familiar tales might have given the plot a fresher twist. **SA**

Published by Pavilion

ISBN: 978-1-910232-96-5, £7.99

Lucas Oil Racing TV app

Remember when it might take several days for the result of a Grand Prix to trickle through to the UK... and racing in the States might as well have taken place in a parallel universe?

Streamlined communications now make it almost impossible *not* to know the result of a GP within seconds of the chequered flag, while racing from around the world is available in the corner of your lounge via a couple of taps on the remote. Yet still there is scope for more...

Lucas Oil's new TV app brings various US racing categories to your phone or laptop, with live coverage of off-road and oval series that you won't find covered in the UK specialist media. There is also an extensive archive of bygone races. If you fancy an alternative to the latest Mercedes F1 conquest, the next round of the Lucas Oil Late Model Dirt Series is but a click away – and production will be slick. **SA**

<https://lucasoilracing.tv/>

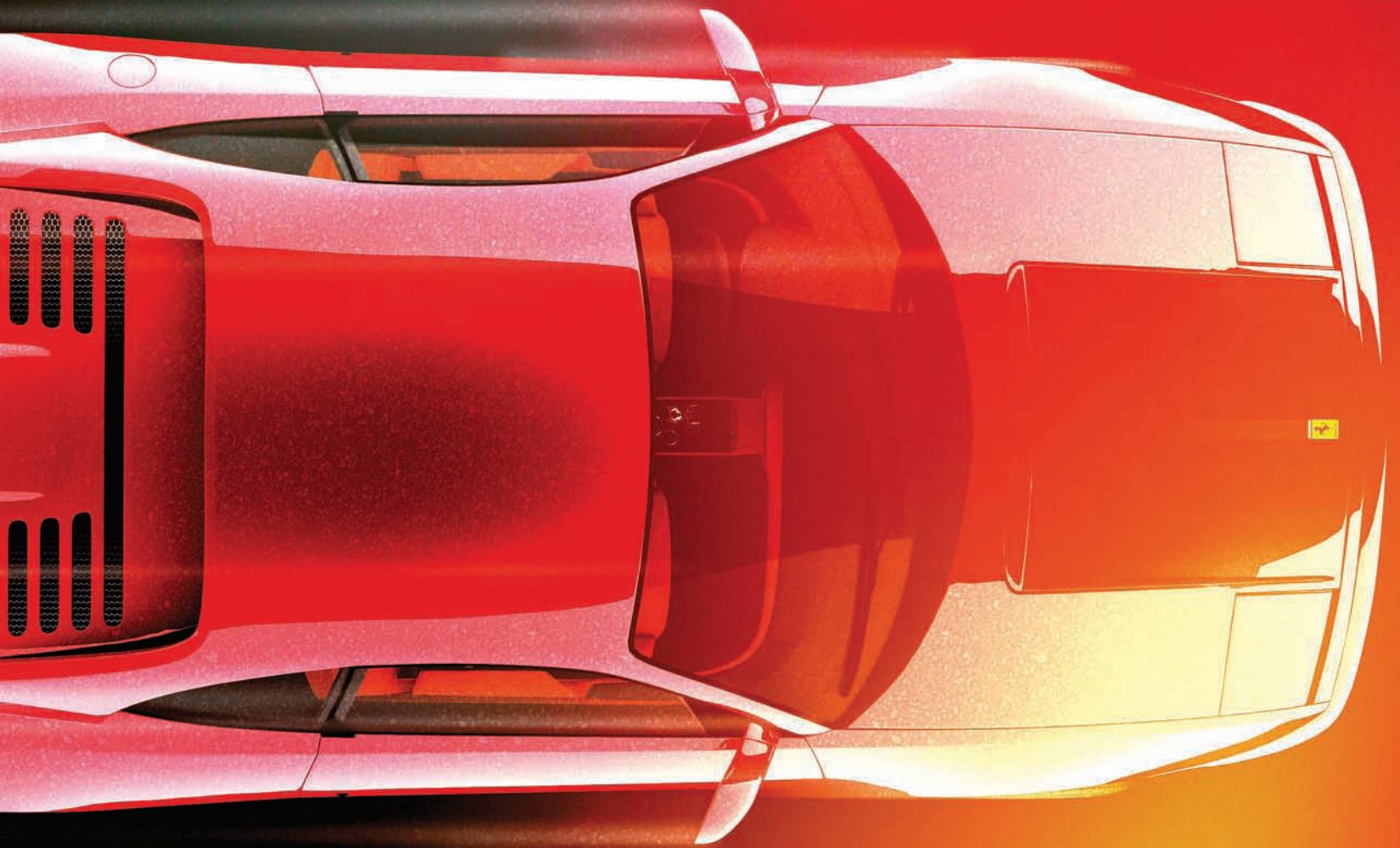
Subscriptions from \$4.99 per month

FOR THE LATEST MOTORING BOOKS GO TO:

www.hortonsbooks.co.uk



**INCREDIBLE PERFORMANCE
POWERFUL DELIVERY**



F E R R A R I P A R T S S P E C I A L I S T
S U P E R F O R M A N C E

01992 445 300 SUPERFORMANCE.CO.UK

CELEBRATING 33 YEARS FERRARI PARTS EXPERIENCE
UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CARS FOR SALE

www.motorsportmagazine.com/cars-for-sale



STAR LOT @ RM SOTHEBY'S

1955 FERRARI 750 MONZA SPIDER { Monterey, August 19 }

Ferrari's four-cylinder racers were often campaigned by privateers, but few had such illustrious pilots as this. Phil Hill and Carroll Shelby took it to second in the 1955 Sebring 12 Hours; later bought and raced by famed Chaparral builder Jim Hall, it has remained in his ownership since, with a restoration during the 1990s. This remarkably preserved machine is expected to reach between \$4m and \$5.5m.

1978 Mini 1275GT Clubman

Richard Longman's BSCC-winning mount in both 1978 and '79; comes with many items of memorabilia
Estimate: £130-160,000



Alfa Romeo TZ1 components

Engine, running gear, seats and nose panels
Estimate: £50-60,000

1972 Alfa Romeo Montréal

V8 power derived from T33 racer
Estimate: £40-45,000

1992 Lancia Delta HF Integrale Evo 1

Restored in 2011 with a £6K engine rebuild in 2015
Estimate: £45-55,000

H&H

@ DONINGTON PARK MAY 18

1962 Daimler Dart SP250

Glassfibre-bodied two-seater fitted with 2.5-litre V8
Sold for £26,000

@ CHÂTEAU IMPNEY JULY 10



1948 Connaught L2

The first of Rodney Clark's production cars, raced by Connaught backer Kenneth McAlpine and possibly by Mike Hawthorn; 1.7-litre Lea-Francis engine
Estimate: £80-120,000

1966 Costin-Nathan

Works prototype campaigned by Roger Nathan in open form with Imp engine and then by Chris Meek, revamped as coupé with Lotus twin-cam power. In true 'barn find' condition after being in storage for 49 years
Estimate: £25-30,000



1971 Elden single-seater

Mk8 chassis, driven by Danny Sullivan. All historic papers; ready to race, with fresh 1600cc Barnett engine
Estimate: £20-22,000

UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

Historics at Brooklands

@ BROOKLANDS JUNE 11



1972 Lotus Elan Plus 2S

Ex-Ronnie Peterson. Chassis No 1.
Sold for £72,800



1930 Ford V8
Midget racer
Sold for £6160



1951 Cooper
500 MkV
Sold for £33,600

Coys

@ BLENHEIM PALACE JULY 2

1975 Iso Lele

Bertone-bodied Corvette-engined 2+2
Estimate: £45-55,000



Lancia Fulvia Zagato

Rare right-hand-drive example of coachbuilt V4 coupé
Estimate: £25-30,000

AUTOMOBILIA

HISTORICS AT
BROOKLANDS



Tinplate Miller model
1/8-scale Indy racer
Sold for £384



Alfred Neubauer
trophy, bronze master
Sold for £354

Barons

@ NEWMARKET JULY 12

1957 Bentley S1 Continental

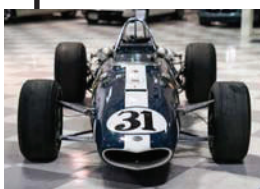
Successor to the famed R-type Continental, with engine enlarged to 4.9 litres; Mulliner coachwork. Recently refurbished mechanically
Estimate: £340-390,000

1989 Ferrari F40

Maranello's spartan twin-turbo V8 homologation special released to celebrate the marque's 40th anniversary in 1988. Low-mileage example, recently serviced
Estimate: £720-820,000

RM Sotheby's

@ MONTEREY AUGUST 19



1966 AAR Eagle Indycar

Dan Gurney's own entry at Indianapolis that year. Won at Riverside. Entered 1967 Indy 500 driven by Jochen Rindt,

and appeared three more times at the US classic
Estimate \$600-800,000



1951 Maserati A6G 2000 Pinin Farina coupé

Estimate: \$400-500,000

1966 Ford GT40 Mk1

One of seven road cars sold by Shelby in the US. Never raced; restored during 1980s and retained in private collection since then
Estimate: \$3.75-4.25m

Bonhams

@ QUAIL LODGE, CARMEL AUGUST 19

Mercedes-Benz 500K

Supercharged 5-litre supercar of the 1930s, with independent front suspension. Restored by marque specialists
Estimate: POA



AUCTION CALENDAR

JULY

- 2 COYS**
Blenheim Palace, UK
- 9 H&H**
Chateau Impney, UK
- 12 BARONS**
Newmarket, UK
- 28 H&H**
Donington Park, UK
- 30 RM SOTHEBY'S**
Plymouth, Michigan

AUGUST

- 13 BARONS**
Sandown Park
- 18 RUSSO & STEELE**
Monterey
- 18 MECUM AUCTIONS**
Monterey
- 19-20 RM SOTHEBY'S**
Monterey
- 20 HISTORICS AT BROOKLANDS**
Brooklands, UK
- 29-30 CLASSIC CAR AUCTIONS**
Carfest South

SEPTEMBER

- 6-7 RM SOTHEBY'S**
Battersea
- 10 MOSTALGIA**
Watkins Glen
- 17 BARONS**
Kempton Park



FOR SALE @ CHESHIRE CLASSIC CARS Flint Road, Chester. www.cheshireclassiccars.co.uk

DREAM GARAGE

FIAT DINO SPIDER

WHAT DO YOU DRIVE? OH, IT'S AN OLD Fiat... Not a winning drinks-party reply in the one-upmanship stakes – until you step outside, slip into a seductively curvaceous two-seater and disappear with a strident blare of engine noise that could only come from a race-bred motor. This old Fiat will turn heads, for it's a far rarer sight on Britain's roads than a common old 458. And yes, that was a race-bred noise it made as you streaked off up the road, for like its half-brother the 246 Dino from Maranello, Pininfarina's voluptuous curves enfold the little V6 derived from Ferrari's Formula 2 Dino engine.

Handed to Fiat's production lines as a way of producing enough engines to qualify for racing in F2, the little motor, initially 2-litre and then upped by 400cc, found a home not only in the better-known 206 and 246 Dinos but also in two Turin enterprises – a 2+2 coupé shaped by Bertone, decent enough to look at but not a pulse-raiser, and the lovely Spider such as Cheshire Classics has on offer.

"It's had a cracking job done on the engine," says vendor Damon Milnes, "and it has a huge history file that reads like a directory of Ferrari and Fiat specialists. There's record of paintwork and some minor jobs but no major work. Basically it's a sound car that feels taut, as though it has always been well looked after."

It seems the car's lady owner kept it at Ferrari specialist Talacrest, who exercised it for her when she wasn't using it. Fiat claimed the package as a two-plus-two, but frankly the 'plus two' element probably makes a better perch for your groceries than your offspring.

Despite that American incantation about cubic inches, bigger ain't always better. While an earlier 2-litre car like this one rides on leaf springs supporting a rigid axle, the extra urge of the bigger motor brought independent rear underpinnings of coil springs, an angled steel arm and a transverse link. On the other hand the smaller unit has an alloy block, and enthusiasts still argue the

FACTFILE

YEAR 1968

ENGINE
V6, 2000cc, 160bhp

TRANSMISSION
five-speed

SUSPENSION
front: double wishbones; rear: rigid axle, leaf springs

TOP SPEED 130mph

PRICE £109,995

trade-off between balance and bhp. But either looks equally attractive: those arching front wings plunging to that ground-hugging twin-headlamp grille give it a mean look, like a big cat on the prowl, and the details are pure Ferrari – in that a lot of them come from the Fiat parts shelf.

For fun fresh-air motoring with prancing horses under the bonnet if not on it, one of these little beauties is a temptation, if left-hand drive isn't a problem. "Frankly you'd be hard-pushed to find an RHD example, especially as good as this," says Damon. And anyway, that nostalgic Nardi wheel is on the correct side for Continental meanderings...



Although the RS16 is presently a concept, it is expected to be built in relatively small numbers

Renault builds 275bhp Clio

Spectacular concept car likely to become reality | BY ANDREW FRANKEL

RENAULT HAS REVEALED WHAT IS likely to be the fastest front-wheel-drive road car in history. By pitchforking the 275bhp 2-litre turbo engine from last year's Mégane Trophy R into the engine bay of the diminutive Clio shopping car, it has created something likely to have a better power-to-weight ratio than even the VW Golf GTI ClubSport S reviewed on page 58. Called the RS16, it is Renault's maddest car since the mid-engined Clio V6.

Although the RS16 is still technically a concept car, few doubt that it will be put into production soon, with a limited run of perhaps 500 cars to keep it exclusive and justify a price likely to eclipse even the £35,000 suggested for the aforementioned Golf.

Why now? Renault tends to like to have a fairly crazed car in its ranges and, with the demise of the hot Mégane, there is currently no clear candidate for the job, especially as the standard fast Clio, the RS200, is perceived to be a lot less thrilling to drive than all the hot normally aspirated Clios that preceded it. Blame its 1.6-litre turbo engine and

paddle shift transmission. The RS16 is still turbocharged but, like Honda with the Civic Type-R and VW with the Golf ClubSport S, its power is fed through a six-speed manual gearbox. If, as expected, the car is approved this summer, deliveries are likely to start in about 12 months.

Meanwhile, there is another fast Renault that is definitely going to get



built. The Twingo GT might not sound that exciting with just 108bhp from its 0.9-litre three cylinder engine, but with its rear-engine, rear-drive configuration the scope to make a modern-day Renault 8 Gordini is clearly available to its engineers. It remains to be seen exactly how brave they are prepared to be with its set-up, but it is confirmed that not only will it feature suspension that differs from regular Twingos, but also remapped steering and different gear ratios.

By the time you read this the car will have made its global dynamic debut at the Goodwood Festival of Speed, so hopefully we will also have been given its price. It should be little more than the £14,000 charged by Suzuki for the evergreen Swift Sport, the closest to a true rival the Twingo is likely to have.

Porsche boosts Panamera

PORSCHE'S ALL-NEW PANAMERA comes with the potential to become the most capable four-door coupé seen to date. With a wheelbase extended by 30mm it should be a genuine and comfortable four-seater, yet the top-of-the-range Turbo model is said to be as fast around the Nürburgring as a Carrera GT, a hypercar that many will remember arose from the ashes of a stillborn Le Mans project.

The Panamera got that way thanks to a brand-new hybrid steel and aluminium platform that is both lighter and 30 per cent stiffer than that used by the old Panamera. What's more, its significance extends far beyond Stuttgart. It is this very same platform that will underpin an entire new generation of Bentley Continentals due to be seen next year. And if it is likely to improve the Panamera, it should totally transform the Bentley, which has had to rely since 2003 on the extremely heavy architecture designed for the Volkswagen Phaeton with its unenviable weight distribution.

Under the Panamera's bonnet, and as before, there will be a choice of V6 and V8 engines. The entry-level car will be a V6 diesel borrowed from Audi, but the petrol motor is Porsche's own, displaces just 2.9 litres and yet produces 440bhp, 40bhp more than the old engine managed on 3.6 litres. But the real interest lies in the V8s, not least because these will be used by Bentley, too. The petrol V8 in the Panamera Turbo is

entirely new and Porsche's own, developing 550bhp from 4.0 litres, compared with the current 520bhp from 4.8 litres, enough to hit 62mph from rest in 3.7sec, some 0.4sec more briskly than before.

The diesel V8 is more interesting still – and for two reasons: first the shape of the old Panamera engine bay precluded the use of the big diesel, despite the torque and response such a car might have making it potentially the optimal model in the range.

Secondly, the new V8 is the first production engine in the world to carry electric turbochargers that, if reports of its performance in the Audi SQ7 in which it makes its debut are to be believed, eliminates lag entirely. The 4-litre engine has 422bhp but an astounding 626lb ft of torque.

Regardless of which engine you choose, its power will find its way to the wheels via a brand-new eight-speed ZF double clutch gearbox. This not only has one more gear than the PDK transmission used in all two-pedal Porsches of late, but is also claimed to improve fuel consumption, provide faster gearchanges and quieter long-distance cruising.

On the chassis side, new electronic interfaces mean the dampers can now receive instructions at the rate of 100 per second, while the rear-wheel steering system pioneered on the 911 GT3 is now made available on the Panamera. In slow corners it turns the wheels in the opposite direction to those at the front to improve nimbleness, and in the same direction at high speed to promote stability.

Now that Porsche has proven the concept of the Panamera and has a sister brand with whom to spread the cost of platform development, more variants are expected. Naturally in time there will be a yet more powerful Turbo S model, a plug-in petrol electric hybrid and a sporting GTS, but this merely replicates the product pattern of the old Panamera. Far more interesting are rumours of a shooting brake version and, just possibly, a shorter-wheelbase two-door version similar in size to Bentley's forthcoming smaller Speed Six sports car.

The 928 rides again. Hopefully.

In the meantime, the all-new Panamera is available to order now, with first UK deliveries scheduled for October.



Big numbers from Tesla

TESLA HAS ANNOUNCED UK pricing for its seven-seat Model X SUV. The all-electric car that features extraordinary 'falcon-wing' rear doors, has been priced at £74,480 for the base spec 75D model, a price that includes the £4500 Government discount for electric cars.

This provides a range of 269 miles and a 0-60mph time of 6sec. Were you to upgrade to the range-topping £100,180 P90D with four-wheel drive, however, you'd find 464bhp under your right foot, a 0-60mph time of just 3.8sec and a 295-mile range. An additional £8700 buys you a power upgrade to 532bhp, which knocks the 0-60mph time back to a McLaren F1-equalling 3.2sec. A seven-seat SUV as quick off the line as one of the most fabled supercars of all time? Yes, you read that right.

The Model X is, in truth, an SUV-variant of the established and successful Model S saloon, sharing its platform, motors and battery. Whether Tesla can realise founder Elon Musk's dream of selling 500,000 cars per year by the end of the decade depends far more on the compact Model 3. This BMW 3-series rival was shown earlier in the year and by May had attracted more than 373,000 firm orders. And no wonder: it looks great and promises a range of 250

■ The RAC Foundation has discovered that the amount of the UK road network now covered by permanent average speed cameras has more than doubled in just two years, from 127 miles in 2013 to 261 miles last year. Average speed cameras are favoured not only by police forces and road safety campaigners – deaths on the A9 in Scotland have fallen dramatically since average speed cameras were introduced – but also seen by the public as much fairer than traditional cameras, which can punish a moment's inattentiveness and are broadly seen to exist more to raise money than save lives.

miles and a 0-60mph time of less than 6sec for even the cheapest versions. When right-hand-drive sales begin over here towards the end of next year, prices are expected to start at about £35,000, less than half what Tesla is charging for a base spec Model X.

LaFerrari Spider looming

IT SEEMS THAT WHATEVER McLaren can do, Ferrari can do too. When McLaren was caught out by the demand for its limited-edition 675LT coupé, it wondered how it could satisfy those customers who still wanted one without being accused of foul play by those who already did. The answer was the 675LT Spider. Next year Ferrari will also be chopping the top off a car where demand far outstripped supply and creating a LaFerrari Spider. Ferrari capped LaFerrari production at 499 units and I can remember being told by its then-boss Luca di Montezemolo that he had more than 200 difficult calls to make to those who didn't make the cut.

Ferrari has not said how many Spiders it will build or what they will cost. Expect there to be far fewer than there are LaFerrari coupés and for demand not to be satisfied again, despite a likely £1.2million price, not least because Maranello will not be short of customers who will simply insist on having both... 📧

FERRARI GTC4 LUSSO

An everyday Ferrari? This one is getting perilously close... | BY JOE DUNN



THERE IS SOMETHING strangely old fashioned about the Ferrari GTC4 Lusso. Yes, beneath the skin it packs the sort of bleeding-edge technology that's light years ahead of the average road car, from four-wheel steering to a digital infotainment system that would have a 13-year-old nodding appreciatively, but at heart this is a throwback to a bygone age of motoring.

There's a clue in the name. The Lusso part, meaning luxury, recalls the company's 250GT Berlinetta Lusso from 1963 while the GTC references the 330 GTC from 1966. Both cars hold a special place in the Ferrari canon, and resurrecting their names is a shameless attempt to invoke the history and heritage of the brand.

For the Lusso it is a history that speaks of grand tourers roaring across Europe in an age before speed limits, let alone speed cameras. A time when

wealthy gentleman with double-barrelled names would think nothing of packing the family into their car and cruising from London to Monte Carlo for a long weekend.

Those days are long gone and Cessnas, not Ferraris, now ferry the world's gilded elite. But the aura of the time still has a powerful draw.

It's the reason Ferrari is persevering with its only genuine grand tourer. The Lusso is the replacement for the FF – the four-seat, four-wheel-drive car launched in 2011 to a mixed reception. Some critics delighted in the return of a genuine shooting brake-style GT with room for the kids and a full-fat V12 engine, but questioned the idea of four-wheel drive in a production Ferrari. Was the FF little more than a family estate in disguise?

Those concerns are one of the reasons Ferrari is keen to stress the new car's provenance and rightful place in the company's product line by attaching Lusso and GTC monikers to it and



FACTFILE £230,430

ENGINE
6.3 litres, 12 cylinders

POWER
690bhp@8000rpm

TORQUE
514lb ft@5750rpm

TRANSMISSION
Seven-speed, four-wheel drive

WEIGHT
1850kg (approx)

POWER TO WEIGHT
359bhp per tonne

0-62MPH 3.4sec
TOP SPEED 205mph
ECONOMY 18.8mpg
CO₂ 350g/km

banishing all mention of FF. And to be fair, the Lusso is more than a lightly face-lifted FF. Yes, the engine and chassis have largely been carried over, but the body is entirely new as is the cabin and much of the technology.

The overall shape of the Lusso remains the same as its predecessor, although the cabin has been pushed down over the rear wheels giving it – according to the design team – the appearance of a catapult pulled back and under tension, ready to release its energy. Make of that what you will, but there's no denying the Lusso is subtly more attractive than the FF. More obviously, the rear lights reintroduce the double cluster of bygone Ferraris and there is a new air intake grille giving the Lusso a more imposing look when it appears in your rear-view mirror.

But it is under the skin that much of the real work has been done. The Lusso is a veritable melting pot of Ferrari's newest technology – brought together in

one car for the first time. So, as well as four-wheel drive the men from Maranello have added rear-wheel steering, first seen on the F12 TDF, which allows the back wheels to move up to 2 degrees to improve stability and sharpen handling.

The system, called 4RM-S (four-wheel drive and steering) works by turning the rear wheels in the opposite direction to those at the front when entering a bend, then turning them in the same direction as front when exiting. It is applied in conjunction with Ferrari's slip slide control and electronic differential to send power and torque to any of the four wheels. The computing power needed to calculate the variables of grip, direction and torque while travelling at high speeds is enough to scramble the brain of most drivers but the result, according to Ferrari, is unprecedented grip on wet or icy roads.

One reason for the high-tech approach is that the Lusso is aimed at a new type of owner; younger, newer to the brand, who will use it as an everyday car, occasionally with family in tow. Witness the user-friendly touches inside: spacious boot, rear seats with 16mm more leg-room than the FF and more cubby-holes to store children's paraphernalia.

The state-of-the-art infotainment system features Apple Car Play and an optional split screen allowing it to show different content depending on viewing angle, so the passenger could watch a movie while the driver sees the sat-nav map. The cabin is better insulated than the FF too, with reduced road and engine noise. And there's a handy switch to lift the front of the car over speed bumps.

So how does it perform in the real world? Ferrari chose the mountain passes of the Dolomites near the Italy-Austria border to give the car its first official test. Fire up the engine and the front-mounted V12 ignites with a bark loud enough to rattle the windows of a distant *schloss*, but then immediately dials back the noise to a gentle gurgle. The reason: buyers of the FF had complained about engine noise at idle being too intrusive for a car to be used as an everyday vehicle.

Things begin sedately. Stick the Lusso in automatic mode to nose through local city traffic and you could be at the wheel of a slickly made German saloon – without engine noise or the drama of more sporting Ferraris the prancing horse feels strangely gelded.



Four of everything:
- seats, drive and steering - make the lavishly equipped Lusso a new sort of Ferrari for a new sort of Ferrari buyer




Things are a little different on the open road: a couple of clicks on the steering wheel-mounted gear paddles and the car switches out of auto and into manual. Drop a gear or two and press the throttle. A surge of power catapults the car forward, accelerating faster than you can think; the surge continues long after you expect it to end with the V12 only reaching screaming point after 8000rpm. Click up and the fun begins again.

Not that the roads around the Dolomites are its natural home. Hairpin passes zig-zagging up mountains might be fun in an F12 or even a Mazda

MX-5, but in a big four-seater they quickly become laborious and you sense the car itself is getting frustrated: every time it reaches anything approaching cruising speeds it's back on the brakes for another switchback. Even the sat-nav voice seems confused, instructing the driver to "turn right" or "take the next left" at each sharp bend.

In truth, the car is happier away from the twisty stuff, out on the wide-open roads, with long ribboning curves. Here it is the epitome of refined and powerful driving, eating up the miles with a nonchalance that puts any other car on the market to shame. Cocooned in the cabin, with a bottomless lake of power in reserve, a 1000-mile trans-continental journey would be a pleasure.

But is that what today's Ferrari owners want? After all, if it's a family-friendly, practical and powerful luxury car with all-wheel drive you are after there has never been more choice, from Bentley's W12 Bentayga to the Range Rover SVAutobiography and upcoming Lamborghini Urus. Ferrari, of course, insists it will never make an SUV, and stands steadfast behind the idea of a grand tourer with enough luxuries and practical touches to appeal to buyers who don't want an out and out sports car.

It might be right. And you have to admire its refusal to bow to current trends. Certainly, in an age of increasing convergence and identikit cars, the GTC4 Lusso stands gloriously alone. It might, ultimately, be a curio but we're lucky it exists: after all, if Ferrari didn't make it, no one else would. 



ASTON MARTIN DB11

An important newcomer for a whole host of reasons | BY ANDREW FRANKEL

IT SEEMS BARELY BELIEVABLE. In less than two years Aston Martin has gone from struggling also-ran, forced to trade once more on the quaintness and charm that barely kept the brand alive through the 1980s, to the marquee of the moment. Since Andy Palmer took over the reins he has brought us the Vulcan hypercar, a universally well received revival of the Zagato Aston, sell-outs for the limited-edition GT12 and GT8 Vantages and, in the as-yet-unseen shape of the Adrian Newey-designed AM RB001, the promise of the fastest street-legal supercar the world has yet seen. Without doubt, Aston Martin is on the front foot.

But none of these cars is going to secure the future of a company that, lest we forget, is controlled not by a massive automotive conglomerate with almost limitless resources of technical know-how and purchasing clout, but an agglomeration of owners from the

Middle East and Italy with Mercedes-Benz holding just a five per cent stake. If Aston Martin is to rise again, it will be hoist on the shoulders of two product ranges, neither mentioned above. First is the DBX SUV, to be built in an all-new factory in Wales. And if you don't like the idea of an Aston Martin off-roader, think of it in terms of more traditional Astons its profits will support.

And then there is this, the new DB11. Palmer has called it the most important car in the company's history and, while I'd not go quite that far, I think it's certainly up there with DBs 2, 7 and 9, all of which had the potential to make or break the company. For from the loins of its all-new architecture will spring not just the DB11, but the new Vantage, Vanquish and every other front-engined sports car Aston intends to make over the next decade or so.

There is nothing revolutionary about its design, though the way air is forced to pass through parts of its body to

FACTFILE

£154,900

ENGINE
5.2 litres, 12 cylinders,
twin turbochargers

POWER
600bhp@6500rpm

TORQUE
516lb ft@1500rpm

TRANSMISSION
eight-speed automatic,
rear-wheel drive

WEIGHT
1850kg (approx)

POWER TO WEIGHT
324bhp per tonne
(approx)

0-62MPH 3.9sec
TOP SPEED 200mph
ECONOMY n/a mpg
CO₂ n/a g/km

generate downforce with minimal drag is mightily clever. Otherwise it uses a bonded aluminium platform, as different in execution as it is similar in concept to that used by the DB9. It has a large V12 engine at one end and a gearbox between the rear wheels in now traditional Aston fashion. Body panels are predominantly fashioned from aluminium, too. Suspension is provided by double wishbones per corner, though those at the back have an additional link to provide Aston's first true multi-link rear end. Not exactly radical, you would agree. Even the vast brake discs are iron, though carbon-ceramics are on the way.

If there is a genuine departure, at least for Aston Martin, it is that the engine is turbocharged. And those used to the sound of Aston's doughty V12 need to read on before concluding this is tantamount to heresy. This engine is related to that engine and you'd know it if you measured the bore centres, but Aston insists it is effectively new,

without a single shared component. Its swept volume has been reduced to 5.2 litres, its power raised to 600bhp, more than any DB Aston to date and beaten only by the One-77 hypercar. Power is fed to an eight-speed ZF gearbox like those already found in the Vanquish and Rapide, but not the DB9.

The cabin is sumptuous, modern and, miracle of miracles, spacious even for very tall drivers. I'm 6ft 4in and for the first time I can remember in any Aston, didn't need all the rearward seat travel. You won't struggle to spot the Mercedes-Benz telematics and switchgear, but their look has been carefully changed so it doesn't appear at all like it's been thrown together from MB off-cuts. And while I cannot vouch for the way it all operates because the car I drove was a dog-eared prototype with very little of its interior actually functioning, there's no reason to think it won't be as intuitive as it is in a Benz and therefore by definition about a billion times better than anything we've seen from Aston Martin these past dozen years or more.

The engine doesn't rumble into life nor even thunder. A crisp, clear bark answers your thumb as if there was no interruption at all to the passage of exhaust gas from manifold to outside

world. Ease out onto the circuit and, because time is short, nail it. There's no waiting, no pause for reflection while the engine and gearbox debate how many gears need to be dropped: it just goes. The last time an Aston engine felt so relatively strong in the mid-range was back in the days of the supercharged Virage Vantage. It's effortless in the way Aston GTs always should be but too rarely have been. It's fast, too, punching past 160mph on the short straights

Spacious even for tall drivers such as Frankel. DB11 features Mercedes switchgear even if it doesn't look like it



between banked sections of track. This is an entirely different level of performance to a DB9. In the real world, I expect even the flagship Vanquish would not get near it. And no one, repeat no one, is going to quibble about the noise it makes. The engine appears turbocharged only in its provision of a torque band almost as wide as the rev-range. In all other regards, you can forget it.

Yet this is no screaming sports car. One of the new regime's key aims is to provide greater differentiation between its models in all regards, so while the new Vantage is reputedly an edgily styled, up-and-at-you road racer, the DB11 is a GT to its tyre treads.

You might be surprised to know for instance that its spring rates are the softest in Aston's history, and while being confined to a test track meant I couldn't prove it, I would expect its ride also to be the best. Aston Martin has been able to do this because the advances in shock absorber technology mean the car's considerable mass (an unconfirmed 1850kg) does not run away uncontrolled, turning the car into a heaving, pitching, wallowing mess. I found it tricky to drive on an unbelievably slippery wet handling track, but largely because a glitch in the electronics meant it was not possible to feed in the power as smoothly as I'd like and the torque vectoring on the prototype was not functioning. On the dry course it was terrific, offering good grip, outstanding traction, benign breakaway characteristics at both ends and surprising throttle adjustability in the middle of quick and difficult corners.

Given the car's limited functionality and not having driven it on the road, that's as much as I know. Normally I might wait until able to provide a more comprehensive review of a production-specification car, but for a machine as interesting and important as this, I thought you'd prefer at least the heart of the story now. The tale it tells is uplifting, at least for any fan of this brand in particular, or sporting British cars in general. It suggests very strongly that Aston is back where it was in 2003, with a world-class, cutting-edge product with all the charm Astons have always had, but also the ability many often lacked. If the company can maintain this momentum, its future is as bright right now as it has ever been before.



FORD FOCUS RS

The best yet, but perhaps not for every day

WHEN I WAS YOUNG A rather better resourced friend owned an original XR2 Ford Fiesta and, very kindly, let me skid about in it. Thirty-five years later I find myself skidding about in this new Ford Focus RS and feeling the same warm feelings rise up within me.

To me it is genuinely extraordinary and admirable to see how Ford has kept the faith all these years. It doesn't matter if you're talking about what was even then a budget hot hatch produced half a lifetime ago, or a state-of-the-art supercar-slayer like this new Focus, the philosophy is the same: keep them raw, keep them real and keep them coming. It's all about fun and if that means the interior is a bit of a mess and the ride a bit crude, then so be it – it's a price well worth paying. Of course Ford has occasionally lost its way on this journey, but not for a long period of time.

Ford's latest is the third Focus to receive the RS treatment, but the first to be fitted with four-wheel drive. With 345bhp from its 2.3-litre turbo four, there was just too much work for the front wheels on their own. It comes also with a stiffened shell, adaptive dampers, big brakes and an active rear diff charged with apportioning the up to 70 per cent of the engine's torque that can



FACTFILE

£31,000

ENGINE
2.3 litres, 4 cylinders,
turbocharged

POWER
345bhp@6000rpm

TORQUE
346lb ft@2000rpm

TRANSMISSION
six-speed manual,
four-wheel drive

WEIGHT
1547kg

POWER TO WEIGHT
223bhp per tonne

0-62MPH 4.7sec

TOP SPEED 165mph

ECONOMY 36.7mpg

CO₂ 175g/km

be shuttled in its direction.

On fast, quiet A- and B-roads it is one of the quickest point-to-point cars I've driven, its compact dimensions alone meaning no million-pound hypercar would have a prayer of staying with it. It has it all: grip, poise, balance and enough torque to make the chassis really work. It has a 'drift' mode I didn't try on the public road, but even in conventional settings it was easy to cancel the car's inherent desire to understeer with a quick lift and reapplication of power. Effective and engaging, it doesn't quite have the power to weight ratio of its closest rivals on paper, the Audi RS3 or Mercedes-AMG A45, so you'll just have to take it from me that it's far more fun to drive than either and, in the real world, probably faster.

And here's the thing: while Audi and

Mercedes charge more than £40,000 for their all-wheel-drive steroidal hatchbacks, Ford would be delighted to sell you one of theirs for £31,000.

But there's a problem. A few, in fact. The interior of the Focus is a mess, its ride poor, its refinement merely average and its fuel consumption – when driven the way it wants to drive – rarely less than ferocious. Unlike the Mercedes or Audi, this is not an easy car to live with and therefore for most not an everyday proposition. It is a recreation. When for similar money you can buy a VW Golf R that is only a little slower, almost as enjoyable and as competent a daily driver as any other Golf, the limits of the Focus's appeal are clear.

This, then, is the most entertaining fast hatch of the current generation. But the Golf remains the best.

McLAREN 570GT

Sporting gem gets extra sophistication



IT WILL BE MORE THAN usually interesting to see how the market reacts to this new 570GT, for in many ways it is the boldest car the Woking manufacturer has yet dared make.

How so? Because every car McLaren has produced from the start of its model lines to the now defunct P1 hypercar has been a pure sporting car, honed to provide driving pleasure, raw speed and agility. Even the 570S, probably the most impressive car I drove last year, screams the values of 'brand McLaren'.

This GT is rather different. Closely related to the 570S though it is (and identical in architecture and powertrain), it has been designed to attempt something no McLaren has ever tried before: as the name implies, this is McLaren's take on a serious GT.

And in usual McLaren form, it has more than just the additional luggage space provided by the reshaped and even more gorgeous rear bodywork and a huge glass roof to show for it. Its steering is two per cent slower, its springs softer by 15 per cent at the front, and 10 per cent at the rear. Tyres are now standard Pirelli P Zeros rather than track-friendly Corsas, it has been stuffed full of sound deadening material and inside you'll find such refinements as a glove box, a central storage bin

and, oh good Lord, cup holders.

The result is impressive. The 570GT is quiet and comfortable enough at motorway speeds for the idea of doing a thousand miles in a day actually to seem quite appealing. Yet get it up to the hills and it will still fling you between hairpins with enough force to make your passenger gasp. It grips well enough to make you wonder whether the standard Zero with its excellent all-weather characteristics would not be better on the 570S, too, and its poise is, like every other McLaren I've driven, otherworldly.

But you can't expect to gain such civility without losing some dynamism and there's no doubting that the car's credentials as a driving machine stand somewhat diminished in this guise. It's not one single thing, but a combination of the additional weight (37kg) over the 570S, the softer springing, slower steering and muted noise – while it is



FACTFILE

£154,000

ENGINE
3.8 litres, 8 cylinders,
twin turbocharged

POWER
563bhp@7400rpm

TORQUE
442lb ft@5000rpm

TRANSMISSION
seven-speed paddle
shift, rear-wheel drive

WEIGHT
1350kg

POWER TO WEIGHT
417bhp per tonne

0-62MPH 3.4sec

TOP SPEED 204mph

ECONOMY 26.4mpg

CO₂ 249g/km



more than capable of raising your heart rate to an eager canter on a decent road, it doesn't quite make it want to burst clean out of your chest.

No doubt many will judge this a fair price to pay, but a run up a mountain in a 570S shortly thereafter reaffirmed everything I remembered about it originally, namely that it is one of the most engaging and rewarding sports cars you can buy, yet to me its superior body control means it actually has better ride comfort than the GT, which is surely not what was intended.

What I would want therefore is a car with GT looks and practicality but 570S running gear. It could be called the 570GTS and it could be the best McLaren yet. Such a car is under active consideration but for now and given the choice between a 570GT and a 570S, it is to the S I would turn every time. Simply put, it is more of a McLaren. ▶





VOLKSWAGEN GOLF GTI CLUBSPORT S

Extreme diet includes the removal of two seats



Watch all five of our road test cars in action @ THE MOTOR SPORT DIGITAL EDITION

THE FORD ON A PREVIOUS page is not the only car this month to challenge the right of the Volkswagen Golf R to call itself the best fast hatchback.

There's a threat from within, too.

It's called the Golf GTI ClubSport S and ostensibly exists to celebrate the 40th anniversary of the original Golf GTI. It's a limited edition of just 400 units, 150 of which will be coming to the UK, its largest market. And typically you might expect such a car to have some anniversary badging, a little additional trim and no chance whatever of gaining a mention on these pages. But this is not a typical limited edition. Indeed it was built with just one goal in mind: to lap the Nürburgring faster than any other front-wheel drive car in history.

Whether you regard that a valid or even sensible aim, there's no doubting the

efforts made. While the Focus derives its pace through power and heavyweight technology, the Golf's chief weapon is lightness. By deleting equipment up to and including the rear seats, its kerb weight has been reduced to 1360kg, making it a staggering 187kg lighter than the Focus; so despite having just 306bhp, it is the Golf that has the better power to weight ratio. Aerodynamic modifications turn considerable lift into modest downforce, the suspension has been tuned to suit the Nürburgring, while better brake cooling, lighter wheels and track day tyres complete the picture.

Its pace for a front-drive hatch is bewildering. It laps the 'Ring in 7min 49sec, just a couple of seconds shy of what Ferrari's 599GTB flagship was doing 10 years ago. That's two seconds lost, around a near 13-mile lap, to a Ferrari with exactly twice the power.

What's more the little Golf is fast everywhere: on the straights, under braking, into the apex and, most surprisingly, away again. The combination of those tyres and a clever limited-slip diff mean even traction appears not to be a problem.

It's easy, too. In all but the quickest curves it steers as faithfully as you could wish. Cornering at three-figure speeds revealed a small amount of float, but that's because VW deliberately shed some of the downforce it found in development to make it move more freely through the air at high speeds. At all other times it feels like a Golf, albeit one with grip beyond that of any other.

But while the Focus RS is too raw to use all the time, the ClubSport S is almost the reverse. The very fact it has just two seats marks it out as a purely recreational motor, yet it's quiet, rides well and for all its undoubted pace, doesn't really challenge the driver.

Just like the Ford, its biggest problem is the existence of the Golf R, which is not only thousands cheaper, fitted with four-wheel drive and very little less fun to drive, it also has five seats, not two. And it is VW's refusal to equip the ClubSport S with the standard complement of chairs that relegates its role to that of an impressive, interesting and enjoyable curio, but a curio all the same. 📺

FACTFILE

£35,000 (approx)

ENGINE
2.0 litres, 4 cylinders, turbocharged

POWER
306bhp@5800 rpm

TORQUE
280lb ft@1750 rpm

TRANSMISSION
six-speed manual, front-wheel drive

WEIGHT
1360kg

POWER TO WEIGHT
225bhp per tonne

0-62MPH 5.8sec
TOP SPEED 165mph
ECONOMY 38.1 mpg
CO₂ 179g/km



THE DAYTIME AUCTION **AUG**
MONTEREY 18-20
2016

HYATT REGENCY MONTEREY HOTEL & SPA - DEL MONTE GOLF COURSE - MONTEREY, CA



2012 PORSCHE 911 GT3 CUP 4.0 BRUMOS EDITION · S/N 798183

FROM THE
MODERN
speed
COLLECTION



**NOW ACCEPTING
CONSIGNMENTS**

CA License #81410

MECUM
AUCTIONS
THE EXPERIENCE BEGINS AT **MECUM.COM**

For Complete Auction Consignment or Bidding Information go to Mecum.com or call 262-275-5050

NBCSN

Formula 1 out of touch

Whenever a tragedy such as the Orlando, Florida shooting takes place, it provides the opportunity for any civilised country to reflect on its policies and treatments of all peoples living within. Similarly, global organisations such as Formula 1 have the ethical and moral responsibility to do business with countries where all individuals are treated equally.

When the F1 machine actively pursues business partnerships with countries where homosexuality is still punishable by death, it tacitly condones the murder of men and women whose only crimes are to be themselves and to love one another freely.

Is it then any wonder that those who run F1 are befuddled when it comes to progressing the brand and increasing their shrinking audience?

It's almost laughable how the powers-that-be grope about, looking for progress in technical specifications, when the key to any popular form of entertainment has always been about the human connection.

Unfortunately, F1's power brokers view the world through a gilded straw. Until they can cultivate a sport that not only reflects a global audience, but respects the humanity of the audience it seeks to attract, progression shall remain an elusive concept. It is a sport run by the wealthy elite, for the wealthy elite, who cannot possibly be bothered with the trivialities of basic human rights.

T Mill, Los Angeles, California, USA

Sky's the limit

I can't think of any other sport that changes the rules, equipment and venues as much as ours does. The goal width at this year's European Championships in France is no different from Wembley in 1966. The stumps at this summer's England-Pakistan test are in the same place as they were for the Botham Ashes test at Headingley in 1981.

But look at the changes in the cars and tracks from '66 through to today.

There is one thing that's been constant all this time, however, and that's the free-to-air TV coverage. Who knows what the cars will look like come 2019, but the one thing we do know is that'll be the start of a new dawn as far as TV coverage goes. I believe this will be the

Baku's maiden GP symbolised F1's changing face... but should it have been there in the first place?



biggest, most damaging and long-lasting change to our sport, robbing a large percentage of the population of a chance to watch their motor racing heroes.

I can hear the emails chattering already – “Just get Sky TV” – but that shouldn't be the point. Surely our sport has enough cash sloshing around that it didn't need to be sold off to the highest bidder? It's not like cricket or darts. On the radio a few years ago someone came up with the phrase “England Cricket team syndrome”, meaning that the average sports fan could no longer name the England cricket team due to his or her lack of access to TV coverage.

When each sport is competing not only for viewing figures but, more importantly, for future champions, are we in danger of cutting off our supply of the next generation of Lewis Hamiltons or Adrian Neweys?

Sadly, the facts are already plain. The viewing figures for F1 are dropping year on year. Take this year's Monaco Grand Prix. Thanks to it being a highlights show on free to air, the race was viewed by the smallest number of people since 2006. And this event is meant to be our jewel in the crown, our blue riband, our Ashes.

It's too late to change the contract Bernie has signed with Sky TV, so the rest of us will have to get used to reading the post-race review courtesy of *Motor Sport*.

Matt Cope, Wanborough, Wiltshire

Distraction and destruction

Following on from recent letters relating to illicit circuit excursions, I can relate my own Silverstone experience.

While at Stowe School in the early 1960s, a number of us got together and somehow managed to procure a Norton motorcycle, which we hid in an overgrown air-raid shelter on the circuit grounds.

These were the days when most sporting events took place on a Saturday, so we used to visit on Sundays and take turns to ride around the track. It was always better to be at the helm – I remember being absolutely terrified when I drew the short straw one wet Sunday and had to ride pillion.

We used to inspect areas such as the commentary boxes and collect memorabilia, some of which I still have in early scrapbooks.

Unfortunately a few other pupils got to hear of our exploits. When we went up to the circuit after one of the major meetings we found our beloved Norton lying on the concrete floor of the air-raid shelter, completely trashed and unusable after some of our fellow scholars had a comprehensive accident. Obviously this was something we could hardly go to the headmaster to report, so that was the end. We never did find out who the culprits were...

Ian Harrower, Putney, London 

CONTACT US

WRITE TO:
Motor Sport,
18-20 Rosemont
Road, London
NW3 6NE

OR E-MAIL:
editorial@
motorsport
magazine.co.uk

(Further letters may
appear in our digital
edition only. Please
include your full
name and address)

2016
SEASON

THE VINTAGE SPORTS-CAR CLUB PRESENTS

PRESCOTT VINTAGE SPEED HILL CLIMB

PRESCOTT HILL, NR CHELTENHAM, GLOUCESTERSHIRE



TRACK
ACTION
FROM 9am
EACH DAY

ADMISSION
FRI £15 | ON THE DAY
SAT £25 | ON THE DAY
SUN £25 | ON THE DAY
WEEKEND £40 (SAT & SUN)
OR BOOK IN ADVANCE AND SAVE*
CHILDREN U16
GO FREE!

FRI 5-SUN 7 AUG

THE WORLD'S PREMIER PRE-WAR HILL CLIMB SINCE 1938
NOW INCLUDING THE VSCC 'LONG COURSE' HILL CLIMB (FRI)

PLUS: MUSIC | PICNICS | AUTOJUMBLE | TRADE AREA | VINTAGE CAR PARK | CAMPING
CHILDREN'S BICYCLE RACES | ENTERTAINMENT | FREE PARKING

FOR MORE INFORMATION AND HOW TO JOIN VISIT www.VSCC.co.uk OR FOLLOW US  

*ADVANCE BOOKINGS: Non-members in advance FRI £12 / SAT £20 / SUN £20 / WEEKEND (SAT/SUN) £35
VSCC Members in advance FRI £10 / SAT £15 / SUN £15 / WEEKEND (SAT/SUN) £25 Book at vscc.co.uk or call 01608 644999
[VSCC Members receive a free programme voucher with every booking!]



The Old Post Office
West Street Chipping Norton
Oxfordshire OX7 5EL

t +44 (0)1608 644777
e info@vscc.co.uk
www.vscc.co.uk

OUR PRINCIPAL ASSOCIATES:

Bonhams

HAGERTY
CLASSIC CAR INSURANCE

ST. JAMES'S PLACE
WEALTH MANAGEMENT

PRESCOTT
SPEED HILL CLIMB

WHERE'S
PRESCOTT?
SAT NAV
GL52 9RD

Point of view

When I first saw Daniel Ricciardo's Red Bull fitted with a high windscreen for a brief test during practice for the Russian GP, my own thoughts went back to a dispute over windscreens in sports car racing in 1960. Full-width screens were originally made compulsory as part of the special regulations brought in for Le Mans in 1956, after the accident involving Pierre Levegh's Mercedes the previous year. Initially the minimum height was set at 20cm. Some, but not all, of these new rules were incorporated into the FIA's Appendix C regs for international sports car racing for 1957,



while the height for screens was reduced to 15cm. In 1960, as part of further changes to make sports cars more like GT cars (compulsory luggage space, for instance) the height of the screens was changed to 25cm.

After the first race of the season in Buenos Aires the top drivers of the day got together with the recently retired Juan Manuel Fangio and signed a strongly worded protest letter, written by Jo Bonnier to the FIA, about visibility problems with the high screens. This letter had little or no effect at the time, but Bonnier himself would be one of the leaders in founding the GPDA to replace the moribund UPPI in May the following year.

David Cole, Oakham, Rutland

Wrong number

In your list of youngest champions (July issue, p40), you state that Emerson Fittipaldi's first win in 1970 secured the title for the late Jochen Rindt, the sport's first posthumous champion, and also at 28 its youngest. I think you will find that Jim Clark was the youngest champion prior to Fittipaldi, having won his first championship in 1963, aged 27.

John Hostler, Norwich, Norfolk

Open letter to Bernie

I'd previously attended the Monaco Grand Prix in 1976 (your mate Niki Lauda won). My ticket, which cost about a fiver, was for a three-row 'grandstand' on Avenue d'Ostende, on the hill up from Ste Devote, and for my pleasure I received a perforated right eardrum. Fast forward to 2016 and, when seated facing the harbour, the guy selling programmes came round the stand offering ear plugs at €5 a pair. Before negotiating the price down, I waited for the F1 cars to come round and found I didn't need the plugs.

I just had to write and thank you for making the cost of attending a modern Grand Prix that much more affordable. Keep up the good work.

Andrew Hodgson, Bury, Lancs

Chants would be a fine thing

With reference to your readers' stories about Brands Hatch 1976, I was also there. For me 80,000 British fans were more important than the regulations. I had a press pass; the McLaren lads said they needed bit more time, so I walked across the main straight and suggested a chant. The rest is history and I am very proud of it.

Andrew Frankl, via email

Back to his Rootes

Living in Australia means I get my edition of *Motor Sport* a couple of months after publication, but it's worth the wait. Adam Cooper's article on Mike Parkes in the April edition brought back lots of happy memories. When I lived in the UK back in the 1960s, my copy of the magazine was pushed through the letterbox and I

could eagerly read Jenks with my cornflakes before going off to work at Humber in Coventry, or more accurately the Rootes Group Competitive Vehicle Section, where vehicles were road-tested, stripped, inspected and weighed – and ideas were stolen! We tested competitors' vehicles at MIRA.

I remember a Porsche 356 Carrera (rear engine, alloy motor, might glean something to help the Imp project), Ford Cortina (Hunter), Simca 1000 (Imp), a technically brilliant 7-litre Oldsmobile Toronado FWD automatic and others.

The CVS cars were available to executives and engineers at the weekends, and Mike Parkes always booked a Fiat 1500 saloon, often leaving a navy blue Jaguar E-type roadster for us to lock up in the shed for the weekend. Why, one may ask? I did and with a glint in his eye Mike said, "I prefer the back seat in the Fiat." Enough said.

Bob Walton, Roleystone, Western Australia

Crewe cut

I went to spectate on the Mille Miglia recently. Coming from Bologna to Modena on what we would class as a cross between A- and B-roads, we were horrified to see a 1920s open-top Bentley coming up behind us, forcing its way down the centre of the road. Other cars were obliged to use the extremities of the asphalt, or even the grass verges. Worse still, what we assumed to be a service crew followed through in a Mercedes M-class, keeping pace with the Bentley.

It will not be long before there is a major accident. You cannot 'race' on public roads when the rest of the world is using the same route. In my ignorance, I'm not aware that the Mille Miglia is a race; I thought it was an opportunity for people with lovely cars to enjoy themselves. If things carry on in this manner the 'do-gooders' will have a legitimate case to close it down.

Mike Boothroyd, Tavistock, Devon

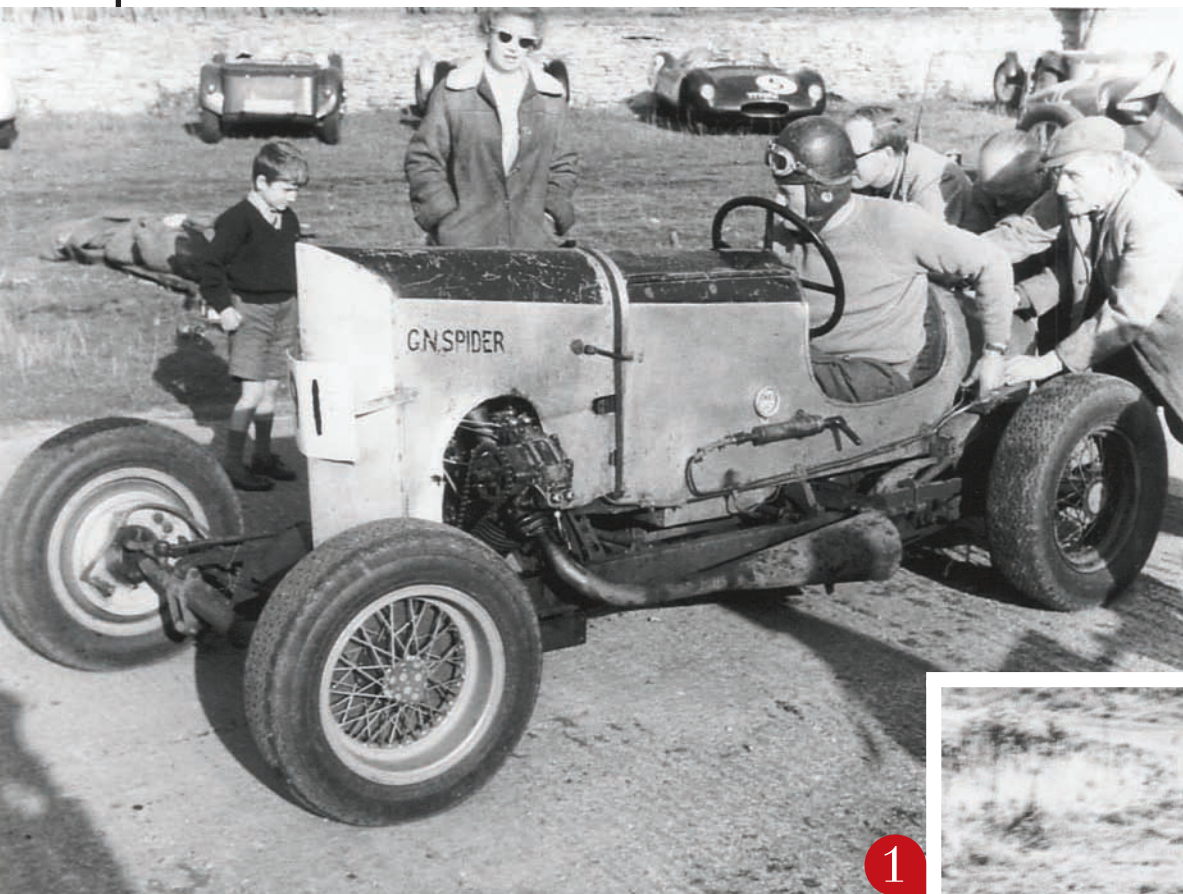
Frankel appreciation

I would pay the monthly cover price just for Andrew Frankel's contributions. I think his car reviews are in much the same vein as those of Bill Boddy, years ago – very insightful.

Tony Milbourn, Great Stukeley, Cambs

High screen on the Maserati T61 of Moss & Gurney at the 'Ring in 1960. Below, Parkes feature brought back some happy memories





1

JRC YOUNG

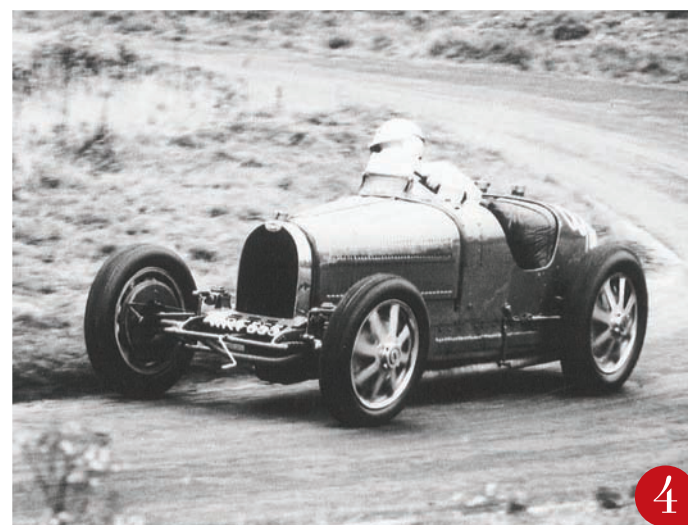
Not to be confused with Oulton Park, which lies about 45 miles away, Loton Park is one of the UK's most picturesque hillclimb venues – and convenient for Shrewsbury-based reader JRC Young, who took these shots in 1963 **1** The 2-litre GN Spider of Basil Davenport, which featured as part of Simon Taylor's track test in the March 2015 *Motor Sport* **2** 1.5-litre Aston Martin of Derrick Edwards **3** Alfa Romeo Monza **4** Bugatti T35



2



3



4

RAY GOUFFE

The debris fencing is invisible, the run-off almost wholly absent. Reader Ray Gouffe submitted this shot from the 1974 International Trophy at Silverstone. Instead of selecting James Hunt's winning Hesketh, though, or Tom Pryce's fledgling Token, he opted for 'Silverstone' Syd Herbert's Jaguar XJ6 fire tender on opposite lock. But is that Syd at the wheel..?



SEND US YOUR IMAGES

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

Motor Sport,
18-20 Rosemont
Road, London,
NW3 6NE

or e-mail them to:
editorial@motorsport
magazine.co.uk



AUDEMARS PIGUET
Royal Oak
Offshore Diver
Chronograph,
£20,400

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

by Richard Holt

AUDEMARS PIGUET

There is much talk of crisis within the watch industry, with Chinese buyers disappearing and Swiss manufacturers apparently sitting on unsold stock worth countless millions. You wouldn't know it, though, when you see the confidence with which most of the brands carry themselves. A good example is Audemars Piguet, widely accepted as making up the Holy Trinity of Swiss high-end brands, along with Patek Philippe and Vacheron Constantin. For the past 10 years AP has been putting huge resources into creating ever-better minute repeaters – mechanical watches that chime the time. This year it treated journalists to a sound-show of what it said was the loudest minute repeating wristwatch ever made. For the digital generation loudness comes cheap, but creating all that sound with tiny little metal gongs is no mean feat, and the business of making minute repeaters is hugely expensive – not the behaviour of a company that is watching the pennies.

Back in the early 1970s there was a proper crisis in the watch industry. At that time it was becoming clear that pretty soon the battery-powered watch was going to be available to everyone. Once everyone could get their hands on quartz, who was going to pay large sums of money for a mechanical watch?

Well, when your back is to the wall, you go bold or go home. AP engaged the services of designer Gérald Genta and in 1972 produced the Royal Oak, a watch that departed so far from the brand's previous work that traditionalists wondered whether AP's bosses had lost their grip on reality. It had an octagonal bezel with exposed screws, inspired by a diver's helmet. Initially sales were slow, partly because of how radical the design was, but also because this steel sports watch cost more than a contemporary Patek Philippe gold dress watch, and 10 times the price of a Rolex Submariner.

The Royal Oak went on to be a huge success, however, and was considered Genta's masterpiece, not least by the designer himself, and it became AP's most recognisable watch. In 1993 the Royal Oak range expanded with the Offshore, a design intended to bring a younger, sportier buyer to the brand. In 2010 the range was expanded further with the addition of the Offshore Diver.

New for this year is the Diver Chronograph, self-winding and water-resistant to 300m, which comes in a range of striking colours, just in case you were in any doubt of AP's boldness. Crisis, what crisis? www.audemarspiguet.com

HAMILTON

Elvis wore a Hamilton, and in terms of coolness that is all you need to know. But while The King's watch was the funky triangular Ventura, the brand rose to prominence as a maker of tough and functional timepieces. Now owned by the Swatch Group, Hamilton was founded in Pennsylvania, USA, in the late 19th century and became the official supplier of watches to the US Army. The Khaki Field watch is a tribute to the army watches of the 1940s, with its military colouring and fabric strap. It has an automatic-winding movement with an 80-hour power reserve and the 40mm stainless-steel case with sapphire crystal is water resistant to 100 metres.

www.hamiltonwatch.com



HAMILTON
Khaki Field
Auto, £540



CASIO G-SHOCK

Every watch collection should have a G-shock. Even if the name Casio reminds you of that digital watch you had as a child, G-Shock has established great credibility as a watch that is as cool as it is tough. The first one came out in 1983, following a design brief to make a watch with a 10-year battery life, 10-bar (100-metre) water resistance and the ability to be dropped from 10 metres without being damaged. The G-Steel range was introduced for those who like their watches tough, but prefer the look and feel of metal. It comes with scratch-resistant mineral glass and is water-resistant to 200 metres. It is also solar-powered, so the battery will never need changing, and the built-in radio receiver automatically changes the time wherever you go in the world. www.g-shock.co.uk

CASIO G-Shock G-Steel. From £270

LAP63

by Ludovic A. Parayre



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

LAP63 is proud to offer a superb example of the desirable Citroen SM, owned by Mike Hailwood, known as 'Mike The Bike'. With its amazing ownership history, the car will be offered for sale around July 2016, following a detailed re-commissioning.

Unique opportunity to own a French automotive icon with important ownership history.

Please visit our website or call for further details:

+44 (0) 20 3589 6666

www.lap63.co.uk

lap@ludovicparayre.com



MEMBERSHIP OFFER

Simply complete the order form, attach your payment and send it to:
 Freepost RTTA-KJXE-ERAZ, *Motor Sport* magazine,
 18-20 Rosemont Road, London NW3 6NE, UK
 (No stamp required if posted from the UK.)

- Yes, I would like to subscribe to *Motor Sport*
- I am an existing subscriber. Please renew my subscription with this offer

Bundle options		Print options	
	12 issues	24 issues	
UK	<input type="checkbox"/> £55.99	<input type="checkbox"/> £95.99	UK
UK	<input type="checkbox"/> £48 by Direct Debit		UK
Rest of World	<input type="checkbox"/> £70	<input type="checkbox"/> £126	Rest of World
USA	<input type="checkbox"/> \$94	<input type="checkbox"/> \$159	USA
Digital Only	<input type="checkbox"/> 12 issues £49.99		Digital Plus
	<input type="checkbox"/> 24 issues £89.99		<input type="checkbox"/> 12 issues £52.99
			<input type="checkbox"/> 24 issues £92.99

MY DETAILS

Title _____ Forename _____ Surname _____
 Address _____

 Postcode _____ Country _____
 Telephone _____
 E-mail _____

GIFT RECIPIENT

Title _____ Forename _____ Surname _____
 Address _____

 Postcode _____ Country _____
 Telephone _____
 E-mail _____

A valid email is required for all Bundle and Digital subscriptions

PAYMENT OPTIONS - 3 EASY WAYS TO PAY

- 1.** I wish to pay by Direct Debit (UK only). Please complete the form below (or a copy) and send to the address above, or call our subscription hotline

Instruction to your Bank or Building Society to pay by Direct Debit 

To the Bank Manager (Bank/Building Society) _____	Originator's identification number _____
Address _____	5 5 6 9 6 5

Postcode _____	
Name of account holder _____	Please pay <i>Motor Sport</i> Magazine Ltd from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may stay with <i>Motor Sport</i> and, if so, details will be passed electronically to my Bank/Building Society.
Bank/Building Society account number _____	
<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
Bank sort code _____	
<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
Banks and Building Societies may not accept Direct Debit instructions for some types of account	Signature _____
	Date _____

2. Please debit my: Visa Mastercard Amex Maestro

Card no:

Expiry Date:

Maestro: Issue number: Security number:

(Start date) (If applicable) (Last 3 digits on reverse of card)

Signature _____ Date _____

3. I enclose a cheque for _____ (payable to *Motor Sport*)

Terms & conditions: This offer is subject to availability. Offer closes August 31, 2016. To ensure delivery of gift set before Father's day on Sunday June 19 we require all orders in the UK to be placed before June 16, Europe before June 9 and Rest of World before June 2. Free gift will be sent to subscription donor. Subscriptions by Direct Debit will automatically renew upon expiry. Should the price increase thereafter you will be notified in advance. You can cancel at any time and receive a full refund on any issues yet to be mailed, with no questions asked. This offer is available to new subscribers only. *Motor Sport* may send you details of our products and services which we think may be of interest to you. Please tick if you do not wish to receive such offers by post or telephone Please tick if you do not wish to receive such offers by e-mail Occasionally we may pass your details to selected companies. If you do not wish to receive their products or offers, please tick this box QUOTE CODE HP16

Available in...



SAVE 50%

Bundle

The total *Motor Sport* experience

Get monthly delivery of your print magazine and instant access to the interactive digital version, as well as uninterrupted access to the *Motor Sport* online archive for more than 90 years of content.

Print

Save on the high-street price and receive issues direct to your door before they are in the shops.



SAVE 27%



SAVE 27%

Digital

DIGITAL ONLY Get instant access to the digital magazine, which contains fantastic interactive articles and videos. Also includes access to all our digital supplements such as GP reports.
DIGITAL PLUS includes Digital Only, plus access to the *Motor Sport* online archive.

**NOW AVAILABLE ON
 DESKTOP, SMARTPHONE & TABLETS**



READER
OFFER

Save up to 70%

and get a *Motor Sport* race cap free

WHEN YOU SUBSCRIBE TO *MOTOR SPORT*



FREE
CAP WORTH
£14.99

Heading to the track? Stand out from the crowd in this stylish *Motor Sport* cap, perfect for all your racing days out. Made from 100 per cent cotton for year-round comfort.

Subscribing to the magazine offers you more than just the very best in motor sport

- Save money on every issue - wherever you are in the world, you'll benefit when you subscribe
- Discounted entry to selected events
- FREE delivery direct to your door
- Get every issue before it appears in the shops



3 EASY WAYS TO SUBSCRIBE



Visit www.motorsportmagazine.com/HP16



Call +44 (0) 20 7349 8484
or USA Toll Free on 1-866-808-5828
and quote HP16



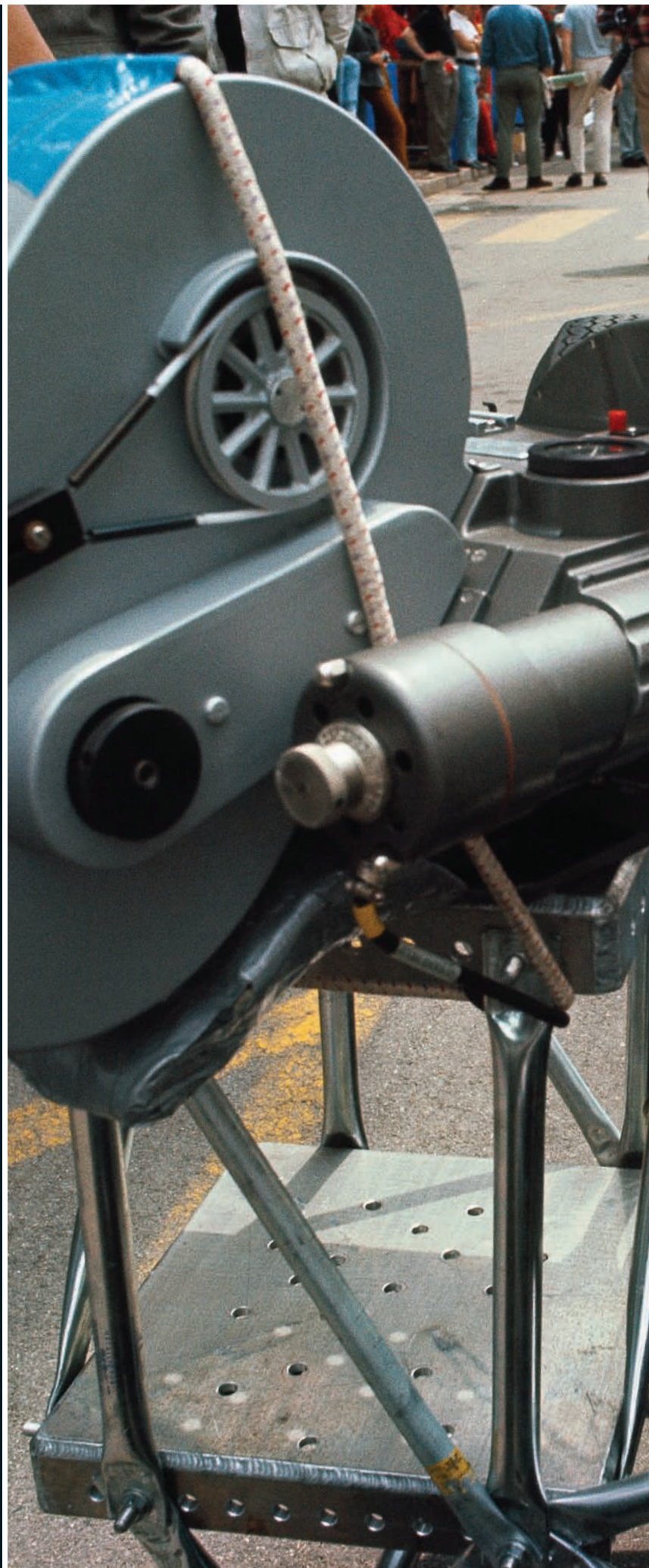
Complete and post the
form on the opposite page



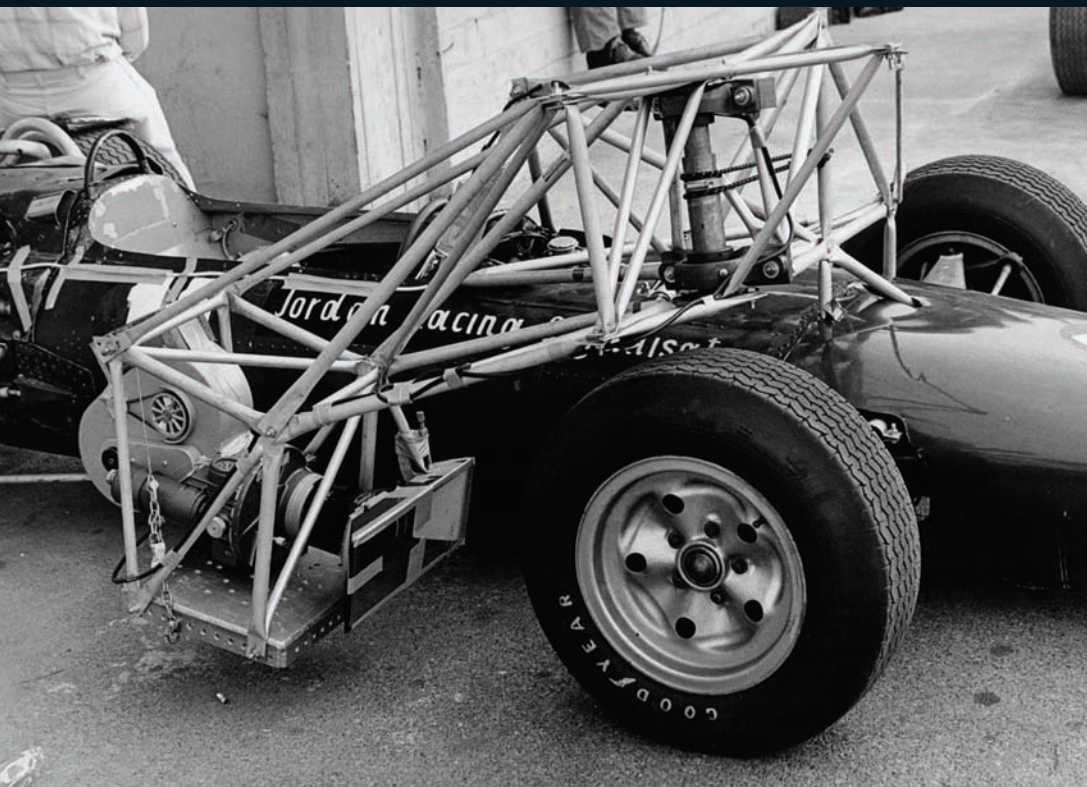
I'm not saying it's my best film,
but it was certainly one of the
most satisfactory films I've made
because I've had a Walter Mitty
idea all my life about what would
have happened if I'd really been
a Ferrari driver. To be able
to indulge your fantasies with
ten-and-a-half million dollars
is, I think, marvellous

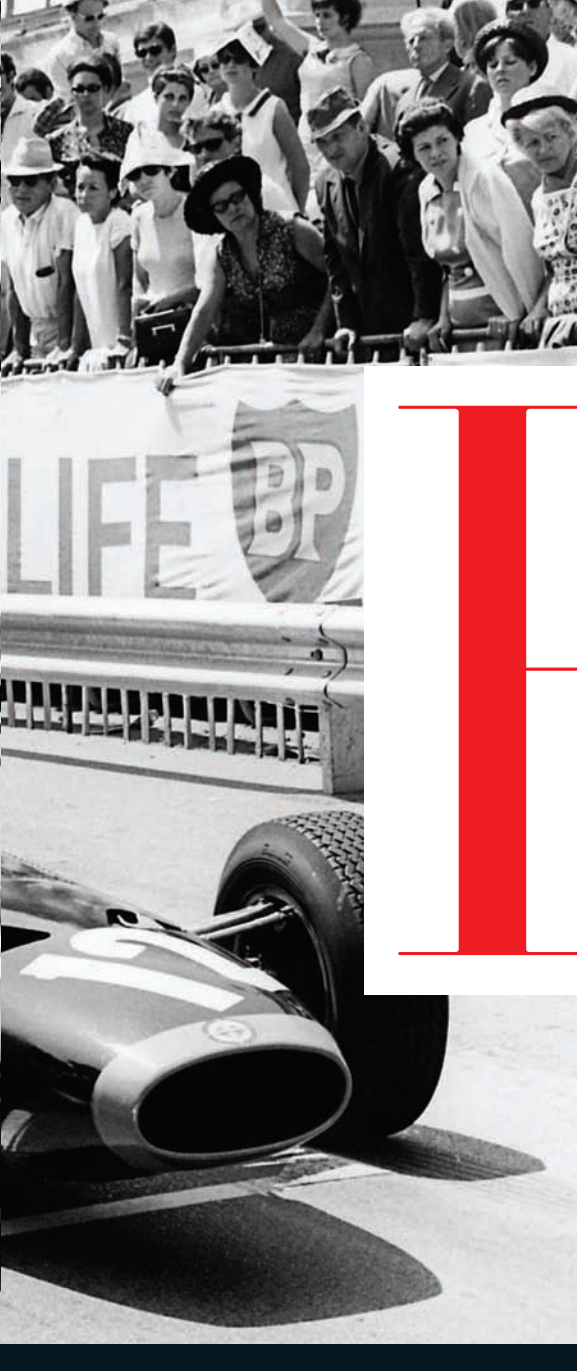
John Frankenheimer, 1969

writer RICHARD HESELTINE









Location shooting might be a little more complex at a modern F1 event, but the on-board cameras would definitely take up less space...



GAHER & LAT

H

E WAS A BIG-PICTURE man with visions of grandeur, willing to risk his hard-won credibility as a director and his studio's money to create the greatest motor racing movie of all time. John Frankenheimer was nothing if not ambitious. Conflicted and conflict-inspiring,

the New York-born *auteur* went for broke, refusing to let technology's inability to keep pace with his imagination stop him from creating his masterpiece. Half a century on from the release of *Grand Prix*, this celluloid classic is the most fondly remembered film from his bulging back catalogue; one that packed as many hits as misses.

That said, it is also one of the most derided, but only if you have a heart of stone or don't have a romantic fascination with cinema or motor racing. This 1966 production claimed three Oscars, let's not forget, albeit on the technical and visual side. Style's triumph is often substance's loss, and you could argue that cliché-mongers had been let loose on the script. You could, but *Grand Prix* stretched the bounds of credibility rather than blatantly violating them. The same cannot be said of most films rooted in motor sport.


Scroll back to a time long before *Rush* or even *Le Mans*, and racing flicks could be divided into two groups: big-budget melodramas where the central protagonist was a ruthless so-and-so in search of redemption (or a good woman), or B-movies where camp dialogue and stock footage were no substitute for an actual plot. The difference between the two was the difference between the awful and the bloody awful. For all its faults, and it has many, *Grand Prix* was arguably the first in its genre to actually make a stab at realism. It was, for the most part, shot on location at actual Grand Prix venues – often during race weekends, where real drivers were employed to drive real racing cars. There was no back projection or green screen nonsense here.

Which is how Frankenheimer wanted it. Ever since he made his first short film while in the US Air Force (about the process of manufacturing asphalt...), this future Hollywood colossus had experimented with new techniques, even if they were new only to him. He is quoted in Gerald Pratley's *The Cinema of John Frankenheimer* as saying: "Of course I made some terrible movies, but I did learn what I was doing at the government's expense. That is a strange thing to say, but it's true because they couldn't have cared less. They let me take cameras home on weekends with all kinds of films and I'd go out and shoot all manner of stuff. I shot a whole short subject about my automobile. I guess that was the forerunner of *Grand Prix*. I tied the camera on to it and tried all kinds of angles."

He was a fast learner. Once on civvy street, Frankenheimer parlayed success as a director of TV plays and serials into making well-received films such as *The Bird Man of Alcatraz* and *The Manchurian Candidate*. He did so in little more than a decade. The production of *Grand Prix*, however, represented the first time he had helmed a big-budget blockbuster. Not only that, he had never shot a film in colour before.



HOW AND WHY THE FILM CAME INTO being depends on whose version of history you believe, but Frankenheimer stated more than once that the idea came to him while he was in France filming *The Train* which was released in 1964. But then he also claimed in print that he had previously raced cars himself, but we're yet to find corroboratory evidence. The script, such as it was, borrowed heavily from Robert Daley's sensationalist *The Cruel Sport* and was credited to Robert Alan Aurther, who had hitherto collaborated with Frankenheimer on various TV projects. However, much of the dialogue was reworked by Bill Hanley who had previously written the script for Frankenheimer's *The Gypsy Moths*. Nevertheless, his input went uncredited.

The storyline centres on the battle for the Formula 1 world championship. 

American driver Pete Aron, who has five wins to his credit but none in the previous three seasons, collides with his Jordan-BRM team-mate Scott Stoddard at Monaco. Aron is dismissed on the spot by his super-irate boss Jeff Jordan, while the gravely ill Stoddard fights for his life. Out of a drive, Aron finds solace in the arms of Stoddard's wife, Pat. The former model is bored of being married to a man who lives in the shadow of his dead brother, 1958 world champion Roger Stoddard. Meanwhile... Corsican superstar Jean-Pierre Sarti is determined to claim a third title, but finds a distraction from his loveless marriage in the form of fashion magazine editor Louise Frederickson, who is following the GP circus for an article. His former Manetta-Ferrari team-mate, Aron, appeals to the boss of his old squad for a drive, only to be rebuffed. He is obliged to take a job as a commentator instead.

No matter, he is subsequently offered a seat by Japanese industrialist Izo Yamura and goes on to win the next two rounds. By this time, Stoddard is well enough to race again and is soon challenging for the title. After the British Grand Prix, four drivers – Aron, Stoddard, Sarti and his team-mate, Sicilian motorcycle champion turned car racer Nino Barlini, are vying for the prize. In the title decider at Monza, Sarti stalls his car at the start, recovers, and charges through the pack only to perish in a grisly accident. Manetta-Ferrari withdraws Barlini which leaves Aron and Stoddard to slug it out for the drivers' crown. In a photo finish, Aron narrowly wins from Stoddard, who has by now been reunited with Pat. The end.



THIS IS A MERE THUMBNAIL SKETCH OF a film that marries race action with soap-opera melodrama. As for the choice of actors, Frankenheimer claimed in later years that he wanted an unknown actor to play Aron, but his MGM paymasters insisted on Steve McQueen. The 'Cooler King', however, blew hot and cold. He didn't get along with *Grand Prix* producer Ed Lewis, so baled on the project and flew to Taiwan to make *The Sand Pebbles* instead. James Garner, erstwhile star of hit TV series *Maverick*, ultimately landed the role despite the director's objections.

He recalled in *The Garner Files* by Jon Winonkur: "I think he [Frankenheimer] was looking for someone he could control. He had worked a lot with Burt Lancaster, and Burt always had an opinion. But both Lewis and the studio wanted me, and they overruled Frankenheimer." Garner was joined by Yves Montand as Sarti, Eva Marie Saint as Frederickson, Antonio Sabàto as Barlini (in only his second-ever film role), pouty pop chanteuse Françoise Hardy as his love interest, theatre actor Brian Bedford as Stoddard



“JAMES WAS A GREAT NATURAL DRIVER. HE LISTENED AND TOOK DIRECTION VERY WELL”

and Jessica Walters as his wife. The brilliant Toshiro Mifune played Izo Yamura in his first English-speaking role, although he was later dubbed by a different actor.


From all accounts, Frankenheimer wasn't one to suffer fools gladly or otherwise and got things done through sheer force of will. He insisted on realism and, as such, refused merely to borrow cars, have them tootle around a track and speed up the footage later. Legend has it, perhaps apocryphally so, that he had hoped to field his own Formula 1 team, shooting exterior and in-car footage at each round of the '66 championship, but the plan was nixed on cost grounds. The production team then tapped each constructor for technical drawings from which the special effects department could produce replicas of each car.

None was forthcoming. Shock.

Unbowed, he contacted racer-turned-motor mogul Carroll Shelby for advice. His star driver Bob Bondurant recalls: "I was out at Riverside in 1965 testing the new GT350. Shelby called me in to meet someone he was talking to in the pits. It was John Frankenheimer. John explained how he was going to make an epic film about F1 racing and Carroll suggested that I spend some time with him the following day out at Willow Springs with the GT350. I would show him from inside the car what racing on a track was really like; go through all the fundamentals. I wanted him to make the film as authentic as possible. From there we hit it off and I was invited to be the movie's technical advisor and a driving double for the actors."

Bondurant was one of more than 20 active or

retired top-line drivers who participated in the shoot, with the likes of Graham Hill, Richie Ginther, Bruce McLaren, Jo Bonnier and Jochen Rindt also having minor speaking roles. As for the real actors, Bedford couldn't drive, Montand had owned several fast road cars while Sabato had zero experience on four wheels but reputedly made up for this with bravado.

Garner, meanwhile, was a keen driver, and used to stage impromptu 'Brentwood Grands Prix' with McQueen where they would terrorise the locale in identical Mini Coopers. However, unlike his next-door neighbour, he had never been on-track before Bondurant took him under his wing. "James was a great natural driver. He listened and took direction very well," he recalls. "We started in a GT350, 

James Garner proved adept behind the wheel (he's seen here with Lorenzo Bandini), but the script obliged him to take a dip in the Mediterranean





MOVIES/REX SHUTTERSTOCK



AVI

moved on to a 289 Cobra and then a Formula Junior. Later on, we borrowed a BRM F1 car and he took a few laps in that as well.”

The other ‘drivers’ were coached by Jim Russell, who also oversaw the construction of replica F1 cars based around Lotus 20/22 Formula Juniors. In addition, the production company acquired a Lotus 25/33 (which appeared on-screen as a ‘Yamura’) and either bought, leased or borrowed other Lotus F1 cars and a BRM. There was, however, a rather more pressing issue: McQueen and *The Great Escape* director John Sturges had teamed up to make their own racing drama, which not only irritated

Frankenheimer but fostered a rivalry between Garner and McQueen that became increasingly toxic, if only from McQueen’s side. They didn’t speak again for two years. The race was on.

The audacity and naïveté of all concerned remains astounding given that the shoot began in May 1966 and finished in early October. The film was released in the USA on December 21! The crew didn’t exactly endear itself to the residents of Monaco, though, or race-goers for that matter. It took over the principality in the run-up and during the Grand Prix. Logistics seemed to have been addressed in a cavalier manner. The set-up shot in which Stoddard’s car

was fired off the road by a hydrogen cannon (dubbed Big Blue) took an age to perfect. Footage also exists of a testy-looking Garner being repeatedly fished out of the Mediterranean after his ‘car’ had gone into the drink.

The media was a mite sniffy about the invasion of movie folk, too. Henry Manney’s Monaco Grand Prix report for *Road & Track* was particularly barbed, the veteran journalist commenting: “The normal confusion of practice was compounded by pits full of Hollywood types, scuttling little men with walkie-talkies, movie cameramen underfoot everywhere, make-up ladies, strutting actors



MOVIES/REX SHUTTERSTOCK

A TOP-CLASS ACTOR...

...but James Garner could also have cut it as a racer

STEVE McQUEEN AND PAUL NEWMAN tend to be talked up as being useful racers, but Garner was arguably as good... so long as he was competing off-road. After making *Grand Prix*, he formed his own race team – American International Racing – which fielded a variety of cars in Formula A (F5000) and sports cars in 1968-69. The undoubted highlight of its brief programme was second place overall in the ‘69 Daytona 24 Hours for the team’s Lola T70, which was driven by Ed Leslie and Lothar Motschenbacher. Garner’s Cherokee Productions went on to release a

90-minute film that documented his ‘69 campaign. *The Racing Scene* also featured footage of him competing in the Baja 1000 in a Bill Stroppe Ford Bronco.

Garner had been banned from circuit racing by studio chiefs and his insurer, but the clause in his contract said nothing about him competing off-piste. He recalled in *The Garner Files*: “For some reason, they did allow me to drive in the Baja 1000. I’m not sure why they made that exception. Maybe they thought it was a rally because there were checkpoints. Whatever the reason, I’m glad I fell through that crack.”



Pictured with Frankenheimer, actor Brian Bedford didn't drive in the real world... but was cast as a regular podium finisher in *Grand Prix*, left



“IT WAS THE FIRST TIME HE'D HELMED A BLOCKBUSTER. NOT ONLY THAT, HE'D NEVER SHOT A MOVIE IN COLOUR...”

with fake grease marks on their faces and the usual collection of camp followers.” He went on to add: “The producer had also imported an unlikely collection of clapped-out Formula Juniors with phony exhausts springing out of the boot-lid in true comic-book style and various pilots, both unemployed and otherwise, had been engaged to motor these around in the 30mph queue beloved of Hollywood directors, sawing furiously at the wheel like Greek taxi drivers.”

Frankenheimer recalled: “When I look back, I don't know how the hell we ever did that film. We were always shooting, usually where we

weren't wanted, and usually with everything out of our control. But we just *had* to get those crowds.” The interminable wait between shots, also tried the patience of real wheelmen – including Chris Amon, whose helmet design was shared with Aron's for continuity purposes.

The Kiwi, who along with Bondurant and Phil Hill also drove the Ford GT40 camera car, recalls: “I remember it being pretty boring as you would sit around for hours, if not days, for set-ups to be done. In the middle of this I won Le Mans with Bruce McLaren, so I was probably a logical option when they were looking for a driver for the GT40 camera car.

I really enjoyed that because it meant I was busy most of the time and it gave me an insight into the scenes we were shooting.”

Despite being coached in how to drive racing cars, Bedford threw in the towel almost immediately. A double was employed wearing a Nomex balaclava beneath the white and tartan skid lid (Jackie Stewart's design, again for continuity purposes with real and staged footage). Sabato reputedly scared himself silly when towed behind the GT40 in a two-wheeled racing car-cum-sled. Montand coped manfully, but didn't enjoy the experience. Amon recalls: “I'm not sure it would pass health and

He competed in the 1000-mile event six times from 1968, and soon began running his own AMC/Rambler and ever more elaborate tubular-framed Oldsmobiles. These culminated with the Banshee, which featured an engine where the passenger seat would normally be. He claimed one class win, and also ran strongly in other classic off-road events including the Stardust 7-11 Grand Prix and the Mint 400 in Nevada.

Legendary GM engineer Vic Hickey, who built Garner's Oldsmobiles and also Steve McQueen's Baja Boot buggy, told *Autoweek* in 1996: “While he wasn't the most fearless driver, [Garner] had the best retention of any man who drove for me. On a pre-run, if he hit a bump, he'd come back five days later and tell you where it was within 10 feet.”

Erik Carlsson told *Motor Sport* in 2012: “I did the '69 Baja race with Torsten Aman who was an excellent co-driver. We led the class in our little V4 but the universal joints broke after only a few stages. We got them fixed and got back into the lead but then they broke again. We ended up third. In second place was James Garner. Steve McQueen was also there, although he didn't finish. He was interested in my Saab and later on he crashed it into a scrapyard, knocking over a mountain of tin cans. He got out and just laughed. He was a bit crazy, I think. Garner was a good, sensible driver, though. Later on he drove me to my hotel in his race car. He was a really nice guy.”

Garner was inducted into the Off-Road Hall of Fame in 1978.

STARS ON SCREEN

Real-world drivers who played their part

More than 20 drivers participated in the making of *Grand Prix*, either in an advisory or driving capacity; sometimes both. Of these, sadly, only three are still with us. Here is the roll-call...

Jo Bonnier	Phil Hill	Ken Costello
Bob Bondurant	Mike Parkes	Guy Ligier
Lodovico Scarfiotti	Richie Ginther	Tony Lanfranchi
Jack Brabham	Bruce McLaren	Peter Revson
Graham Hill	Denis Hulme	Jean-Pierre Beltoise
Dan Gurney	Jochen Rindt	Skip Scott
Lorenzo Bandini	Juan Manuel Fangio	Jim Russell
Mike Spence	'Nino' Farina	Paul Frère
Jo Siffert	Louis Chiron	
Chris Amon	Max Balchowsky	

safety criteria these days, but we had a lot of fun towing the various actors, some of whom coped a lot better than others. I can only say that I was glad not to have been the one being towed.”

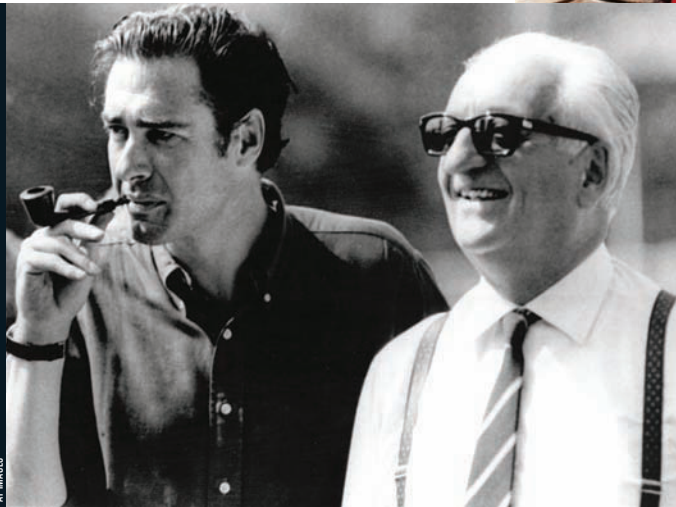
Intriguingly, Graham Hill had been vehemently against bulky cameras being used in the races proper, as were several other members of the Grand Prix Drivers’ Association. However, the Briton and several colleagues conveniently forgot the GPDA’s blanket ban on the use of in-car cameras during races on learning of MGM’s eight-figure budget. Their change of heart disgusted ’64 world champion John Surtees to the point that he resigned from the organisation.



MOST OF THE CIRCUITS USED DURING the shoot were active GP tracks, save for Clermont-Ferrand – which substituted 1966 French Grand Prix host Reims. The Nürburgring, however, was barely mentioned in the film as it was allied to the McQueen/Sturges vehicle *Day of the Champion*, which had exclusive dibs. An unexpected problem arose



KOBAL COLLECTION



AP IMAGES

“EVERY INCIDENT IN THE FILM IS BASED ON SOMETHING THAT REALLY HAPPENED IN RACING”

during the British Grand Prix at Brands Hatch, too. The Ferrari squad didn’t make it to the UK due to a metalworkers’ strike at the factory in Maranello. In order to maintain continuity, privateer Chris Lawrence was persuaded to hand-paint his Pearce-Ferrari red in double-quick time so that it could double for Sarti’s car in the race and during the following day’s shoot. Enzo Ferrari, meanwhile, had been unwilling to assist with the making of the film but he changed his mind after Frankenheimer showed him the early rushes.

It isn’t difficult to see why as *Grand Prix* was a remarkable technical and visual achievement. No expense was spared, with Frankenheimer employing 18 state-of-the-art Cinerama

cameras. Former Cunningham racer/car builder Bill Frick created a new type of rig that could be fitted to the side of the cars without tipping them over under the strain. The film also reunited Frankenheimer with Lionel Lindon, who had been principal cinematographer on *The Manchurian Candidate*. The veteran lensman found himself hanging out of a helicopter for most of the action sequences. He also devised and edited the film’s in-car sequences.

In *The Cinema of John Frankenheimer*, the director recalled: “Having driven a race car, and driven one fairly well, I can only tell you that when you are driving you have not very much sensation of speed, and I tried to create that in

the French Grand Prix [scenes] that we shot on long lenses; on 1000mm lenses and things like that, where you got an almost slow motion effect... I got the idea for the use of a split screen or multiple images from Francis Thompson’s film *To be Alive* at the New York World’s Fair... *Grand Prix* was ideally suited to the split screens... What we were trying to do was to show other events taking place during a race but, if you wanted to, you could keep on looking at the race...”

With the incomparable Saul Bass providing the graphics, and the then white-hot Maurice Jarre composing the score, *Grand Prix* couldn’t lose. And it didn’t. The film more than recouped the investment, and garnered three



Françoise Hardy with Sabatò and, below, Jack Brabham. Spa shunt scene, left. Frankenheimer with Ferrari, far left

Academy Awards while Warner Brothers' rival flick *Day of the Champion* was axed before completion. *Grand Prix* was not well received by reviewers, however.

"In some reviews, critics said that the story was not as good as the racing sequences," Frankenheimer recalled to Gerald Pratley. "I think that is false criticism. While the racing sequences were done well, the story *was* good. If you look at what happened in racing since that film was made, you will see how true and tragic it was. Lorenzo Bandini was killed at the same place that our accident occurred in Monte Carlo. And Bandini, who was a Ferrari driver, helped stage the accident... Every incident in the film is based on something that really



BEST RACING FILMS

Worthy additions to your DVD collection

RUSH (2013)

See past the fact that the plot is mostly bunkum, and some of the CGI is a bit shonky, and there's much to like. Thor, sorry, Chris Hemsworth does an OK impersonation of James Hunt, despite looking like Tiff Needell in a fright wig, but the film belongs to the brilliant Daniel Brühl as Niki Lauda.

LE MANS (1971)

There are some members of this parish who think this film is a snooze-fest (the author among them...), but there's no denying the fascination attached to it; as much for how it was made as for what appears on screen.

HEART LIKE A WHEEL (1983)

This biopic of Top Fuel drag racing superstar Shirley Muldowney and her rise to prominence isn't historically accurate, not least thanks to the appearances of non-period cars, but it is a compelling story. 'Cha Cha' reputedly didn't get on with Bonnie Bedelia who portrayed her, but she has since softened her stance on the film.

SENNA (2010)

OK, so it's a documentary, but it is a remarkable one nevertheless. Some might argue that Ayrton Senna is brazenly deified in this film, and that Alain Prost is presented as a pantomime villain, but it is impossible not to feel a lump in your throat when the film climaxes at Imola in 1994.

UN HOMME ET UNE FEMME (1966)

Director Claude Lelouch had intended making a documentary about motor racing several years before shooting this gorgeous movie, only to run out of money. Some of his footage appears here, along with fresh stuff shot at Monthéry and elsewhere. Ignore the '80s sequel, though, as it is rendered unwatchable thanks to the synth score.

CHECKPOINT (1956)

This crime drama could easily be placed in the worst film category were it not for the fabulous Mille Miglia footage (spliced with staged stuff shot on the Brecon Beacons...). The acting is wooden, the dialogue laughable, but it is the only film ever to feature the mighty Fairthorpe Atom in a supporting role.

THE LAST AMERICAN HERO (1973)

This film starring Jeff Bridges is based on Tom Wolfe's novel of the same name. It tells the fictionalised story of moonshiner turned NASCAR legend Junior Johnson with authentic – if not always age-correct – race footage interwoven throughout. A good movie, and one largely overlooked today.

WINNING (1969)

Forever in the shadow of *Grand Prix* and *Le Mans*, this Indy-centric flick wasn't one of Paul Newman's best. It did, however, turn him on to racing for which we should all be thankful. There is also footage of the wondrous Holman Moody Honker II, perhaps the only race car ever painted in metallic lilac.

THE GREEN HELMET (1961)

Set in Italy and shot in, er, Wales, this isn't a brilliant film. It isn't even in the same time-zone, but it does feature Sid James as an Australian mechanic and Jack Brabham in a speaking role, so it cannot be all bad. Throw in some corking race footage and it's a fun time-whiler.

THE PINCHCLIFFE GP (1975)

This stop-motion epic remains the most popular Norwegian film of all time. No, wait, come back! Seriously, this might not be a 'real' racing movie, but it has better wheel-to-wheel competition and more plot intrigue than most. Which is why we love it.

happened in racing. I don't particularly want to say who the actual people were, but I think it's no secret that the American driver played by James Garner was certainly based on Phil Hill. The English driver was certainly based on Stirling Moss. The Yves Montand character was based on three drivers, really: [Juan Manuel] Fangio, Wolfgang von Trips and Jean Behra, the French driver. It was a composite of the three men... I can go through each character on that film and tell you who they really were in real life."

You can drive a horse and cart through the plot holes; outline the ridiculousness of Sarti's crash, and about how the Monza banking wasn't used in the Italian Grand Prix any more, anyway. That sort of thing. Sure, the gussied-up Formula Juniors look stupid, but so what? The bits shot in the Ferrari factory are enough to make your spine tingle, while the scenes of a sodden Spa-Francorchamps are worth the price of admission alone. As Garner put it: "At the end of three hours, you felt as though you'd been in the races, not at the races. I think it's still the greatest auto racing picture ever made."

As for the real drivers who helped make it happen, Bondurant says: "It would be impossible to make that movie today. Shutting down a track before and during an F1 race to

"IT WAS CLOSER TO REALITY THAN WE WOULD ALL HAVE WANTED"



film a motion picture will never happen again. It was also a very dramatic period in racing and to capture it on film – the way the cars looked before wings, the lack of safety and how the race circuits were back then – is exciting to watch all these years later."

The last word goes to Amon: "In terms of the end result, I think it's grown on me over the years. When I first saw *Grand Prix*, some parts seemed far-fetched. Unfortunately, looking back, it was closer to reality than we all would have wanted..."

Garner takes centre stage among the main characters, with title-winning Yamura and Manetta-Ferrari also prominent

WORST RACING FILMS

Time for Sylvester Stallone to avert his gaze...

RED LINE 7000 (1965)

This crash-fest-cum-soap opera is conspicuously absent from many books on director Howard Hawks, and with good reason. Starring James Caan, and rooted in NASCAR, the best bit has to be the sequence where hero 'Mike Marsh' battles epic oversteer only to pit complaining that, "It's pushing..."

ROAD RACERS (1959)

A rule of thumb: the better the poster, the worse the film. The poster for this B-movie is outstanding. A driver causes the death of a fellow racer on track, prompting his father to disown him and sponsor a rival. The tagline "Screeching hell on wheels... Is it sport or murder?" says it all.

THE RACERS (1955)

On the plus side, this Kirk Douglas melodrama has a decent cast and some splendid race footage intertwined with staged stuff. On the debit side, the dialogue is unintentionally hilarious – "I spit in your crankcase" – as is Douglas's attempt at an Italian accent.

DRIVEN (2001)

Oh, where to start...? Let's just say that this steaming pile of ordure features Burt Reynolds and Sylvester Stallone and leave it at that.

BOBBY DEERFIELD (1977)

While notionally a racing film, the titular F1 star played by Al Pacino spends most of his time mumbbling, romancing a terminally ill young lady and going for rides in a hot air balloon. Or something. It's hard to recall as we may have slept through part of it. Beyond boring.

DAYS OF THUNDER (1990)

Yes, really. Every motor racing film cliché was thrown at this piece of hackery, and most of

them stuck. Tom Cruise's character Cole Trickle was supposedly inspired by real-life Indy-turned-NASCAR driver Tim Richmond, but this is probably apocryphal. Best bit? The end credits.

STROKER ACE (1983)

While notionally based on the wickedly funny novel *Stand on It* by William Neely and Bob Ottum, this Burt Reynolds vehicle borrowed little more than the main protagonist's name. It consists mostly of Reynolds trying to wriggle out of his contract. That, and copping off with Loni Anderson. Truly, really awful.

GREASED LIGHTNING (1977)

This alleged biopic of African-American NASCAR racer Wendell Scott was nothing of the sort. While not a bad film *per se*, it played fast and loose with the facts, not least the fictional upbeat ending. What's more, Scott never earned a penny from this Richard Pryor vehicle.

THE WILD RACERS (1963)

The 'plot' for this film by B-movie maestro Roger Corman notionally centres on a journalist's plan to expose a Grand Prix driver as being a rum cove, only to have second thoughts after he saves his life. There are some decent action sequences, but the, cough, 'acting' is beyond bad.

BAFFLED! (1973)

This failed pilot for a TV show-turned-movie is memorable for the brief race sequences shot during the 1971 Oulton Park Gold Cup meeting. Well, that and star Leonard Nimoy chewing the scenery as a GP ace who has psychic powers. There's a great scene involving a vintage Bentley chasing an Austin J4 van, mind, although 'great' is a relative term.

LeMans & Formula 1



Porsche 919 Hybrid 24h LeMans 2015

1:18 Spark



Item.-Nr.: 18LM15

Item.-Nr.: 18S185

Item.-Nr.: 18S186

149,95 €

£114⁹⁵

McLaren F1 GTR 24h LeMans 1997

1:18 Minichamps

Item.-Nr.: 530133739

Item.-Nr.: 530133744

Item.-Nr.: 530133741



149,95 €
59,95 €

starting at

£115

£44⁹⁵

MINICHAMPS®



L. Hamilton Mercedes
F1 W05 Hybrid #44
Worldchampion Abu Dhabi
GP F1 2014, 1:18 Minichamps

J. Hunt McLaren
Ford M23, 1:43
Minichamps

1:43



Item.-Nr.: 110140644

149,95 €
119,95 €

£129,95
£94⁹⁵



Item.-Nr.: 530764321

64,95 €

£49⁹⁵



www.ck-modelcars.de

Tel.: 0049 - 6441 - 200 1977

Order
online
now!



P. Tambay

GOODYEAR

Agip

LONGINES

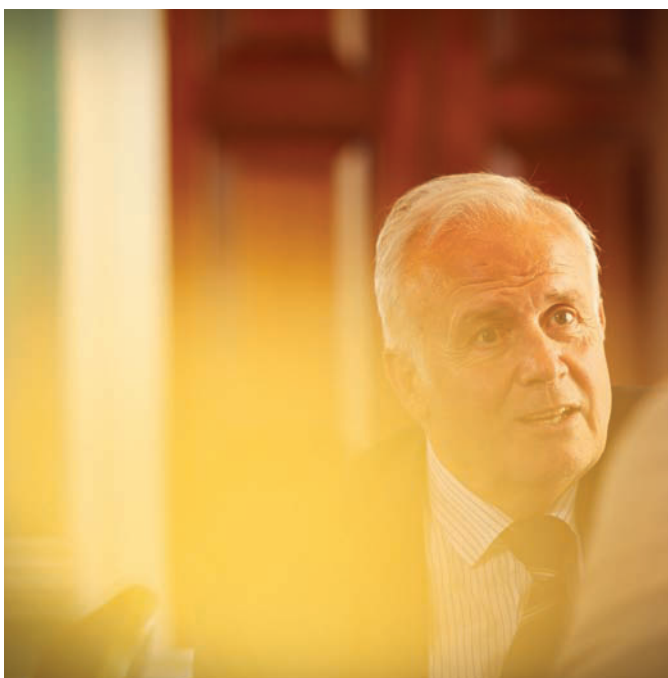
FIAT

MAGNETI MARELLI

PININFARINA USAG
FERODO speedline
CH POZZI

GOODYEAR

arexons



“Tambay, you’ve made a terrible mistake. You could have been world champion”

Enzo Ferrari, September 1977

It is often cited as a quirk of history that McLaren chose him ahead of Gilles Villeneuve for 1978, but people forget that Patrick Tambay was at the time regarded as a similarly hot property. Subsequent results might not have met expectations, but that doesn’t alter the facts...

writer SIMON ARRON | photographer HOWARD SIMMONS



**“I WANTED MEMBERS
OF THE FAMILY TO FIND
OUT ABOUT MY LIFE
BEFORE I BECAME
A HAS-BEEN!”**



*Go onboard with Patrick Tambay in a
McLaren-Cosworth M26 around the
sweeping Zandvoort track in 1978*

@ THE MOTOR SPORT DIGITAL EDITION



HE FIGURE IN THE SHADOWS LOOKED familiar, but it was only as opening doors cast light upon him that the truth was confirmed. I was about to step into a lift with Brian Redman, whose Can-Am accident in 1977 created a fruitful career opportunity for the man I was due to interview elsewhere in the same building. He and Patrick Tambay were at the Royal Automobile Club, London, to promote recently launched books, so the encounter was a touch less coincidental than it might have been, but still it seemed appropriate.

One storey up, Tambay – now 67 – is equal parts culture, charm, good humour and dignity. He has been battling for several years with Parkinson's Disease, and is keen to help others with the same condition, yet remains active in Formula 1 as a commentator for French channel RMC. He has trenchant views about the modern version of a sport he still loves, but that's because he cares. That passion has been a constant since he made what would nowadays be considered an impossibly late start to his career, at the age of 23.

"There was absolutely no racing history in my family," he says, "although my parents were very sporty. Dad played tennis and my mother was a very good swimmer, so there was a competitive spirit. I played lots of sports and found they all came quite easily to me – leastways up to a certain level."

Or perhaps slightly beyond. The young Tambay was an accomplished skier, a champion on both snow and water, and made it into the French downhill team captained by triple Olympic gold medallist Jean-Claude Killy. "We had a special deal with Renault on 8 Gordinis,"

he says, "and used to time each other from ski station to ski station to see who was quickest. We would also take our cars to the Circuit du Luc, a small test track, to wear out the tyres and knacker the brakes. Mine didn't last all that long because eventually I crashed it..." As confirmation of the group's competitive zest, future sports car legend Bob Wollek was also at its core.

Mucking about in Renaults bore only a passing resemblance to racing, but Tambay took a step closer during a visit to the Monaco Grand Prix. "By chance I met Alain Boisnard, who used to be a cinematographer for [Elf motor sport boss] François Guiter," he says. "I ended up spending the weekend carrying his tripod – in those days you could wander around quite freely behind the barriers. There were a few straw bales, but safety measures were very limited. One evening there was a cocktail party and I helped push around some Winfield racing school Formula Renault cars that were there. I asked whether it might be possible to try one and was told, 'Yes, just go to Paul Ricard.' I didn't tell my parents what I was doing. I went on the train with some friends and that's when the bug really took hold."

By now studying at – and skiing for – the NCAA university in Colorado, Tambay showed sufficient aptitude at the wheel to be invited to Winfield's end-of-year finals, where the judges included Ken Tyrrell and his French F1 star François Cevert. "Unlike most of the others I could speak English," he says, "and that was a big advantage. During the finals my car stopped quite close to where Ken and François were standing. I pulled off and said to François, in English, 'I don't have any throttle, I think the cable has snapped.' He was quite technically minded and told me to look behind the carburettor for a small linkage, which might need to be reattached. I still had my helmet on, so it wasn't easy to see what I was doing, but I found it, effected the repair and got going again. François said, 'This one is a smart kid, he'll go far.'"


Tambay duly won the scholarship, the prize for which was an Elf-funded season in the 1972 French Formula Renault championship "with a small truck, one mechanic and a salary – a fantastic opportunity".

He was a race winner in that first season, when Jacques Laffite won the title, and in 1973 finished level on points with René Arnoux, although the latter took the championship by dint of having one more victory to his name. "Unfortunately I had to miss a couple of races," Tambay says, "because I sprained my neck after another car landed on top of mine, but it was the dawn of a great adventure for René and I."



LOGIC DICTATED THAT ELF WOULD promote him to F3, but Tambay had other ideas. "At that stage F3 in France was not very strong, and I felt it would be better to go directly to F2. I still have some of the correspondence, because my stance created all sorts of arguments. Elf thought I was too ambitious but eventually let me move up, to learn."

He would spend three seasons in F2, his rookie campaign ending with three fourth places and seventh in the standings before he finished equal second in 1975 [behind Laffite] and third in '76, when Jean-Pierre Jabouille headed an all-French 1-2-3-4. It was a golden age for the nation that invented motor racing, a time when mere possession of a French passport seemed enough to guarantee solid progress. "Our economy was strong," Tambay says, "and we had the support of Elf..."

He did not, however, have enough backing to secure an F1 seat – for the time being, at least. "I went to Watkins Glen at the end of 1976," he says, "to chat to teams and ask what it would take to make the next step. While I was in the States Sid Taylor from Theodore Racing got in touch and told me to get to Riverside, because they had an F5000 vacancy." The Frenchman qualified sixth, but retired early from his heat before finishing ninth in the final. He had, though, created a favourable impression. 

Tambay raced for three years in F2 and scored two victories at Nogaro. This is his second, from 1976



Elf offered full backing for a fourth season of F2 in 1977, but couldn't promise anything beyond limited assistance in F1. Tambay persisted with his dream, however, rejecting his sponsor's firm offer in favour of a winter of telex and counter-telex, liaising with F1 teams until finally striking a deal to race a Theodore-run Ensign in the second half of the season, notionally starting in France.

That was only a couple of weeks away when Redman flipped his Haas Racing Lola T332CS, while practising for the opening round of the revived Can-Am Championship at St Jovite. Which is where we came in. The Englishman sustained serious injuries that would keep him out of the cockpit for several months, so French photographer Bernard Cahier passed Tambay's phone number to Carl Haas. The consequence? Six wins from seven starts and a first championship title on anything other than skis.

It was to be a busy summer of constant transatlantic voyages, but the Ensign wasn't ready for the French GP. Tambay turned up, though, and on Saturday was asked to take the helm of Larry Perkins's Surtees TS19, which the Australian had been struggling to qualify. Tambay fared little better and eventually went off. "With greater maturity," he says, "if I'd been offered the same kind of opportunity I'd have said 'no', but I was a mad young dog at that stage and needed to earn enough money to feed myself, so I accepted."



A FORTNIGHT LATER SILVERSTONE WAS the stage for a collection of F1 firsts: Gilles Villeneuve's debut in a third McLaren, Renault's maiden post-war GP appearance, the arrival of turbocharged engines, Michelin and radial tyres, plus the belated baptism of the Theodore Ensign, for which Tambay had been required to find sponsorship to the tune of \$80,000 (for the full half-season, not just the one race). Villeneuve stole many a headline, but Tambay was also impressive: they were first and second in pre-qualifying, then the Frenchman started 16th while Clay Regazzoni failed to make the cut in the works Ensign. Electrical problems condemned him to an early retirement, but it was a promising start.

"After that," he says, "Theodore wanted me to commit to a long-term contract and [team owner] Teddy Yip told me I couldn't drive in Germany if I didn't sign. I said 'F**k you' but he allowed me to carry on anyway!" Tambay finished sixth at Hockenheim, scrapped with the Ferraris of Niki Lauda and Carlos Reutemann in Austria, was on course for third place in Holland until he ran out of fuel (although he was still classified fifth) and took another fifth in Canada – startling results for a small, new team in an oversubscribed field. Small wonder, then, that there was widespread interest in Tambay's services.

"I'd been due to see Enzo Ferrari, but he was unwell so I didn't go," he says. "Subsequently I was in London, about to head back to America for a Can-Am race, when Marlboro called me to a meeting. McLaren boss Teddy Mayer walked in with a massive briefcase and pulled out a contract. You have to remember that I'd been racing for only five or six seasons, so to have the chance to join a winning team like McLaren... At the time it seemed a logical choice.

"At Monza, after signing for McLaren, I asked Ferrari designer Mauro Forghieri if I could meet the old man and we went together to Fiorano. I was allowed to speak French, which Forghieri translated, then at the end Mr Ferrari said to me – in very good French –

alongside Alain Prost. I replied, 'You want a shoot-out? I've been with you for two years and you still don't know my capabilities? Forget it, I'm going back to the States.' That's when I called Carl Haas..."



THE RENEWED ALLIANCE PICKED UP another Can-Am title in 1980, after which Tambay contemplated a combined Indycar and Can-Am programme with VDS. F1's siren call lured him back, however, to drive the Theodore TY01 for Teddy Yip's reconstituted team. He was sixth in the opening race at Long Beach, but that would be his only point – despite switching mid-season to Ligier, to replace the



"I REPLIED, 'I'VE BEEN HERE TWO YEARS AND YOU DON'T KNOW MY CAPABILITIES? FORGET IT'"

"Tambay, you've made a terrible mistake. You should have waited and signed for us. You could have earned good money here and become world champion."

While Ferrari swooped for Villeneuve, that McLaren deal bore little fruit. The M26 chassis was past its best by 1978, as Colin Chapman rewrote the aerodynamic rules with Lotus, and the following M28 was – to coin a technical term of Tambay's choosing – "a shitbox".

Despite modest results, there was the possibility of staying with McLaren for a third term, but one day McLaren boss Teddy Mayer rang Tambay's Notting Hill Gate flat. "He said I was needed at a Paul Ricard test, to drive

retiring Jean-Pierre Jabouille (who had not recovered fully from leg injuries sustained the previous year).

"My first race with Ligier was at Dijon and the car was bottoming terribly," he says, "although things were much better next time out at Silverstone. I was as quick as Laffite and getting on exceptionally well with Gérard Ducarouge, my engineer. I think Jacques and his crew realised I was going to give them trouble – and the next thing I knew Ducarouge had been fired. After that things weren't so good..."

He was dropped at the season's end, but offered another F1 chance early in 1982 when Arrows boss Jackie Oliver asked him to replace

the injured Marc Surer in the South African GP. “That was a good deal for Jackie,” he says, “because I had no retainer and paid for my own flights from Hawaii to London, then London to Johannesburg – and arrived in the middle of all the political turmoil, with drivers threatening to go on strike in a row about superlicences and the possibility that we’d all be fined \$5000 for doing so. My daughter had just been born and life away from F1 felt good, so I just said, ‘Look, I have other things to do in the States’ and left.”

“That year’s Arrows wasn’t particularly good, either, and it was a time when the drivers’ feet were so far forward that the risk of serious leg injuries was quite high. Some years later Michael Schumacher was asked to drive one of

but then everybody liked Gilles. He was just one of those people, charming, always laughing, a lovely guy. When I heard I felt as though the world was shrinking around me.

“Didier later told me it was his idea that Ferrari should offer me a drive, although I don’t know whether that’s true. He was leading the championship at the time and perhaps thought there could be nobody better than one of Gilles’s closest friends to support him.”

Tambay made his debut for Ferrari in Holland, scored his first F1 podium at Brands Hatch and took a maiden victory at Hockenheim, on the weekend that Pironi suffered career-ending leg injuries in a practice accident. The following year, on the anniversary

to do it for my family, so that the younger members could find out about my life before I became a has-been!

“I have only good memories of my time with Ferrari, with one exception. That was when [Italian journalist] Pino Allievi called and said, ‘Have you heard?’ He’d been told Ferrari was hiring Michele Alboreto to replace me and called to get my reaction. I was aware that things were a bit touch and go with [team manager] Marco Piccinini, but that didn’t necessarily have anything to do with racing. At Detroit, for instance, I didn’t stay for the post-race briefing because I wanted to watch Yannick Noah play Mats Wilander in the French Open tennis final! Piccinini saw that as unprofessional.”

The first recorded instance of a Formula 1 driver being fired because of a tennis match? “You could say that...”

From there Tambay transferred to Renault, for the final two seasons of the company’s first F1 adventure, then reunited with Carl Haas as the American joined forces with Ford for a short-lived Grand Prix programme. “On paper we had the dream team – Neil Oatley, Ross Brawn, Adrian Newey, Alistair Caldwell... a really good bunch of people. The chassis was as good as any I raced, but at the end of the year Carl had two choices, one financial – to invest in business – and one sentimental, to carry on with the F1 team. He put his money into real estate instead and became very rich.”

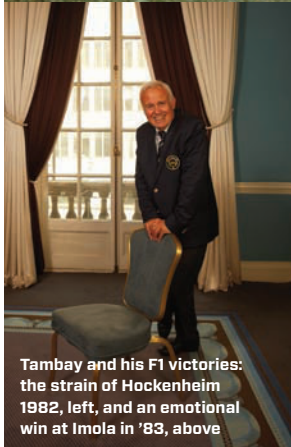
Tambay later competed in sports cars and wondered about returning to F1 after turbos were banned at the end of 1988, but accepted that he was now considered too old. “I never announced my retirement,” he says, “but can probably make it official now. I competed in a VW Polo race at Hockenheim not too many years ago and afterwards Laffite gave me a hard time on French TV. I thought, ‘Have I really come back to this?’”

And so to his present role, as a pundit.

“The GPDA needs to be more forceful with Bernie, who hasn’t changed over the years,” Tambay says. “He wants a dictatorship, but we all know what happens to dictators nowadays.”

“If I were in charge I’d bring back steel brakes, to extend stopping distances, and get rid of vanes and all the other crap they use to cool brakes. Teams know too much – and that’s not how you’re supposed to cool brakes. Bring back small ducts! We should get rid of diffusers, too, and return to a completely flat bottom. They also need to raise ride heights and simplify wings. As the cars will be higher, with reduced downforce, the suspension will work properly. I want to make things more spectacular...” ❏

Published by Evro, 27; Patrick Tambay – The Ferrari Years is on sale now for £60, ISBN: 978-1-910505-12-0. For more information go to evropublishing.com



Tambay and his F1 victories: the strain of Hockenheim 1982, left, and an emotional win at Imola in '83, above

my old Ferraris at Fiorano. He took one look and asked, ‘Did you really race this kind of shit?’ It was freshly rebuilt and he still didn’t fancy driving it!”

Early in '82, of course, this was one of Tambay’s future Ferraris. He might not have needed F1, but the reverse wasn’t necessarily true. “I was in my father-in-law’s office in Hawaii,” he says, “10 hours behind European time, when the phone rang and somebody said, ‘It’s for you’...” Even today his voice tails off as he recalls the moment Didier Pironi called to inform him of Gilles Villeneuve’s passing. “I’d known Gilles since 1976, when we were racing in North America, and we’d become friends,

of Villeneuve’s final GP start, Tambay – by now racing alongside old sparring partner Arnoux – added another F1 success at Imola, but the second would also be the last. “My biggest moments in racing have come at times when things were emotionally charged, but I’ve no idea why,” he says. “Perhaps I draw extra motivation from outside influences, but I’m really not sure.”



HIS 18 MONTHS WITH FERRARI FORM the focus of his new book. “Writing it was interesting,” he says, “because I learned stuff about others – and also about myself. I wanted

H

A

L

L

O

F

F

A

M

E

2



1


6



NEW VENUE, NEW CONCEPT, LIVE ACTION FOR THE FIRST TIME...

There was much that was fresh, but in essence the 2016 *Motor Sport* Hall of Fame remained true to the founding principles of our exclusive club for motor racing heroes: to gather the great and the good in a lovely setting and celebrate what makes this the greatest sport in the world.

The move to the Royal Automobile Club's elegant Woodcote Park estate, near Epsom, opened up new possibilities beyond the attractions of previous central London locations. The Hall of Fame Live took its bow in the afternoon of May 31, heralding another first for our event: a public audience. The afternoon featured demonstration runs of a suitably eclectic mix of cars and motorcycles on Woodcote's picturesque Captain's Drive. A panel of racing stars also gathered for a lively discussion themed around 'great rivalries', while afternoon tea was served in the spacious marquee in the grounds of the house. Tom Kristensen, Derek Bell, magazine columnist Darren Turner, Jackie Oliver and our own Damien Smith and Mat Oxley enjoyed a lively conversation that's still available to revisit via our website. Evening guests were welcomed by more demo runs, in a handy break from heavy downpours, before gathering for a sumptuous three-course banquet during which five more heroes were announced as the newest members of the Hall of Fame. New host Jennie Gow kept things in order as the quintet from rallying, sports car racing, motorcycling, US motor sport and Formula 1 were revealed. Each had been chosen by the public, following long-running polls via our website that attracted more than 25,000 votes across the five categories.

A cast of special guests ranging from F1 and even Hollywood made it a night – and an afternoon – to remember. Now, plans are already brewing for the 2017 edition of a motor racing 'happening' like no other. 

photographers

HOWARD SIMMONS & MARK LEWIS



Jennie Gow hosted a lively panel discussion with Derek Bell, Tom Kristensen, Darren Turner, Mat Oxley, Jackie Oliver and Damien Smith



From left, Bell, Kristensen, Turner and Oliver have all taken outright or class victories at Le Mans. This Porsche 962 finished second there in 1988

RALLYING

Sébastien Loeb



“TO HAVE NINE
WORLD TITLES IS
SOMETHING I
COULDN'T
HAVE
IMAGINED”

To watch Sébastien Loeb receive the award
go to motorsportmagazine.com/rally

RALLYING HAS ALWAYS BEEN THE BAD BOY OF MOTOR sport: less glamorous than Formula 1, more brash than touring cars and dirtier than sports cars. The drivers, likewise, revel in their outsider status and perhaps that is why only Colin McRae had previously made it into the Hall of Fame. But now the flying Scotsman has been joined by a worthy companion and arguably the greatest driver the sport has ever seen: Sébastien Loeb.

The Frenchman emerged victorious in a three-way race against Richard Burns and Hannu Mikkola – both brilliant competitors – but no match for Loeb’s astonishing record. When he retired from rallying full time in 2012 he had won the world title an unprecedented and consecutive nine times. Put simply, from his first title win in 2004 nobody else got a look in for nigh on a decade.

It was fitting that the award was presented by one of the sport’s original legends, Paddy Hopkirk, 52 years after he scored his most famous success when he crossed the line first in his Mini Cooper at the Monte Carlo Rally.

Loeb couldn’t be there for the evening itself – he was flying back to France after competing in the British round of the World Rallycross Championship, the discipline he switched to for the 2016 season – but he did send a heartfelt video message thanking the readers of *Motor Sport* for voting in their thousands for him: “I’m really proud to receive this award, it’s just incredible after all the big names that are on it. To have nine world titles is something I couldn’t have imagined when I was younger,” he said.

Off-camera he was equally effusive: “This is a great honour and I am very proud.”

Loeb is not one to dwell on past achievements. He is now fully focused on winning the WRX title – a feat, should he achieve it – that will make him the only driver to win 10 FIA world championship crowns. It also gives him the chance to reignite his rivalry with Petter Solberg, one of the few to challenge his dominance of WRC and who made the switch to WRX in 2014. “It is nice to see him again,” said Loeb. “It seems a long time since we were fighting together for the rally championship. Now we have the opportunity to fight together again.” Clearly you can take the man out of rallying, but you can’t take the rally out of the man. *Joe Dunn* 📺

SPORTS CARS

Derek Bell



“THIS IS LIKE ONE OF THE GREATEST MOTORSPORT REUNIONS YOU’LL EVER SEE”



To watch Derek Bell receive his award go to motorsportmagazine.com/sports-cars

EMOTIONS WERE RUNNING HIGH. EVEN DEREK BELL, genuine ‘national treasure’ and a man well used to being lauded for his achievements, choked for a moment as he reflected on his favourite Le Mans memory. The recognition of an enrolment into our Hall of Fame is of growing significance with each passing year, it seems, perhaps more so now that readers choose who is honoured.

“It’s far greater than I thought,” said Derek, with a characteristic twinkle in his eye. “I remember going to a small event in the centre of London about five years ago, but I come along here to the Royal Automobile Club and it’s like one of the greatest motor sports reunions you’ll ever see. To see everybody here is just magnificent.

“*Motor Sport* magazine was the first one I ever looked at, probably because it was the only one around in 1949! It’s just special and they’re still here today. It’s much more interesting than the weeklies, they have great journalists and they really bother to delve into our history. To be a part of that is pretty special.”

And that outstanding memory? It has nothing to do with any of his five Le Mans wins. “I raced for quite a long time, from 1964 in a Lotus 7 to the early 2000s,” said Derek. “But the one thing that will always stick in my mind was Le Mans 1995, driving with my son Justin [in the Harrods McLaren F1]. To finish third on Father’s Day and stand on that rostrum with my son – and thank goodness for our team-mate Andy Wallace – that was very special.”

Fellow Le Mans legend and friend Tom Kristensen was on hand to announce Bell’s entry into the Hall of Fame, a club he joined himself in 2013. For all his many accolades, Tom has a particular affinity for our award. “When I told him, my dad looked me in the eye and said ‘You deserve it, well done’,” said Tom. “He actually passed away less than a month after that. It couldn’t have been better timed to join the Hall of Fame and for me to have that moment.”

Bell and Kristensen formed something of a double act as Tom paid tribute to a man he got to know better during his 2003 Le Mans campaign with Bentley, for whom Derek is an ambassador. “He was a hero of mine when I was wearing shorts. Now I wear shorts again to pretend I’m younger!” said the nine-time Le Mans victor. “But looking at the pictures I can’t see any difference in Derek’s face. Living in Florida for half the year must help, I’m sure...” *Damien Smith*

RUNNING UP THAT HILL

Porsche 962 & Hailwood Honda lead maiden Hall of Fame demos

THE ONE THING YOU CAN'T PLAN? THE WEATHER. A prolonged May downpour set in doubt some of the Hall of Fame demonstration runs, but the drizzle thankfully abated just in time. Having been temporarily stood down, Derek Bell was summoned from his afternoon tea: his dessert was now ready, a Porsche 962C.

The silence of the perfect greens was shattered by an eclectic collection of cars and 'bikes, all braving the damp, gripless Captain's Drive that bisects the lush Woodcote Park golf course. The final-hole putts would have to wait.

Assembled in the queue behind the 962 was a pair of classic sports racers, 'bikes from the careers of three of Britain's best, one of the WRC's most famous machines and an Abarth 695 Biposto.

It was fitting that head of the line was a man hours away from joining the Hall of Fame. "This only raced once but I loved it," Bell said, fresh from the hill and having posed for photos with just about everyone. That one race was dramatic and should have given him his sixth Le Mans win. Instead he, Hans-Joachim Stuck and Klaus Ludwig finished second in 1988 after Ludwig ran out of fuel by trying to go a lap longer than he should have. "He came up and apologised again at an event recently," said Bell.

Time has done nothing to dull his enthusiasm for Porsches: "The power we had was incredible; they

were just made to win races. We had hundreds and hundreds of horsepower, even back then."

That same horsepower's only contact with the greasy asphalt at Woodcote Park was through its four 28-year-old slicks. "I was never going to go fast..."

Fast or not, the sensation was by no means dampened for the assembled crowd, edging as close as it could as Bell led off and trying not to trample on soil beds in a bid to see the 962's wide tail vanishing up the hill. The thought of seeing them in period is almost inconceivable for younger generations, and a reminder of great days for older ones.

The 962's noise had nothing on the assembled bikes, though. They rattled the fine windows of Woodcote Park simply edging to the start. Among them was David Hailwood, son of Mike 'The Bike', astride his father's Honda RC181.

Tearing up the hill, hunched in a pose once familiar, it proved an evocative sight. The Honda is as original as possible, although "they all got smashed to pieces so many times, not just by my dad," as Hailwood pointed out.

The likeness is uncanny, the bike spectacular.

"She still handles the same as she did," Hailwood added with a knowing smile. "She still doesn't stop, doesn't go round corners and still twists in the middle when you go above 9000 revs!"

"You feel absolutely everything, the suspension is hard, the only damper is on the top yoke. Any little bump rattles your teeth. I remember doing 110mph on the Isle of Man's Sulby Straight thinking I was going quickly, then I realised Dad would

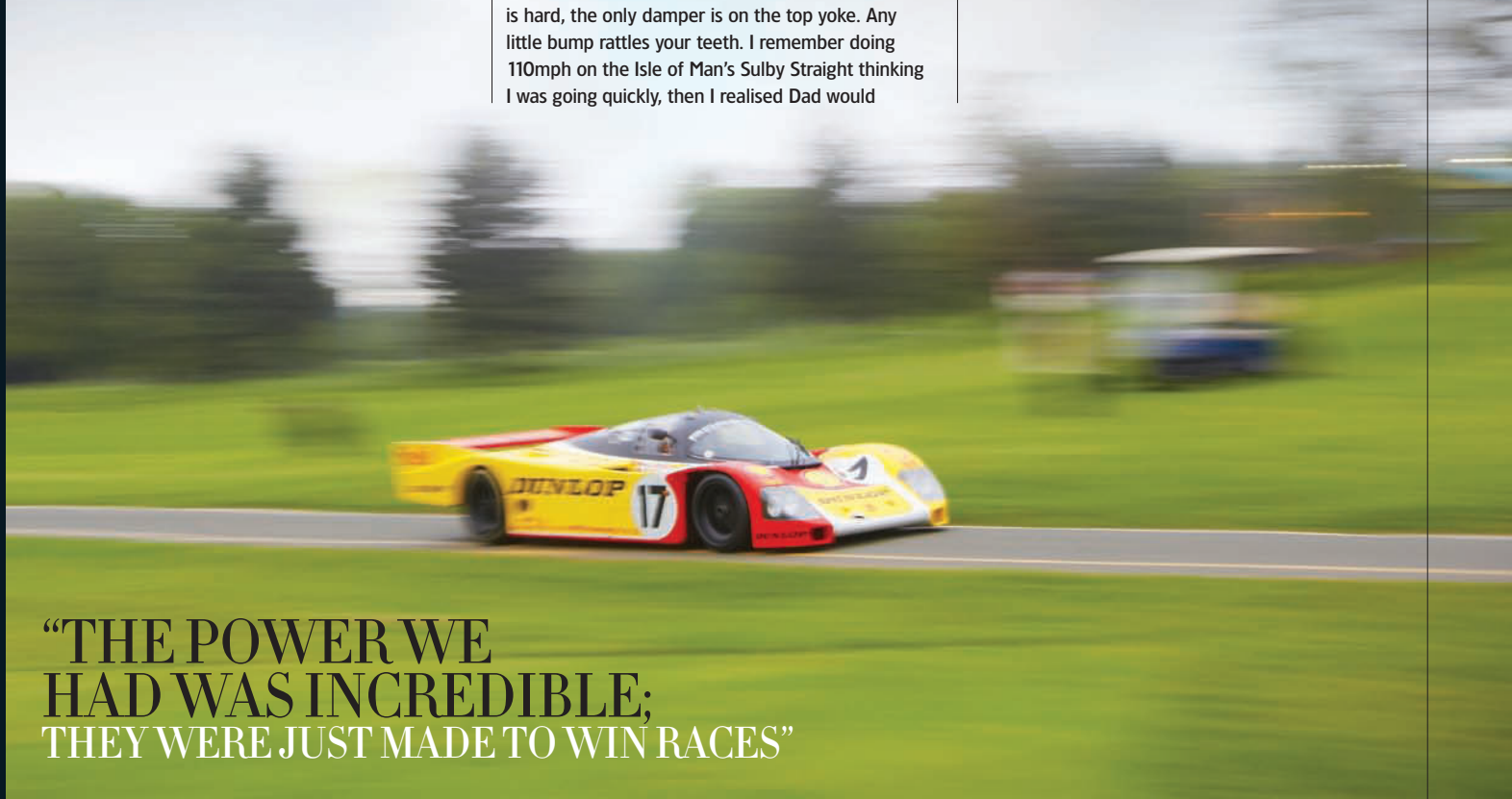
maybe have been going 60mph quicker!"

The most impatient in the queue was Colin McRae's 1997 RAC Rally-winning Subaru. Eventually unleashed, it set off in spectacularly squirrely fashion, grabbing a chunk of the fine greenery and popping and banging like every schoolchild knows rally cars should. Driving was Steve Rockingham, a man not averse to getting the hammer down.

More serene, or comparatively so, was the rumbling Jaguar C-type that was the first to win with disc brakes, raced by Sir Stirling Moss. It was followed in similarly elegant fashion by a beautiful Ferrari 750 Monza before an ex-Brian Redman Lola made a wheel-spinning start in pursuit. They are decades adrift from Bell's 962, but wonderfully preserved and no less stunning. Hollywood star Eric Bana was drawn by each during the day, when not sitting on the Hailwood Honda.

Mat Oxley jumped on a Barry Sheene Suzuki, blue tail smoke and all, and later onto John Surtees' championship-winning and throaty MV Agusta. Our writer was honoured to make the run, 56 years after Surtees' final title on two wheels.

Lights fully ablaze, the gaggle crested the hill together on the return leg. While it might not have had the drama of the full-tilt descent in the middle of Hunaudières, it didn't take much to imagine. *Jack Phillips* 📷



"THE POWER WE HAD WAS INCREDIBLE; THEY WERE JUST MADE TO WIN RACES"



Actor Eric Bana was drawn to the bikes and, below, spent time on the ex-Mike Hailwood Honda



Subaru set for hill start. Guests included Charley Boorman, Hopkirk, Graham, Turvey, Warwick & Turner



BBC Radio 5 Live's Formula 1 pit reporter Jennie Gow was afternoon and evening host

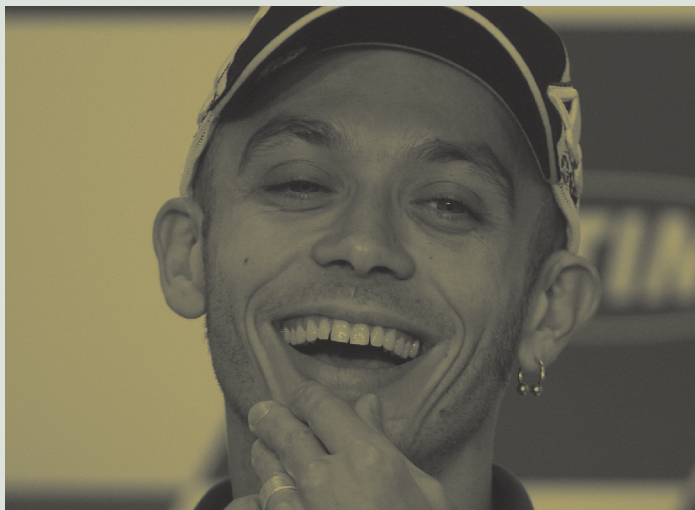


Former TVR racer Ray Grimes drove Abarth 695 Biposto, the world's smallest supercar

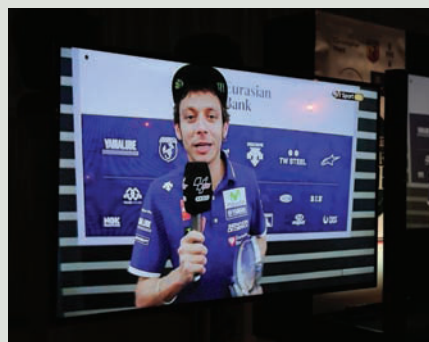


MOTORCYCLES

Valentino Rossi



“THANKS. I WILL
PUT THE PRIZE IN
MY BEDROOM
SO WE
CAN SLEEP
TOGETHER”



To watch John Surtees honour Valentino Rossi go to motorsportmagazine.com/motorcycles

THE GREATEST MOTORCYCLE RACER OF ALL TIME? ONE OF the greatest sportsmen of all time? When it comes to Valentino Rossi there's a convincing argument in both cases.

What's so astonishing about the man from Tavullia is the length of his career – his first world championship season was 20 years ago. His first win came on August 18 that year and his latest (at the time of writing!) was on June 5 2016. And he's won a race or more every year bar 2011 and 2012, when he was on a Ducati. During that time he's notched up nine world championships and 114 wins. Only fellow Hall of Fame member Giacomo Agostini has more, with 123.

Rossi was busy preparing for that latest win on the night of the Hall of Fame, but left a special message for all those attending. “Hi to everybody,” he began, “I am very happy and very proud to enter into the Hall of Fame. It is a great shame that I cannot come over there with you, but I wanted to say thank you, thanks a lot. I am so happy – I will put the prize in my bedroom so we can sleep together!”

Looking at the founding members' names on the trophy, he said, “Being with these important names of motor sport is fantastic.”

John Surtees was on hand to talk to host Jennie Gow about what makes Rossi so competitive. “I think one of the most special things about him is that he came to grips with new technology. He grew up, coming together with a piece of machinery one way and then it all changed – computers came aboard and some of the younger riders arrived who had only dealt with computer-controlled machines. He had a real threat on his hands. He's been able to adapt and create an entirely new style of riding and he is still competing at the front. That is possibly his biggest success.”

At one point Rossi flirted with the idea of moving from MotoGP to F1, emulating the move seven-time world motorcycle champion ‘Il Grande’ John made in 1960. Surtees talked about a chat with Rossi soon after the Ferrari test that would decide the Italian's future. “He thought ‘No, I'm still in love with two wheels.’”

Was Surtees nervous about losing the title of ‘the only man to win world championships on two wheels and four?’ “No, not really,” he said with a smile. “A youngster could come along, but as Valentino said: ‘If someone did come along and manage it, at least no one can take away from the fact that you were first.’” *Ed Foster*

US RACING

Dan Gurney



"I'M TOUCHED
TO BE PART OF A
GROUP OF PEOPLE
I LOOKED
UP TO ALL
MY LIFE"



To watch Dan Gurney receive the award go to motorsportmagazine.com/us-scene

As a near-winner himself of the Indy 500 ("When my oil pump broke it was a terrible shock, and frankly the Scottish economy has never recovered..."), Jackie Stewart was well placed to outline why relentless racer AJ Foyt and Roger Penske, supreme businessman and team principal for 16 Indy victories, were worthy nominees for the Hall of Fame. Stewart called the candidates "a collection of what's best in America". But it was *Motor Sport's* readers who voted, and a cheer erupted when Sir Jackie announced the winner – "A man who if he were running today would become US president – Dan Gurney."

The only person to be a candidate in two sections of the new-look Hall of Fame – he was a front-runner in the F1 section, too – Gurney's record stands alone. Winning at Le Mans, in NASCAR, Indycar and Grands Prix would be impressive enough, but this is a man who decided to build his own cars, achieving victory at Spa in the gorgeous Gurney-Eagle (beating Stewart to do so), and founding and leading the hugely successful All-American Racers for over 40 years. Along with winning Indianapolis, Sebring 12 Hours and Daytona 24 Hours and eight championships, AAR also built and sold customer Eagles that won three 500s. Then he designed a revolutionary motorcycle.

But far from the tough business image that might evoke, Dan Gurney is famous as one of racing's gentlemen, gracious and modest in all his dealings; it showed in his emotional response, delivered by video. "*Motor Sport* – the green one I remember Jenks writing for," he said, cradling the award against a background of trophies. "I'm touched to be considered part of this group of people I looked up to all my life, some of whom I raced against, and I really appreciate the fans who voted for me. I'd like to say thank you very much to them. I'm glad I managed to get in."

Following hearty applause, Sir Jackie went on, "Dan is a great gentleman apart from anything else. He's one of the nicest men you could meet, a great credit to motor sport around the world."

Perhaps the world has missed out on some of those qualities – "I'm serious about the 'Dan Gurney for president' movement," said JYS. "I believe he could have been president, and not just because of the quality of the current candidates..." But instead motor racing has enjoyed his favours. "A wonderfully kind, generous man," concluded Stewart. "I can't speak too highly of him." *Gordon Cruickshank*



Sean Edwards Foundation: *the goals*

LATE IN 2013 SEAN EDWARDS WAS LEADING THE Porsche Supercup by 18 points and, with one double-header remaining, appeared on course to take the title. During the break between the final two meetings, at Monza and Yas Marina, he travelled to Australia to do some driver coaching. On October 15, he died at Willowbank Raceway, Queensland, when the Porsche in which he was a passenger left the track. He was just 26.

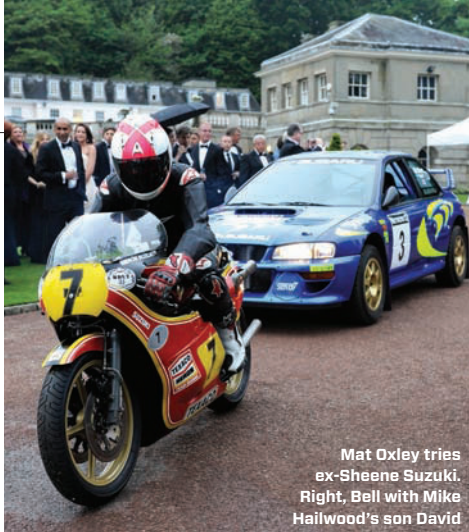
Since then, his mother Daphne McKinley Edwards has set up the Sean Edwards Foundation to help improve circuit safety – and at the Hall of Fame she spoke passionately about her objectives.

“It is very difficult to stand here and talk about my son Sean in the past,” she said, after watching a short film showing highlights of a career that included 24-hour race victories at Dubai Autodrome and the Nürburgring. “In the video he said, ‘It’s a great life’ – and motor racing is a fantastic life, until it’s taken away from you. I want to see change – change in attitudes towards motor sport safety.

“The SEF was born 18 months ago, since when I’ve been building awareness about safety and I believe education is key. I have developed a test that helps drivers, both amateurs and pros, when it comes to protocol in both the pitlane and on the track. I developed this in 2015 with [race promoter] the Stéphane Ratel Organisation and it is now mandatory for drivers in their Blancpain series to pass the test before they can take part. I’d like to introduce that in more championships worldwide. The test can also be applied to many other areas – particularly to track days, during one of which Sean was killed. I also spent three days on a marshalling course and would like to implement a global training programme.

“Let’s honour Sean and every other racing driver that has died. I want to examine the risks and mitigate them. Let’s make motor sport a safer place.”

www.seanedwardsfoundation.com



Mat Oxley tries ex-Sheene Suzuki. Right, Bell with Mike Hailwood’s son David



Current Motor Sport columnist and Aston racer Darren Turner with David Brabham





Honda in sumptuous surroundings. Above, Kristensen and Dennis pay tributes. Below, Christopher Ward watches, UK debut for Abarth 124 Spider and H&H auction lot, the 'used' Costin-Nathan



Derek Warwick on Sid Watkins

“HE WOULD LOOK AFTER EVERYONE IN THE paddock, whether they’d been up to some mischief or else simply had a headache. He was caring, compassionate and loved everyone in F1. We always knew he was there for us.

“I came across him quite a lot because I had some fairly big accidents. Everybody remembers Monza 1990, when I got upside down. After the race was stopped I ran back for the spare and drove it to the grid. The first person that greeted me was Sid, who said, ‘Oi you, get out!’ I was petrified that he’d stop me racing, because I felt fine. We sat in the back of the medical car and he started firing questions about my name, my age and so on. I thought it was a joke, so I told him I was Nelson Piquet. He said, ‘No Derek, I’m serious. What’s your name?’ I insisted that I was Nelson Piquet, at which point he jumped out, grabbed Bernie Ecclestone and asked him to make it clear that I had to take this seriously or I wouldn’t be racing. Suddenly, I started answering his questions...

“After I rolled into the gravel at Hockenheim in 1993, Sid was soon there, took me to the medical centre and started testing everything. I’ll always remember him removing a stone from my ear, after gravel had forced itself into my helmet, and as he took it out he said, ‘Hmmm, I think that’s from Monza 1990...’

“When my team-mate Martin Donnelly crashed at Jerez in 1990, I got to the scene fairly quickly and as far as I was concerned he was probably dead. Sid then arrived and we all knew him as this loving figure, who’d be careful laying out an injured driver to protect his back, neck and so on. When he got to Martin, though, he realised the severity of the situation and basically beat the shit out of him to get him going again. That was his other side. When he had to be rough and ready to save a life, he was there for us then, too.”

FORMULA 1

Professor Sid Watkins



“HAVE A LARGE
WHISKY AND A
COUPLE OF
ASPIRIN,
THEN GO
TO BED”

To watch Ron Dennis, Susan and Alistair Watkins honour Sid go to www.motorsportmagazine.com/f1


THE FRUITFUL ENGINEERING TALENTS OF MIKE COSTIN and Keith Duckworth, the irrepressible spirit of Gilles Villeneuve or the pioneering medical work of Sid Watkins? Whichever way votes had been cast, the Hall of Fame’s latest Formula 1 inductee would have been warmly received. It’s doubtful that anyone other than Watkins would have triggered quite such an emotional response, however.

Ron Dennis was on hand to present the award. The McLaren boss is seldom lost for words, but his voice faltered at first mention of Watkins’s candidature. The former F1 medical delegate, who worked in GP racing from the late 1970s and died in 2012, aged 84, was, Dennis said, “a really dear friend”.

Once Watkins’s induction had been confirmed, his widow Susan and son Alistair stepped up to the stage. “I’m very proud indeed of his legacy,” Susan said. “He was a remarkable man. The holy trinity for Sid was the safety of the drivers, circuits and cars.”

Alistair added, “His main career was outside motor sport, with NHS politics and neurosurgery, but weekends meant F1 – and that was his passion. He was everyone’s friend and became famous for his statutory response whenever somebody had a problem – have a large whisky and a couple of aspirin, then go to bed.”

Watkins is perhaps best known for rapid interventions that saved the lives of Martin Donnelly, at Jerez in 1990, and Mika Häkkinen at Adelaide in 1995. “His contribution was immense,” Dennis said, “but it was the behind-the-scenes Sid that was so amazing. I recall a story of a family visiting Susan and Sid, for a day’s angling. Nothing was caught, but Sid had a salmon in the refrigerator. He was about to start cleaning it when a six-year-old girl walked into the kitchen and asked what he was doing. Sid replied, ‘I’m about to dissect this fish.’ The young girl was completely focused on this, then went back to her mother and said, ‘I’m going to be a doctor.’ As time moved on, she passed her A-levels and got into Oxford Medical School. In her personal statement she wrote, ‘It all started with a fish.’ That was my daughter, who is now a doctor. It was the way he mentored her that epitomised Sid’s care for people at all levels.

“Every solution had a glass of whisky in it – often more than one. We would frequently exceed our alcoholic threshold and I would get such a telling-off from Susan for influencing him...” *Simon Arron* 



Royal Automobile Club's Woodcote Park venue proved to be popular with guests

WITH THANKS TO

Christopher Ward

OFFICIAL TIMING PARTNER

As a maker of beautiful watches Christopher Ward is proud to be the Official Timing Partner of the *Motor Sport* Hall of Fame. Because in life, as in sport, timing is everything.



CHARITY PARTNER

The Sean Edwards Foundation is delighted to be in partnership with *Motor Sport* Magazine and involved in the 2016 Hall of Fame event as the nominated charity partner.



PARTNER

Since it was formed in 1949, Abarth has always represented innovation, success and great cars for enthusiastic drivers. We are proud to be part of this important tribute to the past and present legends of motor sport.



PARTNER

Autoglym and *Motor Sport* form a great alliance to achieve an incredible finish. Working with a team that shares our passion for cars and keeping them pristine is a pleasure.



AUCTION PARTNER

H&H Classics, one of only five auction houses to sell a car for more than \$10m, is delighted to be the auction partner for *Motor Sport's* Hall of Fame, showcasing our success in a world-class motoring venue.



PARTNER

Race Retro, the historic motor sport show organiser Clarion Events, is joining forces with *Motor Sport* to take the show into a new era for 2017 with an all-new live Hall of Fame.



TRANSPORT PARTNER

Specialists in classic & race car transportation, with a fleet of covered transporters, Straight Eight Logistics is proud to be the official transport partner for the *Motor Sport* Hall of Fame.



PRINT PARTNER

Precision Colour Printing specialises in magazines and brochures. Based on a 14-acre site with in-house mailing service, we're proud to be the *Motor Sport* Hall of Fame print partner.

As any budding racing driver knows, performing on the track is only half the battle – securing sponsorship to help support a successful campaign is also crucial.

The Hall of Fame awards would not have been possible without the generous help of many people and companies. *Motor Sport* is grateful to all of them.

As well as the brands listed above, we are also grateful to the owners of all the cars and bikes that were on display during the event. Richard Frankel, who provided his Jaguar C-type and Ferrari 750 Monza; Steve Rockingham and Martyn Spurrell for Colin McRae's WRC Focus and Subaru; David and Pauline Hailwood for Mike's bike and car; Patrick Morgan of Dawn Trader Performance for the Penske PC23; Keith and Christine Newcombe for Brian Redman's Lola; Guy Edwards for the Hesketh; Steve Wheatman for the Barry Sheene Suzuki; Prodrive for Richard Burns's 2000 Safari Rally Subaru; Henry Pearman for the Porsche 962; Kevin Wheatcroft and the Donington Grand Prix Collection for the Vanwall and BRM, and John Surtees for his MV Augusta. Special mention to H&H Auctions for the Bentley Continental, Honda 6 and Costin-Nathan; Abarth for the 695 Biposto, 695 Biposto Record and 124 Spider, Ford UK for the GT and Kevin Jones at Peugeot for the 208 WRX.

www.longstone.com

Tel:+44(0)1302 711123

longstone

**CLASSIC
CARS
TYRES**



PIRELLI
CINTURATO™

Range of Porsche tyres 165HR15 CA67 pre-1968 Porsches
185/70VR CN36 post 1968 Porsches

COMING SOON!

215/60VR15 CN36 new rear for post-'73 cars
205/50YR15 P7 N4 } for later Porsches
225/50YR15 P7 N4 }



{ LUNCH WITH }

FRANK DERNIE

Renowned for his forthright speech and love of tea, this British engineer retired from Formula 1 with a long string of credits to his name

writer SIMON TAYLOR | photographer JAMES MITCHELL




IF YOU SPEND 35 YEARS IN Formula 1, successively (and often simultaneously) as aerodynamicist, computer programmer, R&D man, engineer, technical director and design consultant, you accumulate an up-close and personal view of the drivers you work with – not to mention the team bosses, your rival designers and the rule makers. If you have strong opinions and have never been afraid to voice them, your assessments of the work you’ve done and the people you’ve done it with are always going to be pretty lively.

Frank Dernie is a very clever man who is also a highly competitive individual. “I decided at an early age that I would never be brave enough to be a racing driver, but I wanted to win races by having new and better ideas, and exploiting them before other teams could copy them.” In F1 he played a crucial role at Williams (twice), Benetton, Lotus, Ligier, Toyota and Arrows. In Indycar he did the same for Lola, and he

was also closely involved with the MG Lola Le Mans car.

“When I came into F1 in the 1970s, entire design and technical departments consisted of one or two people. There’d be one aerodynamicist – me – who would have other key responsibilities as well. At Ferrari now, for example, the aero department is 160 people, and the head of aero has to spend all his time managing them. I’d be hopeless in modern F1. I’m not a manager, I would be no good sitting at a desk directing scores of other people. I’d want to get into the wind tunnel myself and see what’s happening.”

Frank was born in 1950. He and his musician wife Sheenagh have lived in the pleasing Oxfordshire market town of Wantage since his Williams days. We meet at one of his favourite pubs, The Bear, an old coaching inn whose history goes back to Tudor times. Frank opts for his favourite braised steak and ale pie: as an engineer, always looking for the optimum solution, he has 



discovered from careful and lengthy research that if he turns the pie upside down the gravy combines with the pastry more efficiently. He drinks orange and passion fruit juice.

“My dad was a land agent who played golf, but my grandfather was an engineer, one of those people who was born with a natural feel for it. From an early age I realised that in motor racing the car makes up a major part of the difference between winning and losing, and that fascinated me. [Cosworth founder] Keith Duckworth became one of my heroes, and I decided to go to Imperial College because it was his *alma mater*.

“While I was there he came to give a talk to the college motor club. The only decent textbook then was Costin & Phipps [*Racing and Sports Car Design* by Mike Costin and David Phipps, published in 1961] and Keith had written the appendices. In the Q&A session I put up my hand and told him I thought I’d found an error: surely so-and-so should be such-and-such? He said, ‘It’s too complicated to go into here. Let’s have a beer afterwards and I’ll explain it.’ In the pub he said, ‘You’re right to question it: nobody should ever take for granted what they read in a textbook without going back to first principles.’ In later life I got to know him well, and until he died we were still having three-hour phone conversations about such things as the behaviour of the dampers on his motorbike. A lovely man.

“For my third-year project at Imperial I managed to persuade the university that I could design a Clubmans car. The teachers weren’t interested in guesswork, which a lot of racing car design was then, but Imperial had two computers, huge things that would fill this room, and having done the computer engineering course I decided to write a program to optimise my car’s suspension design.

“At another motor club meeting we had a young speaker who was with a new team called March Engineering. His name was Harvey Postlethwaite. I collared him in the bar afterwards and told him about my program, and it turned out that nobody had done this before. In my youthful naivety it had never occurred to me that I could be the first.

“Harvey invited me to visit March, and I started doing some suspension geometry optimisation for them while I was still at Imperial. Harvey paid me for this out of his own pocket. After he went to Hesketh I carried on doing bits and pieces for him while I was serving my apprenticeship in the gearbox R&D department at David Brown. Then I got a job at Garrard designing high-quality record players. That was up another of my streets: I listen to a lot of music, and I’ve never had a hi-fi system that has cost less than my everyday road car. When Harvey left Hesketh to go to Williams, Nigel Stroud wanted somebody to do the sums on the latest version of the Hesketh 308, and



FRANK DERNIE CAREER IN BRIEF

Born: 3/4/50, Kirkham, Lancashire

1976 First full-time F1 job with Hesketh. Stays until team folds **1978** Joins fledgling Williams Grand Prix Engineering as aerodynamicist. Plays a pivotal role in designs of title-winning FW07, FW08 and FW11 **1989** Heads to Team Lotus as technical director **1991** Moves across to Ligier **1993** Chief engineer, Benetton **1995** Back to Ligier **1997** Arrows F1 **1998** Consultant at Lola Cars **2003** Rejoins Williams **2007** Switches to Toyota **F1 2010** Opts to retire following Toyota’s withdrawal

Harvey told Bubbles Horsley he should hire me. I knew that Hesketh was pretty insecure, but an offer from any F1 team was an opportunity to do what I’d always wanted.

“Inevitably Hesketh collapsed, but in 1977 I managed to get a job with Frank Williams, just after he’d set up the new company.” Frank Williams Racing Cars, based at Bennett Road in Reading, had been in uneasy partnership with Walter Wolf, who had purchased most of the old Hesketh equipment. But Frank’s relationship with the ebullient Canadian millionaire was difficult, and he was feeling more and more marginalised. When Wolf brought in Peter Warr from Lotus to be the new team manager, Frank decided it was time to cut free. He left to set up Williams Grand Prix Engineering, taking with him Patrick Head, whom he’d hired not long before as chief engineer.

“The FW06, the 1978 car, was the first proper Williams, and Patrick drew that more or less on his own. I got involved in the FW07, and did all the aerodynamics for that. In fact from then on, for 10 years until I went to Lotus, there wasn’t a single bit of aero on a Williams that I didn’t do. The aero department was just

me on my own, until later we got a model maker, and then a technician to run the tunnel.

“I was the first person in F1 to propose getting an in-house wind tunnel. We’d been using the two wind tunnels at Imperial, which had a moving ground to simulate the track passing under the car and rotate the wheels, both of which are crucial. All the messing around we did in testing, trying different suspension, dampers, diffs, it made bugger-all difference. But every time we went into the tunnel we came back with a faster car. I said to Patrick, ‘What we really need is a tunnel of our own.’ Patrick knew, from his Lola days, that Specialised Mouldings had an old tunnel stored in a hangar, so we drove over to Huntingdon and did a cash deal on the spot to buy it.



“BY NOW I THINK WILLIAMS WAS 23 people, and we had a young R&D technician called Ross Brawn. I designed a moving ground for our tunnel, and Ross made it. We bought a process control computer – Windows and all that stuff didn’t exist, of course, and the computer cost more than the tunnel – and I wrote all the software for it.

“I’m afraid I’m going to brag a bit now. I was the first person in Formula 1 to use computer-aided design and computer-aided engineering. Williams got CAD in 1985 because I wanted it. The Calma system was going to cost more than £50,000, but I persuaded Frank that we could get it for nothing in return for stickers on the front of the sidepods. And I was the first to put a digital data-logging system in an F1 car.

“I wasn’t the first to come up with active suspension, because Lotus had been trying it, but I reckon I was the first person to make it work. I’d noticed in the wind tunnel that the car’s attitude, its angle and height above the ground, made a huge difference to performance, and I wanted to find a way to control that. Lotus was trying a very sophisticated system, but all I wanted to do was control the ride height. A guy who’d worked for Lucas on a stability system for ambulances brought it to us, and it was completely wrong for racing, but I thought the basic idea was good. So I changed it around, made a mechanical version and put it on an FW09.

“We took it to Silverstone for Nelson [Piquet] to test, and after a few laps he said, ‘Wow, it rides like a Cadillac. Trouble is, it handles like a Cadillac.’ It was so difficult to control mechanically that I decided to go for something electronic. I found two young guys, one to do the hardware, Steve Wise, and one to do the programming, Paddy Lowe, who is probably the cleverest guy I ever hired. Steve became head of electronics at Williams, and of course Paddy is now technical director at Mercedes. ☐



1



2



3



4



5



6

1 Dornier moved to Lotus after 10 years with Williams 2 Working with 1982 world champion Keke Rosberg was "great fun" 3 Dornier-influenced FW07, which established Williams as an F1 force 4 Nelson Piquet's Lotus 101, Australia 1989 5 Two Franks and a Patrick in Williams Grand Prix Engineering's early days 6 With Brawn and Schumacher at Benetton 7 Final F1 job, with Toyota 8 Damon Hill, Budapest '97 9 Where's Prost? The 1992 Ligier JS37 10 MG-Lola Le Mans project showed great promise



7



8



9



10

“At first Nigel [Mansell] wanted nothing to do with it. At Lotus it had collapsed on him a few times, and he thought it was dangerous. Then when ours won a race first time out [Piquet, Monza 1987] he had to have one. Actually I was worried too because, if the hydraulics failed, the car would dump itself on the deck. So I built in some safety details which meant it couldn't quite run at its optimum, but I was happier.

“At Williams Patrick really ran the place day to day. Frank made the big decisions and went out to look for the money, while Patrick focused on getting things done. That's why, when Frank had his dreadful car crash in March 1986, the team was able to keep going. Without Patrick we'd have been in deep trouble. Working with Patrick was so much fun. He and I were in and out of each other's offices all the time: he'd come in and say, 'What the bloody hell's going on with this?' or I'd be saying, 'The brake barrel on that new rear upright, are you sure they're machining it right?'



“ONE OF MY FIRST CONTACTS WITH Bernie Ecclestone came at an FIA meeting – there was no such thing as a technical working group then – and Patrick was meant to be one of the team representatives. But he never wanted to go to those things, so he sent me. Colin Chapman was flying to Le Bourget in his aeroplane with Bernie, and I went with them. I was in awe, because Colin had been one of my heroes since I was a little boy, but he and Bernie just spent the whole flight discussing deals.

“Bernie said to me, 'Now this is FOCA's position, when they come to you you're to say that we want this, and this, and this.' So in the meeting we're talking about fuel flow limitations, they go round the table and come to me, and I say everything that Bernie has told me to say. Then Bernie interrupts and says, 'That's complete nonsense. Engineers always come up with rubbish like that.' He'd just set me up so that he could disapprove of something, muddy the waters, get the meeting on his side and get approval for what he really wanted. That taught me a lot about Bernie. I'm a big fan. Where would F1 be without him? He does take a very big slice of the cake, but what a big cake it's become.”

In those days, at work and away from the public gaze, the engineer was very well placed to know his driver's true ability, and his personality. “Alan Jones was brilliant, He was at Williams from 1978, and won the world championship for us in 1980. He went from being something of a journeyman driver to being champion, and that was as much down to us as it was to him. He had confidence in the team, and he and Patrick were like brothers.



To hear more entertaining Formula 1 stories from Frank Dernie and Nigel Roebuck download our podcast

@ THE MOTOR SPORT DIGITAL EDITION

“Jonesy didn't tell you what to do: he just told you the problem and let you decide how to solve it, which is what the engineer prefers. It's much worse if you've got a driver who thinks he knows how the car works, like Mansell did. Jonesy didn't want to muck around unnecessarily: he wanted to finish the job and go and have a steak.

“So he'd come in and say, 'I've got too much understeer at the hairpin' and you'd say, 'We'll soften the front bar.' Then he might say, 'OK, but the car's a bit loose in that fast corner.' Up to then he hadn't mentioned any problem on the fast corner, because it wasn't slowing him down yet. He would always focus on the most important problem first, and he wouldn't mention another problem unless he was

concerned that your fix for the first problem might exacerbate the second. So you could dial in the car very quickly.



“THE RACING HIGHLIGHT OF MY career was Montréal in 1979. As usual we used the Sunday morning warm-up to measure fuel consumption, tyre wear and brake pad wear. Montréal was always very hard on brakes and tyres. After the session I measured the fuel consumption: we weren't going to finish, the tank was too small. And I measured the pad wear: the brakes weren't going to last either.

“I talked it through with Jonesy. You use



I think he must have been reading his tea leaves or something, because he was superstitious. If he thought things were going to go badly, then they did, almost as if he had made it happen. By mid-1981, when we got to the British Grand Prix, he led Piquet, who was at Brabham, by 43 points to 26. We all thought he was going to be champion. But then he seemed to give up. We went to the last round in Las Vegas, and he could still get the title: all he had to do was beat Piquet. He was ahead of him, and then the Brabham went by apparently without difficulty. Nelson said afterwards, 'I come up to overtake, and he just open his legs for me.'

"Keke Rosberg replaced Jones for 1982, and won the championship in his first year. I ran him for all of his four seasons. He was such fun. Fantastic car control, great sense of humour. I loved the man, although he could get a bit arsey if things weren't going well. After he'd done his last year at McLaren and decided to retire, he gave me a little box. Inside was a beautiful Ebel stopwatch. Engraved on the back it said, 'To FD from Keke, thanks for 1982'.

"Nigel Mansell joined Williams in 1985. A brave driver, a great overtaker, a real racer. But

accident for some time – his short vision was bad, so he couldn't read the dash – but even after that I still think he was as quick as Nigel.

"Nelson was a very hard worker. There was a time when we had to have a test quickly, to check a new modification. We called Nigel, and he said, 'I'm in the Isle of Man, I can't come.' Nelson was in Brazil visiting his mother. When we called him he was on the next plane, did the test, then flew back to finish seeing his mum.

"After 10 years at Williams I decided to move on. With Patrick there, obviously I could never have total technical responsibility, and I wanted to be a proper technical director. Nelson had left us to go to Lotus, and he didn't think their car was as good as it should have been. After his first season there he said to me, 'I'm going to call you at 8am every morning until you agree to come.' Which he did, and I finally gave in and became technical director at Lotus.

"It was a mistake, because they didn't have the budget to do any proper R&D and wind tunnel work. Peter Warr was running the team – Colin Chapman had died six years before – and I know not everybody liked him, but as an individual to work alongside he was very

"MANSELL WAS DIFFICULT. AS FAR AS HE WAS CONCERNED, HE NEVER MADE A MISTAKE. IN MY VIEW PIQUET WAS FASTER"

you can't get away from the fact that he was difficult. As far as he was concerned, he never made a mistake. If he won, it was because he was just better than everybody else and he had carried the car on his back. If he didn't win, it was because somebody else had got it wrong. It wasn't a popular approach with the mechanics: he wasn't very good at keeping the boys on his side. For a while Patrick ran him, and Patrick's voice can be pretty strident. I remember once, during the noise of the race, and with my own headphones on, I could still hear Patrick shouting into his radio: 'For f**k's sake, Nigel, stop whinging and just drive the f**king car!'

"Nelson arrived a year after Nigel, and in my view he was the faster driver up until that accident at Imola in 1987. He hit the same wall at Tamburello that killed Ayrton Senna, and he was badly concussed. Gerhard Berger had a bad accident there, the time his car caught fire. Michele Alboreto, too, all serious crashes. A lot of people said to the circuit owners, 'You've got to do something about that wall.' But they always said, 'We can't. There's a river behind it.' It took Senna's death to make them put in a chicane. Nelson's eyesight was affected by that

good. He couldn't have been more generous to me, but by the end of 1988 he was gone.

"For 1989 I designed the Lotus 101. Unfortunately its Judd engine was massively down on power. Cosworth offered us the old DFR when the HD came out, but we didn't have the money to make the switch. The car was aerodynamically quite good, but then Goodyear brought out the new tyre they'd developed with McLaren, who had the heaviest, most powerful engine, and we had the lightest, least powerful engine. The tyres didn't match the car at all. Before then we'd been all right, not looking stupid, but once we had to use those tyres we were never quick again.

"The 102, with the Lamborghini V12, was basically the same car. We hadn't done any proper aero development, and then Martin Donnelly had his accident at Jerez, which threw us a lot. The barrier was right on the edge of the track and Martin hit it at nearly 90 degrees, which almost never happens. His legs were very badly broken, but he survived – maybe the worst accident anyone had survived since David Purley at Silverstone in 1977.

"Ligier was chasing me hard, and my

most fuel and brakes when you're heavy, so we agreed he'd take it easy for as long as he could, until late in the race when I'd hang out a signal – we agreed that it would say 'pump', which wouldn't mean anything to anyone else – and then he could go for it.

"Gilles Villeneuve was the only driver that Alan respected, and the Ferrari was on pole with Alan next to him. Gilles led, Alan followed him in second place, taking care of his fuel and his brakes, and then at two-third distance I hung out the signal. At once Alan was all over Gilles, got by him, and he won the race by 1sec.

"Carlos Reutemann was with us in Jonesy's championship year. He could do unbelievable things in a car, I don't think I've ever seen anyone better. But Jones demoralised him.

two-year contract with Lotus was up. So it was off to France for 1991. I loved Guy Ligier. He reminded me of my own dad: brash, quick-tempered, strong-willed. He was difficult to work for because you'd agree what the plan was, he'd be supporting you 100 per cent, and then he'd read something that Johnny Rives wrote in *L'Équipe*, or Jabby Crombac in *SportAuto*, and he'd say, 'No we're not doing that, do this instead.'

"I pretty much inherited the bulky 1991 car, but I did the next one, the JS37, which was much more compact. The drivers were Thierry Boutsen and Erik Comas. I was a big supporter of Boutsen – until Alain Prost tested the car. Prost was hoping to use his political contacts in France to force Guy to hand over the team to him, and when he got in the car he was so much faster than Boutsen it was astonishing. Part of it was he really wanted to humiliate Boutsen, because Thierry was a close friend of Ayrton Senna, and of course Prost hated Senna.

"It seemed that Prost's takeover of Ligier was going to happen, and we went to the first race of the 1991 season, Phoenix, expecting Prost to be our new No1. We had his seat in the car, his pedal set-up, everything. Then Guy told us the deal hadn't happened, and we'd be running Boutsen and Comas again.



"FOR 1993 I WAS HEADHUNTED BY ROSS Brawn to go to Benetton as chief engineer. Ross had worked for me at Williams, and now I worked for him. Ross is just brilliant. He didn't go to university, and when I first met him he was just a front-end mechanic at Williams. But he is a born engineer. You can take somebody who is good at mathematics and put him through university so he gets a first in engineering, but at the end of it he won't be an engineer unless he's got the feel for it. It's surprising how few people have truly got that feel, and Ross has it in spades.

"It was my first contact with Michael Schumacher. He was very shy, he never quite looked you in the eye. That's why people thought he was arrogant or stand-offish, but he wasn't. He was just a nice guy. And he was a massively hard worker: he'd pore over the data, but he was another who'd tell you the problem and let you come up with the solution. You could zero in on the optimum set-up for him very quickly. And, of course, he was a totally ruthless racer. The best ones always are: Senna was ruthless.

"The team boss at Benetton, of course, was Flavio Briatore. Flav had no interest in motor racing whatsoever: he only came into it because he saw how big the turnover was, and he realised there was money to be made. He was just a profiler, really. He never came to any



tests, obviously, so the first time I was conscious of him was at a Grand Prix. I was going through the data sheets with Michael when he came over and started looking at them with us. I thought, 'Maybe he is interested after all' and started to explain something to him. Then abruptly he walked away. I turned round and saw a TV cameraman who'd been filming us. As soon as he turned off his camera Flav went.

"In 1995 Flav bought Ligier, and seconded me back there. I found the car I'd designed 18 months before being run at all the wrong ride heights, so it was quite easy to go from where they were at the back of the grid up to mid-grid just by getting the set-up right. The drivers were Olivier Panis and Martin Brundle. I hold Martin in high regard – anyone who could beat Senna in F3 was exceptional – although he's not a big fan of mine for some reason. Olly was a great guy, a long way from being an aristocratic Frenchman, more of a street fighter. He always had a good go.


"After a year at Ligier I went back to Benetton, where I was still chief engineer. But my three-year contract was coming to an end, and Flav said to me, 'I'm selling Ligier to Tom Walkinshaw. Go and have a word with him.' It sounded good: I'd hired some great people while I was at Ligier, an excellent aero guy and good race engineers, and the team had potential. But unfortunately I signed a contract with Tom, instead of with Ligier. Bad move, because in the end he didn't buy Ligier, he bought Arrows, and I ended up there.

"But I never had any trouble with Tom. He was totally straight and honest with me, and he

never asked me to cheat. Actually no team bosses ever asked me to cheat. If there were some dodgy things going on they wouldn't involve me in it, because I talk too much. And I was known to object to that sort of thing. I reckon you can never feel you've won if you've done it by cheating.

"Going to Arrows I believed, if you had the right money and the right people, you could build a successful F1 team in five years. The problem with Tom was, he wanted to do it in two. I remember him escorting a bunch of British press around the new factory he'd built at Leaffield, and he told them: 'Behind that door we are currently making our new chassis, so I can't take you in there.' Behind that door was nothing but earth floor, they hadn't even concreted it yet. I hadn't finished designing the chassis because he hadn't yet done an engine deal. It was massive expectation for something that had no chance of happening immediately.

"There were a lot of things that aggravated me along the way, and the last straw came in August. John Barnard's company was making these beautiful magnesium uprights: they were massively costly, but Tom wanted them. I found that the weight saving of each upright was almost exactly the weight of two brake pads. So we ran a test on the four-post rig, then took the brake pads out, did the test again, and there was zero difference. I went to Tom and said, 'We don't need these. We can spend the money on something that makes a difference.' He said, 'I don't care what you think, we're having them.' I resigned later that day.

"It was the middle of the season, and I felt 



ISO Bizzarrini A3C Corsa

LHD, Totally Restored, Ready to Race



Leading the pack - Goodwood TT 2014



This is 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 currently has valid FIA/HTP papers and is therefore eligible (and invited) 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 where it would be without doubt a front runner. **£POA**

Additional Motorcars Available for Acquisition



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 Speedsters. It has had just one owner since 1979 until now. Upon arrival in the UK, the car underwent a comprehensive restoration at the 356 Porsche specialist Roger Bray. At the time of restoration an upgraded motor and Rudge w were fitted and the car was finished in the exact original colour combination. Following the restoration, the car received virtually no use meaning it remains in concours condition and is ready to be enjoyed by its next owner. Arguably one of the rarest and most sought after 356s available. **£POA**



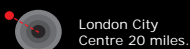
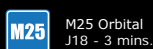
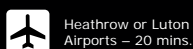
RHD Porsche Carrera 2.7 RS Touring

This factory RHD and UK supplied RS Touring is finished in its original Grand Prix White with Blue Script and wheels, and has 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**

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage

Telephone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: info@dkeng.co.uk

Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND



The Ferrari Specialists

www.dke.co.uk
A Cottingham Family Business.



I was letting Damon Hill down. He wasn't Michael Schumacher, but he was a clever guy who worked very hard at getting the best out of the car. And in the wet, which I always feel is a good indicator of talent, he was brilliant.

"The car with which Damon almost won the Hungarian Grand Prix was my car, the A18. We'd just built a new front wing that effectively moved the weight distribution forward. I thought it would match the Bridgestones very well. We tested it just before I left, and it gave a massive gain in performance. Damon qualified third, and was leading right at the end when there was a gearbox hydraulics problem. Such a shame.

"After Arrows I was pretty fed up, and I decided to set up my own consultancy. And Lola came to me with a problem with their Indycar. The Reynard was turning out to be better, and no one was buying Lolas. I had worked out that the most important mechanical task is to get the weight distribution correct for the tyre contact area, so that you can get all

downforce just by not having it there. AER [Advanced Engine Research] did a four-cylinder turbo for us, but the head gasket supplier got their calculations wrong. So we had to machine the blocks to take Dykes rings, and it was just a question of how long they would keep going until they failed. But it was the first time – so far the only time – I'd been to Le Mans, and I thought it was wonderful.

"Martin Birrane, who owned Lola, promised me all sorts of things that never materialised. With everybody else I ever worked for, they always played straight, but after a while I told Martin I was going on holiday for two weeks and, if the money I was owed wasn't in my bank account when I got back, I'd leave. It wasn't, so I did.

"Then Patrick rang me. 'Look here, chap, it's a bit stupid having a clever bloke like you sitting out there wanking around.' So I ended up back at Williams. They invented a title for me, chief project engineer or some such, and once again it was about getting the weight

just masking the car's true problems.

"Montoya was a bit like Nigel, a really hard racer, but more likeable because he was less obnoxious out of the car. He was a brilliant overtaker: if there was a car in front of him he was going to do whatever it took to catch it and overtake it. I think it's a tragedy that he left F1 – for F1, not for him, because he's happy as Larry in the USA.

"After Williams I went to Toyota. I knew the chief engineer there, Pascal Vasselon, because we'd worked together at Ligier, and he asked me to look at the new rules for 2009 and come up with some concepts. Meanwhile we got some big gains with the car, once again just with set-up changes. I stayed with Toyota until they pulled out of F1 at the end of 2009. I was coming up to 60, and I decided it was time to stop."



THERE ARE LOTS OF OTHER AREAS OF Frank's working life that over our lunch we can barely mention. For example, he accepted an invitation to be a scrutineer in historic racing. Many of the cars in Thoroughbred Grand Prix he'd designed originally, 30 years before, and he was able to spot at 20 paces if a rear wing, for example, was not correct. He even worked as a scrutineer in powerboat racing.

But inevitably we have to talk about F1 today. "It's always been the case that the best driver couldn't win the race if he was in a lesser car. Even Michael Schumacher wouldn't have won anything in a Minardi. But I do think the driver is a less important ingredient in victory now, because some elements of the car are so much easier. A DFV needed really skilful throttle control, because most of the power hit you on the first five per cent of pedal travel, and the next 95 per cent did little more. A modern F1 car matches torque to throttle, so five per cent more throttle gives you five per cent more torque. It takes very complex programming, but it makes the throttle as perfect as you could wish. And the gearbox: with the dog-engaged H-pattern change it took real skill never to make a mistake, never to miss a gear, never to over-rev. On today's cars my mum could change gear as well as Fernando Alonso, because it's just a switch.

"I think I'm massively lucky to have worked in F1 when I did. The 1980s was a period when we were starting to have a little bit more cash, we could try out a few of the ideas that we hadn't had the budget to pursue before. But there was none of the huge staffing levels, the layers and layers of management, the seemingly endless piles of cash like today. The teams were still small enough not to require masses of meetings and reams of paper. So what I wanted to do when I first set out to become an engineer is what I did do. Yes, massively lucky." ❏



"ON TODAY'S CARS MY MUM COULD CHANGE GEAR AS WELL AS FERNANDO ALONSO"

four tyres to run at their optimum temperature. Carl Hogan was running Lolas, and he asked me to go to the first Indycar round at Phoenix. I'd never run an Indycar, never been to an oval before. First day of practice, I got the tyre temperatures and the ride height sorted, and we were quickest by lunchtime. Mind you, our driver was Helio Castroneves, and nobody knew how good he was at that time.

"And I did the aero on the little MG Le Mans car, which was a lot of fun. The aero on sports cars is nearly all lift, they produce lift on just about every surface, so the first thing I did was to cut away all the bodywork I could get rid of legally, and that gave a big increase in

distribution right for the tyres, and optimising the ride height in corners. You'd assume that the more rearward the weight distribution, the better the traction would be. But grip is dominated by tyre temperature, and if the weight is too far to the rear you overheat the tyres. The only time it does give you better traction is at the start, when the tyres are cold and you're pointing straight ahead. But when the car was at its fastest – as when Juan Pablo Montoya won for us at Monaco – we had 51 per cent of the weight on the front wheels.

"However, Patrick never accepted that what I was doing was right, and our starts weren't as good. He said what I was doing was

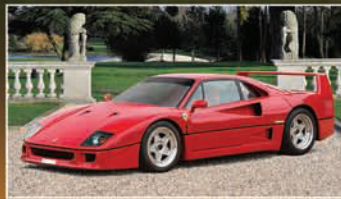


JEREMY COTTINGHAM

HISTORIC MOTOR VEHICLE SALES



Ferrari 275 GTB/4



Ferrari F40



Ferrari 288 GTO



Ferrari 599 GTO



Jeremy Cottingham specialises in the sale of exclusive and collectable Ferrari cars to the world's most discerning clients. Our passion, knowledge and discretion in sourcing and acquiring unique cars globally is unrivalled. Each and every car is presented in the best possible condition and with unquestionable provenance.

WWW.JEREMYCOTTINGHAM.CO.UK

Telephone: +44 (0)1923 266494 | Mobile: +44 (0)7775842250 | Email: sales@jeremycottingham.co.uk
https://www.instagram.com/jeremy_cottingham_historics/



Adam Christodoulou

He's won four 24-hour races, two of them on the Nordschleife.
Simon Arron met the recent AMG Mercedes recruit

HIS FATHER IS HALF-GREEK, HALF-German, his mother British and for several years the surname caused havoc for sub-editors trying to work 'Christodoulou' into catchy headlines in the specialist press. During the early 2000s, Adam and cousin Riki were prolific kart stars.

Adam received a Cadet chassis for his seventh birthday and, after practising for a year, began racing. "I was out every weekend and usually at the sharp end," he says.

His kart career ended on a sour note in 2005, though, when his engine was found to be illegal. "I was allowed to race while they decided my fate," he says, "but had to borrow equipment. I was still at the front, though, which hopefully proved something."

In January 2006 the MSA announced that Christodoulou's licence was to be suspended for nine months. "That was tough," he says, "because I was 16 and the thing I loved had been taken away. I still went to watch, mind..."

He switched to cars in 2007, finishing fourth – as leading rookie – in the Formula Renault UK Championship, which he won the following season. "It was the right title at the wrong time," he says,

"because the financial crisis had just hit. It was impossible to find funds for F3, so I decided to head for the States and found a cut-price deal to compete in Star Mazda."

He won that, too, but the prize was a seat in the North American Atlantic Championship, which was on the verge of collapse. "Mazda was great and offered me an Indy Lights drive instead," he says, "but by that stage all the top seats had gone. I told them I didn't just want to make up the numbers, so Mazda suggested Grand-Am."

Driving a SpeedSource RX-8 he finished fifth in the

standings, despite missing the opening race at Daytona. "The deal came together too late for that," he says, "but Mazda promised to put me in a car for the 2011 race. I called [fellow racer] Andrew Kirkaldy to chat about 24-hour races I could do, to get experience. He replied by asking if I could fly to Monza to drive a CRS Ferrari 430." He and Tim Mullen finished third, after which Christodoulou was offered a supplementary race in Barcelona. "While I was there, I was asked to do a bit of tutoring with German amateur Klaas Hummel. That went well and opened the door to other opportunities."

Since then Christodoulou has competed in a variety of sports car championships, sharing the winning Lapidus McLaren with Mullen, Hummel and Phil Quaife in the 2012 Barcelona 24 Hours.

He is also a Nürburgring 24 Hours regular. "I first went in 2011," he says, "and had to finish one stint minus a door. It flew into the trees when a tyre blew out and the team didn't have a spare..."

Things have since perked up. He scored a GT4 win on the Nordschleife in 2013 and the following year transferred to GT3, with Black Falcon. "I qualified fourth, which got people talking," he says. "I hadn't previously raced there in GT3 and nobody really knew who I was."

He put a Black Falcon Merc on the front row in 2015 – and talks began about a full-time AMG role. "The deal was finalised earlier this year," he says, "but before signing I had time to race at Dubai and Bathurst in Porsches..."

He describes his recent N24 win – shared with Bernd Schneider, Maro Engel and Manuel Metzger as, "My biggest to date. It's a huge honour to be driving with someone like Bernd – he's very down to earth. Having him in the team breeds confidence in everybody else. I couldn't wish for anything better at this stage of my career." ☺



CAREER IN BRIEF

Born: 11/6/1989, Lichfield, England
1997-2005 Karting **2007** Formula Renault UK, 4th
2008 FR UK champion **2009** Star Mazda champion
2010 Grand-Am, 5th **2011** ELMS **2012** Barcelona 24 Hours winner **2013** Euro GT4 Cup, 3rd; Nürburgring 24H class win **2014** VLN **2015** VLN; Paul Ricard 24H winner **2016** AMG driver; Nürburgring 24H winner

onroak
automotive



**UNITED
AUTOSPORTS**



UK Agents for Onroak Automotive



Ligier JS P3
complete and ready to race
€206,000 (+VAT if applicable)

**For more information visit our
website or contact Richard Dean on:
richard@unitedautosports.com
or
+44 (0)7850 350 296**

Currently eligible to race in:
UK Prototype Cup
European Le Mans Series
Asian Le Mans Series
V de V
with more series expected in 2017

United Autosports, Unit 1, Helios 47, Isabella
Road, Garforth, Leeds, LS25 2DY, England

united-autosports.com/onroak

REEL *the*



You don't have to be signed by Ferrari to drive a Grand Prix car. Historic racing is booming, and for some it's a boyhood dream come true

writer **ROB WIDDOWS**
photographer **JAYSON FONG**

W

OULD YOU LIKE TO RACE A HISTORIC Grand Prix car? Silly question. Of course you would and so, it seems, do a great many other people. The historic racing scene is extremely healthy right now and the Masters Formula 1 series is attracting ever more wonderful cars as each year goes by. These cars are not only expensive to buy, but costly to prepare and race

— a detail that hasn't prevented the grids becoming more eclectic. Might this be due, in part, to the woes that are currently affecting contemporary Grand Prix racing, the domination by one team, the

LIVING *dream*



visual similarity of all the cars, the subdued noise? Possibly, because it's not just the Masters F1 series that is on a high, it is historic racing across the board with events such as Silverstone Classic, Grand Prix de Monaco Historique and the Goodwood Revival attracting ever-bigger crowds.

Brits tend to wallow in a bit of nostalgia; the grass always looks as though it was greener back in the day, but that doesn't explain the huge appetite we have developed for racing as it used to be. We like the noise, the smell, the opposite lock and the wheel-to-wheel

dicing that are all features of a historic meeting.

To discover a bit more about what has led to the rise and rise of the Masters F1 series, I spoke to some of the drivers who will bring their Grand Prix cars to Silverstone Classic in July. All three have made their fortunes in business, enabling them to indulge in their passion for the bygone Formula 1 cars they own and race in Europe and the USA.

You will be able to see a full grid of these sensational machines in action on the Grand Prix circuit, during Silverstone Classic on July 29 to 31. ☐



Watch highlights of the brilliant Masters Historic Formula One race at the 2014 Silverstone Classic

@ THE MOTOR SPORT DIGITAL EDITION

“THESE CARS ARE fantastic to drive; they’re well built, quite simple, and they all run the Cosworth engine so that keeps things very competitive. I like the history of the cars, who raced them, where they ran, all of that. I keep telling my wife they are good investments too, and it’s nice if they appreciate, but that’s not the reason I have them. I want to have some fun with them. I wanted cars with history; we looked at a lot and now I have a Williams FW08 as well as the March 761.

“The March was raced by Arturo Merzario, and once by Vittorio Brambilla in Germany, throughout that dramatic 1976 season. This is chassis 04, the works March Engineering entry, and one of six that were built for ’76 and ’77. It was not a winner, of course, but a well engineered car with a wider track and a stronger chassis than previous March F1 cars.

“We bought it in 2012 to do the Monaco Historique meeting – it was my first single-seater race, and it was very wet, so it was an incredible experience. The first few laps were pretty scary, all those buildings flashing past me, and somebody clipped my wheel in the

tunnel, but you just have to get on with it.

“They can be expensive to run, especially as we do a lot of preventative maintenance like crack-testing all the major components, so we don’t wait until we have a failure. We have our own team, Celtic Speed, to prepare and run my two F1 cars and my two Group C cars. To run the Williams and the March for a full season in both the European and the American series costs us about £300,000 for both cars.

“Ron Maydon and his team at Masters run a great series, with fantastic grids and a very friendly paddock, and the races are a terrific spectacle. I’m still learning to get the best out of these cars and I’ve done some coaching with Aaron Scott, who won the Masters race at the Mexican Grand Prix in my March last year. So the car is a Masters winner, it’s just down to the driver. The more track time I have, the closer I hope I can get to the front.

“It is a dream come true, a privilege to own them, but they are very quick and I do back out of situations rather than tangle with another car. We are all competitive people, we’ve been successful in business, we all share that common factor, so there is a great camaraderie whether you are winning or not. My passion is the cars, not the winning.”

TOMMY DREELAN

1976
MARCH
761-4

“IT WAS A DREAM TO RACE A historic Formula 1 car, probably a foolish dream, and I’d never sat in a single-seater before getting the Tyrrell. My wife bought me a track day at Rockingham in a detuned F1 car, and I was hooked. It’s a privilege to drive this Tyrrell, a dream come true. I am only the steward of this car for a period of time; someone else will have the pleasure after me.

“My car is Tyrrell 012, chassis 01, raced by Michele Alboreto. It’s the last DFV-powered Formula 1 car to score world championship points, the last of Ken Tyrrell’s really competitive cars before the turbo era. Alboreto won with this car in Detroit, was sixth at Zandvoort, but he had eight retirements and finished 12th in the standings while Tyrrell was seventh in the championship for constructors.

“They knew they couldn’t compete with the turbo cars so, with 012 they went for a light, skinny and very nimble car. By ’84 they’d lost the Benetton sponsorship, however, so in some ways the 012 was the end of an era for Tyrrell. The history is very much a part of what I love about the car and I still have to pinch myself when I line up on the grid alongside a JPS Lotus

or a Marlboro McLaren. It’s unbelievable.

“At Goodwood last year three of the mechanics who used to run the car came to see us. We had our picture taken with them and the Tyrrell, which was a thrill. When I bought the car Benetton gave me a book that has a picture of them with Ken Tyrrell and the same car. It’s good to talk to the guys who looked after the 012 in its racing days, all part of the experience of owning a car like this.

“I’m still learning about driving the 012. It’s a massive learning curve; the car is so quick through the corners, stops so quickly, and you have to believe that it does what it does. I started racing in Radicals, so it was a huge step to move to Masters F1 – a bit mad perhaps, and I certainly have to keep a bit fitter because of the forces inside the car.

“I started by paying a team to run the car for me but now we have our own operation, Complete Motorsport Solutions, which runs cars for other people as well.

“This is much more cost-effective, more efficient, and we can better control the costs of running something like the Tyrrell. Above all else, I still get such a buzz every time I sit in Michele Alboreto’s old car and they fire up the Cosworth behind my head. Fantastic.”

IAN SIMMONDS

1983 TYRRELL 012-01



STORAGE - WORKSHOP - RESTORATION

Lights Cars Action is a specialist automotive company which houses a wide range of vehicle services within a 24,000 sq foot premises. Our unique & resourceful workshop allows us to carry out maintenance, race car preparation, restoration, detailing, valet & more by our highly trained and experienced technicians. Also we have unique state of the art paint oven enabling a one stop shop for all of your automotive needs.



Our facility includes a purpose built storage warehouse which allows us to offer you short or long term storage for one or more of your vehicles. The storage area is dehumidified to a relative humidity of 50-55% 24/7, which is the optimum environment for automobile storage.

We also have over 15 years' experience in historic racing running cars such as Historic F1, Classic F3, Formula Junior, GT, Sports Racers and others, at Goodwood, Monaco, Europe, South Africa & the USA.

We are very well located on the border between Hampshire & Sussex near Farnham with Heathrow, Gatwick and Central London no more than 1 hour away.

Please visit our website or contact us for more information and we will be happy to discuss your individual needs.

RACE & CLASSIC CARS FOR SALE



Scania Car Transporter & Motorhome
 Price - £69,950

2001 Scania, bespoke built motorhome – comfortably sleeps 8, with a 12 wheel, 4 car trailer transporter. Currently used as race car transporter and support vehicle complete with new awning for 3 cars. Excellent condition, low mileage for vehicle and age, and much refurbishment recently carried out on trailer chassis & hydraulics.



1958 Porsche 356A Super
 Price - £109,950

Very rare factory press car, matching numbers, rare features include: Factory Sunroof, Headrests, Wind Deflectors, Horn Push Ring, and Porsche Factory Classification Certificates. Only 55,000 miles on the clock. In stunning black with red leather, ready to show or rally. Perfect condition.

Finance available for cars for sale, personal collections & individual cars, please contact for more information

All our cars are on our website: www.lightscarsaction.com/sales

OR Call direct for more information 01420 47 44 11 • 07973 719 778



MIKE WRIGLEY

1981 WILLIAMS FW07C

“**M**Y CAR IS FROM 1981. Alan Jones used it to win the first and last races of the season, the US Grand Prix at Long Beach and the Las Vegas GP

at Caesars Palace, which was his last race for Williams and his 12th and final GP victory.

“Designed by Patrick Head, it’s typical of his cars of the period, well engineered with a very strong honeycomb chassis, and I thought I should have it while I can still do it some justice. Alan Jones did seven races in this car, as the reigning world champion in his final season for the team, finishing third in the championship behind team-mate Carlos Reutemann and winner Nelson Piquet. In ’81 Williams won another championship for constructors, way ahead of Brabham and Renault, so I think this car is quite a special piece of Williams history.

“Racing these cars doesn’t have to be that expensive if you’re sensible about it, look after the cars yourself and don’t do lots of testing. In Masters F1 we have a rev limit of 10,000, so that means 1500 miles between engine rebuilds. I’ve won a Masters championship using one

engine all year, so it can be done with good preparation. The people with bigger teams, and lots of professional mechanics, will spend a lot more, but I’m doing it for fun, I am living the dream and some other things in life have to be sacrificed.

“For me, the history of the cars is important, ditto the drivers and designers who created this history. Williams has created so much over the decades. I am simply privileged to be able to race a piece of motor racing history, to sit where Alan Jones sat in 1981, and that’s a great feeling. I have had other F1 cars but an FW07 is a bit special, the only problem being that former Williams mechanics will tell you what times you should be doing...

“But while Masters is competitive, we are doing it for the sheer pleasure of racing these great cars. I do think about the risks, there’s always an element of risk in a car as quick as an F1 Williams, so there are situations where I would be sensible, especially as I get a little bit older. I have raced professionally, but these cars have a satisfaction that’s not all about winning. It’s also about the cars themselves, where they stand in history, what they mean to the fans, and that may be partly why the Masters series gets such good grids and such big crowds.”

AND IN ADDITION TO F1 CARS...

Racing saloons poised to star during a typically diverse Classic weekend

THE 2016 SILVERSTONE CLASSIC HAS BEEN proclaimed, by the promoters, as a “full-on festival of flat-out fun for all the family”. Nicely alliterative, certainly, but will this summer’s event live up to the hype? A glance at the programme for July 29 to 31 suggests the answer is yes, it will.

Let’s start with the tin-tops, or touring cars, as these almost always provide the most spectacular on-track action at a historic race meeting. There will be no fewer than four touring car grids – that’s more than 200 cars, from 1966 up to the Super Tourers of the 1990s, all doing battle on Tin-Top Sunday.

For extreme speed, and noise, the new Can-Am



50 Interserie Challenge will stage its season finale. These ground-shaking sports cars are celebrating the 50th anniversary of Can-Am, one of the greatest motor racing spectacles ever created.

With bigger grids than ever, the FIA Masters Historic Formula 1 circus is on an all-time high. Powered by the legendary Cosworth DFV, all cars will be at their eye-catching best around the high-speed Grand Prix circuit. Staying with Formula 1, the Classic will also celebrate the 40th anniversary of James Hunt’s dramatic World



Championship victory at the end of a highly charged duel with Niki Lauda in 1976. James’s son Freddie will lead the tribute in his Father’s McLaren M23 while brother Tom will be out in that red, white and blue Hesketh.

Bike fans are not forgotten. World GP Bike Legends will take to the track, as will a Sidecar Salute featuring champions past and present.

Away from the track a different kind of soundtrack will be supplied by The Boomtown Rats, the Stranglers and Reef. And... there will be a car football match to celebrate England’s victory over Germany in the 1966 World Cup. Silverstone Classic is nothing if not diverse. ☑



“THERE WILL BE FOUR TOURING CAR GRIDS – THAT’S MORE THAN 200 CARS, FROM 1966 TO SUPER TOURERS OF THE 1990S”



Available for Private Sale



1956 Bentley S1 Continental Fastback

PRIVATE SALES OFFICE

La Source, Churt Road, Hindhead, Surrey GU26 6NL

T +44 (0) 1428 607899 M +44 (0) 7943 584767 E john.markey@handh.co.uk

www.handh.co.uk



For full event content, tickets and more, visit the official website or call 01234 782828
www.Dragstalgia.co.uk

Dragstalgia

50 Santa Pod 1966-2016

In association with the NSRA

AN ADRENALINE FUELLED BLAST FROM THE PAST

15-17 JULY 2016
SANTA POD RACEWAY

SLINGSHOTS • ALTEREDS • HOT RODS • MUSCLE CARS • NOSTALGIA FUNNY CARS
 HISTORIC BIKES • BEER FESTIVAL • JET CAR • LIVE BANDS • SHOW & SHINE (SUNDAY)
 HISTORIC VEHICLE DISPLAY • CACKLEFEST (SAT EVENING) • SHOW CAR PARKING/CAMPING
 CLUB STANDS • FIRE BURNOUTS (SAT EVENING) • BRITISH DRAG RACING HALL OF FAME

TICKET	ADV*	STD
Saturday	£14	£20
Sunday	£14	£20
Weekend	£30	£40

VIP PACKAGES FROM £120

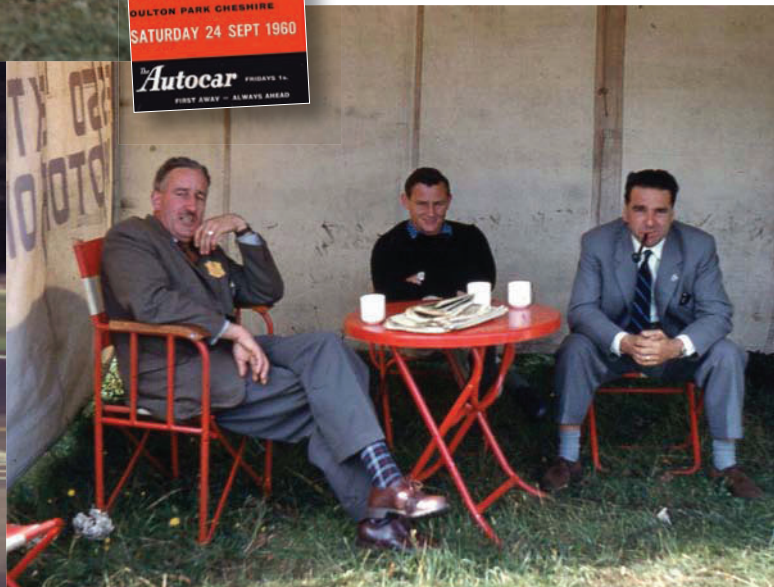
RAT TRAP & BRADFORD'S FUEL ALTEREDS FROM THE USA

*Booking fee applies & advance price available until Fri 8th July 2016 standard price there after online Sat & Sun Gates open 8am each day or Fri 8am for weekend ticket holders. UNDER 16's GO FREE! (3 per paying adult). No day tickets available for Friday. See website for full Terms & conditions.

Santa Pod Raceway, Airfield Road, Podington, Wellingborough, Northants, NN29 7XA. Signposted from J14/15 M1



The 1960 Gold Cup took place two months before the world championship's only remaining race, at Riverside. Clockwise from left, Colin Chapman in Jim Clark's Lotus 18; Jack Brabham; Bruce McLaren and John Cooper (right) in their team's 'hospitality suite'; winner Stirling Moss in Rob Walker's Lotus 18.





Lotus boss Colin Chapman studies the lines of Keith Greene's Gilby prior to the sixth Aintree 200, on April 21, 1961. Below, Innes Ireland and Bruce McLaren. The Kiwi finished second, behind Cooper team-mate Jack Brabham.




PRIVATE VIEW

A 'YOU WERE THERE' SPECIAL

Remember the days when Oulton Park and Aintree sometimes staged two Formula 1 races per season? Here's some evidence

HE WILL BE KNOWN TO SOME AS ONE OF many voices to have graced the Oulton Park commentary box over the years, but Michael Cookson is also a keen photographer and a dyed-in-the-wool enthusiast with an expansive archive. *Motor Sport* first published his handiwork in its October 2004 edition – and he has since submitted further snaps for our perusal. Time, then, to give him a second airing.

Based in Winsford, Cheshire, Michael was quite adventurous by the standards of the 1950s and 1960s, travelling to Monza, Goodwood and Silverstone as well as more local locations such as Oulton (only four miles away!), Aintree and the Baitings Dam hillclimb.

Intriguingly, he also submitted a programme cover dated April 24 1955 from Alton Towers, whose roads were used for motorcycle racing during the 1950s, before theme parks had been invented (although the site did have a boating lake and a model railway). 



British teams might have boycotted Monza in 1960, but intrepid Cestrian Cookson didn't. The Scuderia Centro Sud set-up in the paddock and, below, the Ferraris of Hill (20) and von Trips.

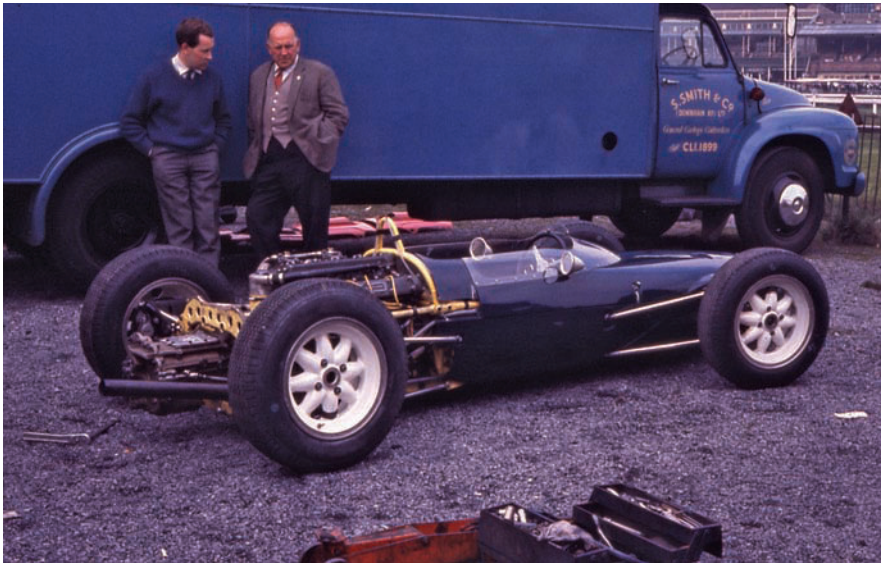


Stirling Moss (Porsche) won the 1960 Aintree 200, a 50-lap Formula 2 race. Right, Moss chats to Innes Ireland before the start. Left, Moss's team-mate Jo Bonnier - who finished second - had apparently forgotten his earplugs. Far left, Maurice Trintignant (in bobble hat) took his ex-Walker Cooper to fifth.





Raining on Merseyside? Who'd have thought? Jack Brabham shelters during the 1961 British GP meeting. Right, Tony Brooks finished ninth in his BRM, two laps behind winner Wolfgang von Trips (who headed a Ferrari 1-2-3).



Giancarlo Baghetti (Ferrari 156) heads for fourth place in the 1962 Aintree 200, a race won by Jim Clark (Lotus 25). Above, Eric Broadley and Reg Parnell chat behind Roy Salvadori's Lola, which retired with throttle linkage failure.



Jim Clark prepares for the 1962 British GP - Aintree's second Formula 1 race in the space of three months. The Scot led all the way and beat John Surtees's Lola by almost 50sec, with Bruce McLaren (Cooper) completing the podium.



The aftermath of Roy Salvadori's accident during practice for the 1962 British Saloon Car Championship finale, at Oulton Park. The Jaguar driver escaped unhurt.



Colin Chapman and Graham Hill chat in the Oulton Park paddock - when that really was the appropriate term - during the 1967 Gold Cup meeting. Jack Brabham won, with Hill third.

Oulton Park didn't just used to hold contemporary F1 races... it sometimes hosted two per season. This is from the 1967 Spring Cup, settled over two heats and a final. John Surtees took his Honda to third place in the main event.



FREE
lifetime
speed trap
updates

12
MONTH
Warranty



Dimensions:
120mm x
70mm x
30mm

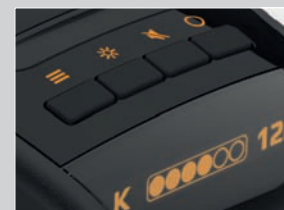
Visual
alerts

Audio
alerts

"Voice"
alerts

Works straight from the box. Easily transferable from vehicle to vehicle and simply fits on the windscreen or on the dashboard.

Specifically designed for the UK market this device will alert you to all mobile and static speed traps. Simply plug into the cigar lighter, position the unit and away you go. It will keep you safe and legal when you drive with both visual and clear audible alerts.



Simple, easy to use controls



Easy visible on dashboard

No more speeding tickets!

Stay safe and legal with the reliable...

Stylish
design



FREE
P&P

SKYWAY

SPEED TRAP DETECTOR

SAVE
£30
Only £119.99
R.R.P £149.99*

Skyway provides advanced warnings of all types of speed traps operating across the UK & Europe including all mobile cameras & speed guns, Gatso, Truvelo & Specs Average Speed Cameras, DS2, Speedcurb, Watchman, Multi Lens Gatso, high-risk zones and accident hotspots.

The Skyway will help keep your driving license clean

We don't set out to intentionally speed yet often changing speed limits can confuse the most experienced driver. A speeding ticket can cost you a lot more than just penalty points and a fine.

The best of both worlds

The Skyway is a powerful laser and radar detector. It also incorporates GPS technology to recognize the positions of fixed speed traps that do not transmit a radar or laser signal. This technology also identifies accident blackspots and high risk zones.

The GPS data held within the unit can be updated from time to time if required at no cost for the life of the unit.

The new performance standard in speed trap detection

With an enhanced detection range up to 2000m Skyway has been designed specifically for the UK & Europe and has been built using the very latest radar/laser detection technology. Aguri's Super-High sensitivity platform will provide advance warning of K-Band, X-Band, Ka-Band and Laser speed traps across all European frequencies with full 360 degree protection.

"So easy to use. The little Skyway sits on my dashboard and keeps me informed of speed cameras and other hazards, telling what's coming up and showing the nearer I get too. Really wouldn't be without it."
Mr J. Dawson



Each Skyway works straight from the box and comes with:

- Windscreen mounting kit
- Dashboard mounting kit
- 12V/24V Vehicle charger
- Speedshield updater software

PC
& Mac
compatible

Traditional system - latest technology - Save £30*

Motorsport Reader Special Offer Price - ~~£149.99~~ - Only £119.99

Call **0345 505 3033**

Quoting
Offer Code
MSPORT0816

Or order at **hamiltondirect.co.uk**

using voucher code **MSPORT0816** at checkout to receive this offer
Your order will be dispatched within 2 working days. 14 Day Money Back Guarantee.

The Skyway is fully covered by Aguri's assured & approved 12 month warranty. The Skyway covers the UK, Ireland and Europe and is legal to own and operate in this country. Use in France is not legal and drivers should check local laws when using their Skyway in other countries in Europe. No subscription charges and no download fees. Hamilton Direct C/O Aguri, Unit 2, Praed Road, Trafford Park, Manchester, M17 1PQ.
© Hamilton Direct Ltd 2016 Technical: 0345 230 7077 or admin@hamiltondirect.co.uk



THIS WASN'T SO much an interview as a monologue. It started the traditional way, sat down face to face over a table. I pitched an opener and off he went without missing a beat, until a critical phone call stopped the flow.

Thereafter, the rest was captured on the hoof – down some stairs, through a pit garage and out on to a mobbed Nürburgring grid.

Along the way, I lost my subject twice as he cut through the throng, but once I hustled back to his side he'd pick up as if I'd merely pressed pause. There was nothing normal about this interview because there is nothing normal about Jim Glickenhaus – he's frankly too weird for such banal adjectives. Instead, he's an inspired visionary powered by a genuine love of motor

racing driver, but he's not averse to a spin on the road in his cherished prizes. So if you're in the Big Apple and spot the yellow Ford MkIV Bruce McLaren and Mark Donohue drove to fourth at Le Mans in 1967 touring down Fifth Avenue, you'll know who it is...

As I discovered on the Nürburgring grid, he's something of a cult hero in certain automotive quarters, thanks to his penchant for creating tailored supercars under his own name. Autograph and 'selfie' hunters were plentiful and reverential as he stood proudly beside his lead entry. Both SCG003s would prove to be among the most spectacular cars out in the forests of the Nordschleife and they stood out from the (enormous) pack as clear fan-favourites, too.



MY ENCOUNTER WITH JIM BEGINS A couple of hours before the start, in a hospitality unit on top of the main pit building. The first question is almost my last: where did the love

would go there and see the amazing things he did. He really impressed me because here was a guy who took Ferraris and frankly made them better. The wiring in a lot of those cars was crap and he would go to the local hot rod store and buy good quality ignition wires.

"Here's a truth: if it wasn't for Mr Chinetti there wouldn't be a Ferrari. No question about it."

The stream continues. "The first car I built I wasn't allowed to drive. I was 15." I sit back and listen, realising my work here is done. "I bought a '54 Studebaker and went to the junkyard and bought a 421 Catalina Pontiac motor. I'd go to the JC Whitney catalogue, which was the size of a phone book. They would sell you an engine adaptor that would allow you to put anything in anything. So you want to put your Merlin aircraft engine in a Duesenberg? Here you go... You'd send off your postal order and you'd get this part back. It wouldn't work, but you'd weld it and get it in. I built a street racing drag car and I'd go up



THE CRAZY WORLD OF JIM GLICKENHAUS

Inspired by Ferrari, this New York racing fanatic collects famous cars and builds his own outside any known rulebook. It's just not normal...

writer DAMIEN SMITH | photographer HIDE ISHIURA

racing history, with the means to do exactly what he wants (that always helps) – and apparently zero interest in conforming to expected rules of engagement, whether it be in the matter of a simple conversation or homologating high-performance racing cars for the international stage.

Have you heard of Glickenhaus? You could be forgiven if not. He's a 55-year-old New Yorker with a successful background in the movie business (even if his film credits appear some way short of Oscar material). He's also an avid car collector who owns, among many gems, what's reputed to be the oldest surviving Ferrari, the 1947 Turin Grand Prix-winning 159S 002. Glickenhaus doesn't pretend to be a


of cars come from? His answer reveals the influence of a first-class primary source.

"I loved mechanical things when I was young," he says from under his trademark wide-brimmed hat. "Whenever I got something I loved to take it apart. I lived in an area luckily that was not too far from Mr Chinetti and when I was a kid I'd ride my bicycle over there and stand outside." Yes, that Chinetti – Luigi, equal parts Le Mans hero and, as founder of NART, resentful Enzo's American-based saviour.

"He allegedly didn't really like children, but he sort of looked at me and after a while grudgingly let me inside and would let me sit in the cars. Then the deal was I could touch the steering wheel but not the stick shift. For years I

to the local drag strip and drive it."

From the start, off-the-shelf had little meaning to young Jim Glickenhaus.

Inevitably he found himself in racing paddocks and recalls an evocative memory from Bridgehampton in the Can-Am days: "The circuit had these wonderful sand dunes and the access road off the highway was sort of obscured by them. Once we were in the pits and Bruce [McLaren] looked up from his car and started staring. What we saw was a white wing flying over the sand dunes, then a white pick-up truck with Midland, Texas licence plates driven by a guy in a cowboy hat and [pulling] an open trailer. That was Jim Hall and the Chaparral, the first time I ever saw a wing on a Can-Am" 





Glickenhaus took his P3/4 for a spin at the Nordschleife before this year's 24 Hours began

“THIS CAR IS EASY TO WORK ON, A HUMAN BEING CAN TAKE IT APART WITH WRENCHES”

car. And it was a wing that moved. We all knew the world had changed.”

Apocryphal? It sounds like something a movie man might create from genuine memories. Whatever, he sure paints an appealing scene.

Jim recounts other personal experiences and tall tales gleaned from veteran Ferrari mechanic Alberto Pedretti – “Mr Ferrari sent him to the US ostensibly to work with Chinetti, but frankly more as a spy.” When eventually the car collecting began Pedretti would become their guardian, beside his protégé Sal Barone. “My dream was to take race cars and convert them for the street,” says Jim. “The thing about the 1960s race cars was they were street-legal. They had headlights, tail lights, two seats, windscreen wipers, they even had to have a spare tyre. They basically could be driven to the track and raced. These were wonderful times.”



THE SCG STORY BEGAN IN 2005. “ONE day I got a call from an emissary of Andrea Pininfarina asking if I’d entertain a proposal from them,” he recounts. “They asked if I’d consider commissioning a one-off car. What exactly did they have in mind? Whatever I wanted to do. So I said I wanted to take the newest Ferrari supercar, which at the time was the Enzo, and make a homage to my Daytona-winning P3/4.”

Ah yes, the 330 P3/4 chassis 0846... for some, including our own Nigel Roebuck, the most beautiful car ever created and vanquisher of Ford on home soil in 1967. Glickenhaus, who had completed a sedate lap of the Nordschleife in the glorious P3/4 just the day before we met, is defiant about a car that has long inspired raging controversy.

“People ask ‘what’s original?’” he says. “You

make a race car, it comes off the trailer and it’s changed. Is that car as it left the factory in 1966? Of course not. But who cares? It’s what’s left of the car after flipping, crashing and burning at Le Mans, being thrown in the garbage by Ferrari, having the parts collected by me and being put back together... What does Ferrari say about it? ‘You should not have gone into our trash bins to resurrect a car that we threw out.’ And what happens? Nino Vaccarella, at 81 years old, drives that car on the Targa Florio [course] when they shut the road for us. Then I did a lap here in it. The last person who did that was John Surtees. What’s not to like? It was incredible. You’re in the woods, you can smell the barbecues, you rev that motor out because it needs to be above 7000rpm to make any torque... The sound is glorious, it brings tears to your eyes. Not because I’m driving it or any bullshit like that, but because you know what it means.”

The homage he commissioned was the Ferrari P4/5 by Pininfarina. “It was a time when people were saying Pininfarina had lost it and Andrea just wanted a customer who would do such a thing,” says Glickenhaus.

He revels in the story of how then-Ferrari chairman Luca di Montezemolo reacted to the car. “It got a little wacky,” says Jim. “When they heard about it they went rip-shit. ‘How could you have done such a thing?’ Andrea told me he knew it was serious when Luca flew there in a helicopter and shut the engine off. Normally he would leave it on, he’d come out, scream, yell and rant, get back in and go.

“Luca said, ‘It’s not a Ferrari, you have no right to call it one.’ Andrea looked at him and said ‘I don’t think you understand. It is a Ferrari. Jim bought a new Enzo and we rebodied it like we’ve been doing for years. You’re screaming at the wrong person – and the

person you’re going to scream at completely doesn’t care what you think about anything.’ Luca didn’t really know what to say. ‘Well, let me see it,’ he demanded. Andrea said ‘I can’t show you, it’s his car. I’ll have to call him and ask him.’ Now this was all theatre. Andrea had already asked me if he could show Luca and I’d said sure. So he went to his office, had a cappuccino, read a magazine... came back and said ‘OK, I called Jim and he said you can see it.’

“They went upstairs and of course the car just happened to be on the roof deck, on a turntable... And Andrea told me it was the only time in his life he ever saw Luca di Montezemolo stop talking. Then he said ‘Oh, it’s wonderful, it is a Ferrari.’ Eventually he agreed it could be called the Ferrari P4/5 by Pininfarina. I believe it is the only Ferrari that’s an officially recognised car that was not made in the factory, except for the original Enzo it was based on, of course. They had nothing to do with the design.”



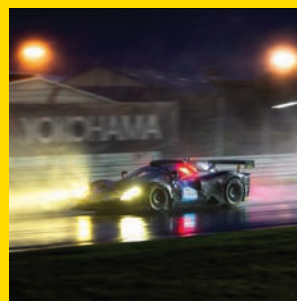
AT THIS POINT, GLICKENHAUS’ PHONE rings. The cars are being led out on to the grid for the start of the marathon and Jim wants to be there at the front. “Walk with me,” he says, and heads for the stairs.

He recounts how he almost bought Pininfarina in 2008, only for Andrea to die in a traffic accident, and how Le Mans and IMSA spurned his advances on homologation grounds when he approached them to race his competition version of the P4/5. The Nürburgring, in contrast, had no such constraints for its 24-hour classic.

I follow him through the garage and lose him among the mechanics as he strides to the pitlane to wave the pair of SCG003s through the sea of humanity. I catch up with him as he leads the



Driven by Thomas Mutsch, Jeff Westphal, Andreas Simonsen and Felipe Laser, this was the only SCG003C to last the distance at the Nürburgring this year



car down to its grid slot. “Great moment,” I say. He smiles and nods, then dives into the story of this bespoke creation.

“This is where we are today – a car built on the ideas we used to have; easy to work on with normal tools, that a human being can take apart. There are no bonded surfaces on this car, you can take it apart with wrenches. Something breaks, you send for another part and bolt it on. Now we are making a road version.” That will follow this autumn, powered by a 4.4-litre twin turbo of unattributed German origin.

I get in a rare question: how many will you build? “As many as we can sell,” he fires back. “My dream would be 20 cars. If we can do such a thing we can keep racing. That’s all I want to do. I’d love to build a car for Le Mans, and I want to race at Sebring and Daytona.”

But you don’t play by their rules, I say. “That’s the point. But when the organisers here say ‘Jim, we think you put 30,000 people on our gate’ who knows where it could go? If it’s a disaster I’m just ‘crazy Jim’. But if it works... It’s what Carroll Shelby did. The first Cobra, they didn’t

let him put the word ‘Ford’ on it either.”

He’s keeping an eye on the new privateer P1 rules due for 2018. “They have to get the costs down,” he says. “We looked at a programme and it was €40-60 million. I don’t know how much money they think I have, but I don’t have that. If it’s €15-20 million, they let us race the car for three years, and I can then take it back to New York and get a licence plate on it, I’ll do it...”

To hell with convention. Mr Chinetti would surely be proud. 📷

SURVIVING THE 'RING

How the Glickenhaus fleet fared in one of the world’s toughest fixtures

Three of Jim Glickenhaus’ cars were entered for the Nürburgring 24 Hours at the end of May, under the Scuderia Cameron Glickenhaus banner. One, sadly, didn’t make the 158-car grid after pro driver Manuel Lauck crashed the stunning P4/5C MkIII in practice. But the pair of twin-turbo V6-powered SCG003Cs, one in yellow and the other in carbon black, lined up in 23rd and 34th places respectively for a race that attracts serious factory interest from Mercedes-Benz, Audi and BMW.

The pair survived the early-race hailstorm that halted the action for three and a half hours, then overcame related turbo problems that broke a standard exhaust part. The yellow car, known as ‘Macchina due’, made the flag in 26th place, but the black version (‘Macchina uno’) was a casualty in a collision with just an hour and a half to run.

Promising lap times and periods when ‘Macchina uno’ ran in the top 10 left Jim Glickenhaus unbowed after 24 gruelling hours. “One day we’re going to win this thing,” he said.



30 YEARS OF THE HUNGARORING

Situated close to one of Europe's finest cities, this pioneering track is now part of F1's establishment


writer PETER HIGHAM



THE HUNGARIAN GRAND PRIX is now a popular summer fixture, but when the Hungaroring opened 30 years ago it broke new ground for F1. The first world championship race to be held in eastern Europe became an epic duel between Ayrton Senna and eventual winner Nelson Piquet – witnessed by more than 200,000 spectators in scorching temperatures.

The twisty nature of the circuit has often been likened to a street circuit and made overtaking difficult before the introduction of the drag reduction system in 2011. However, the layout has also caused a surprise or two with engine power less important than it is elsewhere.

Nigel Mansell's pass of Ayrton Senna for the lead of the 1989 Grand Prix lives long in the memory. Damon Hill almost pulled off a shock win for Arrows in 1997 and McLaren team-mates Fernando Alonso and Jenson Button both scored their breakthrough victories in Hungary – in 2003 and 2006 respectively. Mansell was crowned world champion here in 1992, as was Michael Schumacher nine years later.

Hungary holds a unique place in the history of GP racing, with Ferenc Szisz having won the very first such event in 1906 for Renault. Nepliget Park in nearby Budapest held the 1936 Hungarian GP – won by Tazio Nuvolari's Alfa Romeo – and it was originally considered when Bernie Ecclestone first explored the idea of resurrecting the race. It was rejected on environmental grounds, however, and instead the Hungaroring was built in seven months. 

MOST WINS DRIVERS

4

MICHAEL SCHUMACHER
1994, 1998, 2001, 2004
LEWIS HAMILTON
2007, 2009, 2012, 2013

MOST WINS CONSTRUCTORS

11
McLAREN
1988, 1991, 1992, 1999, 2000, 2005, 2007, 2008, 2009, 2011, 2012

MOST STARTS DRIVERS

RUBENS BARRICHELLO 19
MICHAEL SCHUMACHER 17
JENSON BUTTON 16
DAVID COULTHARD, JARNO TRULLI 15
FERNANDO ALONSO 14

MOST STARTS CONSTRUCTORS

FERRARI, McLAREN, WILLIAMS 30
SAUBER 23
MINARDI 19



LOCAL INTEREST

ZSOLT BAUMGARTNER
RACED IN HIS HOME GRAND PRIX IN 2003 AND 2004



FASTEST RACE

119.792mph

2004, MICHAEL SCHUMACHER (FERRARI F2004)

SLOWEST RACE

94.320mph

1986, NELSON PIQUET (WILLIAMS FW11-HONDA)

'Data Trace' was born from *Motor Sport's* online Database, which includes results from around the world, from the mainstream to the obscure. There are full results for the sport's main championships, while the history of others is detailed with race winners and champions, a feature that is expanding all the time. Add to those 7000 driver profiles (and counting), 750 circuit histories and a compare/contrast function for all F1 drivers...

www.motorsportmagazine.com/database



Luxury Garages & Workshops



Design – Build - Refurbish
leading the way in Luxury Garage Work Shops ,
office Spaces , Family Rooms , Cinema Rooms
& Children’s Play areas



Covering the whole of the UK we Deliver the
Very best in Turn Key Projects



What is your Legacy?

Your exclusive gateway to luxury lifestyle

AG First Ltd Head Office : 574 Hagley Road Oldbury Birmingham B68 OBS
Kidderminster , Worcester , London ,Manchester
Call: 01562 701155
E: tony@agfirst.co.uk www.agfirst.co.uk
Incorporation No: 8451139 VAT - 168 8944 42



There is nothing to match the Quality and Feel of an
Authentic British-made Moto-Lita Steering Wheel

Moto-Lita®

Incorporating Aviation Leathercraft

Moto-Lita Ltd
Thrupton Racing Circuit
Industrial Estate
Andover SP11 8PW

www.moto-lita.co.uk
www.flying-jacket.com
info@moto-lita.co.uk
Telephone: 01264 772811

classic nostalgia

SHELSEY WALSH
speed history : future records



16th & 17th July 2016

80 Years of the Auto Union.

A Tribute to Group B Rallying.
Concours d'Elegance open to all (Sunday).

Watch the cars ascend the famous
Shelsley Walsh Hill Climb; admire the cars in
the Paddock, meet the drivers, enjoy the aerobic
displays, good food and music in the Courtyard,
as well as visiting our working Watermill.



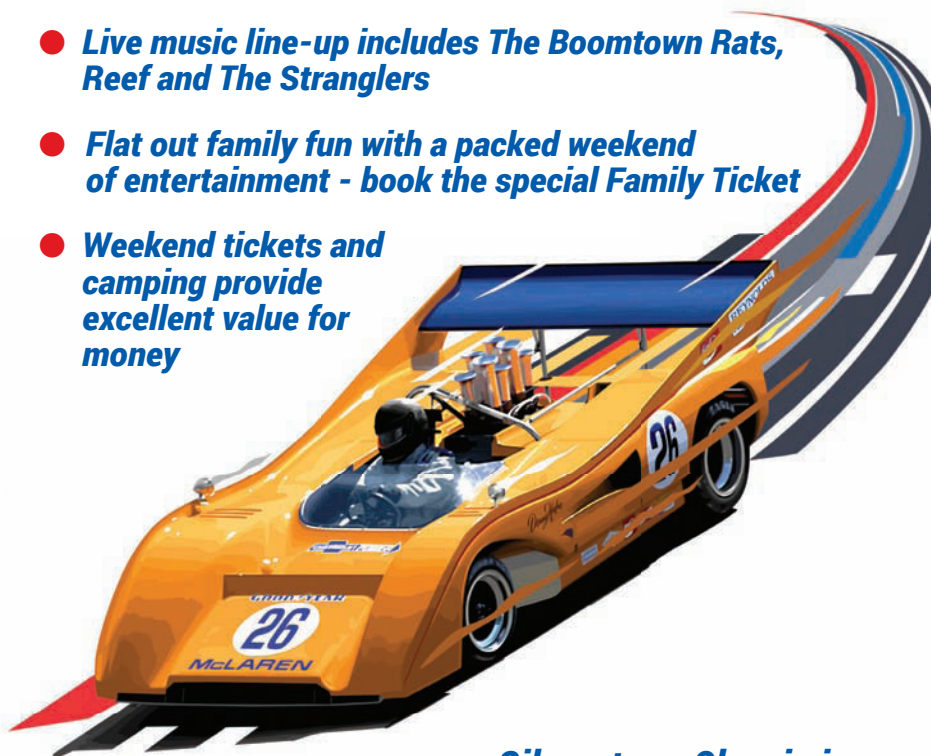
In association with:

www.shelsley-walsh.co.uk

Be part of the
World's Biggest
 Classic Motor Racing Festival



- **Special features include: CanAm 50 InterSerie Challenge, Tin-Top Sunday and a massive 40th anniversary celebration of James Hunt's 1976 World Championship victory**
- **Watch over 1,000 cars competing in over 20 races on the famous circuit**
- **Get up close to beautiful classic cars from over 120 car clubs in the infield**
- **Live music line-up includes The Boomtown Rats, Reef and The Stranglers**
- **Flat out family fun with a packed weekend of entertainment - book the special Family Ticket**
- **Weekend tickets and camping provide excellent value for money**



Silverstone Classic in July is the must-do weekend festival for car enthusiasts - don't miss out!

TICKETS ON SALE NOW*
www.silverstoneclassic.com

*Tickets available in advance only

Official Partners



EVENTS OF THE MONTH

LE MANS 24 HOURS



Night-time traffic jam at the Ford Chicane, long before the race was turned on its head in the most dramatic fashion



WHEN ANTHONY DAVIDSON CAUGHT AND passed Marc Lieb's Porsche on the Mulsanne just before 11am, it appeared that Toyota was finally ready to lift the hex. The Japanese giant has been trying to win Le Mans on and off for 30 years, only to fall short even on the occasions it's had the required speed. On Sunday morning this year, Davidson found himself with that edge once more and began to build his lead. This time, surely... He couldn't have imagined how it would all end.

At 2.57pm, with a single lap to be run before the flag fell, the Briton's team-mate Kazuki Nakajima trickled to a halt on the front stretch as the TS050's hybrid engine succumbed to a loss of power. As Neel Jani swept past to start the last lap, his team-mates Lieb and Romain Dumas collapsed in delirious embrace in the Porsche

EVENTS

OF THE MONTH

pit. They hadn't won this race – but they'd gladly accept the gift. Toyota was in the midst of perhaps the most extreme reverse in motor sport history. The closest finish in 1969, Steve McQueen's Hollywood climax to his movie... they had nothing on this for overbearing drama.

In the Toyota garage, management faces were set grim, while Hugues de Chaunac – enigmatic boss of team partner ORECA – wept openly. Around them, 263,000 people gasped in a shared moment of shock and sympathy.

“That was an unbelievable end to such a difficult race,” said a devastated Davidson. “You couldn't have written the way it ended; no one would ever have believed a movie if it ended like this. To actually live through the experience is pretty hard to take.”

The Porsche trio had every right to savour the biggest victory of their lives. “We were on the podium but we haven't yet realised what has happened,” said a stunned Dumas. “I'm sorry for Toyota, but when you have a victory like that you take it. You're not going to say no to it.”

Before its climax, the 84th running of this great race had already been one for the ages. The downpour that caused its first 50 minutes to run under the safety car was soon forgotten as Porsche and



Toyota joined battle. Brendon Hartley scorched away in the number one 919 Hybrid, but the two Toyotas were managing 14 laps to Porsche's 13 on each stint. There was little in it.

Then a blow for Porsche in the ninth hour. The Hartley/Mark Webber/Timo Bernhard car was out of the reckoning when high engine temperatures led to two lengthy pit visits. The World Endurance Champions would be classified 13th on Sunday afternoon.

The ill-fated Toyota set a terrific pace while it lasted. Far right, Brad Pitt started the race, which began behind a safety car for the first time, on a sodden track



Victory might not have been expected, but Porsche drivers Lieb, Jani and Dumas weren't about to waste the moment. Left, podium ceremony was customarily frantic

out of the Porsche Curves. The subsequent stop for bodywork repairs dropped it out of contention for victory, but out front Davidson and co appeared serene – until those final minutes. Unbelievable.

To compress the agony, the car wasn't even classified as a finisher. It spared a painful podium for the heartbroken trio, but also lost them vital double-scoring championship points.

As another consequence it allowed Audi to salvage a podium from a performance Lucas di Grassi described as “horrible”. The modern era's dominant force found itself relegated to an unfamiliar bit part in this year's drama, with neither the reliability nor the pace to maintain a challenge to


That left Jani, Dumas and Lieb to fight the Toyota pair alone, through the night and into the dawn. At breakfast, the trio remained locked in combat.

Early in the race, the Davidson car had been bugged by a lack of power, but the problem seemed a distant memory by Sunday morning. Nevertheless, Porsche remained in striking range, sandwiched by the TS050s. In number six, running third, Kamui Kobayashi showed the strain with a high-speed spin





Porsche and Toyota. The number eight car of di Grassi, Loïc Duval and Oliver Jarvis finished an astonishing 12 laps off the lead, with the sister R18 of André Lotterer, Benoît Tréluyer and Marcel Fässler a further five laps in arrears.

The failure of one Porsche and reliability woes for Rebellion Racing's privateer non-hybrids allowed pre-race predictions to come to pass that the LMP2 class winner would finish in the overall top six. Toyota's loss bumped the victorious Signatech Alpine up to fifth, as Nicolas Lapierre – once a fixture in the Japanese factory team – claimed a second consecutive LMP2 win at Le Mans, more than three minutes ahead of G-Drive's class pole-winning ORECA. *Damien Smith* 



Toyota team principal Hugues de Chaunac clasps hand to mouth as the drama unfolds. Below, former Toyota driver Lapierre was part of winning Signatech LMP2 crew



LAT, PORSCHE & FORD

FORD VICTORY THROWS GT CLASS OFF BALANCE

Blue Oval makes a winning return, but not without controversy

FORD DELIVERED THE 'FAIRY TALE' story of a return class win, 50 years after its MkII conquered Le Mans – not to mention a fair amount of controversy along the way. Just as it did back in the 1960s, the American giant sent a formidable squad to the 24 Hours, its quartet of GTs setting the pace all week. But in another echo to the past, it also found itself at loggerheads with its age-old rival: Ferrari.

From its birth, the Ford GT has been contentious thanks to the common perception that it has reset the boundaries of what a car in this class can be. Rivals claim it is a pure-blood racer that has at least stretched the spirit of GTE regulations into uncomfortable territory – and their fears appeared to be confirmed after qualifying, when the Ford quartet annexed four of the top five places in the class. Only Ferrari's 488 offered a potential challenge.

The category relies on complicated 'Balance of Performance' rules, supposedly to equalise GT cars of varying concepts. With the 'best of the rest' Porsche 911 RSR a whopping 3.8sec off Ford's benchmark lap, the organisers felt compelled to revise the BoP the day before the race, in an attempt to peg back both the Fords and Ferraris and boost the chances of Aston Martin and Corvette. Aside from a small increase in fuel tank size, Porsche's BoP remained unchanged. At the manufacturer's press conference on Friday, motor sport chief Frank Walliser found himself choking back tears of frustration. Emotions were running high at GT racing's most important race of the year.

At least a fabulous Ford vs Ferrari duel offered a welcome distraction to the ill feeling. The AF Corse Ferrari challenge crumbled, but the Risi car of Giancarlo Fisichella, Toni Vilander and Matteo Malucelli pushed Ford all the way into Sunday afternoon, in the team's first Le Mans since 2010.

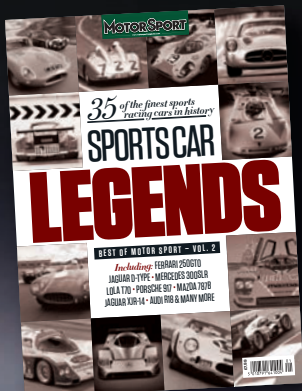
Dirk Müller, Joey Hand and former Indycar champion Sébastien Bourdais won for Ford despite a scare on Sunday morning, when electronics failure forced the team to keep its engine running during a fuel stop. It was fortunate the subsequent drive-through penalty didn't prove decisive as the Risi Ferrari finished on the same lap.

Given the two brands' histories, it was fitting that acrimony overshadowed the battle's climax. As the clock ticked towards the 3pm finish, a black and orange flag was displayed to the Ferrari because of a glitch with its race position lights – hardly a performance advantage, but Ford noticed and lodged a protest.

The team ignored the flag, so the penalty was upgraded to a drive-through. Again, the car kept going. In return, Risi made its own post-race protest against the Ford for speeding through a 'slow zone'. Both received time penalties, Ford gaining another for a minor technical infringement.

The outcome, as if by some fluke, was that neither car lost its finishing position. The Ford was classified 10sec ahead of the Ferrari, which maintained its runner-up slot and thus thwarted a Ford class one-two-three. But it had been a suitably sour note on which to finish a difficult weekend for the GT division.





Sports Car Legends

Collector's special



Sports Car Legends, volume two of the *Best of Motor Sport* series, throws the spotlight onto some of the greatest sports racers, GTs and prototypes. This collection of track tests and retrospectives puts you behind the wheel of spectacular cars from Stirling Moss's history-making Jaguar C-type to Audi's 2011 Le Mans-winning R18. There are also interviews with some of the stars who drove them. The Mille Miglia and the Targa Florio are retraced – with Vic Elford and Brian Redman, no less – Group C cars are compared, and some of motor racing's most evocative machinery takes to the track through the 20 chapters of this 164-page special edition.

To order your copy of *Sports Car Legends* for just £7.99 visit:

www.motorsportmagazine.com/sportscarlegends

Or call +44 (0)20 7349 8484. US (Toll Free number): +1 866 808 5828

Postage and packaging not included

BACK ISSUES



SPECIAL EDITIONS



'60s IN FOCUS BOOKAZINE



Also at shop.motorsportmagazine.com

ON THE ROAD WITH

SIMON ARRON



From Abu Dhabi to Zolder via Interlagos, Jerez and, obviously, Oulton Park. Where next..?

www.motorsportmagazine.com/author/simon-arron



Niki Faulkner fended off the supermotos to set fastest time at the renamed Cholmondeley Power and Speed

ALL IMAGES SIMON ARRON

FLAT, BUT NOT BROKEN

Cholmondeley, June 10 & Oulton Park, June 11: Cheshire double-header highlights calendar congestion at its most extreme

IS IT MY IMAGINATION or have things become a little flat?" I heard the question asked several times. This event began in 2008 as the Cholmondeley Pageant of Power (CPOP) and morphed this year into Cholmondeley Power and Speed (CPAS). It would be a gross exaggeration to suggest it should be renamed CRAP, but a little remedial work is required.

From humble beginnings, the CPOP soon developed its own character, with a feature sprint through castle grounds

supported by vintage scrambling, air displays, powerboat racing and much besides. There was some commercial support, from such as Bentley and Breitling, but this was purposely capped to make sure things didn't become too corporate. The balance was perfect.

Competitive zest set Cholmondeley apart from events such as Goodwood's Festival of Speed, with a few demonstration runs but most drivers and riders attacking the 1.16-mile course with maximum gusto. That, though, was less the case this time. There were pockets of spectacle – Niki Faulkner (Ariel Atom), Oliver Webb



(BAC Mono), Duncan Cowper (Dax Rush), anybody on a supermoto – but they were fewer and much farther between than hitherto. The weekend had a supercar theme, but so pedestrian were some of those entered that they would best have been left as static exhibits. And science is powerless to explain how or why a Chevrolet 3600 truck qualified for the Pre-66 Sports Racing & Touring category...

There were some interesting entries, such as Tony Wallen's ex-Carlos Pace Lotus 59, Pete Flanagan's gorgeous Unipower GT, Nigel Garrett's Toyota Supra (as raced by Barry Sheene in the 1985 British Saloon Car Championship) and Chris Williams's customarily riotous aero-engined fleet, but a few significant former patrons (including Hall & Hall, The Donington Collection and Sinsheim Museum) are no longer involved.

It's a wonderful venue – and still potentially a fabulous event – but without their ilk it has lost a little vim.



PLAN A HAD BEEN TO SPEND A couple of days at Cholmondeley, but with the most interesting content being digestible in one I decamped instead to Oulton Park, 11 miles away, for a North Gloucestershire Road Racing Club motorcycle meeting.



Chris Williams launches his Packard-Bentley towards the finish. Above, Nigel Garrett's Supra. Right, Oulton bikes

The NGRRC is fairly prolific as a promoter of bike meetings across the land, but it was the second time this year that I'd attended an Oulton event organised by a regional motorcycle club (the first being run by the Wirral 100 MC, which has been involved with the circuit since October 1953).

It was a reminder that such events are all but extinct on four wheels. Time was that car meetings would be organised by the likes of Peterborough Motor Club, Romford Enthusiasts Car Club, Mid-Cheshire Motor Racing Club or Nottingham Sports Car Club. Until the mid-1980s, indeed, such names would pepper the season at Silverstone – and upon the triangular club circuit, too, still to my mind the finest layout ever to have graced the site. The profile might have been low, but the atmosphere was always good and you often saw cars that rarely competed elsewhere.

But no more. As the cost of circuit hire has risen, local clubs have all but vanished from car racing's promotional landscape and their disappearance has buffed away a little bygone charm.

There is as yet no sign of the same thing happening with bikes. The NGRRC event clashed not only with Cholmondeley, but also with motorcycle meetings at Anglesey and Aintree – respectively 95 and 30 miles distant.

Despite this, the entry was rammed.



RAINBOW WARRIORS

Prescott, May 28 & Brands Hatch, May 29:
You can pack a lot into a single weekend, but a Tardis would still be useful



THE LONDON END OF THE M40 WAS all but deserted, save for a spectacularly lime Lamborghini Miura filtering in from the left. It's not every morning you see one of those, but about two hours later our paths would cross again as the Miura peeled into a classic car display within the Prescott paddock. Notionally this was a French weekend with subsidiary Italian – La Vie en Bleu incorporating La Vita Rosso – but it drew colours from across the spectrum.

There were no potential record-breakers in action, just a range of lovely cars – many of them neither French nor Italian. Barely had the day begun than the red flag flew to signal the end of Terry Drinkwater's participation, his hitherto pristine MGA sustaining a bent corner following loud contact with the Esses tyre wall. In terms of volume, though, nothing could compete with Duncan Pittaway's Fiat 576. From the top of the hill, the Beast of Turin could be heard as it fired up at the bottom – and it might well have been audible in Cheltenham. You wondered whether the 576 would have sufficient steering lock to negotiate the tight Pardon Hairpin, but it completed the course successfully – if a touch steadily.

Following two practice runs, competitors were restricted to just one against the clock after the timing system failed and caused a lengthy delay, which seemed not to temper the mood. Most people just shrugged and descended to the paddock to admire the cast and/or queue for an ice cream.

Parked away from the central area, Chris Williams's correctly blue Renault 4CV was the



A different Chris Williams enters Semi-Circle in his 4CV. Right, an orchard full of MGs



most defiantly French car in the paddock. Originally built for hillclimbs in the 1960s, it runs on Alpine A110-style Gotti wheels, is powered by a 12 Gordini engine and is a vision of period loveliness.

Had it been the only car present, the trip would have been worthwhile.



IT MIGHT HAVE BEEN NICE TO STAY FOR A second day at Prescott, but there were simultaneous attractions at Crystal Palace and Brands Hatch, not to mention a British GT weekend at Oulton Park, or the Monaco Grand Prix. The draw of 20-odd F1 cars on the Brands Hatch GP circuit trumps most things, though...

With noise considerations preventing any racing before 10am on Sundays, there was a pre-race pit walkabout – the kind of thing that used to be a staple at contemporary F1 races, until it became the preserve only of a gilt-ticketed minority. Having caught an overnight coach from Manchester to Kent, I took part in such an exercise at the 1979 Race of Champions and it's very striking that historic

racing pits now look much more sophisticated than their F1 counterparts ever did in period.

It was a fairly typical Masters Historic meeting, with glorious diversity and races that lasted long enough to entertain drivers and punters – but not so long that they would test the cars' endurance (not all of them, at least). Craig Davies (Ford Mustang) slithered to victory in a one-hour Pre-66 Touring Car race that initially featured a fierce, clean lead battle between several cars. Nick Padmore took his second Historic F1 success in as many days, in his first weekend aboard Max Smith-Hilliard's Williams FW07C, and Mark Piercy/Martin Stretton (Lola T210) dominated the Masters Historic Sports Car event.

Standing out in the woods, it's a treat to watch this stuff. The pits might be smarter than once they were, but parts of the circuit and many of the cars look largely as they did more than 30 years ago.

A transport of delight, then.



Nick Padmore and, right, Craig Davies were among the winners at Brands Hatch



HRDC armada heads along Lakeside. Below, testing conditions for Morgan racers

A FOR EFFORT

Oulton Park, May 21: lots of 1950s tin-tops at a Vintage Sports-Car Club meeting? Strange, but true

IT SEEMS ODD TO STROLL THROUGH A VSCC paddock and find it awash with Austin A35s, but such is our sport's changing tapestry. The host club had made a couple of race slots available to the HRDC – and together they created a formidable cocktail.

The forecast had predicted 'showers', but Cheshire was at its most tropical during the late morning – and one could feel only sympathy for the Morgan Three-Wheeler crews who bore the brunt of the storm. Conditions subsequently perked up, however, and competition at the sharp end was firm but fair in the modern VSCC manner – all arms, elbows and handshakes. A couple of A35s tipped over during the day – bringing the tally to five at the two HRDC meetings I've thus far attended – but damage was limited to pride and panels. The racing was uniformly wonderful, ditto the cars' body language when they were the correct way up.

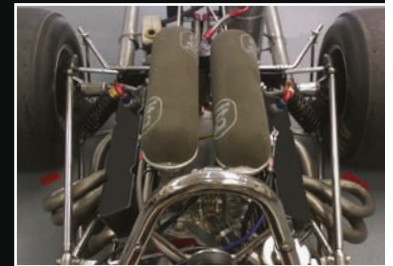
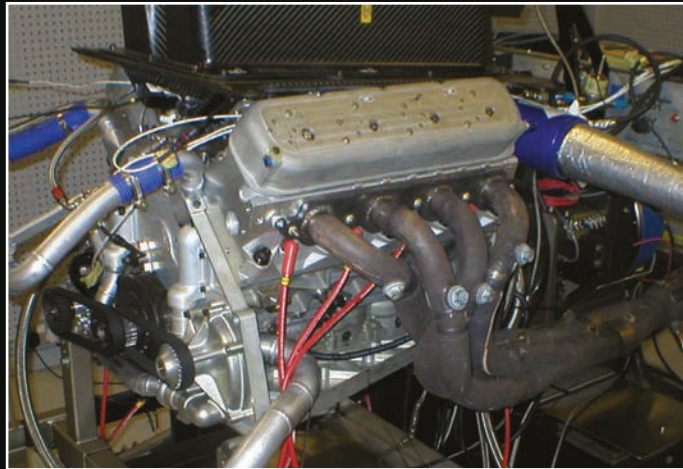
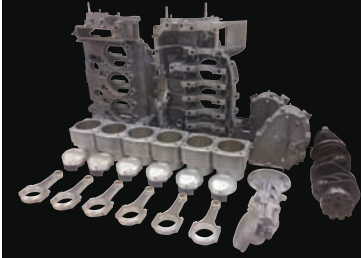
Traditional VSCC staples such as ERAs (there were but two at Oulton) and Maserati 250Fs (none) nowadays tend to perform on loftier stages, but who needs straight sixes when the BMC A-series is in plentiful supply? ☑



Full Engine Builds/Rebuilds
Machining Services
Full Workshop Facilities



Full Race Car Preparation
Dynamometer Testing
Race Day Support



Cross Street, Burton Upon Trent, Staffordshire. DE14 1EF Telephone & Fax: +44 (0) 1283 566783 Email: info@competitionengineservices.co.uk

www.competitionengineservices.co.uk



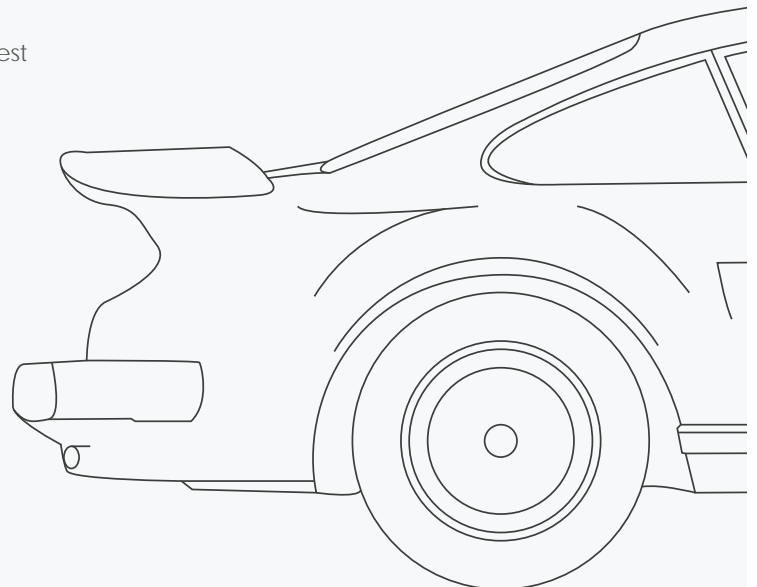
Covered.

To enjoy your pride and joy to its fullest, you need insurance that you can trust. Adrian Flux is the UK's largest specialist motor insurance broker, with over 40 years' experience, so you can be safe in the knowledge that we have you covered.



0800 085 5000
adrianflux.co.uk

Authorised and Regulated by the Financial Conduct Authority



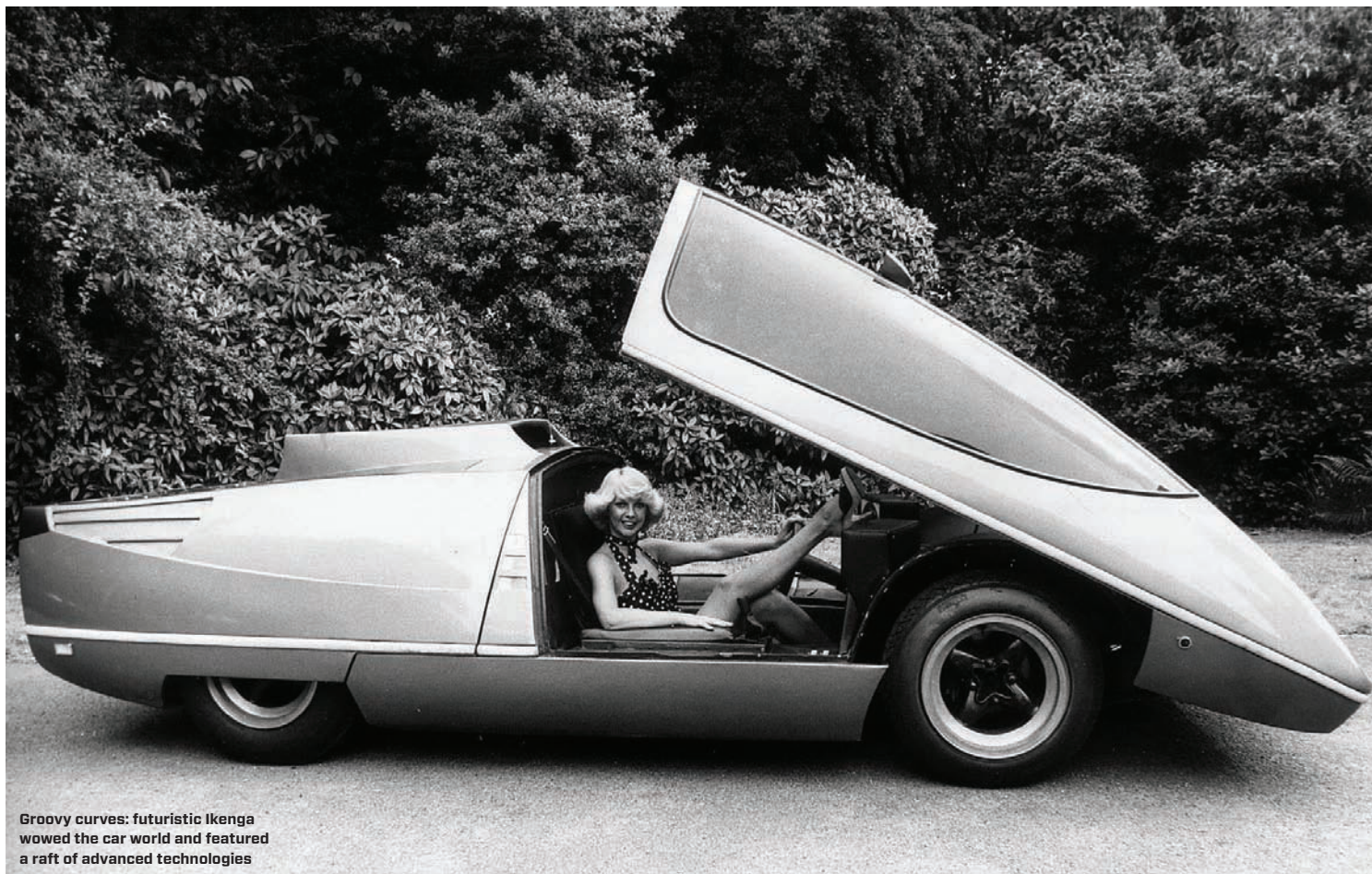
HISTORIC SCENE WITH

GORDON CRUICKSHANK



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

www.motorsportmagazine.com/author/gordon-cruickshank



Groovy curves: futuristic Ikenga wowed the car world and featured a raft of advanced technologies

ALAMY

SIXTIES SWINGER

A car that looked like it had arrived from space – but there was a serious vision behind it

“CAN YOU CALL after my meditation class?” This is David Gittens, designer, musician, creative facilitator and wedding celebrant, speaking from Florida.

His website is an extraordinary concatenation of furniture design, musical healing, autogyros, community arts, catamarans and spiritual concerns. So what's the connection between a man who designed a minimal scooter/bike for clean city transport and a rumbling V8

supercar built on a McLaren chassis?

“That was just one of our car concepts,” says Gittens of the amazing knee-high Ikenga that wowed the press in the late Sixties. “We planned an electric city car, a six-wheeler that expanded from two to four seats, a modular vehicle based on the Bond Bug and a single-seat city module with a Fiat 500 engine. It looked a bit like a Dalek!”

These plans collapsed in 1969 when Gittens' intended partner, Charlie Williams of well-known body builder Williams & Pritchard, had a fatal heart attack on the very day a vital contract arrived. “We had to salvage what we

GORDON CRUICKSHANK

could, and the GT was furthest along.”

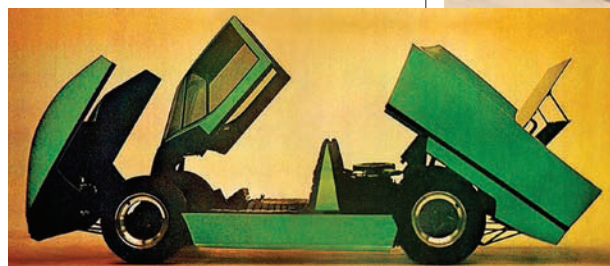
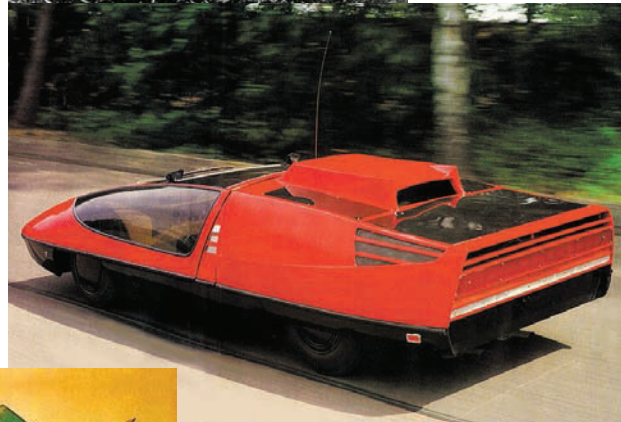
In fact the Ikenga GT first hit the roads of swinging London in 1967 when Gittens switched track from cameras to cars. Trained as a designer and photographer in New York and Los Angeles, he at first covered sports car racing for *Car & Driver* and *Sports Cars Illustrated* – “life-changing for this young Brooklyn lad, and a massive door-opener for a young man from my culture”.

In 1964 he moved to London to marry, and set up a photo studio. Working in fashion and advertising was glamorous but the car itch was constant. “I had a TVR Griffith; that was horrendous. The chassis broke accelerating up Haverstock Hill. Then I bought an Aston DB4GT. That was magnificent. I used to race a friend to Monaco in his Iso Rivolta but at 150 I could only hold him for a few minutes before the oil overheated. With its 52-gallon tank it was great for touring – I went all around Italy in it.”

Still the designer’s pen yearned for expression. His assistant John Quinn



Wide-open MkI, far left, shows bootlid/airbrake. Left, Ikenga in MkII form with designer Gittens. Profile was updated in 1969, below, on the same McLaren chassis



recalls, “He was always sketching cars. He had a full-size drawing of the Ikenga on the back wall of the studio which he would constantly modify.”

Then David got moving. “I met Charlie Williams and bought a McLaren MkI chassis from Ken Sheppard, without the Traco Oldsmobile that was in it. I wanted to create a studio to service the British auto industry, to do what the Italians did, where craftsmen would execute ideas without theorising. Charlie would have been instrumental – he was a master craftsman, and became like a godfather to me. He transmuted my clay models to rolled aluminium.”

With a cooking Buick V8 installed instead of a race engine, the experimental two-seater took on the first of three incarnations. In Nigerian Ibo culture, where David traces his roots, Ikenga is a figure or mask symbolising creative life force and as he points out, from above the MkI is a mask on wheels – the canopy for eyes, a raised intake of a nose and the luggage lid (doubling as an air brake!) a mouth. Inside, a square-oval



MkIII resurfaced briefly in new livery, left, but then vanished to Middle East. Above, Gittens still has Ikenga chassis plate

wheel lifted up for access, while occupants lay back on a contoured double seat. Quinn was tasked with finding novel parts, “like free Cibie lights, the reflective paint and a rotary windscreen wiper.”

“It was a research vehicle,” says Gittens, “so it was full of advanced technology.” Groovy reflective lime-green paint made it stand out like a neon sign, while to cover its blind rear view there was a Pye TV camera, common today but ahead of its time. “We were dependent on the technology of the era; if you went from dark to sunlight it would blow the tube. You’ll see there’s a mirror on top in some photos...”

The next year, 1968, Gittens restyled

the car, giving it a plush leather interior, and then altered it again to a much more elegant wedge profile, as fashionable as flares at the time. This gained a lot of coverage. Gittens featured in the *Sunday Telegraph* as a hot ‘British’ designer alongside Dennis Adams and Tom Karen of Ogle, while US magazine *Ebony* pictured him in his London studio surrounded by plans for cars, autogyros, and modular housing, seated at a transparent plastic desk he was preparing to manufacture. “He has an aura about him,” says Quinn, “a real sense of style. He had bookshelves and a Charles Eames chair in the back of his van to relax in!”

Each update added more tech to the Ikenga. “London was alive, full of young guys keen to try new ideas,” Gittens says. “Imperial College developed the TV, luminescent roof lining instead of interior lights, fluorescent tubes for headlamps and a radio system for advance warning of road problems.” Yes – telematics, the road/car data exchange manufacturers are currently developing, back when *The Saint* was still on TV. Even more forward-looking, Ikenga had collision warning and ultrasonic parking sensors. Some science fiction becomes fact.

Access to the 39in-high machine wasn’t easy with the huge lift-up canopy and wide sills, but Gittens says, “It was comfortable inside and since it only weighed 1800lb it went like a scalded cat. We tested it at Brands Hatch but I didn’t want to risk it on the street – it was a business venture, not just for fun.” Media attention for the space-age roadster was sky-high, but to David’s irritation the Earls Court Motor Show wouldn’t give space to concepts. Our own DSJ was equally affronted.

Applauding the Ikenga as “bristling with interesting features”, he continued, “If Bertone or Farina had designed and built it people would have drooled over it. Because it was designed in London by Gittens and built by Williams and Pritchard a lot of people could not be bothered to look at it, but it was their loss, not the Ikenga’s.”

Instead the machine, with fitted Gucci luggage, went on display at Harrods and starred on TV future-fest *Tomorrow’s World*. But the attention was tempered by Charlie Williams’ sudden death during the MkIII build, ending the dream of the new enterprise. Knocked back by losing his fellow spirit but determined to keep something afloat, Gittens took the half-completed car to another London coachbuilder, Radfords. “Bill Lundt-Smith, the director, wanted to build

limited editions,” recalls Gittins, “so it made sense.”

No relation to Charlie, Gary Williams was involved with the MkIII at both firms. “I worked on it at W&P in Edmonton,” he remembers, “and when David took it to Radfords at Chiswick I went down to finish the bodywork. It had a 3/4in steel frame with aluminium sheet shaped to form the outer skin. The interior and paintwork were done at Radfords too.” Fellow car builder Roger Nathan helped complete the car and get it running, although it was a panic to get it ready for its October 1969 TV debut.

“When we got to Shepherd’s Bush the car wouldn’t start,” says Gary Williams, “so we had to push it onto the set. Very embarrassing!” From there David trailered the car to Paris where he drove it in the traffic for the cameras, then on for the Turin motor show where it received an innovation award. On the way back he stopped at that artistic magnet St Paul de Vence. “I was friendly with the owners of Le Colombe d’Or and it stayed in their garage for a while but people kept wanting to see it drive. And it was flown to Stockholm where we had a motorcycle escort from the airport!”

And where is it now? Gittens doesn’t know. After a stint in the Manx Motor Museum it popped up at an auction in 1998, and in 2008 was sold again to the Middle East. Is it still there, or has the chassis been re-McLarened? That would make it a valuable property, but a quirky spark of Anglo-American creativity would have been lost.

Gittens subsequently had new inspiration from meeting autogyro ace Ken Wallis, who famously stood in for Sean Connery flying the rocket-firing gunship in *You Only Live Twice*, and David went on to design several autogyros, one of them displayed in the Smithsonian. There was even a wearable body-suit personal transport device: “We took a mould off the pilot, made a shell and fitted the components to that.” Just one of a stream of creative effusions from David’s active mind, including a floating ‘yogi nest’ airship for cruising the USA and a fountain of design concepts, performance art, workshops and exhibitions. Now 77, he is immersed in the sounds of his 23-string guitar designs, explaining, “I’m interested in music as a vehicle for wellness and healing”.

David Gittens is a million miles away from the mainstream automotive world – but wouldn’t life be dull without a few free-thinkers content to ignore life’s norms?



CLARK AWARD FOR BO’NESS HILLCLIMB

The team behind reviving Scotland’s oldest permanent motor sport venue has been recognised for its achievement. Bo’ness hillclimb dates back to 1932, and post-war became a regular stop for the RAC British Hillclimb Championship.

Though the place closed in 1966, an enthusiastic crew revived it in 2007 and since then the annual meeting has blossomed. The great Jim Clark tackled it in his day, which makes it appropriate that the Bo’ness Revival club has received the Jim Clark Memorial Award from the Association of Scottish Motoring Writers. Leading lights Bill Drysdale (left) and Kenny Baird (right) collected the trophy. This year’s meet is on September 3-4, with more than 200 historic vehicles attending.



RECORD CAR RETURNS TO MONTLHÉRY

Four significant Voisins headline the second Les Grands Heures Automobile gathering at the historic Montlhéry track in France on September 24-25, when more than 200 cars assemble for a weekend of action at the venerable banked circuit. Most notable of all is the sleek 1927 6-litre machine, returning for the first time in 89 years to the site where it raised the 24-hour record to 114mph and went on to break 16 others. On excursion from the Peter Mullin Automotive Museum in California, it will accompany a 1921 C1 Competition, one of the C3s that scored a hat-trick in the 1922 Strasbourg Grand Prix, and the bizarre chisel-nosed Laboratoire. Saturday action lasts more than an impressive 12 hours to 10pm, thanks to Group B rally cars running into the darkness, just part of a wide mix of cars and motorbikes due to perform.

BROOKLANDS VOLUNTEERS RECOGNISED

As often as I’ve been to Brooklands, I didn’t realise that the museum has as many as 800 volunteers on its roster. Like most such places the museum relies on enthusiastic unpaid helpers for maintenance, restoration, research and as guides, so it’s good to hear that they have collectively received the Queen’s Award for Voluntary service, the highest there is in this area. Paying tribute to his large troop of assistants Allan Wynn, the museum’s director, says “Without their involvement the museum could not exist in its present form.” Of course a large and active place such as Brooklands can never have too many, and with the new £8m aircraft factory and racetrack revival project due to complete in 2017 they will always be happy to hear from new people.

Email johnsilver@brooklandsmuseum.com.

See us at
Silverstone
Classic in
July

Airchambers
Battery Conditioners
Car Covers
And much more



ORDER NOW +44(0)1367 718 550
www.airflow-uk.com info@airflow-uk.com

ULTRA POWERTRAINS LTD

We are currently the
engine builders of
choice by ex-BTCC
touring car drivers and
TV presenters alike!

- Speciality Race engine development
- One off builds welcome
- Large projects undertaken
- Sequential gearboxes re-built
- Historic spec race, rally and touring car engines built
- Bespoke engine components designed and manufactured
- Stainless exhausts made to order
- Specialist, ultrasonic and blast component cleaning



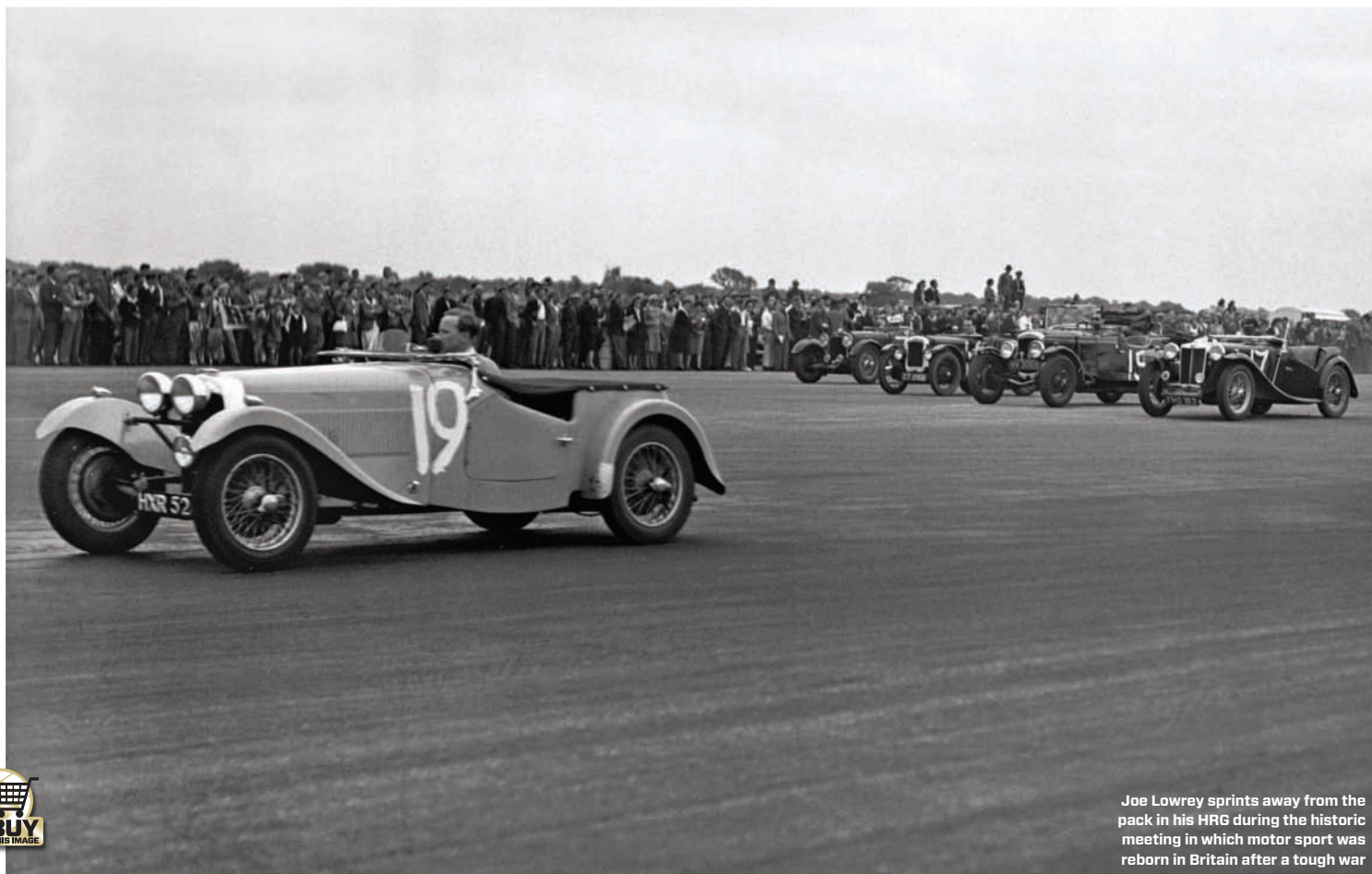
sales@ultrapowertrains.com • **www.ultrapowertrains.com** • Tel: +44(0)1752 849200

FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



Joe Lowrey sprints away from the pack in his HRG during the historic meeting in which motor sport was reborn in Britain after a tough war



MOTOR SPORT TAKES OFF...

No one wanted to build a race circuit after WWII, but redundant aerodromes dotted the country

BEFORE 1939 MOST significant British motor race meetings had been organised by one of only three enthusiast clubs, all operating under the overall auspices of the RAC. These organisations were the Brooklands Automobile Racing Club (the BARC of that period), the Junior Car Club (JCC) and the British Racing Drivers Club (BRDC).

As Great Britain struggled to regain some semblance of normality in the immediate aftermath of war – come 1945 – these organisations all proved

completely unable to resuscitate the sport due to the most tremendous practical, financial and bureaucratic obstacles. Brooklands was the worst case, irretrievably damaged and in effect occupied territory under the absolute control of the Ministry of Aircraft Production. Overgrown and rhododendron-clogged Crystal Palace, with its frost-heaved and crumbling Tarmac surface, posed a real headache for the London County Council. Donington Park had been turned into the Army's Breedon Depot – the country's biggest military-vehicle service and storage centre. It was just

jam-packed with thousands of rusting and redundant army trucks, jeeps and armoured vehicles of all kinds, most awaiting the scrap man. The Ministry of War could not contemplate any speedy return of the once-beautiful Derbyshire parkland to its 1930s use – as a motor racing venue.

The situation, so far as the enthusiast was concerned, was that Britain was not a noted motor sporting power. Its major manufacturers were a bunch of dullards who largely ignored the sport. In effect, motor racing had always been too expensive to encourage mass participation, and support. That's what motivated the Bristol Motor Cycle & Light Car Club into devising low-budget racing. The CAPA group of Dick Caesar, Aldrich Price and Adrian Butler, plus like-minded friends, had competed in stark self-built Austin 7-based specials. Caesar turned his attention to motorcycle engines as being lighter and simpler, yet simultaneously more powerful.

The group pictured a common class levelling the playing field between a wealthy racer and a CAPA-type impecunious enthusiast who just longed to go racing. The Bristol Aeroplane Company's in-house motor sports club at Filton famously took up the idea, and members created a category for 500cc motorcycle-engined lightweight open-wheeled racing cars.

Even more to those pioneers' credit is the fact that they not only created a new class of 'poor man's motor racing', they also – from as early as 1943 – agonised over what circuits might be available postwar on which to race at all. At an early 'noggin and natter' meeting in a Bristol pub, the possibility was raised of using hard-surfaced military aerodromes that would plainly become redundant once peace returned. Could permission be obtained to race on them? This was an inspired idea. The club members pictured the scene, read the war news, and dreamed...

But come peace in 1945 and any attempt to revive motor racing in Britain looked not just frivolous, but impossible. Rationing and controls were more severe than at any time during the war itself. Ironically, however, military experience with motor vehicles had left the civilian British public of 1946 more motoring-minded than ever before.

Sales of specialist magazines like *The Motor*, *The Autocar* and indeed our own *Motor Sport* all boomed. Fans old and new read avidly about motor racing restarting on the war-torn Continent.

If racing could resume in shattered France, Belgium and Italy, why not here?

Ultimately it was university undergraduate fervour and sheer cheek that signalled the way ahead. It is now 70 years since the Cambridge University Automobile Club wangled permission to run a race around the aerodrome runways of RAF Gransden Lodge near Huntingdon, Cambridgeshire. This pioneer aerodrome race meeting took place on June 15, 1946. Crucial support came from the RAF's Air Commodore David Atcherley CBE, DSO, DFC who simply declared "This sounds a jolly good idea" and signed the permit – never mind 'The Men from the Ministry'. He, incidentally, was the night-fighter-pilot twin brother of the better-known Air Marshal Sir Richard 'Batchy' Atcherley, winner of the 1929 King's Cup air race, and Schneider

found to be picking out the corners, with no hedges or trees bordering the course". He then observed "The organisation was generally very good – the weather most foul. A large hangar formed the 'paddock' so that, although the noise and fumes became somewhat deadly, there was full protection from the British summer."

Circuit length had been finalised at 2.13 miles, and in Britain's first three-lap aerodrome race "Le Strange Metcalfe's Balilla sports Fiat building up a fine lead, to win from [Harry] Lester's PB MG with [Joe] Lowrey's HRG third." There were a dozen races run, several spins, and at least one minor collision, but the grand finale was a five-lapper for the six fastest cars present – Reg Parnell's 16-valve Maserati 4CL, David Hampshire's Maserati 6CM, R V Wallington's

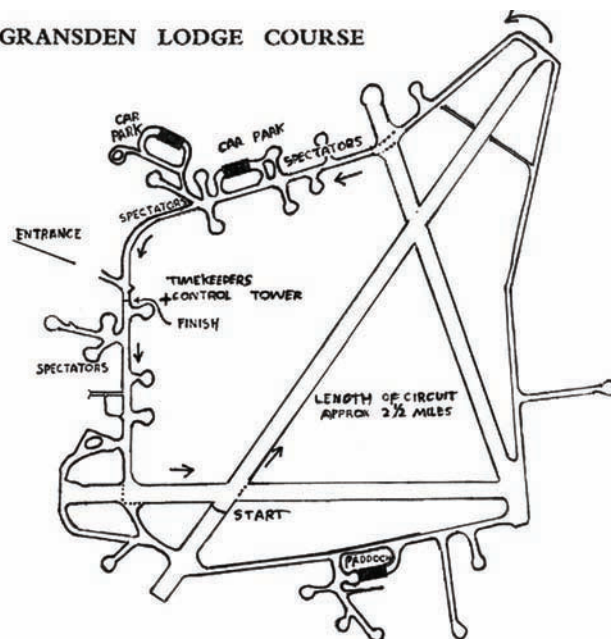


Trophy world air speed record star...

Subsequently, on June 7, 1952, AVM David Atcherley would take-off solo in a Gloster Meteor PR9 twin jet from RAF Fayid, south of Ismailia, Egypt, bound for RAF Nicosia, Cyprus. Two minutes after take-off he radioed a request for a weather check at Nicosia, but thereafter was never heard from again, his disappearance over the Mediterranean becoming another of so many enduring aviation mysteries...

However, in happier times – as Bill Boddy described in these pages – he had flown himself into Gransden Lodge that rainy June day in 1946 in "a Miles monoplane" to join the spectators. The Bod judged the meeting "Excellent – incidentally proving wrong those pessimists, the RAC included, who suggested that aerodrome runways and perimeter tracks would be too rough for serious racing. A bigger difficulty was

GRANSDEN LODGE COURSE



ex-Bimotore Alfa-Aitken special, George Abecassis's Type 59 Bugatti, Peter Monkhouse's 2.3 Bugatti and George Bainbridge's ERA.

Both Abecassis and Wallington went off on the last corner of the first lap, trying to outbrake one another, leaving Parnell and Monkhouse first and second. 'Gorgeous George' in the Type 59 was back into second place after only one more lap. The Bod: "After three laps Abecassis went past the Maserati going into the top corner, but Parnell got away on acceleration, only to immediately run out of fuel – very hard luck, sir.

"Monkhouse still held off the Alfa-Aitken, but at the top corner, after lap 4, his Bugatti got into a nasty slide, missed hitting the Alfa, was held on full lock still sliding, Peter's mouth wide open, all but clouted the pylon on the apex of the corner, and recovered



While some doubted whether the surface was suitable, Gransden's runways had the advantage of allowing a true massed start

with little loss of time. However, that let both the Alfa and Hampshire's Maserati through..."

George Abecassis won the race, but immediately after finishing he "was enveloped in steam and nearly swerved into Wallington when he received scalding water in his face... The thermometer 'blew up' well and truly, even its glass coming out. The Bugatti averaged 73.85mph, the course now soaked again with torrential rain..."

A British motor racing precedent had thus been set – in more ways than one. And in fact Christopher Le Strange Metcalfe's win in that first aerodrome race at Gransden Lodge would prove to be a book-end, the other emerging on July 2, 1966 – 50 years ago – with the veteran driving his later Lola-Climax Mark 1, when he also won the very last frontline-era Goodwood aerodrome race. Funny how these things work out...



SEEDS OF GREATNESS...

...but where is the photo evidence of an important day?

AS EARLY AS 1945, IN ITALY, MR Ferrari famously commissioned out-of-favour Alfa Romeo engineer Gioachino Colombo to design for him the post-war high-performance car to carry his name. Colombo had become a victim of a communist witch-hunt at Alfa to eject prominent former *Fascisti*. He had been suspended until cleared in the subsequent inquiry, but no way would Mr Ferrari have been deterred by an employee's blind loyalty to a dictator... and in fact he was providing badly needed financial support for Colombo's family when it was sorely needed.

On May 11, 1947, the new Colombo-designed Ferrari 125 with its 1500cc V12 engine made the new marque's racing debut at Piacenza, 70 miles north-west from Ferrari in Maranello. According to Colombo, and as confirmed by the factory's internal contemporary documentation, two new 125s were taken to Piacenza, one fitted with all-enveloping, slabby *Spyder* bodywork (above) which would actually start in the race itself, and the other carrying a comparatively crude *Sigaro Competizione* body style, with cycle-type mudguards.

These new Ferrari 125s were to be driven by 44-year-old reliable veteran Franco Cortese, and by 40-year-old superstar Dr Giuseppe 'Nino' Farina. Colombo recalled that Farina crashed the *Sigaro Competizione* mildly, and so did not start. However, Cortese himself would later reject any idea that a second 125 had been available at all, insisting that only the enveloping-bodied *Spyder* car ran at Piacenza that May weekend.

Ferrari's original internal report – a copy of which survives today in Ronald Stern's magnificent private collection – settles this matter. Plainly, two cars practised at Piacenza, each tried by both drivers. Farina completed six laps in race number 1, his fifth and fastest being timed at 1min 54.6sec, while in four laps

with no128 he got down to 1min 52.2sec. Cortese did a 53.0 and a 53.6 during his five practice laps in no1, but then his five laps with 128 saw him clock 51.2 on his third lap, and 51-dead next time round.

The internal report reads: "We were present from 9am to noon on 10 May with two cars, a *Spyder* and a *Competizione*, without having decided who would drive which one.

"The *Spyder* was numbered 128 and given to Cortese, and the second was numbered 1.

"Finally, Farina drove car number 1 again. After a first lap with a standing start and finish in which he achieved a time of 2:33, he did three consecutive laps in 1:56.8, 1:54.8 and 1:54.2. During the fourth lap, on the *Barriera Farnese* bend, he drove too fast and hit the hay, causing minor damage to the front of the car, which was subsequently fixed.

"On the next morning Cortese was given the *Spyder* and Farina the *Competizione*. Farina refused to drive this and asked for Cortese's, so we decided to use a single car driven by Cortese..."

Just imagine – it must have been a sizeable row between Farina and Ferrari, which the short-fused *Dottore* plainly lost. Driving the lone Ferrari starter in this race, Cortese then "remained in third place until the 20th lap because of oil cavitation" [fluctuating oil pressure]. Angiolini was in the lead with a Maserati.

"Cortese's car returned to normal and did a series of fast laps... He took the lead after a collision between Angiolini and Barbieri... and maintained this until... during the 27th lap, on the straight after the finishing line, his engine stopped..." due to fuel pump failure.

Now in all my years of Ferrari research, I have never seen a photograph of Farina driving that *Sigaro Competizione* cycle-fendered Ferrari that weekend at Piacenza. Can anybody point us towards one? 📷



PARTING SHOT



SEPTEMBER 29
1969

CADWELL PARK, UK

It required two heats and a 25-lap final to settle the Lincolnshire International Trophy for F3 cars. On pole here, Tim Schenken (Brabham no1) won the main race from Howden Ganley and Ronnie Peterson, whose fledgling March 703 (no2) is to the outside of the front row. Jean-Pierre Jaussaud's Brabham separates them.



To buy this photo or other classic racing shots, visit photos.motorsportmagazine.co.uk



DEALER GALLERY

To advertise, please call Kit Brough on **020 7349 8480**
or email **kit.brough@motorsportmagazine.com**



Graeme Hunt Ltd

The largest classic car showrooms in central London



1998 Land Rover Discovery 2 ES V8
Prototype Press Launch Vehicle



1978 Bentley T2
Restored condition



1966 Gordon Keeble
2 owners only & restored condition



1963 Bentley S3 Continental
by HJ Mulliner Park Ward



1971 Mercedes Benz 280SL
Pagoda LHD
1 of 2 available



1962 Rolls-Royce Silver Cloud II
Adaptation
LHD Restored condition



2002 Bentley Azure LHD
9,000 miles only



1993 Bentley Continental R
26,500 miles only, LHD



1994 Ferrari 355GTB
Magnificent condition



1973 Jaguar E Type V12 Series III
Automatic
Completely original



1985 Bentley Continental DHC
10,500 miles ONLY



1956 Bentley S1 Continental 2 door
saloon by Park Ward

www.graemehunt.com

18-23 Radley Mews, Kensington, London W8 6JP • +44 (0) 20 7937 8487 • mail@graemehunt.com

DUNCAN HAMILTON & CO LTD



A unique opportunity to acquire together for the first time, both the 1963 Jaguar E Type CUT 7/256 DJU Coupé and 256 DJU Roadster. £POA



CUT 7 Protheroe
Silverstone Int Trophy '63



CUT 7/256 DJU
coupé today



John Lewis winning Chevron
Oil Trophy '68



Jaguar Lynx D-Type
Long Nose POA



1976 Ferrari 308GTB POA
RHD fibreglass dry sump car
only 16k miles



1968 Lola T70 Mk3 POA
Taki Racing car, continuous
history. UK road reg, HTP papers



1952 Jaguar XK120

If you're looking to invest in your passion or seek a new home for a significant motorcar, please contact Adrian Hamilton, +44 (0)1256 765000 or ah@duncanhamilton.com

Duncan Hamilton & Co Ltd, PO Box 222, Hook, Nr Basingstoke, Hampshire RG27 9YZ, England | www.duncanhamilton.com



OF SERVICE
Est. 1948



OFFICIAL FERRARI DEALER

Meridien Modena

Ferrari 599 GTO – 2016/16

Delivery miles, Rosso Corsa with Nero Alcantara® Interior, Two Colour Painting with Grigio Silverstone Opaco, Yellow Brake Callipers, Heat Insulating Windscreen, Cascade Telematic Navigation Device and Security System.

£899,995

Ferrari ENZO – 2004/54

5,000 miles, 19" Alloy Wheels with Black Brake Callipers, Rosso Corsa with Nero Leather Interior, Electronic Suspension, Xenon Headlamps and Security System. Ferrari Classiche Certified. 1 Owner from New.

£POA

Ferrari 512 TR – 1992/K

9,500 miles, Rosso Corsa with Crema Leather Interior, Climate Controlled Air Conditioning, 18" Alloy Wheels with Black Brake Callipers and Security System with NavTrak ADR. Ferrari Classiche Certified.

£249,995

Ferrari 250 PF Series II Coupe – 1959

Grigio Argento with Nero Leather Interior, Nero Dashboard and Rosso Carpets, Series II Car with Overdrive and Disc Brakes and 410 Style Inserts to Front Wing. Ferrari Classiche Certified.

£649,995

Ferrari 355 Spider – 1998/S

18,000 miles, 16" Alloy Wheels with Red Callipers, Rosso Corsa with Crema Leather Interior, Nero Dashboard, Rosso Carpets, Stereo System with Single CD Player and Security System. 1 Owner from New.

£139,995

Ferrari 328 GTS – 1988/E

2,000 miles, Rosso Corsa with Crema Leather Interior, Nero Dashboard, Rosso Carpets, 16" Alloy Wheels, Air Conditioning and Hard Top. Single Ownership since June 1988.

£179,995

ESTABLISHED
OVER
40
YEARS

TOM HARTLEY

THE ULTIMATE NAME DEALING IN LUXURY, PERFORMANCE & CLASSIC CARS

OVER 60
SUPERCARS
IN OUR
INVENTORY



CLASSICS

1973	FERRARI 365 GTB/4 DAYTONA Silver/Black, Air Con, Electric Windows, Original Toolkit & Books, Massive History File, 44,000m Exceptional Condition.....	£595,000
1966	ASTON MARTIN DB6 Mk 1 VANTAGE White/Blue Hide, Factory Restored, Great History, Lovely Condition, 19,000m, Just Serviced.....	£375,000
1979	FERRARI 512 BB Rosso/Black 1 of only 101 RHD UK Cars, Recently Restored By Ferrari, Only 21,000m, 1 Owner, Pristine.....	£350,000
1995	FERRARI 512M Rosso/Crema, E/Windows, 1 of only 41 RHD UK Cars, Great History File, 3 Owners, 38,000m FSH, Perfect.....	£249,950
1995	FERRARI 512M LHD Rosso/Black, E/Windows, 1 of only 501, 14,600m, Great Condition	£239,950
1971	FERRARI 246 GT DINO Rosso/Beige, E/Windows, Spare Wheel, 1 of only 488 RHD UK Cars, Immaculate Condition Throughout	£329,950
1988	FERRARI TESTAROSSA Rosso/Black Hide, E/Windows, 7,000m FFSH, Just Had Major Service with Grappaul Ferrari, Immaculate Condition Throughout.....	£179,950
1998	FERRARI TESTAROSSA Rosso/Black Daytona Seats with Rosso Inserts, E/Windows, 1 of only 438RHD UK Cars 23,000m FFSH, Immaculate Condition Throughout.....	£159,950
1991	FERRARI TESTAROSSA Argento Nurburing/Black, E/Windows, 1 of only 438 RHD UK Cars, 2 Owners, 41,000m Just Serviced	£139,950
1989	FERRARI 328 GTS (ABS) Rosso Corsa/Crema, Rear Aerofoil, Great History File, 5,000m FSH, Unbelievable Condition.....	£149,950
1989	FERRARI 328 GTS LHD Rosso Corsa/Black, 48,000m, Excellent Condition.....	£79,950
1970	PORSCHE 911 2.2 T Light Yellow/Black, Completely Restored, Massive History File Including Books and Tools, Great Investment.....	£114,950
1983	LAMBORGHINI JALPA P350 TARGA Red/Cream, 1 of 35 RHD, Featured in many articles, Original Tools, Books & Spare Wheels, Award Winning Example, 40,000m	£109,950
1973	LAMBORGHINI URRACO P250 Orange/Cream & Orange, Extensive History File, Very Rare RHD, UK Supplied, 24,000m, Concours Condition	£99,950
1962	JAGUAR E-TYPE S1 3.8 ROADSTER RHD Carmen Red/Red Leather, Completely Restored, Show Winning Car, Massive History File, 7,000m, Great Investment	£149,950
1958	MERCEDES-BENZ 190SL LHD White/Black, Hardtop, Comes with Service Book and History File, 1 of Only 3 Cars originally imported to Greece, 54,000m	£114,950
1973	RANGE ROVER 2 DOOR White/Beige Interior, Nut & Bolt Restoration with Invoices totaling over £60,000, 28,000m, 2 Owners, Beautiful.....	£49,950

FERRARI & LAMBORGHINI

04	ENZO Nero Daytona/Black & Rear Leather Sports Seats, Upgrade Sound System, Classiche Certified 8,500m FSH.....	£1,395,000
15	488 GTB LHD Grigio Silverstone/Bordeaux Daytona E/Seats, Sat Nav, Carbon Fibre Driving Zone, AFS, Big Spec, 600m, As New.....	£204,950
14	AVENTADOR ROADSTER LP700-4 White/White & Black, Sat Nav, Sensonum Sound System, Dione Forged Black Alloys, Huge Spec, 8,000m FSH.....	£279,950
16	HURACAN LP610-4 Pearl Yellow/Black & Yellow, Sat Nav, R'Camera, Lifting Gear, 20" Mimas Gloss Black Alloys, Parking Sensors, 1,500m, As New.....	£184,950
94	DIABLO Black/Black Leather, Carbon Interior, Large Rear Wing, Split Rim Alloys, Sports Exhaust, 32,000m.....	£129,950
07	GALLARDO E-GEAR Silver/Blue E/H/Seats, Sat Nav, Branding Pack, R'Camera, 19" Callisto, Glass Engine Cover, 7,500m	£79,950
98	F355 SPIDER F1 Giallo Fly/Black Stitched Yellow, Yellow Calipers, Shields, 14,000m, Fantastic Service History, As New.....	£114,950
12	CALIFORNIA 2+2 Silver with Black Roof/Black Daytona E/Seats, Sat Nav, Carbon Driving Zone & LED's, Magneride, 20" Alloys, Massive Spec, 12,000m FSH.....	£109,950
52	575M F1 LHD Nero Daytona/Black E/Daytona Seats, Fiorano Handling Pack, Shields, Carbon Fibre F1 Paddles, 8,000m.....	£114,950
97	550 MARANELLO LHD Rosso Corsa/Nero E/Seats, Leather Headlining, 31,500m.....	£114,950

BENTLEY

16	BENTAYGA FIRST EDITION Dark Sapphire/Linen, Naim, Adaptive Cruise, Panoramic Roof, Cameras, Many Bespoke Features, Delivery Mileage.....	£239,950
14	CONTINENTAL GTC V8 'S' Onyx Black/Black & Red, Massage & Ventilated Seats, Neck Warmer, Piano Black Veneer, Sports Exhaust, 20" Alloys, Launch Spec, 20,000m, As New	£104,950
13	FLYING SPUR W12 Onyx Back/Linen Stitched Black, Sunroof, Rear Blind, R'Camera, 21" Propellar Alloys, Great Spec, 6,000m.....	£89,950

MERCEDES-BENZ & MCLAREN

07	SLR 722 COUPE Crystal Antimony Grey/Black Alcantara Stitched Red, BOSE, 1 of only 10 UK Supplied Cars, 5,400m FSH.....	£475,000
08	SLR ROADSTER Crystal Galaxite Black/Black Contrast Red Stitching, BOSE, 19" Turbines, Red Calipers, UK Supplied, 9,900m FSH.....	£339,950
01	SLS AMG ROADSTER Le Mans Red/Black Designo H/Seats, Comand, Carbon Int & Ext Mirrors, Painted Alloys, R'Camera, Huge Spec, 9,800m, As New	£159,950
65	AMG GT-S Silver/Black & Red Nappa, Comand, Sports Exhaust, AMG Ride Control, 10 Spoke Alloys, Big Spec	£99,950
61	MP4-12C Ice Silver/Black Hide, Sat Nav, 20" Diamond Cut Alloys, 19,000m FSH, As New.....	£109,950

OTHER

04	PORSCHE CARRERA GT GT Silver/Ascot, Sat Nav, Full Fitted Luggage, 9,000m FSH, Immaculate Throughout.....	£579,950
15	AUDI R8 LMX 5.2 FSI Audi Exclusive Matt Grey/Black Alcantara Stitched Blue, Sat Nav, R'Camera, Ceramics, 1,300m FSH	£109,950

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

Telephone: 01283 762762

Email: info@tomhartley.com

www.tomhartley.com

Follow us:



@TomHartleyCars



TomHartley

SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-8PM



TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS



2008 BUGATTI VEYRON

- Black With Black Interior
- Additional Colour-Coding, Including Door Handles, Wheels, Fuel & Oil Caps, Air Intake & Front Grille Frame
- 4,000m With FSH & Manufacturer's Warranty Until October 2016
- U.S. Car From New; Still Titled and Residing In That Country
- As New Throughout

£POA



WE ARE ALWAYS LOOKING TO BUY SIMILAR VEHICLES

Call today for an instant quote and decision



Telephone: +44 (0)1283 761119



TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS

2015 PORSCHE 918 SPYDER

- Liquid Silver
- Onyx Black Interior With Acid Green Piping
- Complete With All Factory-Delivered Accessories
- 2,300m With 1 UK Owner From New
- As New Throughout
- 1 Of Only 918 Ever Produced

£POA



A HANDPICKED SELECTION FROM OUR CURRENT STOCK

- 2008 BUGATTI VEYRON** Black/Red Interior, Comfort Seats, Heated Seats, Special-Order Red Alcantara Headlining, Central Tunnel & Door Inserts, Complete With All Factory-Delivered Accessories, 4,000km, As New Throughout, Stunning **£POA**
- 1996 FERRARI F50** Rosso With Black & Red Interior; Complete with Original Books, Hardtop, Soft-Top, Roll Hoops, Luggage, Flight Case, Tools & Factory Literature; 13,049m From New; Full Service History; Totally As New Throughout; Ferrari Classiche Certified **£POA**
- 1969 FERRARI 365 GTC** Rosso Cina/Tan, Original Colour, Total Matching Numbers, Electric Windows, Air Conditioning, Alloys, Ferrari Classiche Certified, 1 Of Only 150 Ever Produced **£595,000**
- 1966 FERRARI 330 GTC** Nocciola/Beige Scuro, Original Colours, Total Matching Numbers, Beautifully Restored Throughout, Borraris, Original Tool Roll, Ferrari Classiche Certified **£545,000**
- 1974 FERRARI 365 BERLINETTA BOXER** Rosso Chiaro/Beige Interior, 1 Of Only 58 UK RHD Cars, 1974 London Motor Show Car, 24,000m From New, Totally Restored Throughout, Ferrari Classiche Certified, Stunning Example **£POA**
- 2009 FERRARI 16M** Rosso Scuderia/Tessuto 3D Fabric, Large Carbon Racing Seats, Carbon Exterior Package, Italian Racing Livery, Radio Navigation, Only 640km From New, 1 Of Only 499 Ever Produced **£324,950**
- 1991 FERRARI TESTAROSSA** Rosso/Crema With Light Brown Carpets, Original Books, Wallet & Tools, Only 1,800m From New, Recent Major Service, Indistinguishable From New **£265,000**
- 1989 FERRARI 328 GTS** Rosso/Crema With Red Carpets, ABS, Air Conditioning, Electric Windows, 21,000m, Full Service History Including A Recent Major Service, Original Handbooks, Service Book & Wallet, Superb Throughout **£124,950**
- NEW PORSCHE 991 GT3 RS** Lava Orange/Black & Lava Orange Bucket Seats, PCM, Sound Package Plus, Sports Chrono Package, Ceramic Brakes, Can Be Supplied Without VAT For Export Sale **£195,000 +VAT**
- 2015 PORSCHE 991 GT3** White/Black Alcantara & Leather Sports Bucket Seats, Comfort Package, PCM, Bluetooth, Sound Package, Privacy Glass, Black Painted Alloys, Painted Side Skirts, High Spec, 4,000m, As New **£139,950**
- 2016 PORSCHE BOXSTER SPYDER** White/Red and Black Alcantara & Leather, Adaptive Sports Seats Plus, PCM, BOSE Surround Sound, Spyder Classic Interior Package, Light Design Package, High Spec, 300m **£84,950**
- 1963 ASTON MARTIN DB4 CONVERTIBLE** Caribbean Pearl/Dark Blue Connolly Leather, Original Colours, Fresh From Restoration By Foremost Aston Martin Specialists, Upgraded to 4.2-Litre Specification By R S Williams, Complete Documented History, 1 Of Only 70 Ever Produced.. **£POA**
- 1955 BENTLEY R-TYPE CONTINENTAL FASTBACK** Tudor Grey/Dark Red Lightweight Seats, Manual Gearbox, Most Desirable 'D Series' With A 4.9-Litre Engine, Ex-William Medcalf, Great Provenance, Exquisite Example..... **£POA**
- 2005 FORD GT** Black With Painted Racing Stripes, Upgraded Sound System, Lightweight Forged Alloy Wheels, Grey Brake Calipers, Unregistered With Only Delivery Miles, Superb Addition To Any Collection **£324,950**

www.tomhartleyjnr.com



TALACREST



TALACREST



1966 FERRARI 330 GTC



OTHER CLASSIC FERRARI IN STOCK INCLUDES



1966 FERRARI 275 GTB ALLOY 2 CAM

1965 FERRARI 275 GTB COMPETIZIONE

1964 FERRARI 250 GT LUSSO



THE QUEEN'S AWARDS
FOR ENTERPRISE:
INTERNATIONAL TRADE
2016

WWW.TALACREST.COM

TALACREST ARE THE BIGGEST AND MOST EXPERIENCED BUYERS OF CLASSIC FERRARI IN THE WORLD AND HAVE SOLD OVER \$1 BILLION WORTH OF THOROUGHbred CLASSIC CARS INCLUDING EIGHT FERRARI 250 GTOS, MANY PROTOTYPES AND NUMEROUS OTHER DESIRABLE ROAD AND RACE CARS. IF YOU'RE LOOKING TO BUY OR SELL BLUE-CHIP, COLLECTOR FERRARI CLASSICS THEN MAKE TALACREST YOUR NUMBER ONE CHOICE.

+ 44 (0)1344 308178 | +44 (0)7860 589855 | JOHN@TALACREST.COM

THE NUMBER ONE IN THE CLASSIC FERRARI MARKET



2014 LAFERRARI

Rosso Corsa with a Nero Roof and Nero Interior. This is a European supplied car which has only covered 118 km and comes with a Ferrari Classiche certification.

£POA



2016 FERRARI 488 GTB

Bianco Avus with Nero and Rosso interior. The latest model from Ferrari has covered 393 miles and comes with a 4 litre V8 Twin Turbo.

£277,950



2015 FERRARI 458 SPECIALE APERTA

Alluminio Opaco with Charcoal interior and Extracampionario Stripe. This car is 1 of 499 and we believe it to be 1 of only 40 UK RHD models. This car has only covered 78 miles from new and has a big list of options.

£POA



2016 PORSCHE BOXSTER SPYDER

Sapphire Blue with Black Leatherette. This 2nd Generation Spyder has covered 311 miles and like all Boxster Spyders has a manual gearbox.

£87,950

WILLIAM LOUGHRAN ARE ALWAYS INTERESTED IN PURCHASING LUXURY, CLASSIC AND SUPERCARS. CONTACT ONE OF OUR SPECIALISTS.

ONLY AVAILABLE FROM

BELL & COLVILL[®]

HORSLEY - LIMITED

EXIGE **350**
SPORT



EXTENSIVE SELECTION OF NEW/USED EXIGE 350 SPORT AVAILABLE.
BESPOKE CUSTOMER ORDERS TAKEN.

BELL & COLVILL CIRCUIT CLUB - TRACK DAYS, TOURS & PERFORMANCE DRIVING TUITION.

CONTACT US FOR DETAILS ON CURRENT FINANCE OFFERS.

Call: 01483 286467 **Find us:** Epsom Road, West Horsley, Surrey KT24 6DG **Email:** enquiries@bellandcolvill.com

www.bellandcolvill.com



We specialise in classic competition cars and look forward to helping you find the right car.

1972 Porsche 911 2.5 S/T (#911 230 0987)

Genuine factory S/T (delivered with the M491 option) and one of only 24 built. The ex-Bartels/Tebernum car. Stunning condition, continuous history and with exceptional documentation.

P.O.A.



1965 Bizzarrini GT 5300 (#IA3*0245)

Original, alloy bodied and “no stories” Strada which was restored to Corsa specification 20+ years ago. Fully documented and totally race-ready with fresh Mathwall engine. Absolutely stunning and eligible for all events incl. Le Mans Classic. Spares and new FIA HTP.

P.O.A.



1988 Argo JM19D Group C (# 129-C)

Ex-Helmut Bross 1990-1995 Interserie with fresh G. Richardson 3.5 liter DFR engine. Extensive spares package. A reliable and low-cost entry to Group C racing! **Euro 225,000.**



1965 McLaren M1B (30-04)

The ex-Bill Amick 1966 inaugural CanAm car with known history from new. Fresh, complete rebuild by WDK. Race ready & eligible for Goodwood, Masters, CER, etc. **P.O.A.**



1967 Chevron B6 (DBE-3)

Genuine, well known B6 with continuous history. Fresh from a 2 year rebuild on original chassis. As new and needs nothing. Spares & new FIA HTP. Exceptional! **P.O.A.**



1967 Lola T70 Mk3 (SL73/109)

Mk3 spyder converted to coupe in late 80ies. Continuous history and 100% race-ready. Good Spares & current FIA HTP. Priced-to-sell! **P.O.A.**

We have a wider variety of great cars for sale. Please call or visit our web-site for more information.
www.rmd.be – salesinfo@rmd.be – +32 (0) 475 422 790 – Schoten, Belgium



CHESHIRE CLASSIC CARS

Sales, Service and Restoration.

+44 (0)1244 529500



1974 GRD S74 Group 6 Sports
Price: £119,995 | Mileage: N/A

This stunning GRD 2 litre Group 6 sports car had been highly developed into a proven race winner. Low mileage BDG engine and FT200 gearbox. Ideal for HSCC, Masters and CER events and complete with a very extensive spares package.



2001 Ford Puma 4x4
Price: £99,995 | Mileage: N/A

This Puma bodied Escort 4X4 WRC has a superb specification, including a low mileage Millington Diamond 1 turbo engine, Xtrac sequential gearshift and fully rebuilt M Sport gearbox. Very well prepared and competitive.



1984 Ferrari 308 GTSi QV
Price: £94,995 | Mileage: 46,794

Many thousands have been spent developing this superb and versatile road/race Ferrari 308. Fitted with a low mileage dry sumped 380 bhp engine on throttle bodies. Fully road legal and ideal for race, speed or tour events across Europe.



1964 Merlyn Mk 4A
Price: £87,500 | Mileage: N/A

This stunning twin cam engined Merlyn is freshly restored with no expense spared. Literally everything has been rebuilt and the car is in absolutely fabulous condition throughout. Complete with new HTP papers.



1973 Surtees TS15 F2
Price: POA | Mileage: N/A

A rare and desirable Historic Formula Two. Professionally rebuilt, prepared and run. Fitted with a low mileage 285 BHP BDG and Hewland FG400 gearbox. Complete with an extensive history file and FIA papers.



2010 Chevron GR8
Price: £54,995 | Mileage: N/A

A superb and little used example of Chevron's GR8, fully maintained and professionally upgraded, with only one owner from new. Never been over-revved or damaged. Excellent Race Shuttle available by separate negotiation.



1965 Ford Mustang
Price: £44,995 | Mileage: N/A

This sensational street legal race Mustang has recently been the subject of a complete bare shell nut and bolt restoration. It has a comprehensive specification and is ready for race and/or road use.



1973 Lotus Europa Special
Price: £34,995 | Mileage: N/A

A genuine John Player Special 5 speed with an impressive specification. Very successful in race and tour events. Recently rebuilt on a new Lotus chassis. Fitted with a 170 bhp all steel Racing Fabrications big valve twin cam and CTS 5 speed gearbox.



1976 Lola T460
Price: £29,995 | Mileage: N/A

An excellent and well-proven example of Lola's Formula 2/Atlantic car. Offered as a rolling chassis with gearbox. Zero miles BDA available by separate negotiation. A great value for money entry into Historic F2 or the Derek Bell series



HERITAGE

R.S.WILLIAMS LIMITED

Aston Martin DB3S

R.S.WILLIAMS Limited, official Aston Martin Heritage specialists, offering in-house machining; manufacture; engine building (including our famous upgrades); worldwide parts distribution and workshops for service, repair, upgrade and preparation of your car to unparalleled standards. Full race support and preparation.



1956 Aston Martin DB3S

R.S. Williams Ltd are proud to offer an exclusive opportunity to own DB3S/115 and its associated provenance. One of only 31 produced, 115 is an American export model and was delivered on 26th March 1956 to Joe Lubin, making its racing debut at Bakersfield, California two months later. Spending its early years racing, it was later updated for road use in California near the end of the decade.

Resplendent in its white and blue paint scheme that the factory applied to all DB3s models exported to the United States as specified by Carroll Shelby for DB3S/3 he raced in 1953. DB3S/115 is multiple award winning and often seen on the British and international racing scene.

An ideal car for Goodwood Revival or Mille Miglia and offered in road race specification, this is a unique opportunity for the discerning collector.



View all our cars: www.rswilliams.co.uk | 01932 868377

Protech House, Copse Road, Cobham, Surrey, KT11 2TW



Rolling Homes

Shrewsbury, Shropshire

Tel: 01743 443877

Email: info@rolling-homes.co.uk

www.rolling-homes.co.uk



Camper has a towing capacity of 2.5 ton,
more that enough for most weekend racers



Sales Conversions Hire

Xavier Micheron
Phone: + 33 (0) 9 67 33 48 43
Mobile: + 33 (0) 6 17 49 42 50



www.ascottcollection.com
Email: cars@ascottcollection.com
Paris - France



1980 TYRRELL 010/3
Ex Jarier / Daly
The car to win the FIA Historic
Formula One Championship: 10
wins in 2015 and 2 wins in 2016:
POA

1972 DUCKHAMS LM DFV
Gordon Murray's first Le Mans
car. DFV 3 litre-powered prototype
developed for Chris Craft and Alain de
Cadenet. Extensive Le Mans history
with three participations: **POA**



**1983 LANCIA 037 GROUP B
EVOLUTION 2**
Ready to fight for victory in the FIA
European Historic Sporting Rally
Championship, the Historic Tour of
Corsica. Engine zéro hour: **POA**



2007 PESCAROLO LMP1
Great Le Mans history, 3rd in 2007. Eligible
Daytona Classic: **POA**



1952 KIEFT 1500 Ex Le Mans
Mille Miglia and Le Mans Classic eligible.
POA



1962 JAGUAR TYPE E TYPE FIA
Famous FIA E Type Coupe. Le Mans
Classic in 2014, Tour Auto in 2015 etc...
Ready to go: € 230.000



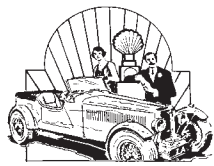
1967 NOMAD GT Mk1
Massive racing history. Owned 27 years
by the same owner. Ready to go: **POA**



1974 MARCH 74S DFV 3 LITRE
One of two 74S powered by the DFV 3 litre.
A winning car eligible to the CER: **POA**



1971 CHEVRON B19 FVC
From a famous collection. New Richardson
1,8 litre FVC. Eligible CER1 and Le Mans
Classic: **POA**



The School Garage
(MARTIN J DALY) Est 1979

A small selection of up to 60 Prestige and Classic Cars in stock.

47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile 07767 617507
www.classiccarshop.co.uk



1998 PORSCHE CARRERA 993 LHD. One of the last built. (final 1st edition batch) In Speed yellow with Black leather sports trim. 2 owners and 38900 miles only, with full documented history from new..... **£64,950**



1959 AUSTIN HEALEY SPRITE MK1 FROGEYE. Powder blue with navy blue trim, and blue hood. 2 owners from new. Original UK RHD example. Restored to 100 point concours standards. By its second owner over a long period. Without question, the best we have seen..... **£32,950.**



1961 AUSTIN HEALEY 3000 MK2 LHD. Triple Carb fast road spec. Goodwood Green with Black trim. Overdrive, black cobra wires, side sports exhaust, Up-rated brakes and suspension, Factory hard top. Mint and rust free, with heritage cert. As good as it gets!..... **£69,950**



1963 DONFORD FORMULA JUNIOR.

Fully restored by leading expert. Full history. All documents, FIA historic passport. 2 races since restoration. Fully eligible for, historic Pau, Monaco, Goodwood, etc etc. Very rare, and the BEST example thought to exist. Ford Cosworth engine and disc brakes. The exacting detail of restoration is perfect!! **£59,950**



1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best..... **£59,950**



1995 FERRARI 348 SPIDER LHD. Rosso Corsa with Nero leather. Black mohair hood, sports exhaust, air cond, 20000 miles only, with Full documented history. All books and tools and factory Car cover. Mint example and One of the very best.! **£69,950**



1935 ALVIS FIREBIRD SPECIAL. Stunning and very very rare, superb history. **£65,000**



1983 JAGUAR XJ6 4.2 SERIES 3 AUTO. Masons Black with light tan leather. One family owner from new, and 24000 genuine miles from new. 2012 Norwich Union "Champion of Champions, described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only. **£24,950**



1963 ALFA ROMEO 2600S BERTONE COUPE. Finished in rosso corsa with tan leather. RHD, matching numbers, 58,000 miles only. Stunning example with full documented history, all books, tools, manuals, spares etc. Very rare and very special. **£POA**



1983 FERRARI 308GTS. QUATTROVALVOLE, LHD. Rosso Corsa with Tan leather. Air conditioning, alpine music, Starfish alloys, 48,000 miles only. Full Ferrari service history from new. Resent full belt service. Concours standard and perfection..... **£POA**



1988 PORSCHE 930 TURBO COUPE. RHD. Silver with full burgundy leather. Fuchs alloys, Aircond, ESR, 3 owners, FPSH, very low mileage since recommissioning after storage. One of the finest examples you will find. Stunning..... **£84,950.**



1957 ROLLS ROYCE SILVER CLOUD I. Finished in gleaming two tone green with natural beige leather. This magnificent car, with low mileage, was sold by us to its last collector/owner. Arguably, one of the nicest and most original English RHD examples available. Please contact us for full details. **£42,950**



1967 LOTUS ELAN S3 FHC. Fast road spec, c145 BHP, stunning car, fully sorted for road, sprint, Or Race. Please enquire. new **£34,950**



1971 (85) PORSCHE RSR EVOCATION Originally Based on a Carrera 3.2, and recently re-worked and uprated to one of the BEST RSR recreations you will find. Please email or call, Martin Daly for full, and detailed spec..... **£74,950**



1966 JAGUAR 3.4S TYPE MANUAL WITH OVERDRIVE. Oxford Blue with original grey leather. Chrome wire wheels and stainless exhaust. Stunning original matching numbers RHD low mileage, time warp, example. All books, tools, etc **£34,950**

MOTOR CLASSIC & COMPETITION CORP

WE WILL BUY ALL FERRARI AND ALL VINTAGE SPORTS, RACING AND GT CARS

350 Adams Street, Bedford Hills, NY 10507 • Tel 914-997-9133
sales@motorclassicc corp.com • www.motorclassicc corp.com



1974 FERRARI DINO 246 GTS, 2 owners. Blue/blue, A/C, P/W, leather, 26K miles, new paint, rebuilt motor. Excellent.



1959 ALFA ROMEO, 1959 Alfa Romeo Giulietta Sprint Coupe, rust-free, show quality paint. Excellent original interior. Borraris, 5 speed, 2 liter motor, Webers.



1972 FERRARI DINO 246 GTS SPYDER, Green/Tan, 43K miles. A/C, P/W, leather, rebuilt engine, new paint.



1963 FIAT ABARTH 850 DERIVATA, rust free Italian import. Campagnolo wheels, 2 bbl Webber, headers, disc brakes, rally gauges, Abarth seats, and oil cooler. Outstanding.



2001 BMW Z8 ROADSTER, Flawless, silver/black, 6 speed. 21K miles. 2 owners, fully documented service history.



1988 FERRARI TESTAROSSA, 12K miles, belt service, books, tools, red/tan, tubi, flawless.



1974 BMW 3.0CS, Blue/tan. Matching numbers. Air, stick, rebuilt engine, new paint and interior. \$100K restoration.



1964 PORSCHE 356SC, White/red, matching numbers, fresh paint, interior, brakes and engine service. Certificate of Authenticity.



1956 JAGUAR XK140, Outstanding rust free cosmetic and mechanical example. California car from new. Matching #'s.



1970 SHELBY MUSTANG GT350, The only triple white 4 speed. 31K original miles. Ford and Shelby documentation. Excellent.

WE BUY CLASSIC CARS

WE ARE ALWAYS SEEKING TO PURCHASE SPORTS, RACING AND GT CARS.

TRADE-INS ACCEPTED.

CONSIGNMENTS WELCOME.

FINANCING AVAILABLE.



1973 PORSCHE 2.4 911S, matching numbers, 5-speed, factory a/c, power sunroof, limited slip and oil cooler. Silver/black. Completely restored in the 1980's. Collector/investor quality.

Unit 5-6 Brands Hatch Park
Scratchers Lane
Fawkham
Kent DA3 8PU

Foskers

The UK's oldest independent Ferrari specialist

Follow us on

 @foskers

Thinking of selling your **Ferrari**? We always require top quality used **Ferrari**



Ferrari 360 Spider £88,000
Outstanding service history, 6 speed Manual



Ferrari 512 Berlinetta Boxer £POA
Full restoration, very low miles, magnificent history



Ferrari 308 GTB £85,000
Well-maintained example with superb history



Ferrari Dino 206 £POA
Outstanding provenance, ultimate collector's Dino



Ferrari 355 Berlinetta £POA
Superb example, desirable 6 speed Manual gearbox



Ferrari Dino 246 £POA
Fully recommissioned by Foskers three years ago

+44 (0) 1474 874555 - +44 (0) 7921 430 430 - sales@foskers.com - www.foskers.com

LONDON MORGAN



A new Morgan Plus 4, timelessly beautiful.

020 7244 7323

07860 921371

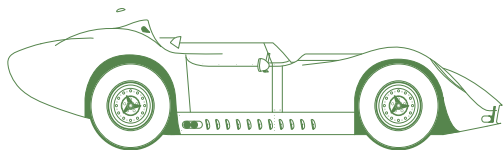
www.londonmorgan.co.uk



A rare opportunity to purchase the first 60th Anniversary Lister Jaguar Knobbly Continuation Car - Number 1 of 10.

BHL 152 is the first of ten continuation Lister Jaguar Knobblys built to celebrate Lister's 60th Anniversary. Completed in 2014, BHL 152 was retained by the Lister Motor Company for press use and as a factory demonstrator. It has featured prominently in various shows and publications worldwide and was the very first Lister Jaguar to emerge from George Lister Engineering since 1961. It is also particularly special as it was the first and only continuation Lister to be taken to Brian Lister's Cambridge home for his seal of approval following its completion. Brian was filmed inspecting the car and gave a 30 minute interview talking about BHL 152, and his time making some of the most successful racing cars of the 1950's. Unfortunately, Brian died just 10 days after inspecting the car, making this the very last Lister that Brian saw in person. A full-length, never seen before video of Brian's interview will be included for the new owner.

BHL 152 is finished in Masons Black with Oxblood Hide, has covered just 130 miles from new and is in immaculate condition throughout. It features the iconic Jaguar 3.8 D Type Engine with Wide Angle Cylinder head, complete with Jaguar D Type gearbox. The bodywork has been hand crafted from aluminium using the same body bucks as the original Listers from the 1950's and even some of the original mechanics assisted in its build. Complete with Historic Technical Passport, BHL 152 is ready to be prepped for race or would be equally at home in the most revered car collection. All ten of the 60th anniversary cars were sold within a matter of months of their release, so this is a rare opportunity to purchase a genuine and original Lister continuation car built to the exact 1958 specification.



Price on Application
e: info@listercars.com



LISTER MOTOR COMPANY LTD Tel. 0800 001 4998 / 07772 000 222

- Lister Jaguar Ltd
- Brian Lister (Light Engineering) Ltd
- Lister Storm Racing Ltd
- Lister Storm LMP Ltd
- Lister Heritage Ltd

The Lister Motor Company Ltd
Queens Business Park
Cambridge
CB21 5GT
info@listercars.com



MARK DONALDSON LTD

SPORTS & COMPETITION CARS OF ALL ERAS



1924 BENTLEY 3 LITRE OPEN TOURER
Well documented, matching numbers, original open tourer bodywork by Sievwright of Wolverhampton, sensible upgrades.



1972 FERRARI 365 GTB/4 'DAYTONA'
LHD, Classiche certified, original interior, paint refreshed to original Rosso Dino (orange) colour, recent specialist service, books and tools.



1972 PORSCHE 911S 2.4
LHD, sepiabrown, desirable recaro seats, excellent maintenance record including recent engine-out service by Autofarm.



1986 FORD RS200
LHD, 350 bhp, Rally seats, Speedline split rims, 'Evo' ears, Motorsport stripes, 12,000kms, fresh thorough service. Immaculate.



1999 MV AGUSTA F4 ORO
Only 7kms from new, number 300 of 300 built. The bike retained personally by Claudio Castiglioni. Recently serviced, as-new.



2006 FERRARI F430 GT2
Race-winning genuine Michelotto-built car, updated to 2008 spec, raced FIA GT, GT Open, Italian GT, dry stored since, spares package.



2009 ALFA ROMEO 8C SPIDER
Alfa Red with black leather and black hood, carbon console. Only 2,750 miles, just serviced at Main Agent, one of only 500 produced.



2011 PORSCHE 997 GRAND-AM
Built at huge expense by Paul Miller Racing (USA) for 2012 24 Hours of Daytona, massive specification including RSR upgrades.

*Please visit our website for further information, pricing and to subscribe to our newsletter
Similarly interesting vehicles always sought for consignment or outright purchase*

+44 (0) 1252 845818 • www.markdonaldson.com

YORKSHIRE CLASSIC & SPORTS CARS



1986 Porsche 911 Carrera 3.2 SSE
Factory RHD Supersport
Immaculate

£62,995

Selection from our current stock

- 1964 Mercedes 300SE Cabriolet
- 1963 Mercedes 230SL Pagoda
- 1964 Porsche 356C Coupe
- 1965 Mercedes 230SL Pagoda
- 1950 HRG 1100 'Alpine'



1986 Porsche 911 Carrera 3.2 SSE
Factory RHD Supersport
Immaculate

£72,995



1954 Jaguar XK140 OTS
Aluminium Bodied
Immaculate

£119,995



1955 Austin Healey 100/4 BN1
Healey Blue / White, fully restored, Matching numbers

£59,995

- Blue / Crème, stunning car one of 78, RHD
- Blue / Blue, Manual, Original RHD with dickie seat, Fully restored, flawless
- Red / Black, tan square weave carpets, RHD, immaculate car
- Gold / Black, Manual, Original RHD immaculate car
- Black / Blue, rare HRG team car with competition history

£119,995
£119,995
£99,000
£75,995
£64,995

I www.ycsc.co.uk

E sales@ycsc.co.uk

T +44 (0) 1765 609798

WE WILL BUY YOUR CLASSIC – PLEASE CONTACT US

Yorkshire Classic & Sport Cars, The Studio, Ure Bank Top, Ripon, North Yorkshire HG4 1JD



Tyrrell 012-03 F1 with Cosworth DFV

Built for the 1984 season this car was driven by Martin Brundle. Complete and ready to race with current crack test and fuel cells. Recent engine rebuild and new correct gearbox, as well as comprehensive spares package. £250,000
 Please call for further information.



TOJ SC04 BMW 1976. REBUILT, READY TO RACE. LEMANS CLASSIC ELIGIBLE. P.O.A



1954 PORSCHE 356 3A 1600S# BUILT TO FIA SPEC WITH NEW FIA HTP PAPER. GT SPEC BRAKES AND 170BHP ENGINE. POA



1972 FERRARI 246 'DINO' GT. REBUILT TO CORRECT LEMANS '72 SPEC. NEW FIA HTP PAPERS. FOR PERIOD H RACING. ROAD REGISTERED. £295,000



LOTUS ELAN SPRINT S4. GREAT HISTORY. HARD TOP. £42,500



BMW 2002 TI RACE CAR WITH PERIOD RACE HISTORY. READY TO RACE, IDEAL FOR HTC. P.O.A.



CHEVROLET CAMARO Z28 ORIGINAL TRANS AM (FIA RACECAR). ORIGINAL RACE HISTORY. CURRENT FIA PAPERS & FRESH ENGINE. P.O.A



IVAN DUTTON LTD



Bugatti Type 49

4 door saloon, older restoration but in excellent condition.

Drives exceptionally well.

3.3 Ltr 8 Cylinder Bugatti for the price of a Brescia, outstanding value.

£300,000



Also For Sale: Bugatti Type 35B, Bugatti Type 38, 1960 TVR Grantura, Alvis Grey Lady, 1958 Elva Courier
 Further details available on our website: www.duttonbugatti.co.uk

Peacehaven Farm, Worminghall Road, Ickford, Bucks, HP189JE

Tel: 01844 339457 • Fax: 01844 338933 • Ten minutes from M40 Junction 8a • www.duttonbugatti.co.uk



HENRY R BROUGHTON AUTOMOTIVE

ACQUISITION . PRIVATE TREATY SALES . ADVISORY



1965 JAGUAR E-TYPE SERIES I 4.2 ROADSTER,
LHD Mileage 500 since restoration Price POA
Full body-off restoration.



1991 FERRARI TESTAROSSA, RHD
Mileage 16,500 Price £200,000
Recent cambelt service.



1973 BMW 3.0 CSL, RHD
Mileage 109,000 Price £100,000
1 owner from new, recent bare metal respray.



1987 FERRARI 328 GTB, RHD
Mileage 11,000 Price £140,000
Non-ABS, 1 of 77 cars.

Tel. +44 (0)7775 680 425 hrb@hrbautomotive.com www.hrbautomotive.com

www.racing-motorcycles.co.uk



1957 Gilera 175cc DOHC Moto Giro



one of Two machines built - POA



1956 Ex Cecil Sandford championship Mondial 250 DOHC original streamlining



1933 Sunbeam Potts 500cc - £16,500



1950 Norton Manx G/gate 350 - £39,500



1927 AJS 500 OHC Superb - £26,500



1929 Rex Acme Blackburn 350 - £21,000



1939 BSA Gold Star 500 M24 - £23,500



1929 Norton CS1 500cc - £29,500



1986 Honda VFR750 HRC AMA Superbike



1983 Honda VF750 HRC AMA - £38,000



WANTED HONDA CZ100 Monkey



2008 Phase one Yamaha R1 1000 - £14,750



1996 Muzzy USA Kawasaki superbike - £17,500



1983 MBA 250cc Disc valve - £12,950



Yamaha TZ1500 Dragster - £33,000



1980 Yamaha TZ500G - £28,500



Choice of 4 TZ250 Yamaha from £7500



1929 Velocette KN 350cc - £16,500

Racing & Investment Motorcycles • Contact: Steve Griffith • Tel: 07768 621490 / 01788 521762 • Email: rimuk@aol.com • www.rimuk.com

Top shelf Classic Racing motorcycles have kept pace with some of the finest cars, There is nothing better than a motorcycle to keep your car company , engineering that you can see



Cooper T51, 1959

Very interesting History in Asia, won the 1963 Tunku Abdul Rahman GP, Singapore GP 1961 & 63 where finished 3rd, plus many others. Shipped back to the UK in circa 1966, and stored in a garage until just before Christmas last year when it was "discovered". Sent immediately to Sid Hoole at Hoole Racing who made a complete and extensive mechanical restoration. Body was left as found just polished up. Climax FPF 1.5ltr Engine, Cooper ERSA Gearbox, original SU Carbs, twin long range F1 fuel tanks. Latest safety equipment to meet regulations. Authenticated by the Cooper Club and other leading Cooper experts. Located in the UK. POA.

For more details and photos, email plongbot@pt.lu or call 00352 342068 or Mobile 00352 621232253.

Melvyn Rutter Limited

International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day



NEW MORGANS – Enquires to Melvyn



NEW ROADSTER – JUST ARRIVED & AVAILABLE NOW
Rolls Royce Georgian silver/imperial maroon leather, V6 3.7 litre engine – FULL SPEC.



NEW 4/4 – JUST ARRIVED & AVAILABLE NOW
Metallic green/stone leather, 1.6 litre engine – FULL SPEC



NEW PLUS 4 – JUST ARRIVED & AVAILABLE NOW
Rolls Royce Tudor Red/ivory leather, 2 litre engine – FULL SPEC



2008 Roadster V6
Gun metallic grey/red leather, superb condition and spec, 14,251 miles – **£34,950**

The MORGAN WORLD Magazine
www.the-morganworld.com

RUTTER PARTS CATALOGUE
11th Edition, 72 Page Parts Catalogue
£4 UK, £6 Europe, £8 overseas elsewhere



The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England
Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net

ART & REVS

— THE FINE AUTOMOBILES GALLERY —



- Alfa Romeo 8C : 16 000km, new condition, full options
- Bugatti EB 110 SS : 1600km from new, black with red interior, "as new" car
- BMW 635 CSI Group A : chassis RA2-51 raced ETCC and SPA 1984/1985/1986 massive history, totally restored one of the best in the world
- Chevrolet Corvette C2 Cabrio 327 : Immaculate condition, fully restored, a real joy to drive
- Chrysler Viper GTS-R : 2000 ORECA factory car, ALMS champion with Wendlinger/Beretta and 2nd IC at Le Mans, totally restored
- Ferrari Daytona : LHD 1974, 14th by the end built, one of only 7 in Verde medio, immaculate
- Ferrari F12 : 13200 km, fabulous colors combination, celebrity owner.

- Ferrari Maranello : 54000km, red with beige interior, FFSH, original paint, amazing car
- Honda NR 750 : reg in 1993, 25km, never registered, new condition
- Lancia Stratos GR4 : Interesting period history, only 3 owners since retired from racing, HTP and ready to race
- MG TD : Ex Bernie Ecclestone, concourse restoration, currently owned by F1 Team owner
- Porsche 911 RS 2.7 : Yellow, Touring restored by RUF to Lightweight specs, the very best driving RS
- Porsche 996 RS : 2001 British GTO champion, the only 996 sponsored by Porsche, restored and ready to race
- Porsche 996 GT3 MKI Club Sport : 55000km, Swiss car, two owners, FFSH, number 123

ART & REVS – Howald, Luxembourg – www.artandrevs.com / contact@artandrevs.com - Tel 00352 661 700 777 / Mobile 00352 24 87 34 60
All the listed are Located in our Showroom and visible only by appointment - We are always looking for similar cars do not hesitate to contact us if you wish to sell one

MARTIN KÖLNBERGER
CLASSIC CARS

SELECTIONS FROM A GERMAN COLLECTION
FOR SALE



1969 PORSCHE 911 S
2 litre • goldgreen • restored to perfect condition



1979 PORSCHE 911 SC
23.000 km • original • 1st tire set • one owner

WWW.KOELNBERGER-CARS.DE
+49 (0)172 2413271 • info@koelnberger-cars.de



Hand Built Classic Cars



A S Motorsport Ltd

Poplar Farm, Fersfield Road
Bressingham, Diss, Norfolk. IP22 2AP
www.asmotorsport.co.uk Tel: 01379 688356 Mob: 07909 531816

I.S.POLSON
TALBOT SPECIALIST



VINTAGE & PVT RESTORATION AND SALES

WE SPECIALISE IN ROESCH TALBOTS

VSCC Spring Start Silverstone Race meeting.
John Polson in Nigel Wills' Talbot 90, PL3, competing in race 1.



Photo by Michael Herring

Nigel and John will be competing in The Le Mans Classic on July 8th, 9th and 10th with this car, hoping to reproduce the performance of the Team Talbot Nineties at Le Mans in 1930.

We hope to see you at this event.

Tel: +44 (0) 1440 820371

www.ispolson.com

i.s.polson@btconnect.com



The true world of historic Jaguars



WWW.ZWAKMANMOTORS.COM

JAGUAR PARTS FOR SALE.COM



Sales of rare new old stock factory parts



DIRECTORY

To advertise, please call Marc Butler on **020 7349 8470**
or email marc.butler@motorsportmagazine.com

ART, AUTOMOBILIA & MODELS

Andrew Currie Automotive Literature

Wanted old collections of car brochures, press photos, handbooks, instruction books, workshop manuals, W.H.Y. Especially quality European sports cars, Alfa Romeo, Aston Martin, Ferrari, Lagonda, Lamborghini, Maserati, extra.

Please call, (H)01276477201, (M)07785367775
or email details to andrew_currie@btinternet.com

F1 COLLECTORS .COM

#1 FOR F1 MEMORABILIA & AUTOGRAPHS
We buy and sell F1 items **AYRTON SENNA** specialists

Call CHRIS GRANT

01763 274448

email:- sales@f1collectors.com



motorsportclassics.com



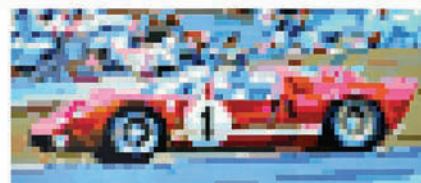
Limited Edition Photographic Prints
By Photographer Steve Theodorou

info@motorsportclassics.com • Tel: 07711 654685

Impressions of Speed

Original art • Commissions
Limited editions • Gifts

automobiliart.com
paul.chenard@hotmail.com



speedsport

www.speedsportgallery.co.uk • 01327 858167

1955 MILLE MIGLIA

by *MICHAEL TURNER*

Driving the fabulous 300SLR Mercedes, 25 year old Stirling Moss scored one of his greatest victories in the gruelling Mille Miglia of 1955.

Partnered by Dennis Jenkinson, whose pace notes helped to guide him round the treacherous 1000 mile course, Moss took victory in the fastest time ever recorded.

LIMITED EDITION OF 722 PRINTS

The print edition corresponds to the number carried by Moss's car to denote his start time from Brescia.

Overall print size - 23"x 18" (58cm x 46cm)

£99 each (plus p&p)

Product code **MIL-99**

Each print is signed and numbered by the artist, and personally signed by **SIR STIRLING MOSS**



HOW TO ORDER

Order securely through our website, or by phone or post. We accept payment by Mastercard, Visa, Maestro/Switch or cheque (payable to Studio 88 Ltd.). Overseas payments by credit/debit card only.

POSTAL CHARGES

UK - £4.50,
Europe - £7.50,
Rest of the World - £9

Visit our website for details of our extensive range of prints and cards reproduced from Michael Turner's paintings, including his



2015 Grand Prix Christmas Cards - his 53rd consecutive annual set!

Studio 88
LIMITED

P.O. Box 568, Aylesbury,
Bucks. HP17 8ZX

01296 338504

www.studio88.co.uk



1967 LOTUS 49
AUTOMODELLO™ 1:12
JIM CLARK

British Racing Green with Yellow
Includes display cover

\$899⁹⁵

1967 FORD 3-LITRE V8 TWIN CAM ENGINE
Automodello™ 1:12
Includes Display Cover



As seen in the 1967 Lotus 49

\$149⁹⁵

1981 GURNEY EAGLE CHALLENGER
Automodello™ 1:43 · PreOrder · Licensed by AAR
Limited 192 Hand-signed by Dan Gurney
Includes Display Cover



\$194⁹⁵

1967 EAGLE GURNEY-WESLAKE V12
Automodello™ 1:12 · PreOrder · Licensed by AAR
Limited 150 Hand-signed by Dan Gurney
Includes Display Cover



\$949⁹⁵

DIECASM, LLC

877.DIECASM · +1.847.274.9645 · Diecasm.com

Classic Team Lotus, All American Racer and Ford trade dress used with permission to Diecasm, LLC d/b/a Automodello™.

Free Worldwide Shipping
Free Automodello™ Catalogue

Hand-Built Limited Edition Resin Art

HANDBOOKS FOR SALE

Mercedes Supercharged 500 1934 English edition
illustrations include convertible, 112 pages slight wear • £950

BSA fwd aircooled 3/4 wheel • £50

Chrysler 8 1930 • £50 – Chrysler 60 1926 • £60

Chrysler 65 1928 stamped Whittakers Garage

Worcester • £60 – Chrysler 72 1927 £60

Morris Ten 4 and Twelve 4 1936 • £40

1927 Wolseley • £80 – 1927 Sunbeam 16hp six • £110

1939 Ford V8 • £20 – 1931Daimler 16/20 • £20

1939 Ford Anglia Prefect 5/10 cwt • £20

1938 Rover 10/12 • £15 – 1927 16/45 Wolseley • £15

ORIGINAL SHOWROOM POSTERS -

Framed undamaged to museum standard for display

Jaguar Mk 5 1948 all body styles • £495

Darracq London Edition all models including Lago special • £495

Graham London Edition • £345

ORIGINAL SALE BROCHURE Framed as above

Vauxhall Big Six - all models - very elaborate • £295

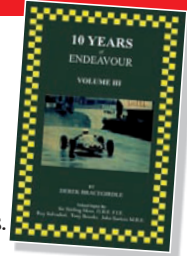
CARMAN HISTORIC

E-mail: johnscanlon2@aol.co.uk

BBS BOOKS



1288 has 2000 driving hints & techniques tips for the family. Also a 50 minutes DVD.



The 10 YEARS TRILOGY, plus the 117 mins DVD, is historical motor racing, '50-'60s.

BBS BOOKS

Tel: 01477 533787

Web: www.bbsbooks.co.uk

Email: 1288@bbsbooks.co.uk

ATTIRE



Dapper Jack

Ties • Bow ties • Cravats • Cummerbunds • Flat Caps
Hand Crafted in the UK

www.dapperjack.co.uk

Unique to Dapper Jack Carbon Fibre Bow Ties

CAR CLUBS



CLUB LOTUS

Tel: 01362 691144/694459
Email: annemarie@clublotus.co.uk

THE ORIGINAL & BEST CLUB FOR ALL LOTUS OWNERS & ENTHUSIASTS

Colour Magazine • Insurance & Parts • Discounts • Free Technical Help
Lotus Regalia & more for only £35 per year

www.clublotus.co.uk

58 MALHOUSE CT DEREHAM NORFOLK NR20 4UA

GARAGE



Oak frame garages ideal for self-assembly or by our expert team.

Please visit our **NEW** website www.oak-designs.co.uk for more information on our **Summer Offer** and to try our new **'Quote My Design' tool**.

SUMMER OFFER
The Barcombe £3,000* +VAT
*Excludes groundworks, bricks, roofing, assembly, delivery & VAT. Offer expires 30/09

01273 400411

oak-designs.co.uk

sales@oak-designs.co.uk



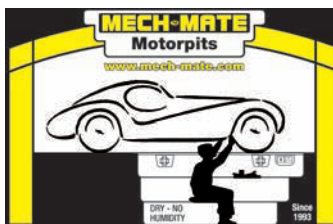
• Garages • Garden Rooms • Complexes • Gazebos • Pergolas

01323 765410

Quality in its finest form

Over 50 years' experience in oak framed buildings

www.monarchoak.co.uk



Found in some of the finest motorhouses, a MECH-MATE Motorpits also provides outstanding under vehicle access when installed in new or existing garages. Models 2-4.5m long. Seated or stand-in versions. UK/Worldwide
MECH-MATE LTD
Tel: +44 (0)1525 385135 • Mob: 07974 194211
Email: infor@mech-mate.com
Europe Mainland
Matthys Quality Equipment bvba
Tel: +32 (0)56773100 • info@matthys.net

GREAT CARS DESERVE GREAT GARAGES



Call now for a **FREE Design Survey** and see how your garage could look!

Used by leading professional workshops worldwide, Dura's award-winning range of garage furniture and flooring are perfect for transforming any home garage into a stunning room.

- Modular cabinets
- Wall-mounted storage
- Flooring & Lighting
- Design & Installation



For a **FREE BROCHURE** call **0845 371 0047** or visit www.duragarages.com

DURA
Fitted Garages

Alternatively, return this slip in an envelope (no stamp required) to:
Freepost RSLX-YXCA-GUTJ, Dura Ltd, St James Road, Brackley NN13 7XY

NAME _____
ADDRESS _____
POSTCODE _____ TEL _____



HAMLET



GARAGING • OUT BUILDINGS • BARNs • CART SHEDS
HOME OFFICES • GAZEBOS • BESPOKE HOMES

OAK FRAMED BUILDINGS

CONTACT: 0800 08 59 699

www.hamletbuildings.co.uk

GEARBOXES

BPA Engineering

SPECIALIST TRANSMISSION SERVICES

HEWLAND BUILD & REBUILD • NEW & S/H SPARES
GEARS, SPARES & COMPETITION GEAR • KITS DESIGNED & MANUFACTURED
CASTINGS PRODUCED FROM DRAWINGS OR SAMPLES

Tel: +44 (0)1256 895757 • Fax: +44 (0)1256 895151
www.bpaengineering.com



Vintage Magnesium Wheels McLaren specialist



Vintage McLaren, Lola, TransAm, Halibrand, and Gurney Eagle replacement magnesium wheels.

We are specialists in FIA compliant vintage McLaren replacement components for Can Am, Formula and Indy cars.

Please visit our website to view our products.

www.vintageeng.com



JAYMIC

CLASSIC BMW PARTS

Suppliers of new genuine, original equipment, aftermarket and used, Classic BMW parts



T: +44 (0)1263 768768
F: +44 (0)1263 768336
E: 02PARTS@JAYMIC.COM

WWW.JAYMIC.COM

JAYMIC LTD, 2002 THURGARTON RD, ALDBOROUGH, NORFOLK, NR11 7NY, UK



FIA FT3 Certified Fuel Cells and Accessories
Short Lead Times for Stock or Custom Parts
Fitting Service Available
Superior Seamless Construction Technology
Special Large Capacity Fuel Cells for Endurance Events

Classic World Racing

www.classicworldracing.co.uk

Tel: +44(0)1527 521050

LOCKHEED & GIRLING BRAKE & CLUTCH HYDRAULIC CYLINDERS

FOR BRITISH VEHICLES 1935-1980. MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS ETC.



WORLDWIDE MAIL ORDER



POWERTRACK Ltd

Tel/Fax: 01753 842680

www.powertrackbrakes.co.uk



PUMPS FOR PROFESSIONALS



BUY GENUINE PRODUCT
Quality ~ Reliability



www.glencoeld.co.uk



from **£28.48**

POSI - FLOW PUMPS

- EFFICIENT
- QUIET OPERATION
- CORROSION RESISTANT
- 6,000 HRS LIFE CYCLE



from **£66.53**

CYLINDRICAL PUMPS

- SOLID STATE ELECTRICS
- ROBUST DESIGN
- CLEANABLE FILTER
- ELECTRICAL SUPPRESSION



from **£44.95**

CUBE PUMP KITS

- FUEL PUMP
- FUEL UNION
- FILTER UNION
- SOFT MOUNT KIT

from **£33.15**

'CUBE' PUMP

- COMPACT
- MOISTURE PROTECTION
- APPROVED EEC 95/54
- 6,000 HRS LIFE CYCLE
- 0.3mtr SUCTION HEIGHT
- 100HRS SALT SPRAY TEST

from **£79.00**

CYLINDRICAL PUMP KITS

- 1mtr SUCTION HEIGHT
- 2 BRASS 90 DEG. UNIONS
- 1 RUBBER MOUNTING KIT
- REPLACEMENT FILTER



PRICES EXCLUDE VAT @ 20%

Tel: +44 (0)1784 493 555

Email: sales@glencoeld.co.uk

Poor lighting can spoil a great car



Bright LED dashboard lighting bulbs



We have been upgrading car lighting for 40 years. Our advice is free.



Money-back guarantee



High power LED stop & tail light bulbs

Solutions for all 12v car lighting problems.



We design unique products to make your classic car better, brighter and safer. Pound for pound, nothing else makes more difference.



01789 576112

www.bettercarlighting.co.uk

enquiries@bettercarlighting.co.uk

LIVE, DREAM, DRIVE



ZEUS CLASSIC JAGUAR BRAKING SYSTEMS

AXEL SETS from £378.00 +VAT and carriage

MADE IN ENGLAND SOLD WORLDWIDE

CALL +44 (0)1297 300010 Email: info@zeus.uk.com
www.zeus.uk.com



Quote MOTORSPORT for a promotional offer

6 Spoke Lola Light Sports centre with 6 No. Peg drive with a centre fix.



Lola LS 6/CF

Ideal for all FC, BD and DFV powered sports and formula cars with centre fix hubs.

Please enquire for special configurations

Suitable for 13" & 15" rims

Berazzi Replica Range

6 Spoke March style centre with 6 No. Peg drive as standard.



March 6/CF

Ideal for all March formula and sports cars.

Please enquire for special configurations

Suitable for 13" & 15" rims

Berazzi Replica Range

4 Spoke Chevron style centre with 4 No. Stud or centre fix options.



Chevron 4/4S-CF

Ideal for all Chevron Sports and formula cars.

Please enquire for special configurations

Suitable for 13" & 15" rims

Berazzi Replica Range

Unit 18 Lydford Business Park Somerset TA11 7HA
 Tel: +44 (0) 1963 240 996 Email: info@berazzi.com

WWW.BERAZZI.COM



Talk to our sales advisors
01582 967777
8am-10pm • 7 days a week

**The UK's Largest Private
Number Plates Dealer**

NAMES AND WORDS

Table of name and word registration codes including FAIL OWS, PAX 70N, MCL 4IR, PAG 3T, DAY 70N, BAR 13IE, S742 KEY, DEE 2Y, and various alphanumeric codes.

EXECUTIVE

Table of executive registration codes including 3 GFP, NBG 3, 4 GRN, LNS 8, 2 HGD, and various alphanumeric codes.

ONES

Table of single-digit registration codes including IYL, RK I, I EN, RTA I, and various alphanumeric codes.

Main grid of alphanumeric registration codes for various vehicle categories.

Main grid of alphanumeric registration codes for various vehicle categories.

Main grid of alphanumeric registration codes for various vehicle categories.



Registration Transfers Limited, 139 High Street South, Dunstable, Bedfordshire LU6 3SS • All transfers are subject to a DVLA fee • Some prices and/or DVLA fees are subject to VAT • Calls may be recorded • E&OE

RESTORATION



**R&J Simpson
ENGINEERING Ltd.**

www.randjsimpson.com 01827 67898

- Full chassis and tub construction
- Fuel tanks, oil tanks and swirl pots
- Uprights and axles
- Suspension components
- Aerofoil construction
- CNC machining



vintagecars.com ltd

Ashley & James

Coachbuilding Ltd



Classic & vintage bodywork specialist

Tel: 01590 688799

Email: office@ashleyandjames.uk • www.ashleyandjames.uk



Specialist restoration and maintenance of veteran, vintage and classic vehicles from Austin to Rolls-Royce

MVE

MILFORD VINTAGE ENGINEERING LTD

Telephone (01250) 881 223
www.vintage-engineering.co.uk



EAB Classic Car Restoration & Modification
www.eabclassiccars.co.uk



We offer restoration, modification, repairs & paintwork to all marques of car
Over 30 years experience in Bentley & Jaguar
EAB Classic Cars Ltd, Blunts Farm, Thaxted, Essex CM6 3PX 01371 831588



Restoration to perfection



Classic and modern servicing, restoration and race preparation

01360 627770

www.smdg.co.uk

Ridge Farm, Rowhook, Horsham RH12 3QB

smdg@btconnect.com

RESTORATION



**McKENZIE
GUPPY Ltd**
Est. 1920s as McKenzie Motors

Specialists in Vintage
Bentley & Rolls-Royce
Motor Cars

*"Times Change,
Standards Don't"*

Units 4-5 Beechwood
Clump Farm Ind. Est.
Blandford Forum,
Dorset, DT11 7TD
01258 480029

www.mckenzieguppy.co.uk

SPECIALISTS



Turn your tired Sprite or Midget into a Tifosi. Kits or complete Cars are available from a long established family run Garage.




We also offer Race Preparation and a range of services from a simple MOT through to a complete Restoration.

HALL'S GARAGE
Morton, Near Bourne, Lincs PE10 0NS
tel: 01778 570286
email: steve@hallsgarage.co.uk

REES BROS For free advice and estimates, please call **Andy Child** or **Richard Battyll**

CLASSIC CAR RESTORATION EST. 1921
Enthusiastic craftsmanship at very competitive prices

Vintage & Classic Specialists

- Full or Part restoration • Servicing and tuning
- Engine and gearbox rebuilds • Rewire and retrimming
- Bodywork repairs and resprays • Re-chroming
- Chassis restoration on our jig
- ... 'all aspects of vintage & classic car care!'

www.reesbros.co.uk
email: andy@reesbros.co.uk
tel: 01252 323038

Located near Guildford on the south west of London, Surrey/Hants



SPECIALISTS

SPECIALIST ENGINE BUILDING SERVICES
DESIGN & DEVELOPMENT
ENGINEERING TESTING



TEL: +44(0)1767 677800
WWW.MASSRACING.CO.UK



UNIT 8 SAND ROAD IND EST
GREAT GRANDSEN
BEDFORDSHIRE
SG19 3AH

DCS DE-CORROSION SERVICES

DE-CORROSION SERVICES



We specialise in the cleaning of vehicle bodies and panels by the process of ultra-fine grit blasting, using abrasives such as aluminium oxide, garnet, gel blast, glass soda and walnut shell. We feature extra-large blast rooms up to 12 meters by 10 meters by 8 meters and offer full powder coating in most colours. All work is fully protected after treatment.

Tel: 01932 564666 www.decorrosion.com
Email: De-cor-serv@hotmail.co.uk
Brett Trading Estate, Littleton Lane, Shepperton, Middlesex TW17 0NF

SPECIALISTS

Omicron

CLASSIC LANCIA SPECIALISTS

AURELIA • FLAMINIA • FLAVIA • FULVIA • STRATOS

- ★ Rapid international mail order parts service. We ship to 70+ countries worldwide
- ★ Full or partial restorations undertaken to concours conditions.
- ★ Fully equipped bodyshop and mechanical workshops. Race & rally prep undertaken

We also look after an increasing number of British cars for East Anglian based customers. Chris Loynes is our British car expert and he brings an encyclopaedic knowledge of Triumphs and MGs in particular.

TRIUMPH, MG, MORRIS & MORE...

Omicron Engineering Ltd., 6 miles south of NORWICH
Tel: (01508) 570351 • Web: www.omicron.uk.com



ASTON MARTIN SPECIALISTS



Classic and modern in perfect harmony...

Trinity Engineering has a well established reputation for superb engineering and attention to detail at affordable prices on the older range of Aston Martins from 1950 onwards, and we now give this same level of service to modern Aston Martin Vanquish, DB9, V8 & V12 Vantage and DBS owners.

- Service • Diagnostics • Parts • Repair •

Maintaining the future with traditional engineering...

Contact: Tim Butcher Tel: 01932 862 040 Fax: 01932 868 747
Email: tim@trinityaston.co.uk
Address: Bramley Hedge Farm, Redhill Rd, Cobham, Surrey, KT11 1EQ

BROOKLANDS STEERING WHEEL



The Brooklands We manufacture the BROOKLANDS 17" Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.

BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.

Established 1969

KIMBLE ENGINEERING LTD

Tel: 01803 835757
Fax: 01803 834567

Email: john@johnkimble.co.uk

www.johnkimble.co.uk

Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN

STORAGE AND TRANSPORT



High specification storage
De-humidified storage
Superb workshop facilities
Maintenance programmes

Secure enclosed car transport
Transportation of 1 - 4 cars
Licensed for UK & International
Recovery non runners/projects

STORAGE AND TRANSPORT

SECURE CAR STORAGE
IN NORTH YORKSHIRE
15 minutes from York



- Dehumidified, purpose built building
- Programmed valeting, maintenance & start up
- Cars fully insured while in our care
- 24-hr security
- Covered & insured transportation service

03301 591 586

info@yorkcarstorage.co.uk • yorkcarstorage.co.uk

PRO CAR SOLUTIONS

Specialist transportation of classic sports and prestige vehicles, covering the south west and nationwide. Fully comprehensive insurance, winching facilities, competitive rates.

CLASSIC CAR STORAGE - DEVON AREA

Contact: 07805 043699 / 01392 832809

Email: procarsolutions@gmail.com

Website: www.procarsolutions.co.uk



Situated 5 minutes from the A3 on the Surrey / Hampshire / Sussex borders convenient for Goodwood
Discreet secure insulated storage facility for any car or motorcycle.

Onsite servicing, repair and body-shop available.

For further information Tel: 01420 472 273

E-mail: southlandscs@gmail.com

Web: www.southlandscherishedcarstorage.co.uk



Superior Car Storage & Car Transportation

Specialised Motor Sport Services
South East England (Tunbridge Wells)

+44 (0)1580 753939

www.jarcarstorage.co.uk

STORAGE AND TRANSPORT

Elite Auto Storage
Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons • Maintenance and exercise programs
- UK wide covered transportation • Long and short term storage
- Discreet and secure

Phone: 07703 295282
Email: info@autostorage.co.uk • **www.autostorage.co.uk**
PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

Classic Car Storage Limited

FOR ALL LEVELS OF PROFESSIONAL CAR STORAGE

SITUATED CLOSE TO GOODWOOD ON THE HAMPSHIRE/SUSSEX BORDER

info@classiccarstorage.co.uk tel: 01730 825 826
www.classiccarstorage.co.uk fax: 01730 825 077

www.millfieldcarstorage.co.uk

mcs

MILLFIELD CAR STORAGE

- Climate controlled storage • Collection & delivery options
- Fully secure alarmed unit • 15 minutes from Gatwick Airport

Tel/Fax: 01342 300493 Mobile: 077735 82202
www.millfieldcarstorage.co.uk info@millfieldcarstorage.co.uk

PREMIER
VEHICLE STORAGE

Classic, Sports and Modern vehicle storage in South Bristol

Tel: 07776 196796
www.premiervehiclestorage.co.uk
Email: pvsemail@msn.com

SPECIALISTS IN CAR SHIPPING & TRANSPORTATION

WORLDWIDE EXPORT & IMPORT SERVICES

RJ

WWW.RJJ-CAR-SHIPPING.CO.UK

Customs clearance • UK & European collection & delivery • Safe, secure, competitive
T +01394 673466 | F +01394 673031 | E carshipping@rjifreight.co.uk

HMRC APPROVED BOWDED STORAGE of non-community cleared vehicles

One of the UK's largest fleets of enclosed transporters for covered car transport throughout the UK and Europe

E.M. ROGERS
INCORPORATING KENTVALE

E.M. Rogers Car Storage has one of the most impressive dedicated indoor car storage facilities in the UK

Central location close to the M1, M6 and A14
Located in Northampton, one hour from London, Birmingham and Leicester
Competitive rates
24 hour manned security and CCTV
Bespoke storage packages to meet your long and short term storage needs
Servicing, valeting, battery charging, road testing and many other services as required

www.emrogerstransport.com 01604 755511
carstore@emrogers.co.uk

LONDON CAR STORAGE

Bride Street, Caister House, Underground Storage
London N7 8AX

- Short Term
- Long Term Stay
- Complete Valeting Service
- C.C.T.V 24hr Surveillance
- Collection & Delivery can be arranged

L.C.S. offer a Secure & Discreet Service to suit all your needs
Comprehensive Insured for your piece of mind
For more details & information
Please call 020 7609 8533 - 020 7609 8535
Web: www.londoncarstorage.co.uk

white torpedo

Covered auto transport

Secure, discreet, professional, fastidious and reliable.
Vehicles in transit insured up to £50k

Nick Cornwell-Menzies
m 07794691748
e nick@whitetorpedo.com
@whitetorpedo1
www.whitetorpedo.com

- Brian James Transporter 4
- Maximum Load - 1900kg
- Load Bed Length - 5.0m
- Load Bed Width - 2.12m



In association with
BELL & COVILL
HORSLEY - LIMITED

FINISH LINE WITH

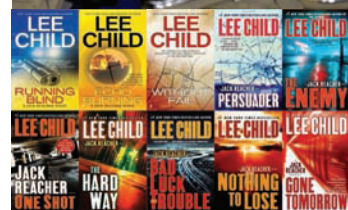
DEREK WARWICK



Warwick tells Simon Taylor that he, too, should buy a Harley. Bottom, dream drive - XJR-14 at Silverstone

When did you first read *Motor Sport*? In 1978 when I believed I could get to F1 • **Your day-to-day drive** A Honda from my franchise • **The best car you've owned** All

Jaguars, I love them • **The one you covet most** I don't covet a car • **One racing car, one circuit** Jaguar XJR-14 at Silverstone • **Whom do you most admire?** My father and Ayrton Senna • **Your best friend** Too many to mention • **Your best character trait** Honest, fair and hard-working • **Most prized possession** My Harley Davidson CVP Springer Softail • **Your greatest extravagance** Houses and my wife • **Favourite place in the world** Jersey • **The perfect holiday destination** Barbados • **Your favourite restaurant** Capanina, Suma's and Oyster Box in Jersey • **The music you're listening to** Whatever is on my radio today • **The movies you love** *Le Mans*, *Rush*, *Senna* • **The last thing you read** *Jack Reacher* by Lee Child • **The best advice you've been given** Treat everyone the way you want to be treated



Warwick's adopted Jersey is his favourite place - and also the location of his three preferred restaurants



SERVING THE HISTORIC & CLASSIC CAR INDUSTRY



1931 Alfa Romeo 6C 1750 Gran Turismo (5th Series)



RESTORATION OF ALUMINIUM
OR STEEL BODYWORK

MANUFACTURE OF COMPLETE
BESPOKE COACHWORK

CHASSIS RESTORATION AND
COMPLETE PRODUCTION

WINGS, RADIATOR GRILLES,
FUEL TANKS, ETC.

COMPOSITE (FIBREGLASS)

DESIGN SERVICE AVAILABLE



Follow us
on Facebook

Phone: +44 (0)2392 254488

Fax: +44 (0)2392 254489

eMail: info@jswl.co.uk

Pipers Wood Industrial Park, Waterlooville, Hampshire, PO7 7XU, United Kingdom

JSWL, Triple M and
Southshore Coachworks
are members of JSW Group





ROLEX

THE AIR-KING

A tribute to the golden age of aviation in the 1930s, featuring a prominent minute scale for navigational time-readings. It doesn't just tell time. It tells history.



OYSTER PERPETUAL AIR-KING

WEMPE

EXQUISITE
TIMEPIECES & JEWELLERY

43-44 NEW BOND STREET
LONDON W1S 2SA · www.wempe.com
Hamburg Berlin Munich Dusseldorf Frankfurt
London Madrid Paris New York

WATCH FEATURED SUBJECT TO STOCK AVAILABILITY