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YOU HAVE PICKED A FINE time to join Motor Sport,' quipped contributor Paul Fearnley, 'a new era in every sense.' It was hard not to chuckle. Within a couple of weeks of joining the world's most prestigious motor racing title, Formula 1's architect/overlord/dictator (delete where applicable), was in his own words 'dismissed'.

Typically, Bernie's comments came in just as Motor Sport was closing for press ('he never liked us,' joked Deputy Editor Joe Dunn). As I write this, we're holding some pages back in the hope that Ecclestone will speak to us before the printer screams down the phone, but as with everything Bernie there's unpredictability to the situation that forces us to have an alternative plan. Enigmatic and frustrating in equal measure, can you imagine doing business with him?

New owners Liberty Media will have been ruminating over how to do business *without* Bernie, at least in the short term, which perhaps explains why they offered him the role of F1 Chairman Emeritus. But perhaps Bernie, finally, will switch off completely from Formula One. After all, the date his state pension came into force was 28 October... 1995.

But this is Bernie remember. Nearly 22 years after the majority men of his age had retired, Bernie is less likely to reach for his pipe and slippers and more likely to indulge in something else equally, mind-bogglingly challenging. Of the suggestions made on the Motor Sport website, some have commented that he should set up a rival motor racing series – and others that he should buy the Manor Formula One team.

Either way, if the few quotes that have emerged since (via Germany's Auto Motor und Sport) are anything to go by Ecclestone is not coveting a soft exit from the sport. Two key phrases ("forced out" and the aforementioned "dismissed") suggest that the 86-year old is in combative mood.

We have scrambled the team to deliver an initial assessment on page 15, and of course you can join the lively debate on www.motorsportmagazine.com, but a fuller analysis will appear next month with an eye on Bernie Ecclestone's next move.

For the story I keep imagining a



NICK TROTT
EDITOR

@NickTrott27

scenario whereby he purchases Manor and uses some of the £300million gained from selling his five per cent shareholding in F1 to do a 'Brabham.' As many of you will be aware, Ecclestone bought the struggling Brabham team in 1971 for \$120,000 – and sold it for \$5 million in 1987 shortly after two F1 World Championship victories. Likewise I like to daydream a scenario whereby Bernie – as boss of Manor – is railing against the inequality of wealth distribution among the teams...

OK, so I'm stretching the point a little – but Bernie Ecclestone is nothing if not contrary and for a man who has struck seemingly impossible deals, you wouldn't bet against him reappearing – if the appetite remains. And age? You sense that Bernie has met with age, discussed terms, then shown it the door...



BACK TO THE REAL WORLD, AND the glistening ice, chattering turbos and frankly diabolical liveries of the new World Rally Cars (Peter Stevens, if you're reading, can you please do a 'Parmalat' on these cars). It was a thrill to experience the Rally Monte Carlo in mid-January – a must-see event that I can't recommend highly enough. Fly to Marseille, rent a beaten-up hire car (ticking the full insurance option...)

then a drive up to Gap to spend three days watching arguably the best drivers in the world wrestle the latest World Rally Cars on surfaces so slippery that even standing still is a hazard.

This year was of particular importance as the World Rally Championship, like F1, debuts new, faster and more dramatic cars. The similarities can't be underestimated, with event and TV audiences in decline, both series have looked at the machines themselves to bring additional drama to both disenfranchised and prospective fans.

On paper, much like F1, it promises hitherto unseen levels of excitement and drama. But one of the routes to this is signposted 'greater aerodynamic freedom' – and this fills me with dread. Along with bigger turbos, and thus more power, the 2017 WRC cars deliver on the promise of extra performance via wildly cartoonish aerodynamic addenda. Look closely at the Yaris for instance and you will find that even the wing mirrors have been optimised for aero. At the rear, two boxes that look a lot like toasters hide a rack of upturned wings.

Four-time World Rally Champion, and now boss of Toyota's WRC team Tommi Mäkinen, told me that the Yaris's aero-effect occurs almost immediately – or in other words from the lowest speeds. Why does this concern me? Because the skill of the



Faster, but more dramatic?
Latest generation of World Rally Cars debuted on the 2017 Monte Carlo Rally

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ford.co.uk/newkuga

MATTERS OF MOMENT

www.motorsportmagazine.com/author/ntrott



Exaggerated aero is a feature of the new World Rally Cars. This is the extraordinary Toyota Yaris

driver is never more evident than when the tyres have exceeded the limit of grip. Increasing grip levels, and therefore speed, forces this moment – this display of skill – into an increasingly transient zone. Or in other words, blink and you'll miss it.

Of course, it's a huge assumption that speed is directly proportional to drama – and for those like me who would rather see the cars dance over the road rather than sucked into it I waited with baited breath to witness these cars on the stages of the Monte.

The conclusion? Well, inconclusive. On slippery surfaces the cars neither looked faster nor 'danced' more than the previous iterations. However, on dry roads the speed did indeed take your breath away – if not the angles of attack. DMACK World Rally Team driver Elfyn Evans – who starred on many stages at the Monte – said it best when he was heard to gush on camera 'when you get this car on tarmac, boy oh boy...'

Speaking of which, I recommend that you seek out the TV coverage – it was

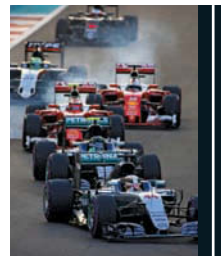
exceptional. You can tell that directors have looked closely at how to amplify the perception of speed using low shots, new in-car angles, and great footage from DJI drones. Improved TV coverage is crucial to WRC redux's success; and on this evidence the producers have nailed it.



IT GIVES ME GREAT PLEASURE TO welcome three new faces to Motor Sport this month – well four if you include mine. Richard Williams, one of the finest sports writers of his generation, and Dario Franchitti, three-time

Indianapolis 500 winner, discuss the woes at Ferrari's and the intensity of Indy respectively. Elsewhere, Darren Cox – former Head of Nissan Motorsport and architect of the gamer-to-racer GT Academy – reports from Las Vegas and a \$1million dollar virtual race supported by the most powerful man in motor racing.

The world of motor sport is changing, and whether you embrace it or dismiss it, it's going to be a hell of a ride. 📺



IN NEXT MONTH'S ISSUE

What now for Formula One?

Abandoned race circuits of Florida

Trackside at the Bathurst 12 hour

ON SALE MAR 3

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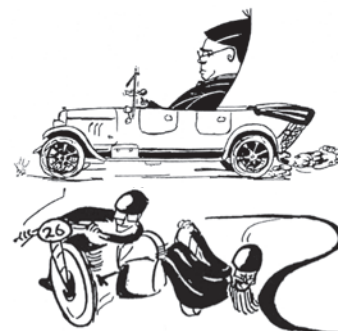
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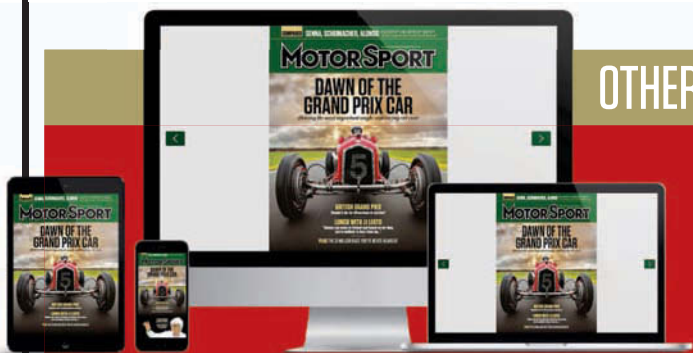
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First in Class at the 1990 24 Hours of Le Mans
Chassis 767-003



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Chassis 930 770 0956



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THE MOTOR SPORT MONTH

IN PICTURES

JANUARY 2-14, 2017

Dakar Rally

SOUTH AMERICA

Stéphane Peterhansel slides his Peugeot 3008DKR through an arid Bolivian valley, narrowly fending off a challenge from team-mate Sebastian Loeb to head a Peugeot whitewash and score a record 13th victory in the gruelling event. Cyril Despres completed the French marque's 1-2-3 with the new car.

FLAVIEN DUHAMEL/REDBULL



↑ SOUTH AMERICA JANUARY 2-14

Sam Sunderland celebrates becoming Britain's first Paris-Dakar winner after riding his KTM to victory in the motorcycle class. The 27-year-old Dorset man, who retired from two previous Dakars due to mechanical maladies, crossed the finish line of the 39th edition of the gruelling event some 32 minutes ahead of Austrian Matthias Walkner.



↑ MONTE CARLO, JANUARY 19-22

Sebastian Ogier made the perfect start to his new Ford signing, taking his M-Sport Fiesta to Monte victory after Thierry Neuville broke his Hyundai suspension while leading. Toyota's Jari-Matti Latvala finished second.

← DUBAI, UAE JANUARY 12-14

Porsche WEC driver Brendan Hartley led his Herberth Motorsport team to victory in the Dubai 24 Hours, his first time racing a 911 GT3-R. He and team-mates Robert Renauer, Alfred Renauer, Ralf Bohn and Daniel Allemann had a trouble-free run to head the similar Manthey Racing entry by two laps.





THE MOTOR SPORT MONTH IN PICTURES



↑ BICESTER, OXON, JANUARY 8

First Sunday Scramble of the year brought hundreds of enthusiasts and their cars to Bicester Heritage, the time-warp RAF base now serving as a hub of classic car restoration and sales.

← MIAMI, FLORIDA, JANUARY 21/22

Juan-Pablo Montoya beat Le Mans legend Tom Kristensen in the 2017 Race of Champions final, after F1 driver Felipe Massa was excluded in a controversial semi-final. It was Indy and F1 racer Montoya's first entry in the multi-discipline event.

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A photograph showing Bernie Ecclestone and a Mercedes-Benz driver walking away from the camera down a brightly lit tunnel. The driver is wearing a white racing suit with 'Mercedes-Benz' and 'PETRONAS' logos on the back, and a white helmet. Bernie Ecclestone is wearing a white shirt and dark trousers, with his arm around the driver's shoulder. The tunnel walls are white and the floor is dark, with strong light coming from the end of the tunnel, creating long shadows.

Bernie loses his grip on F1

A look back on Bernie Ecclestone's extraordinary rise to power and the legacy he leaves behind | By Mark Hughes

SO IT'S HAPPENED. BERNIE ECCLESTONE IS no longer running F1. Liberty Media's Chase Carey takes over with immediate effect and Bernie has an honorary title that Liberty surely hopes will keep him from making mischief. But who knows?

It concludes one of the most remarkable sports or business stories ever told, over three decades running the show and transforming it from a minority interest activity into a global phenomenon. He did it so successfully, in fact, made it so commercially devastating that it eventually fell out of his hands. ☐

But not before he'd bought and sold it several times over. His ideal customers each time were people who just wanted in on the gravy train, who thought they could afford a stake, but without having any real knowledge of the sport behind it or the slightest intention of trying to run it. Thereby leaving Bernie in the driving seat.

Credit to Bernie, he kept finding them. Some went bust trying to hang on, banks took over the assets, a banker went to jail, Bernie found others to buy the creditors' slices and the whole thing just kept ballooning. CVC, the private equity company, did a brave deal in buying the commercial rights a decade ago when there wasn't a legal company to be found that was prepared to state categorically that the 100-year duration of those rights was legally sound. It decided to risk it anyway and made one of the all-time great business deals.

Bernie wasn't the villain in those rights being leased out to him by the FIA for such an outrageously long period and drastically under-valued fee. But once it was done, the worst of the commercial excesses followed. He was simply a businessman – and a brilliant one – being a businessman.

Had the original plan of floating F1



“Had the original plan played out Bernie would probably still be in charge. But the old-school way of doing 21st century business caught up with him”

on the Singapore stock exchange after a few years played out, Bernie would probably still be in charge. But the old-school way of doing 21st-century business caught up with him. There's never a good time to be on trial for bribery but in the midst of the attempted float was particularly unfortunate. This left CVC a few years to find a purchaser,

which duly came along in the form of Liberty. But a media company was always going to be buying with the intention of developing the business, with its own very clear ideas of how it was going to do that. That was an ill fit with the one-man entrepreneur model.

So the inevitable has played out. At 86 years old, you still wouldn't want to

THE BERNIE WE KNEW



DAMON HILL
FORMULA 1 WORLD CHAMPION AND FORMER
PRESIDENT OF THE BRITISH RACING DRIVERS' CLUB

“ My father always taught me not to say anything if I couldn't say something positive. Fortunately, with Bernie, one can say many positive things as well as being critical. His style was Brutalist. If he was a doctor, Bernie would break bad news to you like this: 'You're sick. You're going to die. Next!' Similarly, his humour revealed a chilling Machiavellian view of life. But he was not above laughing at himself, if he thought it would win you over. Invariably, it did.

Being devoid of sentimentality

enabled him to make decisions that most people would dither over for years. This was his brilliance. He was the fastest thinker in F1. His cleverness impressed all those who would otherwise resent his power over them. And he had a vision of where he wanted F1 to be in 10 years time, when all the rest could do was argue over who got what and went nowhere. I know he won't see it like this, thinking always of tomorrow, but he achieved all his goals and more. He actually crossed the chequered flag ages ago. Congratulations, Bernie. You won.”



DEREK WARWICK
CURRENT PRESIDENT OF THE BRITISH RACING DRIVERS' CLUB AND FORMER BRABHAM F1 DRIVER

“ I drove for Bernie at Brabham in 1986 and I can tell you he was the same then as he is now: he demanded the best, he was stubborn, he drove a hard bargain and when he had agreed something he expected both sides to stick to it. That has been difficult in recent years with the Silverstone agreement where he has been unsympathetic, but as a person I will miss him.

He has been such a great driver of Formula 1 in this country and around the world. He has been an inspiration

to everyone involved in the sport and made people up their game, whether that's drivers, teams, hospitality staff and even journalists. If you look at the high standards around the paddock in F1 a lot of that is down to Bernie – he is almost OCD about standards.

It was the same in 1986: I remember going to Gordon Murray's office at Brabham and Bernie had tilted all the blinds at exactly 45 degrees to let in just the right amount of sunlight – and removed the chains”.

negotiate a deal with him and he can look back on what he has achieved with enormous pride – but that’s not in his nature. He needs a task, a target, needs always to be moving towards the next one. Off the scale intelligence, not the slightest trace of vanity and a totally left-field character, some of his deals have lessened the sport in recent years, but he leaves having overseen far more that’s positive than negative. And even when he was intimating threats to you as a journalist – he suggested he might like to see me imprisoned without trial once – you still couldn’t help but like him and be amused by him.

Ross Brawn was a man that Bernie never warmed to. Too clever perhaps, too unmoved by his implicit menacing threat? The feeling was mutual, as Ross makes clear in his recent book. But Ecclestone’s departure has paved the way for Brawn to officially take up the role that it always looked like he was made for – to run the sporting arm of F1. His title is Managing Director, Motorsport and there isn’t anyone more savvy, strategic, intelligent and well-intentioned. He doesn’t replace Bernie – no one person could. But the sport is in vastly safer hands than it was just a few months ago. Very exciting times.

LIFE AFTER BERNIE THE NEW POWER STRUCTURE

JOHN MALONE

CHAIRMAN, LIBERTY MEDIA

Nicknamed Darth Vader on Wall Street due to his cut-throat tactics, Malone, 75 is a reclusive billionaire and the largest land owner in America. He has a doctorate in operations research – the use of advanced analytical methods for decision-making – and uses it to simultaneously bamboozle rivals and maintain control over his business empire. He should fit right in with F1 – of which he is now the ultimate owner.

CHASE CAREY

CHAIRMAN AND CEO, FORMULA 1

The luxuriously moustachioed sports fan is a tough negotiator who was entrusted by Rupert Murdoch to successfully land a \$1bn NFL rights deal for 21st Century Fox where he was vice president. The 63-year-old has replaced Bernie Ecclestone as CEO and is now responsible for the overall direction and running of the sport, while reporting directly to Malone.

ROSS BRAUN

MANAGING DIRECTOR, MOTORSPORT, F1

One of the most brilliant engineers and strategists of his generation, the ex-Ferrari technical director has played a part in 20 world titles and knows the inner workings of the sport better than anybody. Universally respected by the teams Brawn, 62, will be responsible for conceiving new ways to make F1 a better spectacle on the racetrack and ensuring that it is financially viable for smaller teams.

SEAN BRATCHES

MANAGING DIRECTOR, COMMERCIAL OPERATIONS, F1

A relative unknown in Britain, Bratches worked his way up the ranks at ESPN from account exec to executive vice president sales and marketing, helping transform it from a scrappy cable player into one of the world’s biggest sports media brands. A keen lacross player (it’s big in the States) he will be expected to upgrade F1’s archaic media platforms, making the sport more engaging for a digital audience. Both Bratches and Brawn will report to Carey.



DAVID RICHARDS

CHAIRMAN OF PRODRIVE AND FORMER TEAM PRINCIPLE OF BAR AND BENETTON

“He will always have his detractors but nobody can dispute the fact that without Bernie we wouldn’t have Formula 1 as it is today. This country owes him an enormous debt of gratitude for making Britain the centre of the Formula 1 industry, and whilst his focus was always on promoting F1 the trickle-down effect has benefited every other sector of the sport in this country, right down to karting.

On a personal level he can be

most amusing and great company with a sharp wit, and he loves winding people up! I remember once having lunch with him, many years ago, when he had just sold a number of rather expensive cars to someone up north. As always, he had negotiated a very good price but just to wind up the buyer he arranged for someone to telephone and let him know that Bernie was so pleased with the price he would be sending his private jet to pick up the drivers who would be collecting the cars.”



MAURICE HAMILTON

MOTOR RACING CORRESPONDENT FOR THE OBSERVER BETWEEN 1990-2010

“I – and many others – owe him a great deal. I would never have succeeded as an F1 journalist if Bernie hadn’t built the platform that made the sport such a compelling subject for media outlets. He was a scary man to deal with – the soft voice that somehow carried a hint of menace mixed with a ready wit and sharp mind – and yet I liked him a lot.

Bernie used the powerful tool of having people in his debt – which is why I kept him at arm’s length and maintained what I hope was a professional relationship. I’d like to think he

appreciated that; certainly he never came back at me despite the critical observations that were warranted from time to time. In fact, I got the impression he did certain things just for devilment, to see how you would react. But overall – and to use his favourite expression – he got things done, even if you didn’t always agree with his methods.

The sad thing is Bernie will be remembered for some daft stuff in recent years. His contribution otherwise has been immense. I’m glad I was there to witness it because we’ll never see his like again. The man was an absolute one-off.”

Ginetta to build LMP1 car

GINETTA IS THE LATEST constructor to reveal plans to enter the LMP1 privateer ranks of the World Endurance Championship as interest grows in the category.

The Yorkshire-based company is developing a P1 car for the 2018 season and has recruited British design legend Adrian Reynard to lead aerodynamic development. It is aiming to have multiple cars on the WEC grid in the hands of works-assisted teams. The announcement follows the news late last year that BR Engineering, sister

class at the start of the 2015 season.

“We’ve been working on this for a while and are quite a way down the road already,” he said. “It is a big deal to have someone like Adrian involved with all his experience.”

The aerodynamics of the new Ginetta will be developed at Reynard’s Auto Research Center facility in the USA, who helped in the development of the Ford GT that claimed GTE Pro honours at Le Mans last year.

Reynard explained that he was motivated to get involved in the Ginetta project by the freedom allowed in the P1 regulations.



company to Russian entrant SMP Racing, has started work on a P1 privateer project for 2018 in conjunction with Italian constructor Dallara and the French ART team.

The plans mean that Ginetta is on course to return to the Le Mans 24 Hours for the first time since 2010 when it badged Zytek LMP1 and P2 chassis at a time when Ginetta boss Lawrence Tomlinson held a stake in the British engineering group.

Tomlinson said: “It is a great opportunity for us. LMP1 is an open category in terms of design, and that’s what motivated us. It is what prototype racing should be about.”

Tomlinson explained that he was also motivated to put a British prototype on the grid at Le Mans. The four-constructor limit in LMP2 means that Gibson (nee Zytek) will disappear from the WEC and leave no British-built cars in either P1 or P2.

Ginetta had been evaluating a P1 project since it failed in its bid to gain one of the licences to build LMP2 cars to the new rules that come into force this season. Its unsuccessful tender followed its move into the new LMP3

“LMP1 is one of the last bastions of free enterprise in terms of design left in motor racing,” said the 65-year-old, whose Reynard Racing Cars concern built customer racing cars for a range of categories from Formula Ford to Champ Car from 1973 to 2001. “There is still sufficient scope for innovation, and that’s what I like, even though I’m credited with founding one-make formula racing with Vauxhall Lotus [introduced in 1988].”

Ginetta has yet to make a decision on the engine that will power its first batch of six cars. Tomlinson revealed that he is in discussions with a number of suppliers, including Mecachrome and Honda Performance Development.

Manor signs up

THE MANOR WEC SQUAD – RUN by the former bosses of the Formula 1 operation of the same name, John Booth and Graeme Lowdon – has become the first team to outline plans to run the Ginetta in 2018 alongside a continued presence in LMP2.

“We believe that 2018 could be the right time to enter as a privateer,” said

Lowdon. “We’ve been talking to Ginetta for some time and think that a P1 programme will play to our strengths as a group that has previously built its own cars [in Formula 1].”

Lowdon said the P1 plans were dependent on “making the P1 business model work” and on finding the necessary finance.

Tomlinson claimed that there was “significant interest” from teams about running the Ginetta P1 car, which has yet to be given a type number. He said he was hopeful of having a trio of two-car teams on the grid in 2018.

Rebellion watching on

REBELLION RACING, THE TOP non-factory P1 team in the five-year history of the reborn WEC, has revealed that it is watching developments in the class following its move to the LMP2 class for the coming season.

“We’re keeping an eye on what’s going on,” said Rebellion team principal Bart Hayden. “We always said that we could go back to P1, but it depends a lot on the other projects being talked about coming to fruition and what happens with the factory cars. We’ve long supported the privateer P1 class and I do see us returning at some point.”

Rebellion’s move to P2, announced last October, leaves the German-based ByKolles squad as the only P1 privateer likely to be on the 2017 entry list when it is published on February 2.

WEC promoter and Le Mans organiser the Automobile Club de l’Ouest instigated a push to attract more non-factory teams in LMP1 between the 2015 and ’16 seasons. The drive followed a fall in the number of privateer P1 cars on the grid. There were only three in last year’s WEC, just half the number that started the relaunch season of the series in 2012.

ACO sporting director Vincent Beaumesnil, who described attracting more independents as his “top priority” at the start of last season, revealed that more announcements were expected for 2018.

“The Ginetta news is another good sign for the LMP1 class and we are confident that we will have a good grid of privateers in 2018,” he said. “We believe that the rules we have put in place are having a positive effect.”



“LMP1 is one of the last bastions of free enterprise in terms of design left in motor racing”
Adrian Reynard



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Pictured on the 1981 Acropolis, Ari Vatanen will return to Race Retro this year - and takes on old foe Markku Alén

Alén set for Race Retro

Finn and former rival Vatanen commit to rally demo | BY PAUL LAWRENCE

RALLY ACES MARKKU ALÉN AND Ari Vatanen will make public appearances at Race Retro, the international historic motor sport show (February 24-26), and will drive Group B cars on the Live Rally Stage.

They will join Le Mans winner Tom Kristensen as star guests at Stoneleigh Park, a part of the three-day event's 15th anniversary 'Super Show' celebrations.

Vatanen will be on hand on Saturday and Sunday, while Alén will attend the show on Friday and Saturday. Both are due to drive on Saturday.

"I am delighted to be invited and look forward to tackling the rally stage with my old friend Ari," said Alén. "It will be a great weekend." Alén won the FIA Cup for Drivers in 1978, precursor to the World Rally Championship that was launched a year later. His previous teams include Lancia, Subaru and Toyota and he held the record for the most stage wins (801) until eclipsed by

Sébastien Loeb in 2011.

Vatanen, who attended the 2015 show, said: "I am very much looking forward to seeing all the rally fans over the weekend. To get to drive these fantastic cars again is an honour and I can't wait!" Vatanen won the British Rally Championship twice in the 1970s before adding the world title in 1981. He was also on target to win the 1985 WRC with Peugeot until an accident in Argentina left him badly injured.

■ Pre-war sports cars will return to the Silverstone Classic in 2017, for the second running of the Kidston Trophy. Named in the memory of 1930 Le Mans winner Glen Kidston, the race is expected to feature a capacity grid of more than 50 cars for a 40-minute contest on Saturday morning. It first appeared on the event's programme in 2015.

FF festivities commence

DEREK WARWICK, MARTIN Donnelly and Nick Tandy were among the guests as the Historic Sports Car Club kicked off Formula Ford's 50th anniversary season with a gathering of former drivers at Autosport International.

Warwick, Donnelly and Tandy were on hand for an informal forum against a backdrop of eight Formula Fords from across 50 years, including cars raced by

future world champions Michael Schumacher, Emerson Fittipaldi and Jody Scheckter.

F1 stars Warwick and Donnelly and Le Mans winner Tandy were joined by many distinguished Formula Ford racers including John Village, Jim Walsh, Rick Morris and Bernard Dolan.

"In 1976, I started 63 Formula Ford races and won 32," said Warwick. "We



ran it very cheaply and we were just amateurs at that stage. The racing was phenomenal."

Le Mans winner Tandy added: "I loved my time in Formula Ford and I'm really proud that I'm part of its history. It was a great time in my career."

Ray Allen was also present, as

HISTORIC RACING

www.motorsportmagazine.com/historic

winner of the first official Formula Ford race at Brands Hatch in July 1967, while Alan Cornock (Royale) and Howden Ganley (Tiga) represented manufacturers. F1 designer Pat Symonds, who spent his early career creating winning cars for Royale, was another star guest.

New Magny-Cours festival

THE HISTORY OF THE FRENCH Grand Prix will be celebrated this summer with a new historic racing festival at Magny-Cours (July 1/2).

Promoted by French governing body the FFSA, the event will mark four decades of Formula 1 with races for the FIA Masters Historic Formula One Championship and cars from the Historic Grand Prix Cars Association.

Other grids will chart the development of single-seater racing with races for HSCC Historic F2, Formula 3 and Formula Ford. Pre-66 GT and Touring Cars and FIA Masters Historic Sports are also on the line-up, while a Masters three-hour race will run into the evening on Saturday.

Revised format for GMT

THE GERRY MARSHALL TROPHY race will take the Saturday evening slot at the Goodwood Members Meeting (March 18), with an hour-long, two-driver contest for Group 1 Touring Cars of the 1970s and early 1980s.

Held in the memory of one of Britain's best-loved saloon car racers, the race is an annual highlight of the Members' Meeting, featuring star names

■ Former HGPCA racer Nick Eden is planning a challenge on the world land speed record for a blind driver. Eden (61) lost his sight following an accident at the Nürburgring in August 2014. He still has a desire to drive quickly, however, and hopes to better the current 203.1mph record.

■ The Roger Albert Clark Rally has an outline itinerary that includes a leg in Wales as part of a 280-stage mile route on November 10-13. The 2017 RACR will be the most far-reaching in the event's history, starting with about 40 stage miles in Wales on Friday before crews head for Yorkshire, Scotland and Kielder.

■ The era of Group B rallying monsters will be celebrated next Easter on the Circuit Déjà Vu, which honours the history of the Circuit of Ireland Rally. The organisers of the Killarney-based event will seed the Group B cars and replicas at the head of the historic rally car parade on the Sunday Run, a non-competitive tour of some of the classic stages used in period.



The seven surviving Lotus 49s have been shown together for the first time

such as Andrew Jordan, Tim Harvey and Patrick Watts.

On Sunday the car owners will contest the Gerry Marshall Sprint, a shorter race featuring a reversed grid based on the finishing order from Saturday evening.

Lotus 49s reunited

THE SEVEN SURVIVING LOTUS 49s formed an outstanding display at *Autosport* International, marking the first time that all remaining examples of the late 1960s Grand Prix talisman have been gathered together.

Classic Team Lotus arranged the display to mark the 50th anniversary of the car's debut in 1967. Only nine 49s were built by Team Lotus and two were destroyed in period.

The seven cars on show featured two from the collection of Richard Mille, notably the ex-Rindt/Hill chassis R6. American Chris MacAllister still races R2/R11, originally Clark's 1967 car,

and Adrian Newey raced R8 at Monaco last season.

Brooklands ceremony

THE RESTORED FINISHING straight at Brooklands will officially be christened during the venue's annual Double Twelve Motorsport Festival on June 17/18, marking 110 years since Brooklands first opened.

Since 1940 this section of the famous pre-war circuit track has been hidden under a WWII Bellman Hangar, which is being restored and relocated as part of the Heritage Lottery-funded Brooklands Aircraft Factory and Race Track Revival Project.

The weekend will include a re-enactment of the 1907 opening parade with veteran cars and demonstrations of surviving Brooklands racing machinery and period aircraft.

The VSCC's competitive action will include Saturday's sprint on the adjacent Mercedes-Benz World Circuit. ☐



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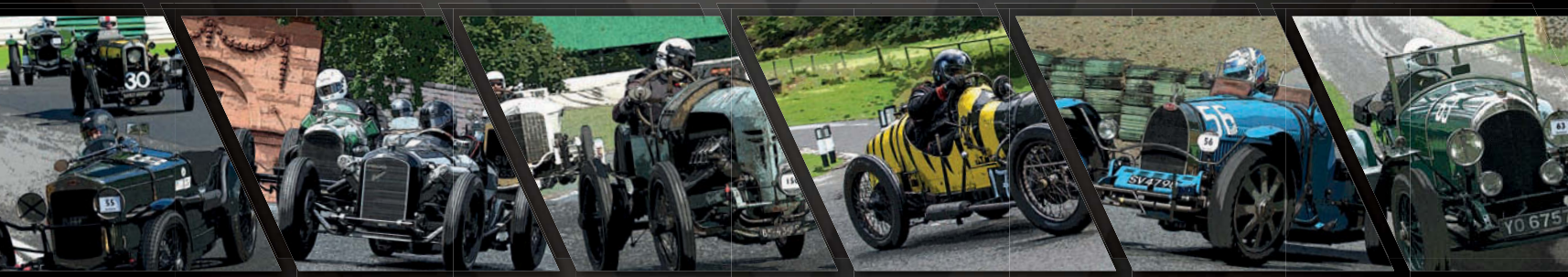
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SITTING PRETTY

Valtteri Bottas will be Lewis Hamilton's new team-mate this season with Mercedes. The Finn signed a one year contract (with an option to extend) in January ending weeks of speculation in the aftermath of Nico Rosberg's shock retirement. Previously with Williams, Bottas has yet to win a race from 77 starts.



MERCEDES-BENZ

with

Mark Hughes

FIAT BOSS SERGIO MARCHIONNE recently made noises again about the possibility of a return to F1 for Alfa Romeo, but as a sort of junior Ferrari team, using Ferrari technology. Aside from being historically ironic – given that Ferrari was born out of Alfa-Romeo and that Enzo famously, ‘felt like I’d killed my mother’ when Froilan Gonzales beat the Alfas at Silverstone ’51 for the Scuderia’s first championship-status Grand Prix victory – it’s probably not a notion arising from petrol-headed enthusiasm.

Aside from the valuable image boost F1 participation could give the Alfa brand, it would also lend the Ferrari group even more political heft at a time when negotiations will be under way with Liberty Media for its continued participation in F1 beyond expiration of the current deal in 2020. With four cars on the grid rather than two and an additional prestige brand, Marchionne could be even more uncompromising in his approach.

Liberty boss John Malone’s initial conversation with Marchionne apparently carried the message that the Scuderia’s current very special status payments would likely not be continued into any new agreement. Cue the usual discussions about whether F1 needs Ferrari more than Ferrari needs F1. It’s an unanswerable question and they could doubtless each survive without the other. But the relative damage done to each by any parting of the ways would forever remain conjecture.

Consider also the commercial damage that might accrue from Fiat-Chrysler-Automotive recently falling foul of the US environmental protection agency (EPA). The scale of the apparent emissions ‘cheat’ in certain diesel Jeep and Dodge models is yet to be ascertained and may not be on anything like the scale of VW two years ago. But if it is...

But let’s assume that all gets sorted, that Marchionne and Malone reach agreement and the Ferrari group re-signs for another term of F1. How might a new Alfa team be structured? It would make no business sense to establish a pukka F1 factory, with wind tunnel and state-of-the-art production facilities. The start-up costs would be astronomical. It would surely be done much more in the Haas mould of simply racing cars conceived and built by someone else. Under the current regulations a team cannot sub-contract another team to design or build its car. There’d be nothing to stop an ‘Alfa’ team from contracting Dallara to build it (just as Haas does), but it would need to be of a demonstrably different design to Ferrari’s car, even if it was developed in Ferrari’s tunnel by sub-contracted Ferrari aerodynamicists (as the Haas was).

Done in this way, an Alfa F1 programme could probably be

Bringing Alfa Romeo back to F1 might help Ferrari – but what would it do for Alfa?



STRAIGHT talk

How real are Ferrari's hints at a second 'home team'?

done remarkably cheaply. But unless something extraordinary happened, it wouldn't produce a car as quick as Ferrari's. Although other car manufacturer brands in F1, even Mercedes, carry less prestige than Ferrari, there's nothing stopping them from beating them on track – and they frequently do. Although it's quite a long time ago now, lowly mass-market Renault used to beat Ferrari to the world championship. But a brand within the same group, done on a relative budget? That's surely never going to be allowed to be ahead of Ferrari.

So you may point out that Toro Rosso doesn't beat Red Bull but still adds value to F1; we're glad it's there, putting another two cars on the grid, giving opportunities to the next Sebastian Vettels, Daniel Ricciardos and Max Verstappens, not to mention the next James Keys. But an Alfa Romeo conceived to be beaten before it even starts? Red Bull is a drinks brand and Toro Rosso is simply an Italian translation of the parent company's name. Alfa Romeo on the other hand would run the risk of its F1 programme lending its cars the image of cut-price inauthenticity beneath a superficially beguiling appearance. Which is rather what they have been trying to get away from for quite some time. Isn't it? 📧

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Pat Symonds on

SENNA

SCHUMACHER

ALONSO


The veteran engineer's departure from Williams concludes one of the modern age's most durable F1 careers. Here he looks back at key phases of his time at the sport's summit, working with three of racing's all-time greats

P

AT SYMONDS IS NOT RETIRING AND WE ALMOST certainly haven't seen the last of him in Formula 1. But his engineering directorship of Williams – which came to an end in December – probably marks his last position working directly for a team. Now is therefore a good time to review with him what has been a truly remarkable three-decades-plus career at the top level of the sport.

From standing on the bank of his local track Snetterton on Good Friday 1967 as a wide-eyed 13-year-old, knowing that he wanted to be an automotive engineer, he went on to oversee two sets of back-to-back world championships and 48 grand prix victories. He worked on the original turbo era cars, through the naturally-aspirated V10 and V8 eras - taking in active ride, traction

control, tyre and refuelling stops along the way - into the current turbo hybrid age. There's very little he hasn't seen and in that time he has worked with Ayrton Senna, Michael Schumacher and Fernando Alonso, with roughly a decade between each.

His chapters with each of those three outstanding drivers are as good a way as any to tell his story. 



with

Mark Hughes

TOLEMAN AND AYTTON SENNA

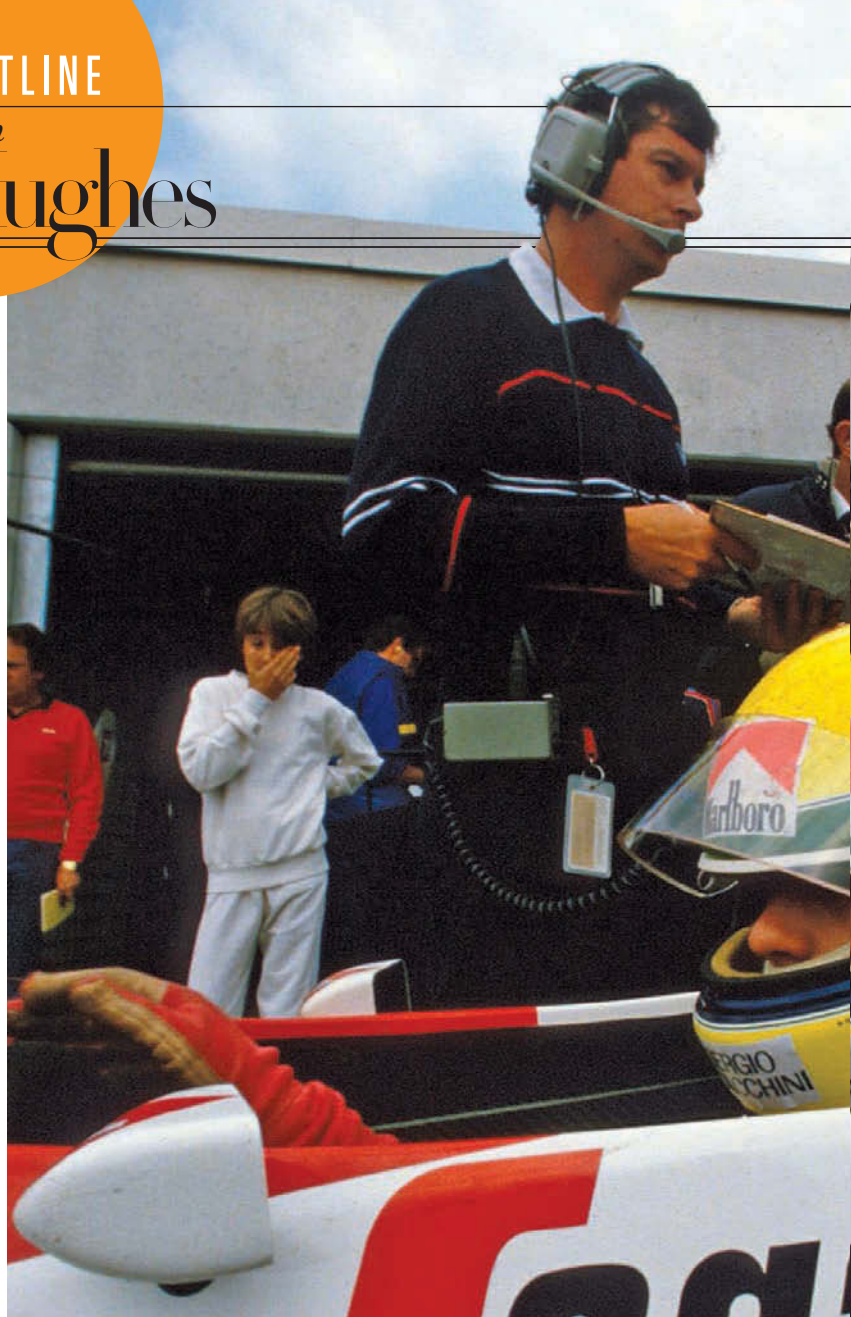
SENNA'S ROOKIE SEASON OF 1984 WITH TOLEMAN WAS THE team's fourth in F1, and Symonds had joined as employee number 20 in 1981. That team would over the years morph into Benetton and subsequently Renault, with Symonds remaining on board for 28 years even as the labels, ownership and factory sites changed. The partnership sprang from a chat with Toleman's Alex Hawkrige in a Brands Hatch car park at the tail end of 1980. Symonds was by that time a successful designer of Formula Ford cars, firstly for Hawke and subsequently Royale, where he replaced Rory Byrne when the South African left to design Toleman's F2 car. Symonds' first design, the 1976 Hawke DL17, had taken the top two places at the 1976 Formula Ford Festival. He smiles at the memory: "I thought, 'this is relatively easy'. Everything since hasn't been." That said, his first car for Royale, the RP26, locked out the top three places on its debut in 1979 at Hockenheim.

"But it was time for a change," as he recalls. "It was already year four of what I'd reckoned was a three-year project and I felt it was probably time I got a proper job." By this he meant a position in the road car industry. As an undergraduate in mechanical engineering he'd been sponsored by Ford and had particularly enjoyed his time at the R&D centre in Dunton, specialising in vehicle dynamics and working on the original Fiesta. After graduating, the company had allowed him to take time out to get a masters degree at Cranfield where a classmate was a young Adrian Reynard. "Adrian dropped out after year one, telling me he was off to race his Ford 2000 car that he'd designed and that he had an idea he would go into business in racing. I told him he was mad, that he'd never make a career out of that. But his success told me that maybe you could have a career in racing." Which led to the Hawke and Royale experiences.

Rory Byrne had been instrumental in selecting Symonds as his replacement at Royale and now the man who Pat would come to consider his mentor was instrumental in his move to F1. Formula 2 champion in 1980, Toleman was stepping up to the big time in 1981 and Byrne wanted Symonds there to assist him. "Alex Hawkrige told me all about their plans and said they wanted me to be part of it. I wasn't totally sure but the clincher came when he said the deal included a brand-new Golf GTI. I said 'See you there on Monday.'

"Our ambition outweighed our naïveté by such a huge amount. Going into F1 in the era of the DFV, why would you not do that while you learned? But no, we said we don't want to do that, turbos are the way forward. We were even toying with doing a carbon-fibre chassis that first year. On top of that, because Toleman had been so successful with Pirelli in F2, they thought we might as well use their tyres as well. The idea that 13-inch wheels were right? No, no, we'll do 16s. Wow, did we take on something. Meanwhile Brian Hart was doing a turbo engine on about a fiver a week. Just madness."

It took until the final race of the season before the car even qualified, but over the next couple of years the new boys progressed. Symonds effectively ran the race team from early in '82 while Byrne got on with a new car. "We introduced our first carbon-fibre car at Monza in '82. We had a tweak to the underside of the monocoque that was so good we decided not to put it on the car for the last two races, because we didn't want anyone else to see it. We felt come 1983 it was going to be amazing, but then F1 went flat-bottomed. But we applied some wonderful lateral thinking to that flat-bottomed car and this team that still hadn't scored any points, and didn't qualify for every race, went to Rio for the first test in '83 and was fastest. The reason was we just had



loads more downforce than anyone else. But the downforce was incredibly sensitive, a really difficult car to set up. But if you had two weeks of testing you could do it and it would just fly. Everyone was suddenly looking at us and a lot of the little tweaks we'd done – like going out to the full 140cm wing width forward of axle centre line – was copied by the next race. Which is the way it was in those days. You didn't get protested, you got copied. I loved it like that. That car was actually semi-competitive but remained very, very difficult to set up because it had a front radiator and huge underwings beneath the radiator on a full width nose, making it very ride height-sensitive."

But that TG183 gained Toleman its first points and put it on an upward trajectory that made it an attractive berth for Senna in his F1 rookie season, especially as the Pirellis had been exchanged for Michelins. "With Ayrton, it was the first time I saw that there was something different in a real elite sportsman. Obviously he had ability by the bucketful but it was more than that. It was the first time I'd met a driver that didn't need to use his entire brain to drive the car and had plenty of capacity left to think about what was going on. This was enormously valuable in an era before data recording. He could tell you what the water temperature was, what the revs were in each corner. Most drivers simply couldn't do that and it was difficult enough to get them to figure out what the revs were at the end of the straight. He wasn't perfect; he was staggeringly unfit when he first came in and



Ayrton Senna impressed Symonds with his analytical brain as much as his supreme talent at the wheel

couldn't initially drive a full Grand Prix distance at maximum ability. Without the data, we didn't gain as much knowledge about the driver's performance, how it was derived, as in later days. But I do recall his amazing precision. He retired from Dallas after hitting the wall and said it was because someone had moved the wall! He took me out there after the race and yes, someone had nudged it, it had pivoted about its centre and the end was sticking out maybe 5mm – and that extra 5mm had caught him out.”

Senna's 'almost-win' at Monaco plus further podiums at Brands and Estoril confirmed Toleman as a contender. Even after Senna moved on its progress continued, despite initially having to miss races because it had no tyre deal following Michelin's withdrawal. The TG185 Toleman was probably the best chassis of 1985.

BENETTON AND MICHAEL SCHUMACHER

TOLEMAN BECAME BENETTON IN 1986 AND SYMONDS continued to lead the engineering at both factory and track, a role that would subsequently expand also into research and development. The management changed with the ownership, eventually leading to the Benetton family installing the colourful Flavio Briatore to run its investment. “At first you think ‘what the hell does he know about

anything?’” says Symonds about first impressions of his new boss. “But boy, what a lateral thinker. He didn't run the team in the usual way but he trusted key people and allowed you to get on with it. He wasn't there every single day, knowing every detail, but he knew the targets and when he felt things were going wrong wasn't afraid to step in.

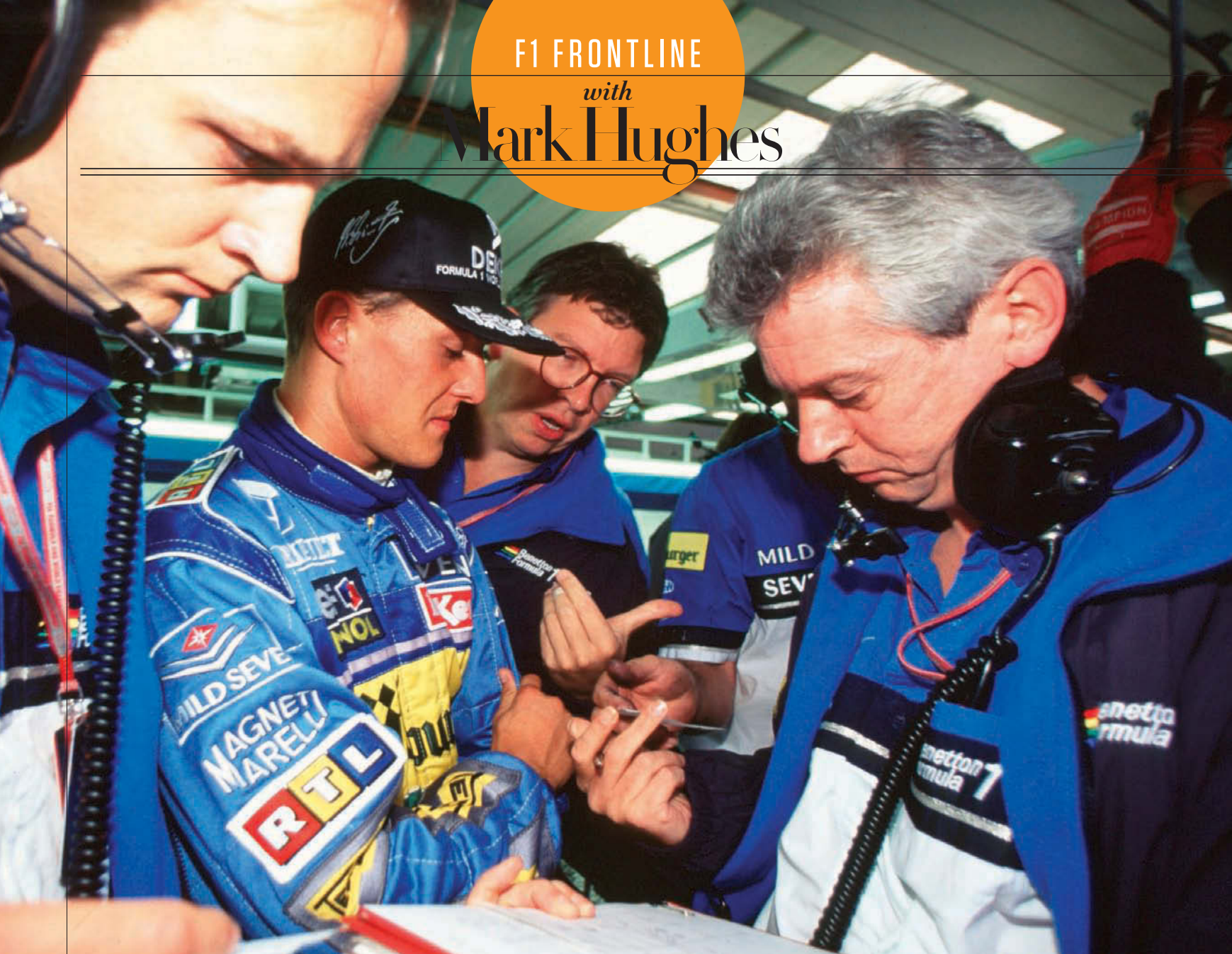
“Benetton was by then established as a team regularly finishing third or fourth in the championship for constructors and that's all it was ever going to do. And Flavio felt it needed a step-change. He felt that hiring John Barnard would do that. Rory, myself and 11 others decided we didn't want to be part of that and went off to Reynard to try to start a new team. Flavio said he understood and wanted to part on good terms because we might work together again.

“Just before Barnard joined I'd actually done Benetton's first active car. I didn't get on particularly well with John and when he wanted to know about it I more or less said, ‘Find out for yourself.’ We spent a year at Reynard without the pressure of racing, designing the car, developing the active suspension, even made a start on four-wheel steering. It was a lovely experience because, as an engineer, you're constantly asking yourself questions but you never have time to answer them. But in '91 we did. And we spent a total of just £750,000. We also found an old quarry in Enstone and got planning permission to build a factory. But designing the car was one thing, racing it would have been another. We needed someone to pay for the engine and even then it would've been a struggle. But just as we were arriving at the point where we were having to fold it, Flavio and Barnard had fallen out.”

The Barnard interlude had physically split Benetton's infrastructure, some of it Barnard's, some the team's. While that was disentangled, Byrne, Symonds and their group – having been re-hired by Briatore – set up temporary base at Tom Walkinshaw's nearby TWR factory to turn the aborted Reynard into the 1992 Benetton. This link resulted in Walkinshaw becoming a Benetton director. It was this that brought the step-change Briatore had been seeking with Barnard, changing the dynamic of the team fundamentally, injecting into it not only his notoriously hard-nosed approach to finding ways around regulations, but also the talents of his designer Ross Brawn. At the design-engineering level it meshed beautifully, with a Brawn-Byrne-Symonds combination adding up to at least the sum of its parts. Critically, Walkinshaw and Brawn also had first-hand experience of just how very special the young sports car ace Michael Schumacher was. This was central to his – highly controversial – recruitment to Benetton.

“It was immediately apparent how special he was,” says Pat. “But beyond his skills as a driver, I just grew to love the guy in every respect. We developed together. We moved into that electronic age together and both knew how to exploit it. I think we had complete trust in each other and on top of that, in my mind he was one of the nicest guys I ever worked with.”

Symonds' specialisation, going right back to the Ford days, was vehicle dynamics. Ever since working on that quick but peaky 1983 Toleman, he'd played a key part at conception and development stages in making Byrne's designs all about accessible performance, benign aerodynamics and driveability. Symonds quickly came to realise that Schumacher's skills opened up new possibilities. “Michael was able to drive a car much closer to the stability limit than any of his peers. Whether it's a car or a jet fighter, if you can drive near the stability limit you get great response and performance. That was his strength. We didn't design the car around Michael; we weren't that clever. But we did set it up around him. So the car was really quite oversteery and no one else could drive it like that.”



The abolition of active suspension and other electronic gizmos for 1994 suddenly made Benetton's benign aerodynamics philosophy a much better fit than the more aggressive aero platforms that active suspension had allowed and which had been pursued by Adrian Newey at Williams. The initial '94 Williams as driven by Senna was a handful. The B194 Benetton, driven by Schumacher, could run rings around it. Plus the re-introduction to F1 of refuelling meant the team's TWR-honed race strategy skills left the competition clay-footed and history played out as it did, with the death of Senna and Schumacher's title amid the controversy of Benetton's 'option 13' traction control. "Because Tom was involved everyone assumed he was cheating. I'm pretty certain we weren't. I went through the data with the FIA inspector and he accepted that actually the start in question was actually quite mediocre – it was just better than the poor starts of the two cars ahead of it. But there was a political situation between Flavio and Max Mosley. In Spain that year Flavio had come into the motorhome saying, 'That's it. That's the last we'll be hearing of Max Mosley,' which was a dangerous statement to make. Whatever that was all about was at the heart of the politics between them. I still scrutinise myself and think, 'If someone was really clever, could they have been cheating but kept it from me?' Possibly, but I went through so much data I'm sure I'd have known.

"But the accusations and innuendo made me seriously consider leaving the sport. In the end I resolved to be involved in doing it again in '95, with no question marks this time. And that was very satisfying.

"Michael wasn't flawless of course. Some of those incidents he's infamous for are a reflection of his incredibly competitive nature and the fact that his first reaction is competitive before ethical. But none of them was premeditated. It was heat-of-the-moment competitive panic. I honestly think he would never do anything premeditated and I suspect afterwards he was always full of remorse. And that includes when we won the '94 championship in Adelaide. At the time I didn't think that was deliberate but after Jerez '97 and Monaco '06 you think, 'Yeah, that was probably one of one of those'. But I'd never criticise him."

That burst of talent and energy began to dissipate from Benetton as first Schumacher and subsequently Brawn and Byrne headed for Ferrari. Symonds could have gone too. "Michael wanted me to join him at Ferrari as his race engineer. But at the same time Flavio and Ross were convincing me to replace Ross as Benetton's technical director when he left." Ultimately it was an easy choice. But the depletions weren't finished yet. The budget was shrinking, Briatore himself departed in 1997 and Symonds' job became holding the fort while a manufacturer buyer was sought.

RENAULT AND FERNANDO ALONSO

RENAULT BOUGHT OUT BENETTON IN 2000 AND RECRUITED Briatore to run it. They'd fallen a long way back, but a significant part of the rebuild took shape as Symonds logged the laps of a young junior driver, Fernando Alonso. "I thought, 'Wow, this guy is something different.' He was both faster and more consistent than our number one driver of the time [Giancarlo Fisichella] and I phoned Flavio that night, telling him this guy was pretty special."

Alonso and the rebuilding team progressed together, almost in a repeat of the Schumacher chapter, and won back-to-back titles in 2005 and '06.

"Fernando was incredibly competitive, had the same total self-esteem of Ayrton and Michael. They know they are the best. He was a great racer, not quite as outright quick as Michael, maybe, but still very, very quick. At the times I worked with them I'd say Michael was the quickest, then Fernando, then Ayrton. But it was Ayrton's first year and I'm sure people that worked with him when he was winning championships would disagree with that assessment.


"If the car wasn't quite there Fernando sometimes wouldn't give quite everything. As a team player he let himself down on occasion and I never formed the bond with him that I did with Michael – no one on the team did. He was a bit of a loner and that's carried on into other teams. He was well very suited to that era of sprints because he was so relentless. But don't underestimate his ability to adapt. In the right car he could still win titles. When he was with us he had a quite distinctive driving style – he'd put in very rapid steering inputs. He doesn't do that these days and so maybe it was a car or tyre characteristic. He used to wait late before going towards the apex and then very rapidly and

aggressively push the car in. That was his way of killing that mid-corner understeer that's inherent in an F1 car."

Unfortunately the parallels with Schumacher extended to Alonso leaving after securing the second title and the fall in the team's competitiveness that followed – even after Alonso returned in 2008. From that and the car industry downturn came the pressure upon Briatore from Renault and the unfortunate saga of Singapore 2008. An early stop for Alonso followed by a deliberate, orchestrated crash from Nelson Piquet Jr that brought out the safety car, secured Alonso the win. When Piquet went public a year later, Briatore and Symonds were forced to resign. "I will never, ever try to justify Singapore, but some of the pressures were indescribable. Flavio had told me we had to win that year or Renault was out. I regret it bitterly because it changed everything and I was shattered to start with. I'd had a proud career come to nothing because of one incident and that was pretty hard to reconcile."



AFTER SERVING AN FIA-IMPOSED TWO-YEAR BAN FROM F1, Symonds returned first of all as a consultant to the Manor team and latterly – from 2013 – as engineering director of Williams. He found a disheartened team that had lost its competitive will and riven by internal friction. A year later it finished third in the championship for constructors. "Although that was helped by the Mercedes engine," he says, "in 2013 we'd finished ninth using the same engine as the world champions.

"I had planned to leave at the end of 2016, but then agreed to extend my contract to the end of '17. But in mid-December it was decided that our futures didn't belong together. That opens up a new chapter." Expect a new role soon that incorporates every facet of this remarkable career. 

Symonds achieved matching success under Renault with Fernando Alonso and Flavio Briatore – before the fall



PRODRIVE IMPREZA HEADLINES HALL OF FAME AUCTION



One of the most important cars from Prodrive's rally history will go under the hammer during the inaugural H&H Classics Hall of Fame auction: Subaru Impreza WRC97 chassis 001.

A development car for the 1997 World Rally Championship season, when the Group A cars were being phased out in favour of the World Rally Cars regulations, its competition record belies a rich history.

The two-door Impreza was designed by 2016 Hall of Fame nominee David Lapworth, and was the car unveiled by Prodrive at Rallye Catalunya as the dawn of the new era. Colin McRae was among the drivers who spent hours behind its wheel during the development phase.

While it might not have been used by the works team in competition, Valentino Rossi stands out on its list of drivers once it was in privateer hands. The 2016 Hall of Fame inductee drove it to eighth on the Rally di Monza in 1999 – one place

behind Jean Alesi, as Dindo Capello and Ivan Capelli scored a Subaru 1-2.

Prodrive painstakingly restored chassis 001 – which still has the original bodyshell – returning it to its original spec in 2009. David Richards then signed the restoration book with the words 'best wishes and congratulations on acquiring a very special car – David'.

Chassis 001 is estimated to fetch between £175,000 and £200,000. The auction will be held on Tuesday, June 6 in the grounds of the Royal Automobile Club's Woodcote Park as the perfect warm-up to the following day's main Hall of Fame event. As we closed for press, a rare Tojeiro-Climax had been added to the assignments, with more coming soon.

For more information about H&H Classic's Woodcote Park Auction at the Motor Sport Hall of Fame, visit www.handh.co.uk

HALL OF FAME ARTIST ANNOUNCED

Award-winning motor sport artist Tim Layzell has been commissioned to produce a special one-off painting to celebrate the *Motor Sport Hall of Fame*.

Lifelong motor racing enthusiast Layzell is revered as one of the best artists in his field, and his recent works include Moss and Jenks on the Mille Miglia.

"I'm delighted to be working with *Motor Sport* and the Hall of Fame," Layzell says. "I have read the magazine with my father and brother from the age of three – we all still do!"

The full plans for the painting will remain under wraps until the official unveiling during the Hall of Fame evening, but Stirling Moss will be the subject.

"The legendary names, exciting races and cars have always been at the heart of my inspiration, none more so than Sir Stirling Moss. He epitomises all that the Hall of Fame represents – he was the man.

"In my work I endeavour to bring to life the stories and achievements of Moss and the other legends of motor racing that are now etched in the minds of every motor sport enthusiast. Using a fresh and exciting approach to my work I create images that bring a unique perspective to the historic scenes of that glorious era."

The unique commission will be the first of a series of art works celebrating the Hall of Fame and its members over the next few years. The painting will be on display at the awards ceremony; we look forward to seeing it as much as you. www.timlayzell.com

To purchase the limited tickets to the Hall of Fame awards dinner and for more information, including how to cast your vote, visit www.motorsportmagazine.com/hof

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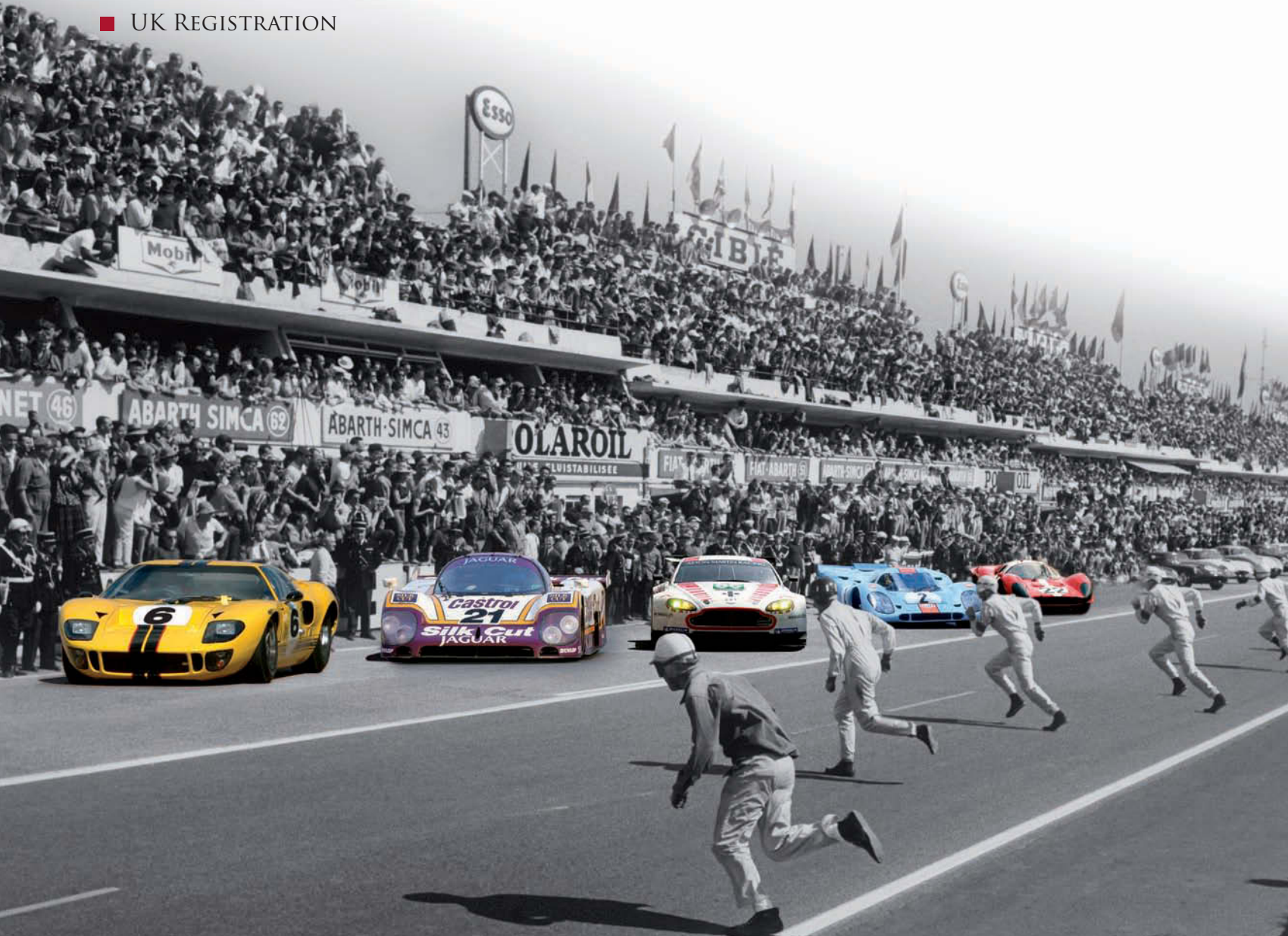
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HALL OF FAME IS LIVE AT RACE RETRO

For the first time, Hall of Fame Live is heading north for Race Retro in Coventry on February 24-26, taking over a 4000 square foot hall featuring bikes, cars and interviews to kick off the 2017 celebrations. As announced last month, Keke Rosberg's championship-winning FW08 and last month's cover star, the Lotus 33, will be among the display cars, plus the Lotus 49B R5/10 (see below). James Hunt's 1977 M23 has been added along with an ever-popular Tyrrell six-wheeler and a Surtees TS7 and TS14. There'll be many more announced in the coming weeks – check raceretro.com.

Joining Tom Kristensen as guests on the interview stage will be Freddie Spencer, and as announced elsewhere in this issue (see page 21) rally heroes Ari Vatanen and Markku Alén too.

ON DISPLAY LOTUS 49B R5/10 One of the seven remaining Lotus 49Bs, R5/10 took Graham Hill to the final two of his five Monaco wins. The 1968 and '69 Monaco Grands Prix were this car's only victories during its 22-race service life, but Jochen Rindt secured a brace of wins in it during the 1969 Tasman Series, in the Lady Wigram Trophy and Warwick Farm International. But its place in Formula 1 history stretches far further. Both Mario Andretti and Emerson Fittipaldi made their Grand Prix debuts in the car, Andretti famously beating the establishment to pole at Watkins Glen in 1968. So original is this 49B that you can still see the Rob Walker Racing blue paint around the inside edge of the cockpit from the 1970 Monaco Grand Prix, when Hill raced John Miles's unqualified car to fifth from the very back of the grid. It was returned to Gold Leaf colours in time for Fittipaldi's debut at Brands Hatch later that season.

ADVANCE TICKET INFORMATION Tickets are on sale now and start at £20 (children under 5 go free) Visit www.raceretro.com to buy your tickets. *Motor Sport* subscribers benefit from discounts on advance tickets. Log in to your online account or call 020 7349 8484 for details.



LIVE STAGE HIGHLIGHTS

Motor Sport's own editorial team and show host Gemma Scott will be interviewing some of the stars during the three days of Race Retro on the live stage. You can ask your questions, too, during the live Q&As. We've chosen some of the highlights...

FRIDAY 24 FEB
Clive Chapman - 1:00pm
Mike Costin - 2:00pm

SATURDAY 25 FEB
Tom Kristensen - 11:00am, Q&A at 2:00pm
Markku Alén - 12:00pm, Q&A 2:30pm
Freddie Spencer - 12:30pm, Q&A 3:00pm
Ari Vatanen - 1:00pm, Q&A 3:30pm

SUNDAY 26 FEB
Ari Vatanen - 11:00am, Q&A 2:00pm
Freddie Spencer - 12:00pm, Q&A 3:00pm

For more information go to www.raceretro.com



DATABASE snapshot

Lotus 49 race wins

A product of Colin Chapman's Lotus and Costin and Duckworth's Cosworth firm, funded by Ford, the Lotus 49B proved formidable. In an era of unreliability, 12 Grand Prix wins, 23 podiums and 19 poles from 42 starts is impressive in anyone's book.

- 1967 Dutch GP, Zandvoort **Jim Clark**
- 1967 British GP, Silverstone **Jim Clark**
- 1967 US GP, Watkins Glen **Jim Clark**
- 1967 Mexican GP, Mexico City **Jim Clark**
- 1968 South Africa GP, Kyalami **Jim Clark**
- 1968 Spanish GP, Jarama **Graham Hill**
- 1968 Monaco GP, Monaco **Graham Hill**
- 1968 British GP, Brands Hatch **Jo Siffert**
- 1968 Mexican GP, Mexico City **Graham Hill**
- 1969 Monaco GP, Monaco **Graham Hill**
- 1969 US GP, Watkins Glen **Jochen Rindt**
- 1970 Monaco GP **Jochen Rindt**

www.motorsportmagazine.com/database

A classic red Ferrari 250 GT with racing stripes is parked on a paved road. The car is viewed from a front-quarter angle, showing its distinctive headlights and grille. The background consists of a dense line of green trees under a blue sky with light clouds.

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Dario Franchitti



INDY IS OUT ON ITS OWN. THOSE FOUR SOLO qualifying laps for the 500 are far more intense than any other race, but if you make pole you have a whole week to enjoy the prestige before the event. And of course that cheque for \$100,000. I never made pole but four times I qualified third, which puts you on the outside and I think that gives you a better run into turn 1.

Waiting in the line-up for your run there will be five cars going through technical inspection, then you come into Gasoline Alley and line up. So you're now strapped in the car, and all this stuff is going through your head.

For someone watching, or even a rookie driver, you think it should be fairly simple – two warm-up laps, four qualifying laps, four left-hand corners that are essentially the same – how difficult can it be?

The first thing to understand is this is the narrowest of tightropes. Anything is going to affect what you're about to do – the temperature,

wind direction, even a gust of wind has big consequences. One gust can spoil not just a lap but your whole week! It's so critical, you're on such a knife-edge. At that point, weather permitting, you've done six days in that car so your nerves are already a little frayed. Probably you've had a few close calls; it's rare you're sitting there completely confident even if you have a good car. You're aware if the car isn't quite right or if you're going to have some issues in these four laps. But you've got to stay flat out; as soon as you lift your momentum is all gone so you have to figure out how you're going to do that, which angle of approach you want for each corner.

The pressure of those qualifying laps is immense, but if you make it into the top nine you only have to do it once more. If you're outside that you'll have to go through it another four or five times. It wears away at you. In all my years I only ever felt I was on top of it once, in 2007; that car was so good I didn't even use all the road. Then someone beat my time!

Qualifying set-up has no relation to the race – you have far less downforce for your solo runs. You also have one day at higher qualifying boost and that makes a difference of as much as 5 or 7mph round the lap. (No-one talks about 40-second laps, it's all about miles an hour.) You've had 5 or 10 simulated runs already so you have half an idea how things are – but from Friday to Saturday the temperature changes, or the wind, and it makes big differences to the car – I visualise the track as altering shape according to the wind – so the crew are tweaking things, even the ratios right up to lining up. I aim to run the whole lap in one gear – quick as the change is you still lose speed, but if the simulation shows it, the guys will tell me if a shift is quicker. And we're talking just 50 or 70rpm difference.

The engineers have been building that car for six months and every trick they know is on there. Indy will be its first race, though you may use it afterwards at other speedways. But this is the quickest you'll ever run. What I like is it's all in driver's hands – the engineers have given you absolutely the best car they can, then it's over to you. You've got to have that faith in your team when you turn into turn 1. And I always felt we were in with a shout.

I'd be strapped into the car 20 minutes before, checking I'm comfortable. There's a lot going on but I shut off; all I would see is just the car, the wheel, the readouts. I didn't even look at other people's speeds. I would run through the attempt in my mind, try to play the whole run in my head beforehand to plan my attack.

The biggest issue on warm-up laps is trying to build up momentum without killing the tyres because they will go away in those four laps. On your first warm-up, past the yard of bricks, you lift early to settle the car, not to put too much pressure on the tyres. Turn 2 is where you start to build momentum, you're up to 230-something, even 240 by the end of the straight and you're flat out through turn 3.

Probably you'll adjust the weight-jacker, which compresses one of the rear springs to push weight across the car; there's a button on the wheel for that.

One more lap, then out of turn 4 you'll hear on the radio "okay, green flag", and you're into your four flying laps. Your strategist counts down the laps, but that's the only time they will speak in these sessions; they know what the driver's going through.

Turn 1 looks identical to 3 but it's not; there's something about the architecture of the banking that makes the car want to go into oversteer. To make matters worse the wind generally comes from the north, pushing the car into the corner, and you've got the lowest tyre pressures still, but you've got to keep your foot down. So this is probably the highest risk of the whole run. In fact you might even be backing off a



Dario Franchitti tackled 10 Indy 500s, winning three times – but the four qualifying laps were the hardest

ONE GUST OF WIND CAN SPOIL NOT JUST A LAP BUT YOUR WHOLE WEEK

little bit, using a bit of opposite lock in that first stage of the corner.

There's a painted white line about a foot from the kerb; you're not going to touch that on lap one, let alone go below it. As you clear the corner the wind is hitting the left side, causing a bit of understeer.

Entering 2 there seems less banking – it's just an optical illusion. Then, as Jackie would say, you give the car its head; you're unwinding lock as quick as you can.

Now you're facing a headwind which is killing your straightline speed; you're not accelerating the way you'd like, but as you approach turn 3 that wind become your

friend because it gives you extra downforce and slows the car down, and here you value any downforce you can get.

As you turn into 3 there are three bumps at the apex, the only bumps at Indy. You feel the car touch the ground but only lightly. For some reason the car wants to go up the banking here.

Turn 4 is fairly straightforward on entry and apex but as you exit you feel the wind push the car toward the outside wall.

And that's your first lap! What you've then got is the feeling tyre degradation; you have so little downforce on that car that you're reliant on the tyres; you're thinking how am I going to keep it flat next time? You're taking deep breaths as you start to feed the car in because the rear's going to be less stable, so you can't make the adjustments you'd like because then the car will understeer toward the wall. So mid-corner you have to add a little lock – which slows you down and hurts the tyre. It's Catch 22.

By the end of that lap you've an idea what's going on so you start adjusting the controls – your weight-jacker, anti-roll bars, sometimes even in the 'short chute' between 1/2 and 3/4. Which means taking your hand off the wheel at a 230-some average...

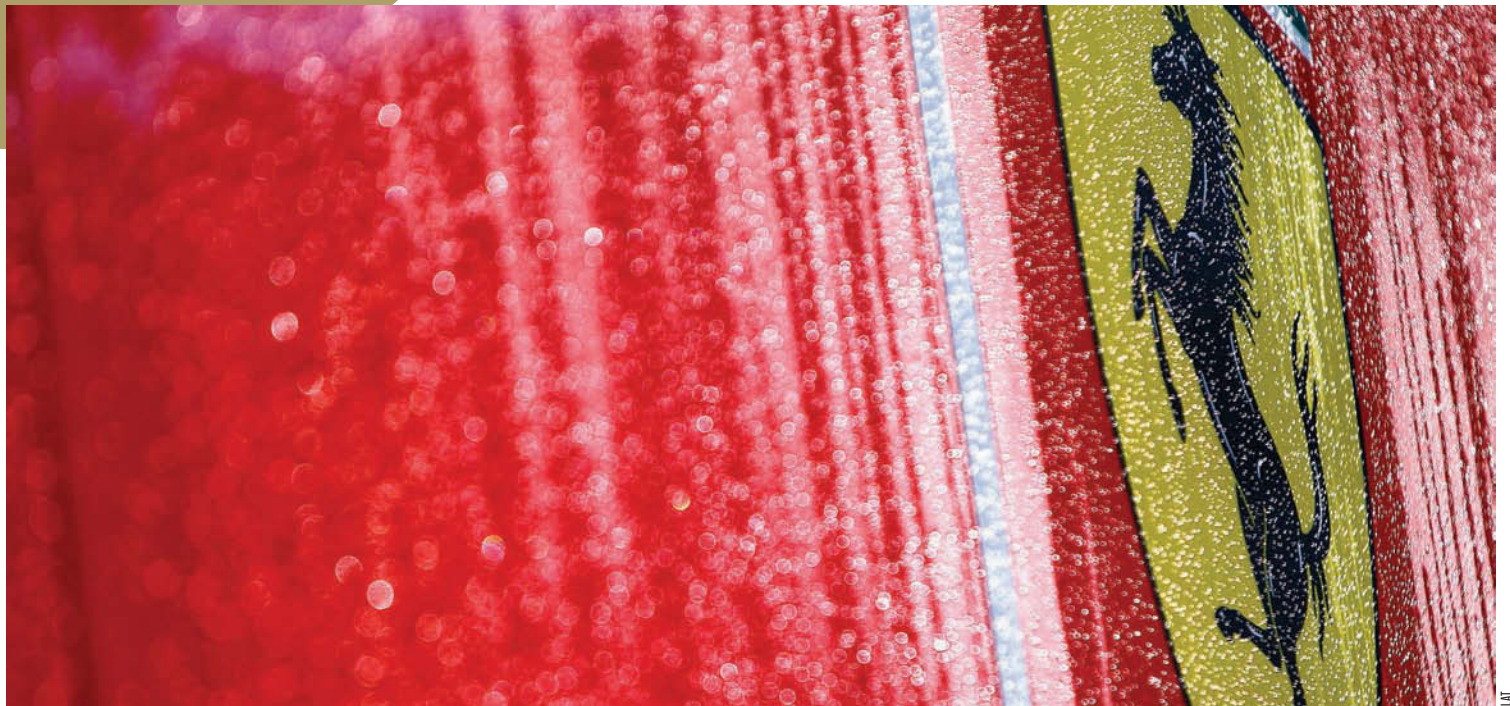
From then on you're heading down a slope, fighting the degradation, the wind, you're looking at your speed bleed away because you're trying to be more aggressive. There's times after one of those laps you come down the front straight and there's two laps to go and you think, how am I going to make those laps? You're willing this car on, because you have to get this big number; you don't want it to drop off because it's the average that counts, not the fastest lap.

By lap four the back slides on the way in, the front slides on way out; five degrees of lock has become 10. You're running out of road and that concrete wall is just waiting for you. You might even brush it once or twice. You're almost in survival mode, keeping it all together for the final lap. Then you think, thank god that's over!

But that's just the mental run-through: you've got to the top of the line, a guy signals to start the engine, another waves you onto the track. Now you have to do it for real. 🏁



Richard Williams



IN HIS FASCINATING AND OFTEN TOUCHING epilogue to a new Italian edition of his late father's memoirs, Piero Ferrari writes of a little noticed facet of a character whose complexity he compares to a Rubik's cube: the romantic streak that, in Enzo Ferrari's final years, prompted him to hire Michele Alboreto in the hope of seeing an Italian driver repeat the world championships won by Alberto Ascari 30 years earlier. A vain hope, as it turned out, but then disappointment was already almost as powerful a part of the Ferrari legend as the countless victories.

For the Scuderia, 2017 ought to be a year of joy, in which all the threads of a wonderful story – past, present and even future – can be gathered up and celebrated. Perhaps that is how it will indeed turn out, although it is always dangerous to make predictions on the eve of a season featuring a set of new technical regulations. But all the evidence suggests that the festivities in Maranello are more likely to be directed at the glorious past as a way of deflecting attention from present tribulations under the latest group of managers struggling to prove themselves worthy successors to the enigmatic Old Man.

Most significantly, on March 12 it will be exactly 70 years since Enzo Ferrari, already in his 50th year, wearing a dark double-breasted suit, a white shirt and a tie, settled himself into the seat of the first car to bear his name. In front of a small group of mechanics, engineers and other associates, he fired up the engine and swung the little car – which had

no bodywork to cover its naked mechanicals – out through the factory gates, turning right up the via Abetone Inferiore, the ruler-straight two-lane *strada provinciale* leading from Maranello towards Formigine, eight kilometres away. There he turned it around and headed back to the works, where Luigi Bazzi, his wizard of engine tuning, made a few small adjustments before taking the wheel himself for the car's second run. Six weeks later that car and its near-identical twin would be on the starting grid in Piacenza, 70km away: the first cars named Ferrari to take part in a race.

A great thing to celebrate, of course: the birth of a legend. The story that began in the early spring of 1947 has been an artery pumping rich red blood into the whole of modern motor sport. Other teams might come and go, changing their identities or disappearing altogether, but the Scuderia Ferrari has been a permanent and uniquely compelling member of the cast – a distinction for which it is handsomely (some would say excessively) rewarded by Bernie Ecclestone in the annual division of the F1 proceeds.

When Enzo Ferrari announced in 1945 that he was giving up the machine-tool business whose success had seen him through the war years in order to build and race cars, the reaction was mixed. Franco Cortese, the company's travelling salesman, who had raced one of the Scuderia Ferrari's works-endorsed Alfa Romeos in the 1935 Mille Miglia, responded with amazement. "Only a madman would dump a business as profitable as this," he remarked. But on May 11, 1947, two months after that first test run, Cortese would find himself in pole position for the

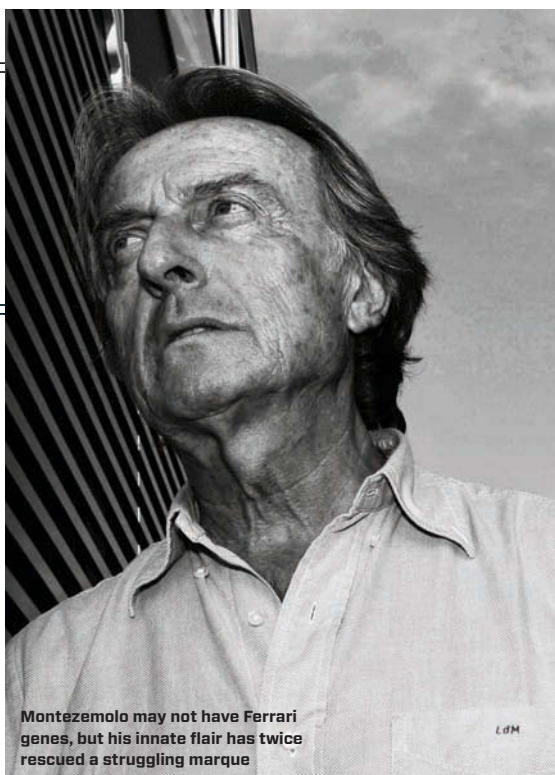
Circuit of Piacenza at the wheel of the first 125S, about to set off on a long adventure whose route and outcome none of them could have predicted. He would lead that race until his fuel pump packed up three laps from the end: a “promising failure”, in Enzo Ferrari’s words. Two weeks later in Rome, on the circuit of the Baths of Caracalla, the former travelling salesman would give the Ferrari its first victory.

The anniversary of the first test drive to Formigine and back takes place exactly two weeks before the new season kicks off in Melbourne. On May 25 comes the 70th anniversary of the maiden victory in Rome, followed on July 6 by that of Tazio Nuvolari’s first win in a Ferrari, at Forlì, which confirmed not just the “inexhaustible qualities” of the old champion, in the words of a British correspondent, but the excellence of the new machine. (A week later, in Parma, Nuvolari led Cortese home in the first-ever Ferrari one-two, having judged the Miss Parma contest the night before.) Towards the end of the year, too, the company could commemorate the first sale to a customer – or customers, in fact, since the brothers Gabriele and Soave Besana, Milanese aristocrats, joined forces to purchase a two-litre 166 Spider Corsa, already raced twice by the Scuderia, in time to ship it to Argentina for the Temporada series in the early weeks of 1948.

The Besanas were the forerunners of countless aristos, heiresses, royals (both reigning and exiled), socialites, stars of Hollywood and Cinecittà, classical conductors, rock musicians, oligarchs, footballers and oil sheikhs, from Prince Bernhard and Ingrid Bergman in the 1950s to Cristiano Ronaldo and Lionel Messi. In his memoirs, Ferrari preferred to divide them into three categories: sporting types, men who won’t see their 50th birthday again, and exhibitionists. Every one of them was buying a piece of reflected glory.

Just now, that glory is not shining so brightly. Last year the Scuderia Ferrari went through an entire F1 campaign without a win for only the 14th time in an unbroken 67-season run of Grand Prix competition. There had been barren runs before, notably from 1991-93, when Luca di Montezemolo was getting to grips with reviving the company after Ferrari’s death in 1988 had been followed by a disastrous period under Piero Fusaro, a Fiat appointee. Montezemolo brought in Jean Todt, who gradually recruited the team that would dominate F1 in the early years of the new century, adding a new lustre to the company’s road-going cars.

If Montezemolo didn’t have Ferrari in his bones, he was certainly adept at giving that impression. He understood the need not just for success but for high drama, which his own personal flamboyance helped to supply. He knew about motor sport, having competed in a souped-up Fiat 500 in his youth before entering the world of top-line rallying. He



Montezemolo may not have Ferrari genes, but his innate flair has twice rescued a struggling marque

had rescued the Scuderia once before, taking over as team manager at the age of 26 in 1974, immediately after the worst season in the Scuderia’s history, and working with Niki Lauda to win the world championship a year later before moving on to other challenges. He knew what it took.

Fusaro had tried to bring his business expertise to bear, but showed no real understanding of the way Enzo Ferrari had set up the company, with the racing team at its heart. He was not helped by a recession that left unsold Ferraris littering the factory yard, but it was his decision to raise production at a time when the Formula 1 team was not doing the business and the

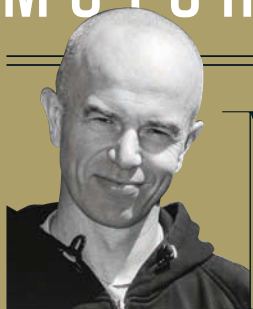
general economic situation was about to hit turbulence. Returning in 1991, Montezemolo refocused the team and rebuilt its morale. He and the people he gathered around him were all professionals, but they were also racers – as are men like Toto Wolff and Christian Horner, who run today’s most competitive teams.

The same cannot be said of Sergio Marchionne, the Fiat Chrysler chief executive who gave Montezemolo the elbow two years ago and added the leadership of Ferrari to his portfolio, or of Maurizio Arrivabene, the former Philip Morris sponsorship executive brought in as team principal

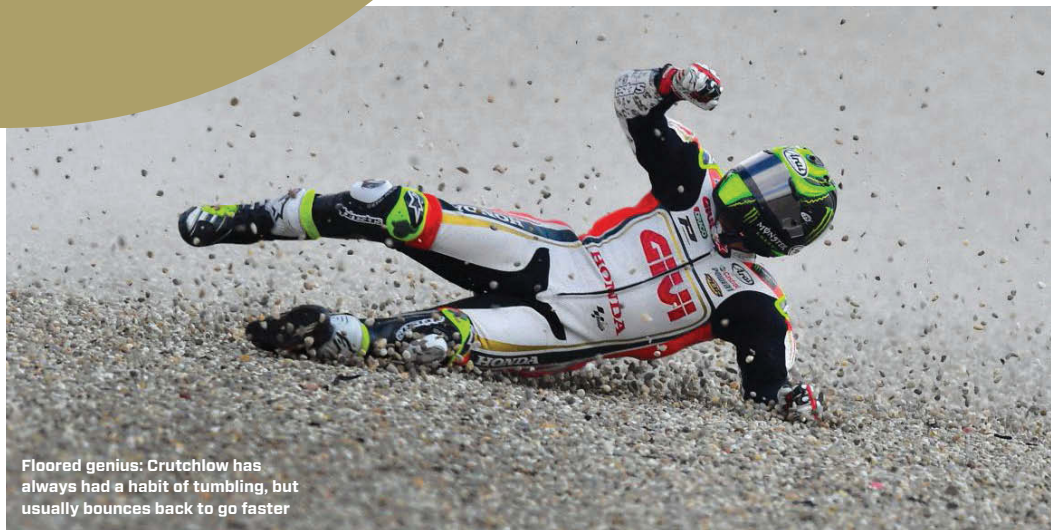
earlier in 2014. The pullover-wearing Marchionne has degrees in philosophy and law to go with his MBA; he joined the Fiat Group in 2002 and is credited by some in the business press with turning its fortunes around, but his methods may not necessarily transfer to the racing world. The decision to put the Alfa Romeo badge on the 2015 and ’16 Ferrari F1 cars seemed a jarring expression of corporate strategy; more seriously, a disagreement with James Allison, the highly rated technical director who had revitalised the team’s performances in 2015, prefaced the Englishman’s departure midway through last season. Having seen his optimistic predictions undermined by poor results, Marchionne allowed personal exasperation to colour his tone when he said of the F1 team in November: “I’ve thrown all the money I’d like to throw at that.”

Money, he was saying, was not the problem, but then at Ferrari, it never is. Continuing revenue streams from FOM, Philip Morris, Santander and other sponsors guarantee them the biggest budget in the paddock, at more than £300m. His assurance that reorganisation has improved the internal running of the Scuderia awaits the evidence of the season. Marchionne and Arrivabene may be excellent managers in their own fields, but seven decades of history prove that when it comes to getting the bells of Maranello’s parish church ringing again, good management is useless without inspiration, innovation, the kind of commitment that comes not from the imposition of targets but from somewhere deep inside and, however carefully it needs to be hidden in today’s world, a streak of romance. ☑

“DI MONTEZEMOLO UNDERSTOOD THE NEED FOR SUCCESS AND HIGH DRAMA”



Mat Oxley



Floored genius: Crutchlow has always had a habit of tumbling, but usually bounces back to go faster

GETTING HURT IS A GIVEN IN MOTORCYCLE racing. Injuries can be important, to say the least, but usually more important is how a rider comes back from them – no one has ever made it all the way to the top without getting badly bashed about (see our Ian Hutchinson interview on page 120).

Last year Cal Crutchlow became the first Briton in 35 years to win a premier-class motorcycle GP. He also topped the MotoGP crash statistics, with 26 tumbles.

“Cal is a gritty little boxer type – get stuck in and have a go,” says Ian Newton, who mentored Crutchlow during his first two seasons of racing. “Back then Cal was what he is now: quite cocky and a determined little git. His big thing was always his determination – he would crash his brains out but the accidents didn’t seem to knock him at all. Very, very few guys can do that.”

Most riders reach a certain level of suffering where they can’t help but close the throttle a few degrees. Crutchlow does the opposite.

“I don’t like crashing,” he says. “But I do like getting up and going faster straight away – it’s like you’re sticking your middle finger up at whoever, even at your bike.”

Consider qualifying at Sepang last October. Crutchlow was off the pace with less than four minutes to go, then slid off and damaged his LCR Honda. He managed to remount, but it seemed certain he would have to start 12th.

“You should’ve seen the state of the bike, but there was no time to fix it,” he says. “The right handlebar was touching the fuel tank and the front brake was locking on the straights, so every time the front came down after a wheelie the tyre locked and I was nearly on the floor. But I went and put it on the second row. I quite like that, the element of thinking: ‘I bet no other f**ker would do that!’”

Crutchlow gets a lot of criticism for crashing so often. Mostly he deals with it very well.

“People ask all the time, ‘Why did you crash?’ That’s the way it is. You can’t get up in the morning and say, ‘Today I’m not going to crash!’ It doesn’t work like that. I don’t know what these people want, but I’ve made a great career out of racing: I’ve scored two MotoGP wins, I’ve won races in every championship and I’ve won titles. Some guys don’t crash – maybe they’re more talented than I am.”

When Crutchlow was younger he didn’t take criticism so well. “When I was doing British Superbikes I crashed a lot. Some bloke came up and said, ‘You’ll never make it, blah, blah!’ I was at a trackday later and the same guy was there, so I went out, clipped his handlebar and down he went. I cleaned him up.”

Victories at last year’s Czech and Australian GPs proved Crutchlow can get the better of anyone, even multiple champions. In Australia he was catching leader Marc Márquez when the Spaniard crashed. After that he resisted

serious pressure from Valentino Rossi to win his first GP in the dry, two months after a brave rain-tyre choice worked for him at Brno.

Now the 31-year-old goes into his seventh MotoGP season motivated to improve on seventh overall. “I want to do better results-wise, but what I really want to do is do better points-wise. Maybe I went well last season because I wasn’t in the championship fight. When you’re riding for a title you’re more reserved. Maybe I threw caution to the wind.”

The good news is that Crutchlow’s new-found speed has won him better support from HRC (the Honda Racing Corporation). “My bike isn’t a factory bike but it’s close enough. If there’s an electronics update, I’ll get it at the next race; HRC is good like that. But it’s because of results – if you have good speed they get behind you.”

Most importantly, HRC gave him a factory chassis last summer, which he will probably use again this year. “The frame allows me to use a bit more corner speed, which suits the Michelins, and be more consistent. Me, Marc and Dani [Pedrosa, Márquez’s Repsol Honda team-mate] are now getting results with three different factory chassis – the differences are tiny, so it’s just personal preference.”

Despite HRC backing, Crutchlow’s LCR squad still operates as an independent team. And he knows that hardware isn’t the only difference between his crew and Repsol Honda.

“What really makes the difference between my team and a works team are their resources and staff. If you’re a factory rider you’re faster because of every element, and that’s why I get a lot more satisfaction if I beat them.”

Crutchlow has been a factory rider once, when he rode for Ducati in 2014. But his tell-it-like-it-is attitude didn’t go down too well with management. “I always like to tell the truth. I’m not going to be a robot and lie... unless I’ve been told to! Then again, the factory guys are paid a lot to do all the corporate-robot crap.”

Crutchlow is probably too old to be offered a factory ride when there are so many fast youngsters coming through the ranks, but that suits him just fine: he enjoys the underdog role, it’s perfect for a gritty little boxer type. 📧



“I don’t like crashing, but I do like getting up and going faster straight away – it’s like you’re sticking your middle finger up at whoever, even at your bike”



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DARREN TURNER

FULFILLING A BATHURST DREAM

AH, THE OFF SEASON! THAT PART OF the year when drivers get to spend a bit of time with their families and catch up on all those jobs that get put off during the heat of a campaign.

I'll be back on a plane soon enough, though. The Bathurst 12 Hours has been on my bucket list for a long time, so I'm excited to be going there to race the Aston Martin GT8 I drove in the Nürburgring 24 Hours last year.

It's an iconic circuit and you just know it's going to be difficult when every driver tells you how hard it is – like a mixture of the Nordschleife, Sebring and those other circuits that have their own unique challenges.

The best way to prepare before heading out to Australia is to get yourself into a simulator. I have my own simulator company (Base Performance Simulators or BPS), so I have been found thrashing around Mount Panorama a few times recently.

The off-season is also a time for ceremonies, starting with the *Autosport* Awards. It is always a fun night but has a special meaning to me because of the boost the Young Driver Award gave my career as a professional racer. Latest winner Lando Norris looks like he has all the ingredients for success. Then at the BRDC Awards I was honoured to collect the Colin Chapman Trophy. It's very special to have been part of the Aston Martin Racing Team for so many years, so to receive an award that recognises team spirit was a proud moment for me.

Being away from the track has given me time to focus on BPS. We see a real mix of professional drivers who come

along to use our simulator. Many teams prefer to forego the in-house simulator route and use one of ours instead. With our focus purely on simulation we can keep the equipment current.

We also have a lot of amateur drivers who come to improve their skills and make sure they are prepared for each of their events. These guys arrive either with their own driver coaches or we can provide private coaching. If you think of, say, a Blancpain Pro-Am partnership, the 'Pro' will often come along to coach the 'Am' so when they get to their next race the amateur is fully up to speed.

Driver coaches weren't really a thing in my early days. Back then you went to a racing school to learn the basics, then off you went. I went to the Jim Russell School and the instructors were the guys doing Formula Renault or Formula 3 at the time, then earning some money from coaching. It was a week-long intensive course that taught you everything you needed to know.

It's all about one-on-one coaching these days though, which I think is better – if the driver applies himself. You can have your driver coach, manager, fitness trainer etc, but if you're not fully engaged then you're only ticking a box. Then when you don't do well you have lots of people to blame and it becomes a vicious circle. I think a driver's mentality is crucial. You have to be strong in the head from the start as it's not going to be easy.

Back to my bucket list. Once I've ticked Bathurst off I just have Macau and Mosport Park to complete my dream set. Anyone got any ideas?

GORDON KIRBY

IN A CLASS OF HIS OWN

DAN GURNEY CELEBRATES HIS 86th birthday on April 13. The great man has aged in recent years, surviving two strokes, and rarely travels. His loving wife Evi is always by his side while his sons Justin and Alex run All American Racers' thriving composite component manufacturing business.

Looking back over more than a century of motor racing, it's clear to many of us that Dan stands out as America's greatest racing icon. His achievements in all kinds of cars – including F1, Indy, Can-Am, sports cars and NASCAR – put Dan in a class of his own, ahead of even Mario Andretti.

Then of course there's the magnificent line of Eagle F1, Indy and IMSA GTP cars. Gurney is the only American driver to win a Grand Prix in a car built and raced by his own team (Eagle-Weslake V12, Spa 1967). The previous weekend Gurney teamed up with AJ Foyt to win the Le Mans 24 Hours driving a Ford MkIV. Those successes define his driving career.

As a sports car driver Gurney was as good as they come. Ferrari hired him in 1959 and, after showing his speed, he was promoted to the F1 team. Dan won the '59 Sebring 12 Hours with Ferrari and the Tourist Trophy at Goodwood, too, co-driving with Tony Brooks. He also won the Nürburgring 1000Kms in 1960, co-driving a Camoradi 'Birdcage' Maserati with Stirling Moss.

Then there are his many great

showings in Can-Am, while in NASCAR he dominated a string of races at Riverside, his home track, winning January's 500-mile race five times between 1963-68.

And don't forget his successful second career as a team owner and car builder. Over a 34-season stretch from 1966-99, AAR built and raced winning F1, Indy and IMSA cars.

Bobby Unser recorded the first of three Indy 500 victories for Eagle in 1968 and a few years later the legendary '72 Eagle-Offy, designed by Roman Slobodinskyj, set new standards for oval track racing. The '72 Eagle broke the 200mph barrier for the first time in Jerry Grant's hands and destroyed the track record at Indianapolis by 17mph with Unser at the wheel. Gordon Johncock won the '73 Indy 500 in a car run by Patrick Racing, Bobby Unser took the '75 Indy 500 driving for AAR and no fewer than 20 Eagles were in the field in '73.

In the 1980s/90s AAR was very successful in IMSA with Toyota, building and racing championship-winning GTU, GTO and GTP cars. AAR's spectacular Eagle-Toyota GTP won 17 straight races – 23 altogether – and successive IMSA championships in 1992 and '93.

Beyond these many accomplishments, Gurney is an erudite man with a keen sense of humour. Fans are impressed with his humble manner – and that's why he is a class apart. ☐





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STAR LOT @ RM SOTHEBY'S

1970 PORSCHE 917/10 PROTOTYPE { Paris Rétromobile, February 8 }

Development car turning Weissach's endurance racer into a Can-Am conqueror; in testing carried five different bodies and many engine specs, driven by Siffert and Donohue, later raced by Kauhsen in Can-Am and Interserie, also by Emerson Fittipaldi; stored for many years, then returned to 1971 form; 630bhp 5-litre non-turbo flat 12 currently installed. Estimate: €4.6-5.5m

@ AMELIA ISLAND MARCH 9



1955 Ferrari 250GT Europa

Pinin Farina coachwork, competition features, built for 1955 Mille Miglia, matching numbers
Estimate: EPOA



1927 Bentley 4 1/2-litre Van den Plas tourer

Estimate: EPOA

RM Sothebys

@ RÉTROMOBILE, PARIS FEBRUARY 8

1964 Austin-Healey 3000 MkIII

Works rally car. Winner 1964 Spa-Sophia-Liège
Estimate: €340-450,000



2003 Aston Martin DB7 Zagato

First of 99 built
Estimate: €350-400,000

2012 Aston Martin V12 Zagato

One-off variant of 61 anniversary Zagatos
Estimate: €625-675,000

1973 Ferrari 365GTB/4 Daytona Spider

One of 121 Scaglietti cars, only 20,000 miles
Estimate: €1.7-2.2m

@ AMELIA ISLAND MARCH 10

1950 Allard K1/2

Two-seater V8 roadster, Edelbrock heads
Estimate: \$150,000 - \$200,000



1952 Lancia Aurelia Pinin Farina spider

Unique coachwork with fighter jet intake on advanced chassis
Estimate: \$1.1 - \$1.4m



1953 Fiat 8V Supersonic by Ghia

Dramatically styled version of Fiat's Fifties supercar
Estimate: \$1.6 - \$1.9m

UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

Gooding & Co

@ SCOTTSDALE JANUARY 20-21

1969 AMX/3 prototype

Sold for \$891,000



Bonhams

@ SCOTTSDALE JANUARY 19

1952 Ferrari 340 America spider

Mille Miglia, Le Mans and Targa Florio
Sold for £5.12m



@ RÉTROMOBILE, PARIS FEBRUARY 9



1968 Alfa Romeo 1300 GTA Junior

Ex-Scuderia Monzeglio
Corse, Luigi Pozzo.

Won the 1971 Italian Gran Turismo 2 Championship
Estimate: £190,000 - 230,000

1976 Lancia Stratos Gp4 Coupe

Estimate: £300,000 - 380,000



1983 Renault 5 Turbo

Ex-Jean Ragnotti, Paul Rouby,
6th Tour de Corse, genuine
Group B works car
Estimate: £170,000 - 260,000



1970 Porsche 914/6

Built by Kremer Racing.
Restored by MEC Auto
Estimate: £160,000 - 210,000

AUTOMOBILIA

ARTCURIAL



Monkey bonnet
mascot
Estimate: €7-900



Spirit of St Louis
bonnet mascot
Estimate: €6-800



1963 Meyers Manx beach buggy
The classic VW-based buggy
Estimate: \$30 - \$50,000



1937 Bugatti Type 57S
Vanvooren cabriolet, supercharged
Estimate: \$8.5m

1930 Stutz Model M coupé
Rare closed body by Lancefield
Estimate: \$1m - \$1.4m

Artcurial

@ RÉTROMOBILE, PARIS FEBRUARY 10

1965 Dino Berlinetta Speciale
Unique and famous Ferrari concept, the first mid-engined Ferrari GT, untouched from new
Estimate: £4-8m



2008 Renault Mégane Trophy
Estimate: €40-60,000



1983 March 84G GpC/IMSA
Porsche 956 motor, extensive race history
including Le Mans, Sebring, Daytona, GpC eligible
Estimate: €500-700,000



1986 Citroën BX 4TC
Estimate: €50-80,000



H&H

@ DONINGTON PARK FEBRUARY 23

1960 Austin Se7en Mini
Recent restoration, 848cc
Estimate: £8-10,000



1967 Triumph Vitesse convertible
Converted from saloon
Estimate: £POA

AUCTION CALENDAR

FEBRUARY

- 8 RM SOTHEBYS**
Paris
- 9 BONHAMS**
Grand Palais, Paris
- 10 ARTCURIAL**
Rétromobile, Paris
- 17 MECUM**
Los Angeles, USA
- 22 H&H**
Donington Park, UK
- 24 SILVERSTONE AUCTIONS**
Race Retro, UK
- 28 BARONS**
Sandown Park, UK

MARCH

- 4 HISTORICS AT BROOKLANDS**
Brooklands, UK
- 9 BONHAMS**
Amelia Island, Florida
- 10 GOODINGS**
Amelia Island, Florida
- 10 RM SOTHEBYS**
Amelia Island, Florida
- 19 BONHAMS**
Goodwood, UK
- 24 MECUM**
Kansas City, USA
- 28 BARONS**
Sandown Park, UK
- 31 AUCTIONS AMERICA**
Ft Lauderdale, USA
- 29 H&H**
Duxford, UK



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DREAM GARAGE

BROADSPEED JAGUAR XJC

WE ALL WANTED IT TO WIN. EVERY time it broke, or crashed, or simply failed to turn up at a race, we all told ourselves "next time..." The Broadspeed Jaguar XJC invoked adoration in a way few racing cars do, for being gorgeous to look at, for waving the Union flag in the face of BMW, and for being outrageously, deafeningly fast – sometimes for whole laps. For two glorious ETCC seasons in 1976 and '77 Derek Bell and Andy Rouse wrestled the massive machine to pole after pole – followed by fail after fail. It's one of the greatest nearly-cars of all, and in the metal it still inspires awe.

Only four were built (ignore the stories of a mythical fifth car or suggestions that John Steed's *Avengers* transport was one of the racers), but the last of those was lighter, dry-sumped and finally received fuel injection to feed the gas-gulping 5.3-litre V12. With two second places and a fifth in 1977, culminating in a heart-breaking off while leading the TT, the XJC seemed about to come through. And then BL pulled the plug. But one of these eager brutes is up for sale, the last and lightest.

"It just hasn't been touched since its last race," says Kent Thirley of JD Classics, the restorer, preparer and dealer whose experience with racing Jags is extensive.

"It went straight into the JDHT heritage collection; it hasn't been modified or restored, it's just as it finished racing".

A combination of wrong car choice, under-investment and over-enthusiastic PR hampered these muscular, weighty beasts from the off – Ralph Broad wanted to use the lighter XJ-S, which would

indeed later become a winner but was pressed into turning the tall, heavy coupé into a rival for the fleet and unstopably successful BMW 3.0 CSL. It seethed with potential, plus half as much power again as its German challengers, but now it's just another of those brief daydreams that light up racing's past.

There is another

Broadspeed car out and racing today, but a buyer of this one would have some hard choices to make. "You'd have to look hard at the preservation issue," says Kent. "If you wanted to race it the car would need to be totally recommissioned, but as it stands it's a bit of a time warp. Obviously you would need to know it was safe to run, but you'd need to retain as much of the original car as possible. It's not a candidate for a complete strip-down and replace. Yet it would be a passport to all the big meets." Tough decision – preserve a throbbing moment of history, or wake up a sleeping beast?

FACTFILE

YEAR 1977

ENGINE

5.3-litre V8, 385bhp

TRANSMISSION

5-speed manual

SUSPENSION

F: double wishbones, coilover shocks. R: wishbone and driveshaft

TOP SPEED 165mph

PRICE £POA



large roof scoop, not that you couldn't have easily guessed that already.

But of at least equal interest was the Audi Q8, revealed in 'concept' form but, I am reliably informed by someone who should know, all but identical in all ways that matter to the production car that will follow later this year. You might not consider the appearance of a



Audi's Q8 concept offered one of very few highlights in Detroit, along with Lexus LS (right) and Kia Stinger (below)

Audi tops Detroit exhibits

New design language revealed at a shrinking show | BY ANDREW FRANKEL

THOSE FILING OUT OF THE COBO Hall on the evening of the Detroit motor show's first press day could be forgiven for failing to realise they'd just attended an iconic event on the automotive calendar. For decades The Big Three welcomed the world to Motor City each January and proceeded to launch cars in huge numbers and with unrivalled chutzpah. No longer: despite long overdue signs of recovery in the city, its motor show was a small and timid shadow of its former self.

Ford, General Motors and what we must now call Fiat Chrysler Automobiles had an incredibly quiet show by their once riotous former standards, the point being that if the big domestics cannot be bothered to support their home show, one wonders how long everyone will continue to commit to it.

Of course many simply didn't show up at all. None of the blue-blood sports and supercar manufacturers made it, nor did Jaguar, Land Rover or even Porsche. So it was left to the mainstream German premium brands to prop up a badly listing show.

Mercedes-Benz brought the most,



"Despite long overdue signs of recovery in the city, its motor show was a small and timid shadow of its former self"

including an attractive coupé version of its new E-class and yet another hot AMG GT, this time badged GT C, to add to its ever-expanding range of junior supercars. We even learned a little more of its forthcoming hypercar with its Formula 1-derived powertrain. Unlike F1 cars, it will have an electrically driven front axle capable of a range of 25km on electric power alone. Its power output will be 'at least' 1000bhp and a screen grab of a rear-on silhouette revealed the car to be a low-slung mid-engined coupé with a

sleeker version of the extant Q7 exactly headline news, but the real significance is its shape. This is the car that previews the new design language Audi has been evolving for years and which should bring to the end the days of Russian doll design, during which Audi's development has slowed to a glacial pace and its saloons and SUVs have seemed simply to be different sizes of the same car. We'll see more on this theme with the release of an all-new Audi A8 this summer, followed next year by the A7 and all-important A6.

But of all the cars on show, just two were genuinely new production models heading for sale in the UK: one was the luxurious and distinctive Lexus LS, the other a very attractive alternative to the likes of the BMW 3-series from Kia, called the Stinger. If it's as good as it looks, in theory it should sell well in the UK. Sadly, however, we are a nation of badge snobs and in reality it could be the greatest car ever made and I'd expect Kia still to struggle to persuade people to abandon their Audis, BMWs and Mercedes-Benzes in its favour.

Carbon captured

McLAREN AUTOMOTIVE HAD A stunning 2016, not only launching the 570S 'Sports Series' to universal acclaim, but also nearly doubling sales from 1654 cars in 2015 to 3286. The growth was driven almost entirely by the 570S and its more touring-orientated 570GT sister, which together accounted for two-thirds of all custom.

But the company has no plans to slow down and will within the month unveil the successor to the current 650S at the Geneva Motor Show. It's a significant car because it will be the core model in the middle of McLaren's ranges – with the 'Sports Series' cars below and 'Ultimate Series' like the now-defunct P1 above. More significantly the car, known now only by its 'P14' code name, also represents the first time McLaren has completely replaced a model since its rebirth as a car constructor with the MP4 12C (from which the 650S was derived) in 2011.



So far McLaren has only released a single image of the car's carbon-fibre monocoque, but even that reveals a car that, while similar in concept, may well be drastically different in execution. The most telling thing about the picture is the presence of a structural roof element in the monocoque, something the missing from all other current generation McLarens save the P1. It is likely that the extra rigidity that comes from having a structural element in the roof has allowed McLaren to cut carbon elsewhere, particularly in the sills and door apertures, saving weight and allowing the car to be significantly easier to access and exit with no penalty in overall strength. Indeed the P14 is said to be both lighter and stiffer than the 650S it replaces. One potential drawback of the design is that it would require more work to turn into a convertible because the roof section will need to be removed and weight added

elsewhere to maintain strength.

Its powertrain will still be based around the twin-turbo V8 used by all McLarens, though with its power raised from the 641bhp seen in the 650S, probably to about 680bhp to ensure statistical clear air between it and its nearest rival, the 660bhp Ferrari 488 GTB. A derivative of this engine already develops 727bhp (before electrical assistance) in the P1. The car is likely to retain its seven-speed paddle-shift gearbox and continue to drive the rear wheels alone.

McLaren has given no public indications about the car's appearance, but informally it is said to be a far more dramatic design than the 650S and, some say, even more extrovert than the P1. Deliveries are likely to begin this autumn.

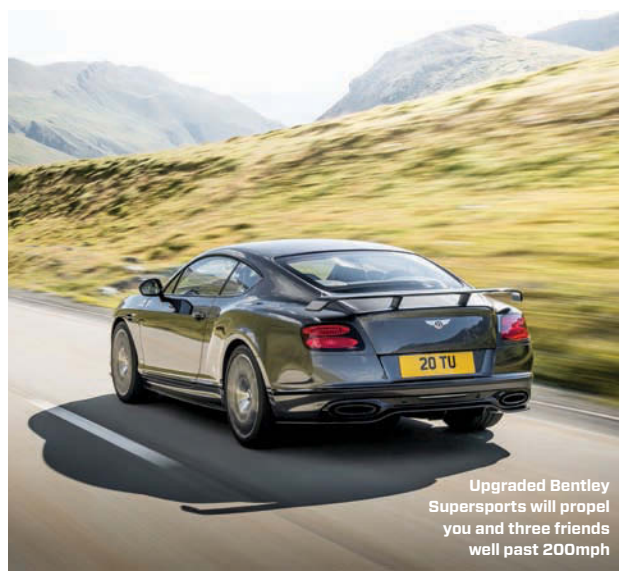
Say it with power

HOW DO YOU BID FAREWELL TO a car that has lived 14 years, saved your company and transformed your business? For Bentley, nothing says it better than 700bhp.

That's the power output of its new Continental GT Supersports model, the fastest, most powerful car in the company's 98-year history. With a top speed of 209mph, Bentley is also claiming it to be the fastest four-seat car in the world, eclipsing as it does the top speed of Ferrari's GTC4 Lusso by a single mile per hour.

The Supersports is available with both open and closed bodywork and, unlike the 2009 Supersports, will not be sold as

■ **Jaguar Land Rover sales in 2016 breached the 500,000 barrier for the first time and, for once, it was Jaguar showing the big increases. While Land Rover sales rose by eight per cent, Jaguar's rocketed by 77, largely on the back of demand for the excellent F-Pace SUV. But Jaguar remains the minority partner with some 70 per cent of group sales still going to Land Rover and its Range Rover offshoot. And while this is record-breaking stuff for JLR, there remains some distance to go before it poses a real threat to the dominance of the German premium brands: both Mercedes-Benz and BMW sold more than two million cars in the same period.**



Upgraded Bentley Supersports will propel you and three friends well past 200mph

a stripped-out two-seater, a move that came to be regarded as a step too far for the Crewe-based brand. Indeed press blurb referring to 'luxurious ride quality for passengers wishing to cover long distances in supreme comfort' suggests a softer, more broadly focused car than the old uncompromising Supersports. And while it's 40kg lighter than the 12-cylinder Continental GT upon which it is based, an all-up kerb weight of 2280kg still ranks it among the more hefty 200mph machines you can buy. So it's impressive that all that mass can still be coaxed from rest to 60mph in just 3.5sec, matching the time claimed for Aston Martin's current flagship, the Vanquish S.

At £212,500 (£233,800 for the convertible), the new car costs £43,000 more than the hitherto range-topping 633bhp Continental GT Speed.

Range extender

PORSCHE HAS COMPLETED THE line-up of the current 911 generation with the unveiling of a new GTS to sit above the standard and 'S', but below the Turbo and Turbo S. It will be available in all body styles – Coupé, Cabriolet and Targa – with both two- and four-wheel drive and with manual or automatic transmission. Larger turbochargers produce 30bhp more than found in the S, bring its total up to 444bhp.

The GTS is visually distinguished from other 911s in the now familiar way with black wheels, smoked rear lights and front air intakes, with a (black) sports exhaust as standard, a downforce-enhancing new front spoiler and rear wing plus the usual smattering of GTS badging.

Comparison with the previous generation 911 Turbo that went off sale only a year ago is instructive. The Turbo was substantially more powerful than this new GTS but if you equip the latter with the PDK gearbox and four-wheel drive the Turbo had as standard, the new GTS will pull a 3.6sec 0-62mph run, just two tenths shy of the not-so-old Turbo. The same car's 192mph top speed is a mere 3mph down too, yet it is 12.5 per cent more fuel efficient. And at £102,120 with PDK, it's nearly £19,000 cheaper than the Turbo, too.

A full review of the new GTS will be published next month. ☑

MERCEDES-AMG GT R

Sharpened in every area, and gunning for Porsche | BY ANDREW FRANKEL



A DOZEN YEARS AGO AMG was a pretty straightforward kind of in-house tuning company. It took bits designed elsewhere in the Mercedes-Benz empire and tuned them up to make AMG-badged cars quicker and more capable than those on which they were based. But in 2006 AMG was allowed to do its own bespoke engine and just four years later its own bespoke car – the SLS, and then another, this AMG GT. Now we hear it's working with the F1 engine team in Brixworth to install an entire F1 powertrain in a road-legal car and rumours persist of another new model positioned above even the AMG GT to help celebrate AMG's half-centenary this year. In the meantime sales of AMG-badged cars have tripled in the last three years. In short and putting it mildly, AMG is on a roll.

And just to prove that AMG now

feels there are no noses it cannot tweak, no ground too sacred for it to stomp all over, it has developed an 'R' version of the AMG GT and it's aimed directly at the GT3 series of 911s produced by Porsche's fabled Motorsport division.

Do not mistake this for one of those minor mid-life updates focused more on changing cheap panels that don't incur heavy additional tooling costs, rather than a genuine attempt to increase driving pleasure. The AMG GT R is the realest of deals and you won't be far beyond the pitlane exit to know it.

Indeed if I were only able to describe it to you in one way, I'd say it's what happens when AMG AMGs an AMG. If you see what I mean.

No area of its endeavours has been left untouched. Probably the least interesting fact is that there is, of course, more power. A lot more power as it happens. Thanks to bigger turbos and a remap, an additional 75bhp has been coaxed from the 4-litre twin-turbo V8,

FACTFILE

£142,365

ENGINE
4.0 litres, 8 cylinders,
turbo, petrol

POWER
577bhp@6250rpm

TORQUE
516lb ft@1900rpm

TRANSMISSION
seven-speed paddle
shift, rear-wheel drive

WEIGHT
1630kg

POWER TO WEIGHT
354bhp per tonne

0-62MPH 3.6sec
TOP SPEED 198mph
ECONOMY 24.9mpg
CO₂ 259g/km

pushing its output up to 577bhp though this remains shy of the 603bhp the same engine already produces in the E63 AMG saloon. More thought has gone into the chassis, which benefits not only from the usual changes to spring, damper and roll bar rates, but coilover suspension units, a wider track and an additional three sections of rubber on the rear tyres.

But this is merely the start. The GT R is the first Mercedes to feature a four-wheel steering system like those already seen from Porsche and Ferrari. It turns the rear wheels in opposite directions to those at the front at low speed effectively to shorten the wheelbase and enhance agility, and in the same direction thereafter to promote stability.

But big tyres, four-wheel steering and beefed up suspension all add weight, so AMG counters that with materials like carbon fibre for the front wings, roof, rear spoiler and under-car bracing,

magnesium for the front cross-member and titanium for the exhausts. AMG has dropped the final drive ratio and stacked its seven gears more closely together, too. It also comes with an invisible deployable front spoiler to increase downforce at high speeds, a proper double element rear diffuser and that



carbon, adjustable rear wing. So if you're wondering how Mercedes can justify the extra £30,000 over the AMG GT S, in these myriad modifications lies at least some of the answer.

Another part is provided by just how stupendously quick this car actually is. Of course a 577bhp supercar is going to feel fast, but I'd already taken that into account when I drove one for the very first time at the Portimão race track in the Algarve. And even by the standards of what you might reasonably expect of such a car, the GT R is bewilderingly rapid. Because these days 577bhp is no longer an apocalyptic amount of power and while the GT R is light, it is not 911 GT3 RS light. Yet around Portimão it near enough set my trousers on fire.

Actually I'd been quite concerned about it, having driven the slower GT S at a damp Snetterton and cared for it not at all, but once you've become acclimatised to just how much speed the



GT R can carry, the next thing you notice is that it's a lot less frightening than its softer sister. Like the GT S, the GT R still as a front end that bites hard into each low- or medium-speed corner, but the additional rubber at the back and suspension changes have brought far more composure. The tail is now properly tied down, offering sensational traction for a rear-drive, front-engine car and when it moves, it does so quite progressively. At higher speed there's not only more grip from the chassis and an

Double diffuser and carbon boot spoiler hint at the AMG GT R's performance boost - but expect to be both stirred and shaken

additional 150kg of downforce, the aero-balance is now tuned to offer mild understeer in quick curves, a stabilising trait welcomed by cowards like me. Its composure over Portimão's devilish crests and its phenomenal braking system made it easy to see why it is now the fastest two-wheel-drive production car ever timed at the Nürburgring.

But there are flaws here, too. A car that is easier to drive is not necessarily easy to drive. While the GT R eventually put my fears to rest, I never felt as at home with it on track as I did in cars with significantly more power like the McLaren 675LT and Ferrari 488GTB.

On the road its boundless enthusiasm can even become a trifle annoying. The ride is quite bouncy on less than smooth surfaces and I imagine the engine's rumbling thunder might grate after a few hours on the motorway, however delightful it is on the track. It's far better than a track-day special that offers nothing other than purgatory on the way to and from the circuit, but if you envisage a Grand Touring role for your AMG GT, can I recommend one of the more affordable, less hard-core models? This is a pure sports car, and in the most traditional sense of the term.

But it's still a car I liked very much. In fact I liked what it represents almost as much as the car itself. This is Mercedes pitching a tent on the front lawn of Europe's most fabled supercar manufacturers and sinking the pegs into fast-drying concrete. It takes confidence for a company like Mercedes to abandon core competences such as quietness and comfort in pursuit of its aims; and one thing AMG does not lack at present is confidence.

Which is why I expect AMG to go further still with the GT and, in time, turn it into a car that makes even the GT R look a little anaemic. AMG's Black Series sub-brand has been dormant for a while, waiting for the next appropriate opportunity; and while the GT R is the most focused production road car Mercedes has ever made, it's not hard to see how it could be made to be more hard-core still. The power is available, the aero could be enhanced and the interior stripped of much of its equipment. For now though, welcome the new GT R, not just the quickest AMG GT by far, but more importantly and by a considerable margin, the best too. **Q**



AUDI SQ7 & BENTLEY BENTAYGA DIESEL

New engine adds serious urge to related but very different cars

HOWEVER THEY MIGHT appear in the flesh, the biggest difference on paper between the Audi SQ7 and Bentley Bentayga diesel is their respective price points. At £135,800, the Bentley costs almost twice as much as the Audi, before extras that can push that price towards £200,000 with terrifying ease.

This despite the fact both cars sit on the VW Group's full-sized MLB hybrid steel and aluminium architecture, and share the same suspension configuration, the same 4-litre V8 diesel engine and the same eight-speed ZF gearbox.

But before we delve deeper into what separates them in reality, we need to look a little harder at the technology, because it is genuinely fascinating.

The engine in particular is a fiendishly clever device, the most powerful diesel motor in production and by a decent distance the most sophisticated too. Superficially it's a twin-turbo V8, though it uses those turbos sequentially, not in series. There is nothing new in this – BMW among others has been doing it for ages – but I still don't understand why more don't embrace the idea of a small, low-inertia turbo to limit lag at low engine speeds, progressively handing over to a more meaty puffer as revs rise. In the Audi



Audi SQ7

FACTFILE

£70,970

ENGINE
4.0 litres, 8 cylinders,
turbocharged

POWER
429bhp@3750rpm

TORQUE
664lb ft@1000rpm

TRANSMISSION
eight-speed automatic,
four-wheel drive

WEIGHT
2330kg

POWER TO WEIGHT
184bhp per tonne

0-62MPH 4.9sec
TOP SPEED 155mph
ECONOMY 39.2mpg
CO₂ 190g/km

and Bentley cases, it's a twin-scroll unit that does the work, and does it well. Regardless which one you drive, it will place 429bhp under your right foot.

But when you drive either, it is not the power you feel but, appropriately for these kinds of car, the torque and the unique way in which is delivered. Not only is there 664lb ft of the stuff, which is as much as the 6-litre 12-cylinder twin-turbo engine from the petrol Bentley Bentayga can deliver, it's all there at 1000rpm. Which is unprecedented.

It's possible because the car is actually triple-charged: it has two conventional turbos plus a third device that's neither a turbo (it is not exhaust-driven) nor a normal supercharger (it's not driven directly from the engine). Instead it is an electric compressor driven by a completely independent 48-valve subsystem using power from a lithium-



ion battery pack, the same system that also allows the front and rear anti-roll bars to disconnect themselves when the car is travelling in a straight line for ride comfort or in many off-road conditions, and recouple the moment cornering forces require it. Make no mistake, this is clever stuff and two senior engineers from unrelated companies have confessed to me their envy for this system.

Despite the fact that both Audi and Bentley share identical powertrain hardware, Bentley says it has taken a radically diverse approach in terms of tuning and I'm sure it does respond differently relative to which drive mode you decide to use in each car. But that's not the point. The point is that it imbues either car with performance that would disgrace many an expensive sports car and, in a pair of 2.3-tonne SUVs, that performance is simply shattering.



So instantly does the engine respond from such preposterously low engine and road speeds, the cars to which it is fitted can feel more closely related to pure electric machines like Teslas than conventional turbodiesels. When you first make your acquaintance, the torque delivery has an addictive quality and even when you're quite used to it, it never quite loses its novelty value.

What effect, then, does this powertrain have on the cars themselves? For the Audi, it is transformative. I would rank a standard diesel Q7 squarely in the middle of its class, clearly less desirable than a Range Rover Sport but at least competitive with its Mercedes-Benz and BMW rivals. It's a car of few distinguishing features that just quietly and efficiently gets on with the job in hand. Equip it with the diesel motor, however, and



every journey becomes an event because you don't have to be driving fast to feel what the engine does best.

The effect it has on the Bentley is more subtle, because if you've driven another Bentayga, it can only be the 600bhp W12 flagship. The additional low-down response is welcome and a very Bentley characteristic, but I expect owners will appreciate most the fact that it will do a genuine 30mpg in conditions where you couldn't hope for 20mpg from its petrol stable-mate. I don't imagine they'll care much for the cost saving, but the fact it will go half as far again on a tank of fuel is likely to be a source of continual delight. Calais to the Alps in one hit is now a real possibility.

And no, of course you can't justify the extra cost of the Bentley in objective terms. The Bentley seems more solid, appears to go down the road even more

quietly and ride with a touch more sophistication, but I'd be the first to admit this could all just an impression provided by its swaddling nature of its deeply luxurious interior. Without driving both back to back, which I was unable to do, I couldn't say for sure.

So you're paying for a name, a look (which I happen not to like), exclusivity and a sense of occasion. The truth is that for all its extraordinary technology, the Audi Q7 remains a beast of family burden, a functional device for doing a specific job. And it's a job it does impressively well and with real elan. But the Bentley is a home from home, a place you'd actually choose to spend time, regardless of road or traffic conditions. The wood, the leather and what Bentley likes to call handcraftsmanship, really do count. Enough to justify the price? Customers are voting with their chequebooks, forming such long queues for Bentaygas it's likely to outsell all other Bentleys combined and push production to 20,000 units by the end of the decade. For a company that produced a mere 1000 cars as recently as 2003, that's some transformation. And put in the happy position of having to choose between Bentaygas diesel or petrol? Even without the £25,000 price gulf that separates the two, I'd have the diesel every time. **Q**

Bentley Bentayga

FACTFILE

£135,800

ENGINE
4.0 litres, 8 cylinders,
turbocharged

POWER
429bhp@3750rpm

TORQUE
664lb ft@1000rpm

TRANSMISSION
eight-speed automatic,
four-wheel drive

WEIGHT
2390kg

POWER TO WEIGHT
180bhp per tonne

0-62MPH 4.8sec
TOP SPEED 168mph
ECONOMY 35.8mpg
CO₂ 210g/km

NISSAN GT-R

Still brutally quick, but a thorough revamp has softened its manner



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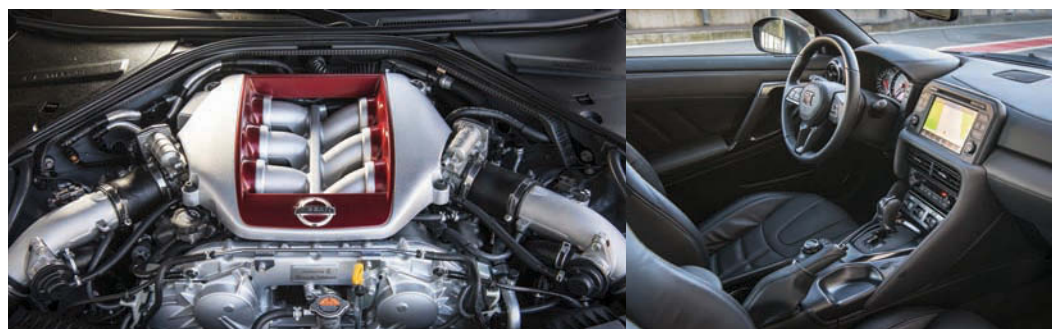
YEARS AFTER IT FIRST appeared and with no sign of a successor, Nissan's once groundbreaking GT-R has been given a sufficiently comprehensive facelift to merit re-examination on these pages.

And, for once, the focus is not on simply making it faster, though its hand-built 3.8-litre twin turbo has been gifted a further 20bhp to bring the total to 562. So while the performance is not as shocking as it was a decade ago, because its few competitors have caught up most of what was once a yawning shortfall, it can still elicit a stifled yelp from an unsuspecting passenger.

We don't know exactly how quick it is because Nissan thinks it adds to the car's mystique to withhold acceleration figures (it doesn't, it's just annoying), but it's been timed below 3.5sec to 60mph and under 8sec to 100mph elsewhere and that feels about right.

Far more interesting, at least to me, are the efforts Nissan has made to make the GT-R quieter and more refined, as if in the autumn of its life it has suddenly realised it's time to grow up. The structure has been stiffened, but the suspension has been softened.

An effectively new, far more plush interior has been fitted and additional sound-deadening material has been



FACTFILE

£82,995

ENGINE
3.8 litres, 6 cylinders,
twin turbochargers

POWER
562bhp@6800rpm

TORQUE
469lb ft@3600rpm

TRANSMISSION
six-speed paddle shift,
four-wheel drive

WEIGHT
1510kg

POWER TO WEIGHT
321bhp per tonne

0-62MPH 3.4sec
TOP SPEED 193mph
ECONOMY 23.9mpg
CO₂ 275g/km

packed into its bulkheads.

The result is to turn a car I have long considered one of the most overrated on sale into an effective and, more importantly, likeable, all-purpose, all-weather weapon.

It remains simple to criticise: the cabin is ugly, the new touchscreen infotainment is clunky, the gearing is too short, the switchgear too scattered and the fuel consumption truly atrocious. What's changed is that the fundamental way it goes about its business is so improved that these failings are far easier to tolerate.

Probably most improved is the ride quality, though to me the power delivery seems more progressive too. Nissan has found a balance that allows the car to feel completely planted over the worst crests, while at last providing the

compliance to take the edges off all those road imperfections that used to pepper progress in its earlier iterations. What Nissan appears to have grasped is that by making the GT-R more civilised, it has actually also made it more appealing to go out and drive. There may be some payback at track speeds, I don't know because I didn't take it to a circuit, but on the road the news is uniformly good.

Even so, it remains a car for iconoclasts. A 911 Carrera S remains far easier to live with and, while not quite so gut-bustingly rapid, probably a more pleasurable thing simply to get in and drive. Then again if you've always liked the idea of the GT-R but not the reality, it's worth another look. Ten years on, the GT-R is finally turning into the car it should have been from the start. **W**

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Hot and bothered

The Ford GT40 in February's Dream Garage must have been somewhat civilised during its rebuild. We drove a Mk1 road car to the 50th anniversary edition of Le Mans in 1973 for the parade, together with an XK120 Jaguar for the historic race. Admittedly the weather was pretty warm, but we had to change drivers in the Ford about every hour so they could cool off in the Jaguar. The driver overheated long before the engine.

Ours had the luggage boxes, and we ill-advisedly used them for that trip to Le Mans. On opening the boxes we found most of the clothing blackened and scorched, the toothpaste tube had exploded and the toothbrush melted. We found out they were only for homologation, not use, and were lucky not have set fire to the thing. It was used on the road quite often after that – uncomfortably. The car has since been uprated to race spec and has competed over several years but remains road legal. We still have all the road car equipment including luggage boxes. It has returned to Le Mans several times – on a trailer. On one occasion we asked for volunteers to drive it back, in the rain, because we needed the trailer for another car. No takers. It's now in the National Motor Museum, Beaulieu.

Yes, it's a magic piece of kit on the track, but as a road car it has always been rather user-unfriendly. After having one for a few days (ours, I believe), the great Jenks reckoned it was the worst-finished and most uncomfortable car he had ever driven. But as another journalist wrote at the time, future collectors will consider Henry Ford a charitable sportsman when they jostle each other with open chequebooks for a vintage GT40.

Both were right!

Mark Finburgh, Edgware, Middlesex

Jim Clark's 'hat' trick

Doug Nye's reminiscences of the 1967 Tasman races brought back plenty of memories. I was a younger lad at the time, cutting my teeth as a 'gopher' with a sports car team, and was able to photograph Jackie Stewart receiving some coaching from Tim Parnell, Jackie leading Jim Clark and Richard Attwood and Jim sans nose on the Lotus

as he crested the hill onto the pit straight at Pukekohe.

On one lap Jim got closer to Jackie and was forced to drive one-handed with the other hand pushing down on the top of his helmet – the turbulence from Jackie's car was getting under Jim's peak and lifting his helmet up.

While 50 years have passed since those events, it remains very fresh in my mind and one of my life's many highlights. The Grand Prix drivers' annual pilgrimage inspired many young New Zealanders to follow in their footsteps. I followed the series every year from race to race and, apart from watching the likes of the aforementioned chaps and all the other champions who visited, I got to talk to them. Many are now sadly gone, but I cherish those times with great fondness.

I have also read *Motor Sport* magazine for almost all of that period. I will miss Nigel Roebuck's erudite commentary but look forward to watching the magazine evolve without him.

Eric Morgan, Albany, Auckland, New Zealand



Smoke on the water

Your January edition had a timely piece on the upcoming 50th anniversary of Donald Campbell's death at Lake Coniston.

As a huge fan of the Campbells and their British Bulldog approach to record chasing, I nearly fainted with excitement when I came across this 1960 set (above) at the Rétromobile sale in Belgium last November. It is powered by a 'Jetex' propellant system, which was sold to children in a bygone age. It has a fuse sticking out of the back; strike a match and you're on your way. The jet motor could be fitted into either the car or boat and away they went. So far I have been too scared to try it!

Maybe on the anniversary of Donald's death I should have taken the boat to a local lake and sent her off in tribute.

Neil Leigh, Spa, Belgium

News from the Mews

I was delighted to read Gordon Cruickshank's piece about Queensgate Place Mews, which I knew well in the early 1950s. Coys Garage was a small site selling petrol from antique pumps, with adjoining lock-ups being used for rudimentary servicing. My little red J2 MG used to visit them all through 1951. Later the mews also housed a branch of Jack Bond's Vintage Autos, where one could occasionally see something exotic like a Mercedes 540K cabriolet, a Fiat Balilla Sport, several distinctive early Bentleys or a tiny Mercedes chassis with a centrifugal supercharger.

After a year with the MG, I swapped it for the Challenor Barson special. I should have been suspicious when offered my money back in part-exchange by Mr Goldsmith at Performance Cars on the Western Avenue. It was great fun but hugely expensive to run with its straight-eight Alvis engine. For the huge Barson I rented a lock-up near Coys, but got into trouble from the occupant of the flat above for excessive swearing while trying to deal with the enormous and rather inaccessible starter motor.

During 1952 I became mechanic for The Universal Motor Racing Club, a struggling early 'pay for play' outfit that took three very old Cooper-JAP 500cc cars to Brands Hatch twice a week for the punters to circulate at 10 shillings a lap! We occupied a couple of lock-ups in the mews. The cars all suffered from the almost inevitable over-revving by inexperienced punters. It was a rare day when we didn't get at least one piston damaged by valve bounce.

In 1953 I joined Daimler in Coventry, but by March 1957 I was back in London. The mews was still largely scruffy at that time, but things were starting to move, as a unit near us was sold for a huge price to someone who turned it into a des-res.

Vince Freedman, Chichester, West Sussex

Devil's advocate

The FIA is stating that all F1 racetracks must be upgraded to accommodate the new, faster cars of 2017. How will this affect the Monaco race?

My solution is to take this stupid 'follow the leader' event off the calendar.

What do other readers think?

Jock Hiddleston, Drayton Oxfordshire

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Artist: Alfredo De la Matilla, www.cckunst.de

Making fans for Nigel

May I say a heartfelt thank you to Nigel Roebuck for never failing to deliver an outstanding shot of pleasurable prose during the last nine years of *Reflections*. I've been an avid reader of his essays since the 1980s, and his musings have always been the eagerly awaited first port of call whenever the latest edition of *Motor Sport* drops onto the doormat.

The very fact I haven't watched an F1 race in years speaks volumes for the author's ability. His priceless anecdotes from the past and passionate opinions about the future were far more entertaining for me than the actual business of following the subject.

Oliver Braithwaite, Siddington, Cheshire

Hughes-tinted spectacles

While I'll miss Nigel Roebuck, I am reassured in my enthusiasm for the magazine by the presence of Mark Hughes. He is the author of one of my favourite books – *Formula 1 Retro: 1970* – a key season for me, so full of promise with the advent of March, the likely increased competitiveness of Ferrari and BRM, a new Matra 12-cylinder, the disruptive competitiveness of 'old' Jack and his rather conventional-looking car during the year and the eventual fulfilment of the promise shown by Jochen Rindt and the Lotus 72.

How different the drivers were in 1970. Someone with the character traits of Lewis Hamilton wouldn't have got very far! Team orders were respected and even someone like JYS – with a well-developed ego – was clearly deferential to his boss, Ken Tyrrell.

In the February issue of *Motor Sport* it's informative to see in the photograph of the FIA 2016 prizegiving that Hamilton is just about the only attendee who has decided he doesn't need to wear a tie. It's always seemed to me that Lewis led a cosseted existence with McLaren and this might explain his attitude. I believe that many a good cadet/junior karter could have developed into a GP winner in such a dream situation.

Mark's *Straight Talk* piece in the February issue brilliantly analysed the question of the driver's role and standing in the team. But he also showed his understanding of Formula 1 by ending on the issue of technology. Much as driver behaviour was an irritating aspect

of the 2016 season, the remoteness of the array of technologies now plumbed into a Formula 1 car was also the source of much dissatisfaction. Mark's observation is succinct and completely apposite: it's time for F1 to get much more choosy about which technology is useful and which is damaging...

That's another thing that was so different in 1970 – the technology was simply what was required to enable drivers to race one another: they made a very good job of it and didn't embarrass themselves in any post-race interviews.

David Buckden, Walmer, Kent

Getting it Wright

The photograph and caption attached to Mat Oxley's stimulating article 'Motorcycling's need for Speed' runs the risk of perpetuating a myth about the OEC-JAP.

Joe Wright took two machines to the Carrigrohan road near Cork in November 1930, the OEC (shown in the photograph) and his Zenith, both with supercharged JAP engines. The OEC was first choice, but refused to run properly, and it was the Zenith that achieved the world record-breaking two-way average speed of 150.7mph over the kilometre course. The OEC had regained the record at 137.3mph earlier in the year.

From 1930, Wright's Zenith was known, on occasion at Brooklands, as the OEC-Temple-JAP after the liquidation of the Zenith company. No wonder historians have been confused!

While Brough is regarded as the archetypal Brooklands' motorcycle in which to install Prestwich's magnificent engines, it was the Zenith machines of Wright and Baldwin that held the outright motorcycle lap record there between 1925 and 1935.

Anthony Bayley, South Harting, West Sussex

Forest of Ardennes

Once again we have the threat of Silverstone not holding the British GP, but why do people still go there? It's the worst GP circuit in the world, so why not go just down the road to Spa?

In addition, the beer is better in Belgium and so is the food.

The Silverstone management needs to have a good look at itself before going cap in hand to the government.

Peter Stiff, Fairburn, North Yorkshire. 📧

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The Racing History & Individual Chassis Record

John Starkey

This is already well known to automotive bibliophiles, having first been published in 1993. It has since been revised and updated on three occasions – and the most recent edition, from 2008, has now been reissued as a paperback after its progenitor became quite scarce. It is not a particularly easy read, because it has facts leaping out of almost every sentence, but then it is primarily a work of reference. In that context, 'definitive' is probably too weak a word. **SA**

Published by Veloce

ISBN: 978-1-787110-51-9, £35

The Le Mans Model Collection 1949-2009

Mark Holman

Does anybody make carbon-composite bookcases? There might soon be a market.

This hefty trilogy drips with Porter Press's hallmark values, with high-quality art paper and crisp reproduction, but one has to wonder about the target audience. In essence, this is little more than a very expensive catalogue of arch collector Claude Nahum's bewildering collection of 1:43 scale Le Mans models, in this case every single car that started the 24 Hours from the race's post-war resumption to the end of 2009. That equate to more than 3000 racing miniatures, each photographed from the same three angles, with occasional flourishes of prose to provide sketchy historical context.

It's not clear whether this was designed primarily as a celebration of the modeller's art – and most of them are exquisite – but it has greater potential as a comprehensive (though slightly impractical) work of reference. **SA**

Published by Porter Press for Claude Nahum

ISBNs: 978-1-907085-57-4/58-1/59-8,

£200 for three-book set

Formula 1 Car By Car 1960-69

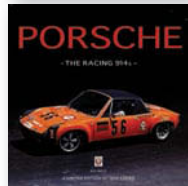
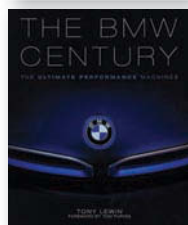
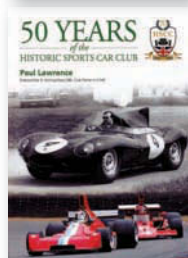
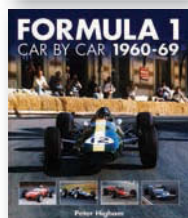
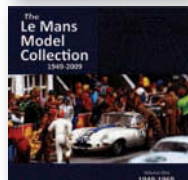
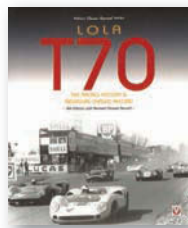
Peter Higham

And talking of reference books...

This is a fine illustration of the art, assembled by a regular *Motor Sport* collaborator with a proven track record in the field. If you were to compile a similar volume embracing 2000-2009 it would be rather slimmer, given the absence of variety over each season's course.

The 1960s were slightly different.

Peter Higham's latest oeuvre covers each season marque by marque, model by model, team by team and livery by livery. Almost



everybody knows how a factory Lotus looked, irrespective of year, but if you want to verify the identity of Carel Godin de Beaufort's Porsche 718 in 1962, or David Hobb's F2 Lola-BMW in the 1967 German GP, then look no further.

It's a book that treats Ecurie Maarsbergen as more than a sporting footnote – and that alone makes it worthy of investigation. **SA**

Published by EVRO

ISBN: 978-1-910505-18-2, £50

50 Years of the Historic Sports Car Club

Paul Lawrence

The Historic Sports Car Club is one of the UK's most understated racing institutions, going about its business quietly yet often drawing in some of the finest entries on the domestic calendar. And the racing is frequently among the finest on the planet.

Last year the HSCC created a bit of a stir ere the movement originally started, and *Motor Sport* contributor Paul Lawrence has now committed the club's heritage to print. This is a nicely constructed overview that blends straightforward chronology with a series of conversations with HSCC luminaries, past and present, and a full list of champions through to the end of the 2016 season.

The only thing usually missing from HSCC meets is a big crowd, but there's ample evidence here to show why that shouldn't be so. **SA**

Published by TFM

ISBN: 978-1-910079, £30 & £6p&p

The BMW Century

Tony Lewin

BMW's balancing act of becoming a big seller yet retaining an air of exclusivity is a canny one, and as Lewin shows in this fine work that's been a long tradition. More than once an economy car has seen the firm through troubled times, while being genetically engineered upward to conform to the firm's high standards, rooted in aero-engines – viz the Dixi Austin and the Isetta bubble car. But all the while BMW worked on high-grade products too, and this ethos of parallel strands has helped the firm survive and prosper. Lewin takes a similar approach, interlacing small cars, M cars, bikes etc to good effect, and if the latter years are a bit PR-heavy it's a good history that taught me much about BMW's roots, the Quandt factor and how Rover bombed but Mini thrived.

Pleasing to discover that three key founder figures were named Rapp, Popp and Friz. If that isn't a cereal slogan, my name's not Kellogg. **GC**

Published by Motorbooks

ISBN: 978-0-7603-5017-1, £35

Peter Falk

33 Years of Porsche

Peter Falk, Wilfried Müller

Peter Falk's 33 years of Porsche, or 33 years, three months, three weeks and three days, to be more specific, could provide subject for a book far longer than his 405-page effort. Falk's three decades took him from road test engineer on the original 911 to the company's most successful motor sport manager; so plenty of anecdotes to call on. Journalist Wilfried Müller adds context and the minutiae around Falk's own interjections. It's technical at times.

The book's appealing design breaks the meticulous text and recollections well to form a photo-essay-cum-autobiography. It makes full use of the Porsche photo archives and Falk's own, with McKlein's most spectacular race shots filling the gaps to build a genuinely intriguing collection. Our own Jenks even crops up, deep in conversation.

Lines such as 'Falk is too much of a gentleman to talk publicly about conflicts within the team', and 'even in his retirement he remains the master diplomat' offer an idea of the book's tone; it's a celebration above anything else. And a deserving, rewarding, and enlightening celebration it is, too. It's not absurdly priced, either. **JP**

Published by McKlein

ISBN: 978-3-927458-87-1, €69.90

Porsche, The Racing 914s

Roy Smith

One's heart tends to sink when opening a review book package and the word 'Porsche' leaps out, given the oceans of ink already given to the topic, but this breaks the mould. Nobody, as far as we're aware, has previously dedicated a full tome to competitive 914s.

Although they were a relatively rare sight on UK racetracks, they were more commonly seen in mainland Europe and widely used in the States – as emphasised by the number seen nowadays at historic race meetings in America.

Nicely produced, handsomely illustrated (with the odd 911 shot creeping in, obviously) and propped up by a comprehensive results appendix, this is a thorough overview of perhaps the most overlooked of all Porsche racers – a fact reflected by a limited-edition print run of just 1500 copies. **SA**

Published by Veloce

ISBN: 978-1-845848-59-0, £65

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KEEPING AN EYE ON THE TIME: POWERFUL PLAYERS IN THE WATCH WORLD

by Richard Holt

RESSENCE

Every watch company likes to think it is doing something original, producing products quite unlike those made by its rivals. Watch design is a lot freer than its automotive counterpart, as you don't have to worry about trifling matters such as keeping your occupants safe in the event of a collision. The only thing a watch needs to do is remain attached to your wrist while providing you with a hopefully reliable and legible reading of the time.

Nevertheless, the design DNA of a handful of groundbreaking pieces in the hundred-year history of the wristwatch is so powerful that most companies find it difficult to stray from the templates already laid down. In short, lots of watches are not original recording artists – they are tribute bands trading off the success of the true stars.

It probably helps that the designer of the rather lovely piece pictured here does not come from a watch background. Benoit Mintiens is a Belgian industrial designer who previously worked on projects as diverse as high-speed trains, medical devices and leather goods.

In 2010 he formed Ressence and began producing watches that use heavily modified Swiss mechanical movements that display the time via a series of rotating discs. Having the hours, minutes and second hands positioned separately had been done before – this type of display is called a regulator, referring back to the clocks displayed in watchmaking ateliers. These had a large, separate minute hand as a clear reference point for all the watches being assembled and tested.

But on the Ressence the hands are not merely separated, they move together around the dial, with the three subdials displaying hours, seconds and days of the week moving around full-circle every 60 minutes as they are “chased” by the hour hand. The latest model is the Type 1 Squared, which is the first Ressence to have corners, all the others being round-dialled. It has no crown; an innovative case back has a lever that pulls out to allow manual winding and time adjustment. Add that to Ressence's patented revolving dial and you are left with a very rare thing: a true original.

www.ressencewatches.com



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HUBLOT

Berluti has been making beautifully crafted leather goods since the late 19th century, and devotees of its shoes include Andy Warhol, Frank Sinatra and Robert De Niro. Berluti's LVMH stablemate Hublot is a relative upstart, making its first watches in 1980, but rising rapidly to become a favourite of the watch press as well as legions of well-heeled customers. The latest creation marries the expertise of the two companies in the creation of limited-edition version of Hublot's Classic Fusion series.

The Fusion series has made a virtue of combining contrasting materials such as titanium and gold. This model takes the concept in a slightly different direction – the platinum case contains a dial made from tobacco-coloured calfskin produced using the same mineral and vegetable tanning rituals as Berluti shoes.

www.hublot.com

H MOSER & CIE

The Swiss watch company H Moser is very angry, and has chosen to display that anger in a very original way: making a watch out of cheese. It announced recently that it would be removing the “Swiss-made” label from its watches this year in protest at what it sees as a watering down of the regulations that govern how the label is applied. The Swiss government now says that 60 per cent of the value of a watch must be made in Switzerland in order for it to qualify as Swiss-made. Previously it was 50 per cent, so at a glance this may seem like the regulations have been tightened up, but crucially it is now possible to include R&D costs in the 60 per cent. So theoretically you could have a watch entirely built in China that could be labelled Swiss-made.

H Moser has decided to emphasise its true Swiss-ness by making a watch that has a red fumé dial, Swiss cowhide leather strap and a case made from composite of resin and Vacherin Mont d'Or Swiss cheese. The case is apparently durable and will not smell. At more than a million Swiss francs (nearly £900,000) this one-off is unlikely to start a trend. It is merely a very Swiss way of making a point.

www.h-moser.com



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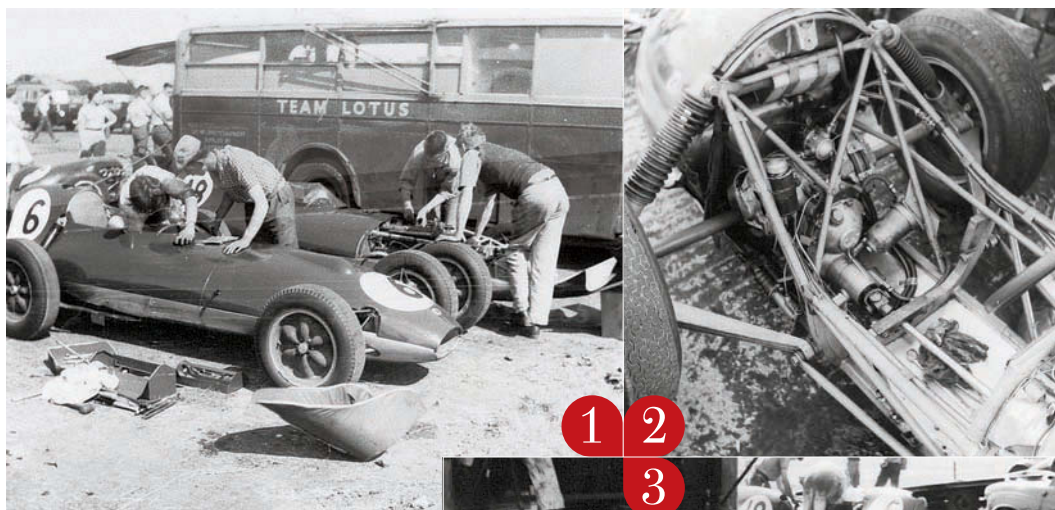
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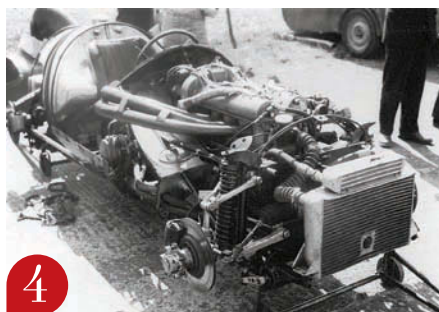
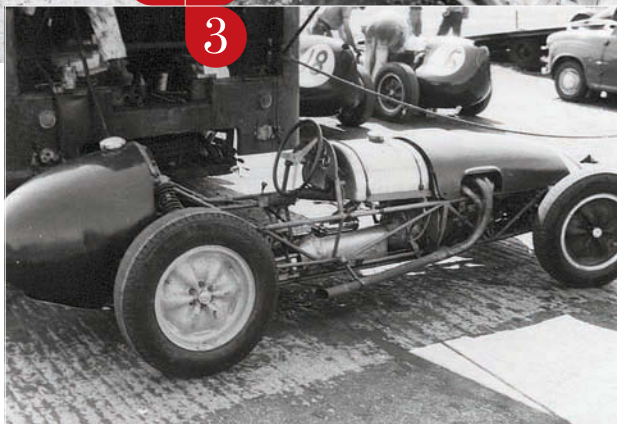
www.motorsportmagazine.com



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BOB BOWKER

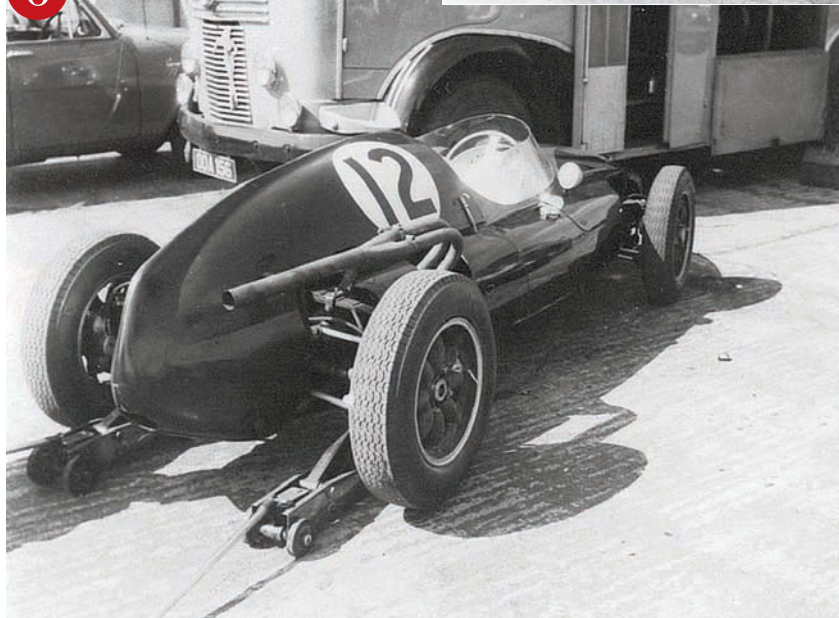
Porthcawl-based Bob took the adjacent photos during a practice day ahead of the 1958 British GP. "I just walked around the paddock," he writes, "rather like a VSCC meeting today" **1** Lotus 16s of Graham Hill and Alan Stacey **2** Naked Lotus **3** Cliff Allison's Lotus 12 **4** Connaught B. The entrant? BC Ecclestone **5** Connaught in the scrutineering spotlight **6** Jack Brabham's Cooper T45



4
6



5



1



2 3

BRIAN DAVIES

From the days when almost anybody could get close to their heroes – or, indeed, the technical editor of *Autosport* **1** Roy Salvadori primed for action, John Bolster in the background **2** Pensive Richie Ginther **3** Jim Clark plus victory spoils **4** Bolster on commentary duty



4

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Alfa Romeo Tipo B

HOW IT ALL BEGAN



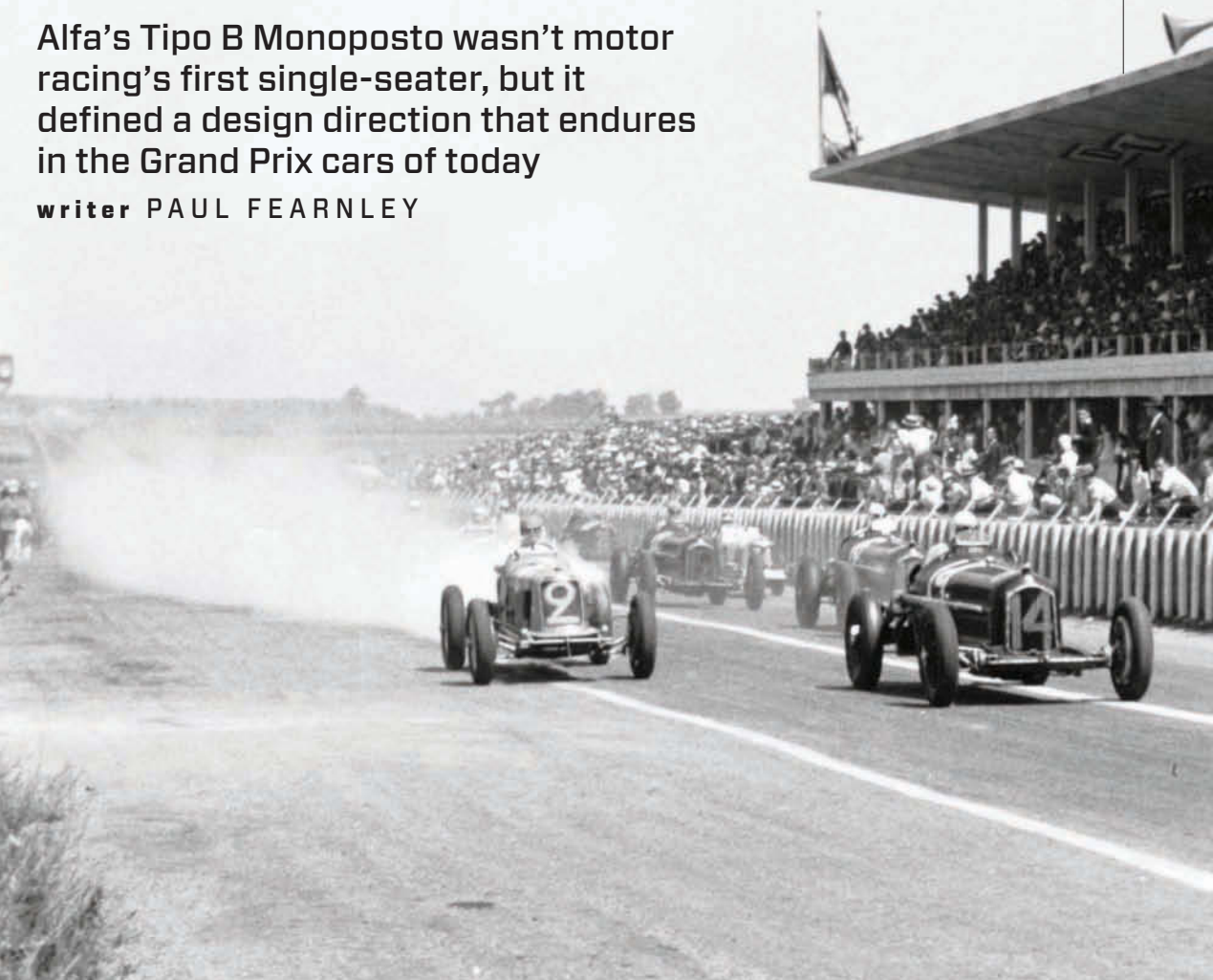
Fine view of Louis Chiron's car in practice for 1934 German GP shows that Tipo B's lines remain clean despite extra width

GETTY

The Shape of things to come

Alfa's Tipo B Monoposto wasn't motor racing's first single-seater, but it defined a design direction that endures in the Grand Prix cars of today

writer PAUL FEARNLEY





Alfa Romeo Tipo B

HOW IT ALL BEGAN

G

RAND PRIX motor racing was rudderless by 1930. Attempts at codification since the shrunken grids and eventual demise, after 1927, of its 1.5-litre formula

had included: a consumption formula for oil and fuel, the latter being of specified density and (later) blend; a sliding scale of minimum weights; mandatory cockpit widths; and a proposed supercharger ban (except on two-strokes!). All were routinely ignored. Races in the main were Formule Libre affairs and a world championship (for manufacturers), founded in 1925, was rendered redundant after three seasons.

L'Association Internationale des Automobile Clubs Reconnus (AIACR), the governing body, capitulated and made things simpler for 1931: rounds of its new European championship (for drivers) were open to cars of any capacity. It went simpler yet for 1932: the major GPs were halved in length – to just five hours! – and competing cars no longer had to contain two seats. Single-seaters were nothing new – one had won the inaugural Indianapolis 500 of 1911 – yet despite the ban on riding mechanics in GPs following the death of Sunbeam's Tom Barrett at San Sebastian in 1924, provision for them had been retained in Europe. Now, therefore, was the chance for GP racing to re-establish its identity using specialised designs rather than sports cars stripped of cycle-wings and headlamps. The machine that took that chance set the template for the next quarter-century and remains an icon.



ALFA ROMEO'S 'MONOPOSTO' – ITS familiar P3 nomenclature came later – was a triumph of packaging, blessed with sufficient power in all the right places, agile handling and excellent reliability from the off. It was beautiful, too. New signing Rudolf Caracciola, more used to manhandling miracles from elephantine Mercedes-Benz, realised the moment he tested it that the sport had turned a corner. He told its designer: "Your car is as fleet-footed as a ballerina."

Vittorio Jano, an Italian of Hungarian descent, had joined Alfa Romeo as chief designer from Fiat in 1923 and made an immediate impact with his P2 GP car, winner of that inaugural world championship. He followed it with the superb 6C sports cars – 1500 and 1750 models

– that put the Milanese marque on an improved financial footing and all but created the GT category. His two-seat 8C 2300 of 1931 – its Monza appellation came later – was a natural progression and would provide Monoposto's underpinnings. His (unnatural) first single-seater of that same year, however, also played a role, albeit to a lesser extent.

Tipo A was the bastard child of GP anarchy, a 980kg monster with two supercharged 115bhp six-cylinders side by side, handed and geared together, plus parallel pairs of three-speed gearboxes (coupled levers lay to the driver's either hand), interconnected clutches, torque tubes and differentials. Though it killed an arguably overeager Luigi Arcangeli during practice for the Italian GP at Monza, it wasn't entirely beyond redemption: Giuseppe Campari, himself a bit of a lump, used it to win the 1931 Coppa Acerbo at Pescara, a circuit that included a twisting mountain section linking two long straights. While realising his creation's many shortcomings, Jano saw no need to relinquish its every aspect.

Monoposto, however, was less radical, more refined and better resolved. Its steel channel-section side rails, 5in deep and braced by five cross-members – two tubular, three fabricated – and live axles located by semi-elliptic leaf springs controlled by disc-type friction shock absorbers – single at the front, doubled at the back – broke no new ground, while its engine followed the fashion for the straight-eight configuration, and its drum brakes were operated by rods. But there were plenty of neat touches, some of them innovative.

Its drivetrain was certainly novel. Two cardan shafts within torque tubes emerged and diverged from a differential in unit with the four-speed gearbox – they were linked by a short UJ within a spherical housing – and connected to separate bevel gears and short half-shafts to each wheel. This arrangement – an adaption of Tipo A's – helpfully placed a large mass deeply within the sprung element, pared weight from the rear axle, improved traction through a reduction in wheel-lifting torque reaction, and made for rapid ratio changes.

A 2.6-litre motor – a gain stemming from a 12mm increase of stroke – consisted of two alloy blocks of four (with steel dry liners) separated by a gear tower driving twin overhead camshafts operating two valves per cylinder. The latter were angled at 104 degrees in a single fixed head with central spark plugs in hemispherical combustion chambers. The crankshaft, halved and bolted – at a useful gain in torsional rigidity – ran in 10 plain main bearings. Auxiliary drives from the centre of the



Even in its third season the Tipo B was a winner; Chiron in his 2.9 chases Moll home to an Alfa 1-2 in the 1934 Monaco race

crank also operated the ancillaries – oil and water pumps, plus a Bosch magneto – and back-to-back Roots-type superchargers, which were thus smaller for reduced rotational inertia.

The numbers, including a surprisingly low 6.5:1 compression ratio, did not grab the eye, but when allied to a 700kg car with a modest frontal area – chassis and cockpit were just 66cm across – a torquey 215bhp at 5600rpm would prove a dominant combination.



TO MAKE DOUBLY SURE, THE TEAM employed the world's two best drivers, and although the relationship between these alpha males was spiky and problematical to a management reporting directly to Mussolini, Tazio Nuvolari and Caracciola swept the board after the Monoposto made a winning



“THE MACHINE THAT
TOOK THAT CHANCE
SET THE TEMPLATE
FOR THE NEXT
QUARTER-CENTURY”

debut in June's Italian GP. Hence the frustration when Alfa Romeo, feeling the Depression's pinch and brought under the umbrella of state protection, shut its Corse race shop and put the Monoposti in storage.

Unhappy at making do with a 2.6-litre version of the 8C Monza, run by the semi-works Scuderia Ferrari of Modena, Nuvolari jumped ship to Maserati mid-season in 1933 to drive its 8CM single-seater. This high-profile defection forced Alfa's hand and it released all six cars to Scuderia Ferrari in August, allowing Luigi Fagioli and Louis Chiron to squeeze three wins apiece from the remainder of the season. There could be denying, however, that Nuvolari's Maser was faster, though less reliable, and that modifications were needed if the Monoposto was to remain competitive in GP racing's new world.

AIACR had again ventured to restore order and its 500km GPs of 1934 would be run to the 750kg (minus driver, fuel, oil, water and tyres) Formula much influenced by the Alfa's speed and spec. In this way, however, it had vastly underestimated the monetary and metallurgical might of Germany's Auto Union and Mercedes-Benz 'Silver Arrows'. Even the updated Monoposto was significantly more powerful and faster than the governing body envisaged.

With an extra 251cc, from a 3mm increase in bore, the longer, wider and heavier 2.9 Tipo B – of which seven were made rather than a mooted batch of 25 – was good for more than 160mph despite a mandatory wider cockpit (85cm). Its 40bhp boost (at 5400rpm) and extra torque both demanded stronger, thicker gears meaning one fewer could be fitted in the same casing, to no detrimental effect on performance.



THE SEASON BEGAN WELL. BRILLIANT Algerian newcomer Guy Moll, subsequently killed in the Coppa Acerbo, won the Monaco GP and then defeated the new Auto Unions at Berlin's Avusrennen, the latter while driving a car comprehensively streamlined by Breda aerodynamicist Cesare Pallavicino and featuring the first 3.2-litre version – another 3mm increase of bore. Even when both Auto Union and Mercedes-Benz sent a full complement to Monthéry's French GP in July, Chiron mixed it with them before leading home a Tipo B 1-2-3. Thereafter, however, the low-slung German cars, with their leaps in capacity and horsepower, plus independent suspension and hydraulic brakes, gained the upper hand, leaving the previous benchmark to mop up a slew of minor victories.

It was more of the same in 1935 despite Nuvolari's return – rival Achille Varzi had beaten him to a seat at Auto Union – and yet more updates for six Tipo Bs. At least three now featured Dubonnet independent front suspension: low-mounted horizontal units with a coil spring in an oil bath and an integral external friction damper were operated by a leading swing arm through a bell-crank, and pivoted on stub axles at each end of a tubular cross-member attached to a chassis now shorn of its dumb-irons. This method reduced unsprung weight and shock loadings through the steering.

Independent rear suspension – Porsche-type swing axles located by forward radius rods and controlled by an underslung transverse leaf spring – was tested and rejected. But Bugatti-type reversed quarter-elliptic leaf springs cantilevered from the frame's extreme rear were employed in the belief that they fed preferable loads through the chassis. Hydraulic brakes – Ariston by Farina of Turin – were fitted, and the 265bhp 3.2 became the norm. A bigger motor was fitted to two cars for the French GP at Monthéry – Jano told *Motor Sport* the exact size was 3450cc – and though they were quick – Nuvolari led and set fastest lap – they proved too powerful at 330bhp for their transmissions.

The wins continued to pile up and included, ironically, victory in the Mille Miglia for Carlo Pintacuda aboard a marginal two-seat conversion with cycle wings and headlamps. But it required Nuvolari's genius, changeable conditions at the daunting Nürburgring, tailored tyres from Englebert, and bad luck for Mercedes-Benz's Manfred von Brauchitsch, perhaps occasioned by poor judgment, for this great but fading car to guarantee its immortality... ❏



The car that beat Hitler

Tazio Nuvolari's victory in the 1935 German GP remains among the most significant in motor racing history. It was partly the way he drove his Alfa, but mostly the political context

writer RICHARD WILLIAMS



GETTY



DOLF HITLER was first to take advantage of the opportunity offered by modern international sport to ambitious leaders looking for ways of demonstrating the irresistible power of the forces at their

command. Very soon after he and his National Socialists came to power in 1933, all sports organisations connected to religions and other political parties were banned outright. The head of the existing national sports office, Theodor Lewald, was removed when he was found to have a Jewish grandmother. Into Lewald's place, charged with developing a new generation of champions, came Hans von Tschammer und Osten, a member of the SA, the paramilitary wing of the Nazi party. The new Reichssportführer sat at the head of the Deutscher Reichsbund für Leibesübungen (DRL), the Third Reich's national league of physical education, an umbrella body to which all individual sports bodies now reported.

If Hitler's athletes were to be promoted as higher beings, thus fulfilling the Führer's belief in the inherent superiority of the Aryan race, then so were German engineers. Before 1914, teams from Mercedes-Benz and Opel had competed successfully in Grand Prix racing. Between 1918 and 1933, however, the French and the Italians fought for supremacy: Bugatti and Delage versus Alfa Romeo and Maserati. By giving his blessing to a revived Mercedes team and the new Auto Union outfit, Hitler brought Germany back into the equation.

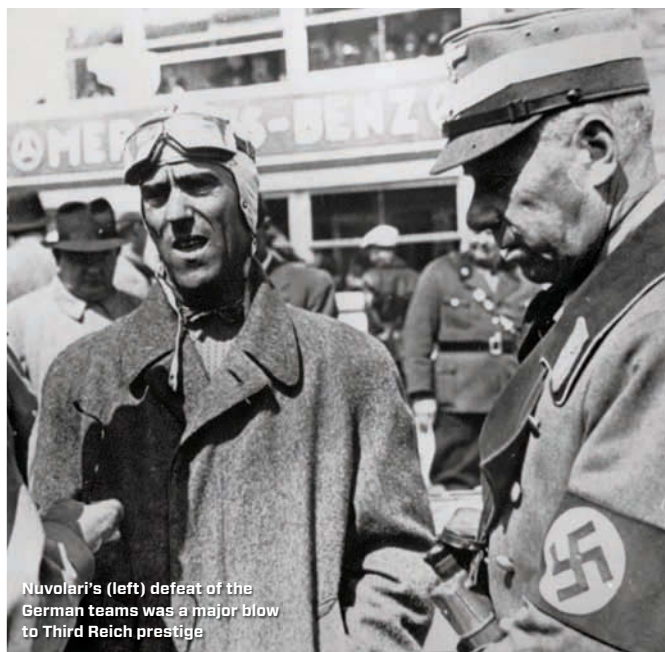
On his order, the two teams divided an annual grant of 450,000 Reichsmarks (the equivalent of about £2.5 million in today's values) between them, leaving each to find at least four times that sum from their own resources in order to meet their racing budgets. The high standards applied to German engineering were seen in the supercharged straight-eight Mercedes W25 and Dr Ferdinand Porsche's mid-engined V16 Auto Union Type A. Making their debuts in 1934, they seemed to represent a leap into a new era of technology.



SO WHEN TAZIO NUVOLARI WON THE German Grand Prix at the hallowed Nürburgring in 1935 at the wheel of the Scuderia Ferrari's beautiful but obsolete Alfa

Romeo Tipo B, it represented a serious blow to National Socialist pride. Luck played a part when the race-leading Mercedes of Manfred von Brauchitsch blew a tyre on the last lap and handed the race to Nuvolari, who had been entertaining the crowd of 330,000 by "driving like a demon", in the words of *The Autocar's* racing correspondent.

Legend has it that in the expectation of a home victory, the public address system was equipped only with a recording of *Deutschland Über Alles*, and that Nuvolari had to produce his personal copy of the *Marcia Reale* to be played in honour of his victory. The Italian



Nuvolari's (left) defeat of the German teams was a major blow to Third Reich prestige

TURFID

anthem rang particularly hollow in the ears of Korpsführer Adolf Hühnlein, the sour-faced head of German motor sport, a veteran of the First World War and of the unsuccessful 1923 'beer-hall putsch' in Munich.

Five months later, a second reverse for the Third Reich's sporting heroes came in very different surroundings when Germany's footballers travelled to play England at White Hart Lane – a poignant choice, given the traditionally strong Jewish following of the ground's home club, Tottenham Hotspur – in a match that had been the subject of controversy since its announcement. A headline in a London evening newspaper read "JEWS UP IN ARMS" and the Trades Union Congress unsuccessfully petitioned the government to call the whole thing off. England played poorly against opponents concentrating almost wholly on defence, but managed a 3-0 victory.

When the teams met again in Berlin in May 1938, two months after the Anschluss, the British ambassador had to plead with the

England players to give the Nazi salute during the German national anthem. Despite misgivings, they complied before thrashing the home side 6-3 in front of a crowd of 110,000.



IN THE OLYMPIC SUMMER OF 1936 THE Führer's countenance was darkened by the feats of the USA's James 'Jesse' Owens, who took the gold medals in the men's 100m, 200m, 4x100m relay and the long jump. This affront to the Nazi doctrine of the racial inferiority of black people was impossible to ignore. But not all Germans shared Hitler's prejudice. Luz Long,

the silver medallist in the long jump, might have been the very image of the Aryan superman, but he and Owens left the arena with arms linked and their friendship survived even Long's battlefield death in 1943, in the form of continued correspondence between Owens and his erstwhile opponent's family.

A further German-American friendship sprang up during the two heavyweight boxing matches held at Yankee Stadium in New York between Max Schmeling and Joe Louis, respectively the former and future world champions. Schmeling was 30 when they first met in 1936, and Louis 22. The German stopped the American in the 13th round, but it was Louis's manager who managed to secure a title fight against Jim Braddock for his man, at which the Brown Bomber acquired his world championship.

Schmeling's chance to dethrone Louis came two years later, but the referee stopped the contest two minutes into the first round, when he was knocked down for the third time. Later, as the owner of a Coca-Cola bottling plant in Germany, Schmeling was able to give financial assistance to a struggling Louis and helped to pay for his funeral in 1981. Schmeling himself died in 2005, aged 99.

Finally there was the 1938 German Grand Prix, won by Dick Seaman in his Mercedes. Now Korpsführer Hühnlein had the unwelcome duty of sending a telegram to inform Hitler that his showpiece event had been snatched from his German champions by a 24-year-old Englishman. According to the winner's friend and biographer Prince Chula, this was "As if a German had batted better than Bradman in Australia [or] a Frenchman had outplayed Babe Ruth at baseball in America." On the best day of his young life, Seaman could not ignore the protocol, but his Hitler salute on the victory rostrum must have been the limpest and least enthusiastic ever witnessed. ☐



Alfa Romeo Tipo B

TRACK TEST

Sometimes, respect is the last thing a priceless old racing car requires. The Alfa Romeo Tipo B is one such

NO TIME CAUTION





ET TO BE
TIOUS

writer ANDREW FRANKEL | photographer STUART COLLINS



Alfa Romeo Tipo B

TRACK TEST



B

LYTON PARK IS BY NO MEANS THE MOST beautiful track in the UK and, tucked away in a remote part of Lincolnshire, nor is it the easiest to access. But I would have driven a lot farther just to see this Alfa Romeo Tipo B P3, let alone drive it. And that brings me to the best thing about Blyton Park: anything goes.

Come to Blyton and no one is going to say you can't go there or you can't do that. Want to run an unsilenced Grand Prix car the wrong way around the track and then park right in the middle of it? That'll be no problem, sir.

What is a problem is that the Alfa won't start. It's not done much these last few years, the temperature is hovering just above freezing and while its Jim Stokes-built 3.2-litre straight eight motor is new, today it simply doesn't want to get out of bed. In proper Grand Prix tradition, the P3 doesn't have a starter motor so you can either push it or, rather more profitably, tow it behind a Transit, which is exactly what the fine fellows from preparation specialist Hall & Hall – who have brought it here – are doing. Every so often, the gentle rattle of the Transit's diesel motor is briefly replaced by a deafening shot of straight eight, but it never lasts. It's as if the P3 is simply opening an eye, looking around, not much liking what it sees and going back to sleep. ☐



GAME CHANGER

COOPER T43

Finished sixth on its world championship debut (Monaco 1957, when Jack Brabham had to push it across the line with a dead engine), but gave a greater hint at the sport's future direction when Stirling Moss used one to win the 1958 Argentine GP – the maiden WC success for a rear-engined car.



This Tipo B might feature the 'wide' body mandated by 1934 regulations, but its natural elegance and poise are undiminished



Alfa Romeo Tipo B

TRACK TEST



GAME CHANGER

LOTUS 25

The first GP car to feature a fully stressed monocoque, the 25 was smaller, lighter and much more rigid than the concurrent 24 Lotus was selling to customer teams. Jim Clark cantered to the 1963 world title in a 25; with better reliability the same would have been true in '62 and (partly) '64.

Straight eight sounds like nothing else on the planet. Brakes were reassuring, ditto the absence of a centre throttle



GAME CHANGER

RENAULT RS01

Renault didn't have a sufficient racing budget to develop a 3.0-litre V8 for F1, so took an existing 2.0 sports car V6, reduced it to 1.5 litres and added a turbo. Early reliability problems earned the team scorn, but it was a winner within two years and the first turbo era soon began in earnest.

But not even a dormant P3 can ignore such constant prodding forever. Eventually it awakes with an angry blast and settles down to a rambunctious idle, daring someone to approach. That someone is me and I'm not going near it yet.

So we wait for needles to jolt off their stops, showing heat to be percolating through both the oil and water systems. And listen. Because nobody makes them any more, people forget that the straight-eight sound is more distinctive than a flat six, more characterful than a V12. And of them all Alfa's or, more specifically, Vittorio Jano's is the best. Its timbre bears no relation whatever to a V8, be it with a flat-plane or 90-degree crank, indeed its offbeat voice is to my ears closer to that of a V10. But it is in fact a unique warbling, pulsating growl that's now filling the Lincolnshire air with sound and smell.

Oh yes, smell. The engine in this P3 runs on pure methanol, which is why the P3 was so difficult to start this morning. Its advantage is that it has a higher octane than conventional petrol and therefore can be used to produce more power, its drawback being that it is considerably less energy-dense, meaning fuel consumption figures usually look like typographical errors. Some love its odour and the way it prickles at your eyelids, but it's nasty, corrosive stuff, explaining why the P3 has four filler caps on view: water, oil, methanol and a secondary fuel tank

containing petrol, which you run through the system after use to make sure that when the P3 stands for any period of time it's gasoline and not methanol sitting in its arteries.



WHILE IT WARMS I AM AT LEAST ABLE to look around and spot certain other salient details. This really is the ultimate specification Tipo B P3. It has the wide body mandated by the 1934 sporting regulations. Its engine is to full 3.2-litre specification, earlier cars having 2.6- or 2.9-litre motors. Its twin Roots-type superchargers help push out what Hall & Hall estimates to be an easy 300bhp. The rear suspension is of the later reversed quarter-elliptic configuration with both hydraulic and friction dampers, while at the front there is the rare independent configuration with trailing arms and encased spring and shock absorber units after a design by vermouth heir and suspension engineer André Dubonnet.

The twin-cam engine, cast as two conjoined fours with power taken from its centre, is considered to be Jano's masterpiece, but no less clever to me is the location of the differential right behind the gearbox with driveshafts spearing off at 30-degree angles to each rear wheel. This was the first truly 'monoposto' Grand Prix car and Jano's design not only solved the problem of the driver having to sit inconveniently high on top of the propshaft, he also decimated the unsprung mass of the rear

axle and, as an added bonus, created the world's most accessible differential.

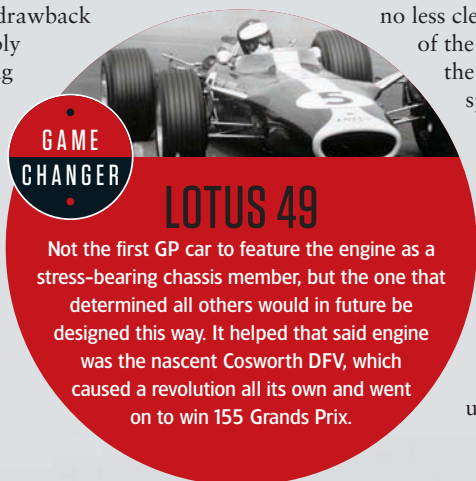
It was genius.

The cockpit is no less interesting. There are, for instance, not one but two rev-counters, I presume in case one breaks. One is red-lined at 5000rpm, the other at 4500rpm. There are the usual dials for oil and water, but a further one recording fuel pressure. Why is that important? Because the car's fuel pump is your right shoulder. You pump up pressure before you start the car using an elegant aluminium handle and, if the pressure looks like falling below 1psi, you pump while you're driving.

The pedals are odd too, in their lack of oddness. I was sure the P3 would throw me a centre throttle to keep me on my toes, but they're all where you'd expect them to be. Which is more than can be said for the gears. Bizarrely, it has just three. The absence of a reverse I can understand on a GP car but no fourth ratio in an era where terrifying new rivals from both Auto Union and Mercedes-Benz had five each? Apparently some P3s had four gears and some did not. This one does not. So just to keep you awake it positions first where you expect it at top left, but second at top right with third below. So you have to go right around the corner to catch second and then pull back for third.



FINALLY THE P3 IS HOT ENOUGH TO drive. The prescribed means of access is to creep up on it. Approach from behind, put one foot on a rear spring, the other on the tyre, step into the cockpit and lower yourself down. The driving position locates your body and legs at 90 degrees with your back bolt upright, but once ensconced and if you are able not to



GAME CHANGER

LOTUS 49

Not the first GP car to feature the engine as a stress-bearing chassis member, but the one that determined all others would in future be designed this way. It helped that said engine was the nascent Cosworth DFV, which caused a revolution all its own and went on to win 155 Grands Prix.



It took time to get the Alfa started - with help from a towrope - but has any wait ever been so worthwhile?



Alfa Romeo Tipo B

TRACK TEST

think about all the rotating metal just below your limbs, it's comfortable enough. I move the long, thin gearlever between my legs awkwardly across and forward and gratefully feel it slot into first.

The reason for the three-speed gearbox becomes apparent as soon I lift the clutch; it explains also why it needs to be towed rather than pushed. First gear is incredibly long, so long in fact that the ratios should be considered as second, third and fourth with first simply omitted. Thought of that way, the gearing combined with the torque of the engine actually makes sense. But it also makes trailing along behind a camera car a nightmare. Every time you touch the throttle, the Alfa wants to leap forward and it complains when you don't let it. A steady 30mph is emphatically not what this car was designed to do. Temperatures rise even in this weather, exhausts cough and bang as the P3 becomes increasingly bad tempered and then just raises two fingers to the lot of us and stops dead.

Happily no one from Hall & Hall seems remotely surprised or concerned by this unexpected turn of events, but once the Transit has been re-attached and the straight eight cajoled back to life, the time for crawling along behind a camera car has gone.



DRIVING IT PROPERLY FOR THE FIRST time is a frankly bewildering experience. Other pre-war race cars I've driven – Astons, Bentleys, MGs – have been instantly understandable, accommodating and fun. I remember a Type 35 Bugatti that just egged me ever onwards from the moment I climbed on board. But I'm not really getting the hang of the P3. It should be easy because the engine has so much torque gearchanging is almost optional. What's more the brakes are reassuring and even the gearlever finds its way around the gate simply enough once I've learned it needs a big blip between downchanges to account for those wide ratios. But it doesn't gel. I do lap after lap and it's not getting any easier. And then, as if in total disdain for the idiot behind the wheel, the Alfa stops dead again.

This time a quick glance at the fuel pressure gauge reveals it's simply out of methanol. Hard to believe though it is, the P3 burns nearly a gallon of the stuff on every lap, and it's little more than 1.5 miles round. The tank is refuelled and I set off again, determined to find where I've been going wrong with

this car. The answer is not far away.

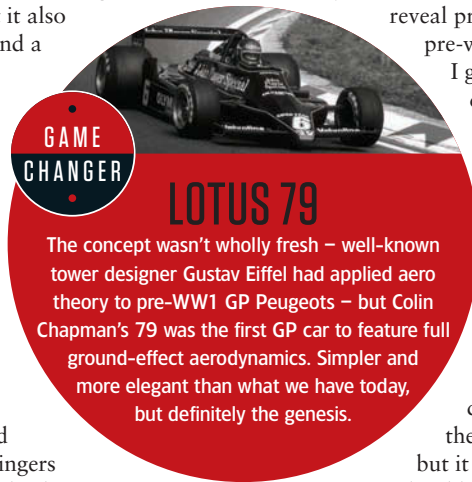
Mindful of the car's value – which will be determined soon during a Paris auction but definitely stretches into the many millions – old tyres and the damp surface to which they've been trying to cling, I've been cautious. Too cautious as it happens. And as I've noted with other purpose-built racers in the past, a little courage can go a very long way.

Just raising the corner speed a touch puts some heat into the tyres, loads the suspension and starts the chassis and steering talking to you. Confidence builds. More revs reveal preposterous power for a pre-war car. When it was over I got back into a BMW i8, a quick car by the most modern of standards, and it felt broken by comparison. But it is the torque that beggars belief: even in top, which will be geared for something like 170mph, it just throws you up the road. The suspension is still quite bouncy even with the independent front end, but it soon becomes clear how it should be driven. Never worry about missing the apex because the nose will always find it – the P3 doesn't understeer at all. So your only concern is the back, which actually responds in quite a cultured way: it doesn't snap, there's plenty of traction and, sitting almost on top of the rear axle as you are, you know that if you're roughly where you want to be the rear end will be there too.

So despite all the power, torque and absence of understeer, the P3 is not actually a car that naturally wants to be driven at hooligan angles of attack. It's far more sophisticated than that, far more the precision instrument, at least by the standards of over 80 years ago. I'm not sure why that should surprise me. This was after all not just a Grand Prix machine, but the fastest and most advanced the world had seen at that time. Until Mercedes-Benz and Auto Union came along with enormous engines and bottomless budgets, nothing could get near it.

And to me at least, the Tipo B will always have something those brutally impressive German monsters never had: a simple beauty born of perfect proportion and exquisite detailing. Which is why, when I think of the archetypal pre-war Grand Prix car, it is always a Tipo B P3 that appears in my head. **M**

The Alfa Romeo Tipo B will be the star attraction at RM Sotheby's auction at the Paris Rétromobile in February. It is expected to fetch in excess of £5m.



GAME CHANGER

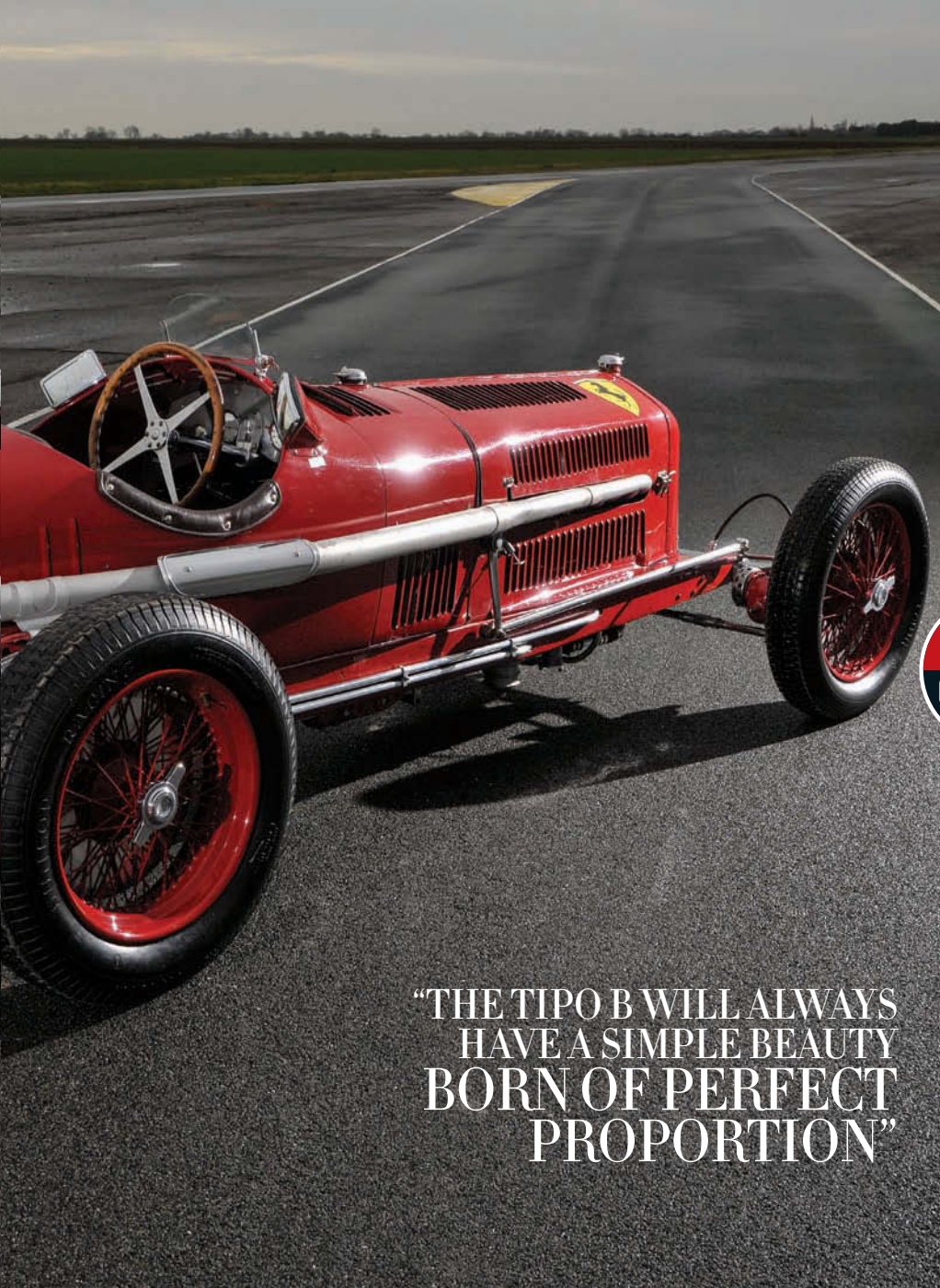
LOTUS 79

The concept wasn't wholly fresh – well-known tower designer Gustav Eiffel had applied aero theory to pre-WWI GP Peugeots – but Colin Chapman's 79 was the first GP car to feature full ground-effect aerodynamics. Simpler and more elegant than what we have today, but definitely the genesis.



This Tipo B has a three-speed transmission – and more than enough torque for that not to be a drawback





“THE TIPO B WILL ALWAYS HAVE A SIMPLE BEAUTY BORN OF PERFECT PROPORTION”

GAME CHANGER

MILESTONE

How 1920s thinking survives on bikes that are ridden today

THIRTEEN YEARS BEFORE ALFA ROMEO REVEALED THE game-changing P3, fellow Italian manufacturer Gilera presented the Rondine – a motorcycle that like the Alfa continues to influence to this day. The Rondine wasn't the first four-cylinder bike engine, but it was the four that changed motorcycling. The top-of-the-range superbikes sold by BMW, Honda, Kawasaki, MV Agusta, Suzuki and Yamaha today use the same transverse-four engine layout pioneered by Gilera in the 1920s.

Conceived in 1923 by engineers Piero Remor and Carlo Gianini to offer a silky-smooth alternative to the jack-hammer singles that ruled the market, the engine was sold from one company to another, the industry apparently ignorant of its possibilities. In 1933 two racing aristocrats – Count Bonmartini and Prince Lancellotti – bought the engine and had it redesigned

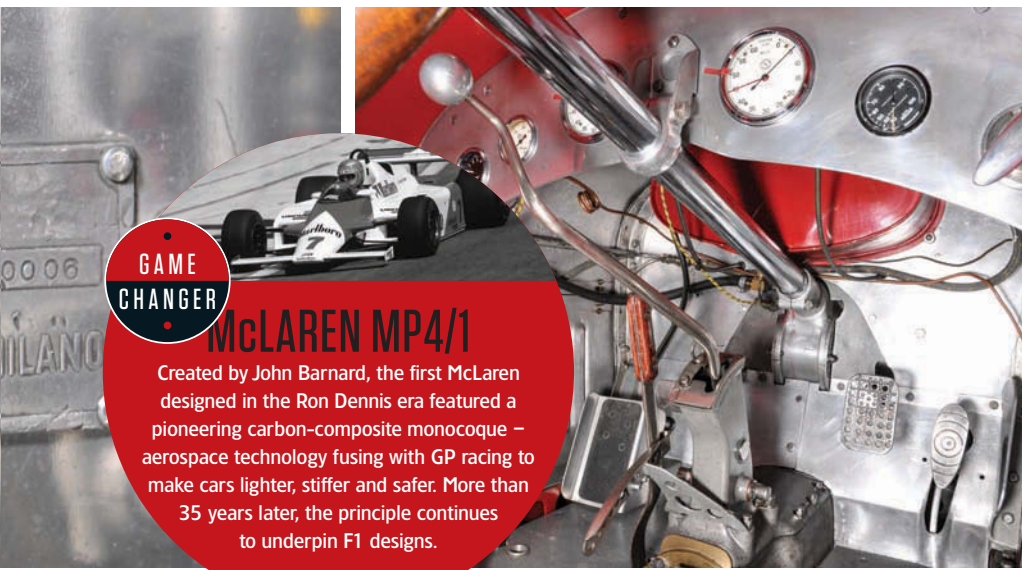


and supercharged in Bonmartini's Compagnia Nazionale Aeronautica aircraft factory outside Rome. Bonmartini named his motorcycle Rondine, in honour of the CNA plane that had accompanied Mussolini during his march on Rome in 1922.

However, Bonmartini soon grew tired of this sideshow project and the Rondine changed hands yet again. This time motorcycle manufacturer Giuseppe Gilera bought the project, renamed the bikes and put them to work. In 1937 the Gilera Rondine raised the motorcycle speed record to 170.37mph, ridden by brilliant racer/engineer Piero Taruffi. Two years later it won the 500cc European GP series, defeating BMW's supercharged boxer twin and a host of Norton singles.

Supercharging was banned in the wake of WW2, so the Rondine engine was redesigned by Remor. The new machine won five of the first seven 500cc world championships, even though the horsepower of the immediate post-war bikes overwhelmed their handling.

That changed in 1953 when Gilera poached Geoff Duke from Norton, where the Lancashire rider had learned how to make motorcycles go around corners. With the bike modified, Duke scored a hat-trick of 500cc titles. Today, the Gilera's engine layout is recognisable in Valentino Rossi's Yamaha M1 MotoGP bike: forward-inclined cylinders, central gear cam drive and so on. *Mat Oxley*



GAME CHANGER

McLAREN MP4/1

Created by John Barnard, the first McLaren designed in the Ron Dennis era featured a pioneering carbon-composite monocoque – aerospace technology fusing with GP racing to make cars lighter, stiffer and safer. More than 35 years later, the principle continues to underpin F1 designs.



Anatomy of a Grand Prix original

The four gentlemen below have left their imprint on automotive design, particularly in motor sport but also on the road. We invited them to pore over an illustration of Vittorio Jano's Alfa Romeo Tipo B and share their thoughts with the broader world.



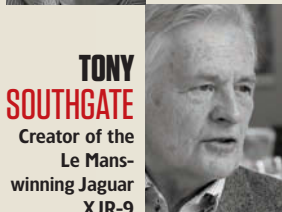
PATRICK HEAD
Former technical director, Williams



NEIL OATLEY
Design & development director, McLaren



PETER STEVENS
Respected automotive & industrial designer



TONY SOUTHGATE
Creator of the Le Mans-winning Jaguar XJR-9



ENGINE

NO "Engine is supercharged with air fed directly by two Roots superchargers. No attempt to cool air with intercoolers, for instance."

TS "The leading cars of the period were very impressive in terms of engine design, with a big variation in concepts and layout. They were all competitive in terms of output, but the 16-cylinder Auto Union was the most ambitious."

BRAKES

PH "Its drum brakes are large and exposed to the airstream for cooling."

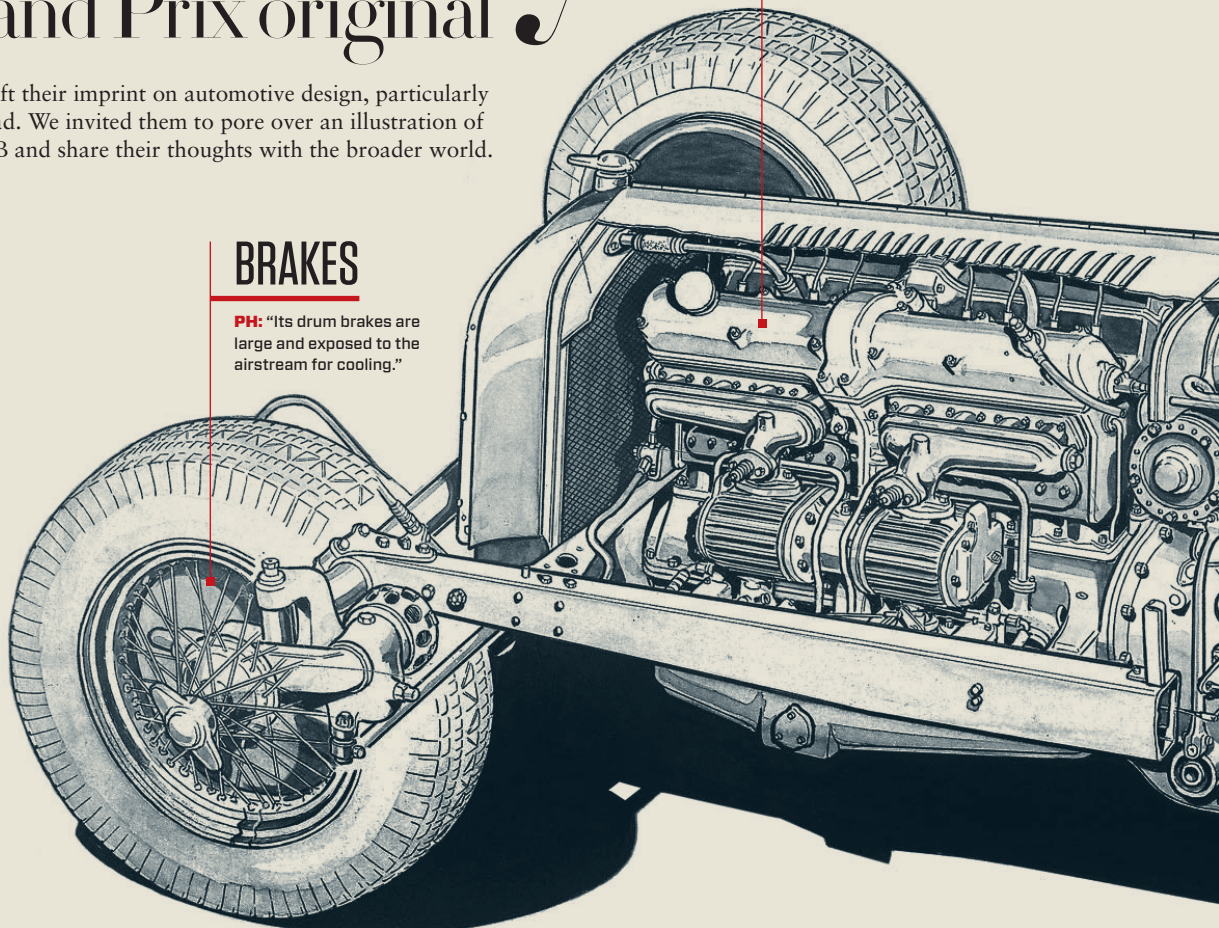
AERODYNAMICS

NO "Very little attention was paid to straight aero performance - Tipo B would have had a slight teardrop shape in plan view, but not in side view. All mechanical parts, exhaust, steering, suspension and brake lines are left fully exposed to the airstream and the radiator surround is flat."

PS "There is so much that rewards close study in the detail of the P3: the ever-changing depth of the chassis side rails that tell us all we need to know about the varying loads that the frame has to carry, the delicate little slots cut into the radiator shell surround, more for weight saving than airflow reasons, are so thoughtfully proportioned that they imply how much consideration has gone into the whole design."

PH "It is a real race car that drivers must have hugely enjoyed. The weight is quite high, common for the day, and results in high load transfer, but with period tyres and no downforce the lateral and longitudinal loadings would not have been high."

PS "The shoulder radius of the front of the radiator shell is carried back all the way to the flared scuttle with a gently increasing radius and a slight upward line to the 'highlight' that runs along the bonnet. This radius reappears on the tail in a way that gives the body form so much visual consistency, something that so many designers still fail to achieve. And the exhaust pipe runs absolutely parallel with the highlight - wonderful!"



COCKPIT/BODY

NO "The P3 was the first car GP car to move the driver into a central position and do away with the small space for a passenger/riding mechanic - effectively starting the single-seater format."

TS "The Alfa P3 appeared to have less effort put into its design when compared with its future opposition. It did have a lower seating position and thus lower frontal area than the later Mercedes, due to the very brave design of splitting the transmission in two and sitting the driver between the propshafts."

PS "For 1934 there was the kind of rule change that so often blights the look of contemporary competition cars. The P3 Tipo B resulted from a requirement for larger/wider bodywork and, while the appearance was certainly not ruined, the body flared out ahead of the cockpit in a way that made this later version look a little 'fat'. So often the law of unforeseen consequences impacts

poorly on the visual qualities that we admire in so many objects - 2017's F1 cars will be no exception!"

PH The P3 Alfa Romeo is a very purposeful vehicle, with no pretension. It is obviously well balanced in weight distribution, probably about 50-50 front to rear, very simple and rugged. Its simplicity leads to low mass."

PS "The Alfa Romeo Tipo A Monoposto was not only a packaging breakthrough, but a spectacular visual advance. But when viewed alongside the Monoposto P3 that superseded it, the Tipo A lacks the perfection of line and proportion that make the early P3 such a beautiful machine. Although the capacity of the rear-mounted fuel tank dictated the length of the tail and hence the rear overhang, the body surface appears to have been shrink-wrapped over the componentry; there is a minimalist quality to all of the skin panels that tells one how important the reduction of frontal area must have been to Jano and his team."

WEIGHT

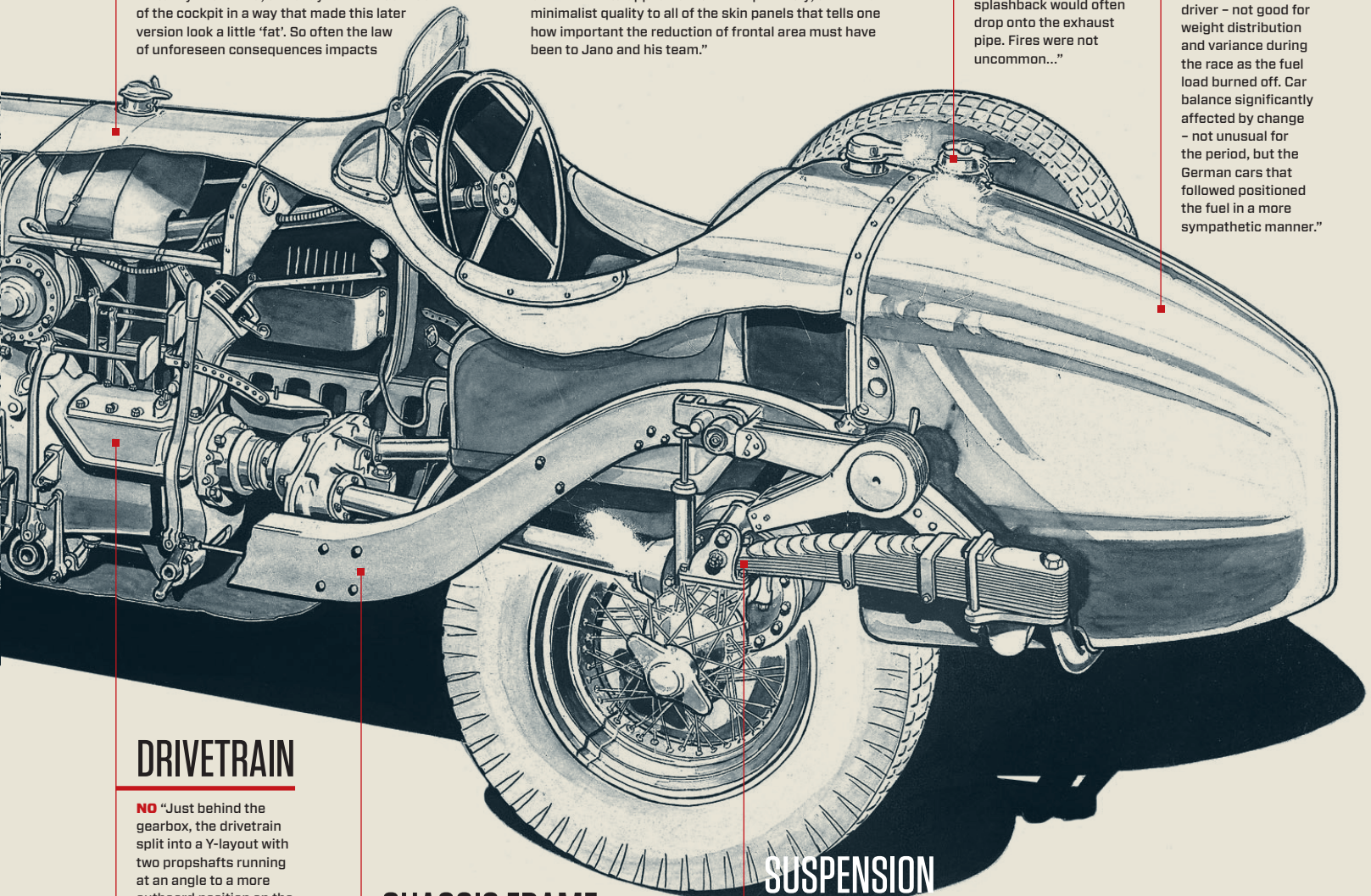
NO "Car would have only been 30kg or so heavier than a 2017 GP car - not sure if that says a lot about the early Thirties or today's cars..."

REFUELLING

NO "Flip-top tank filler - cars were refuelled by churns tipped into the aperture - this took a long time and any splashback would often drop onto the exhaust pipe. Fires were not uncommon..."

FUEL TANK

NO "Single fuel tank mounted in the tail, behind the driver - not good for weight distribution and variance during the race as the fuel load burned off. Car balance significantly affected by change - not unusual for the period, but the German cars that followed positioned the fuel in a more sympathetic manner."



DRIVETRAIN

NO "Just behind the gearbox, the drivetrain split into a Y-layout with two propshafts running at an angle to a more outboard position on the rear axle, enabling the driver to be seated lower."

CHASSIS FRAME

NO "Typical of the period with relatively unstiff C-section channels joined by similar cross-beams and no triangulation - very little changed from the earliest racing. The German GP cars would move this science forward a little."

SUSPENSION

NO "Solid (live) axles front and rear both supported by leaf (cart) springs. Again, very little technical advancement from the earliest GP cars." [Note - later IFS car shown]

TS "The Alfa P3's beam axles and semi-elliptic springs were very old in conception and far less sophisticated than what lay around the corner, but worked up to a point. They will have been OK on smooth roads. The Mercedes W25 had independent suspension front and rear, very good for 1934. The Auto Union Type A also had independent suspension front and rear, but it was inferior to that of the Mercedes - especially the swing axle rear."



Matt Grist in action with the family's ex-Charlie Martin Alfa Tipo B at Goodwood

THE ART OF MAINTENANCE

Paul Grist has raced a Tipo B and nowadays prepares one for his son Matt

AN ALFA TIPO B MIGHT TRIGGER A seven-figure bidding war at auction, but when it comes to balancing value against risk, restoration specialist Paul Grist takes a pragmatic view. "It was designed as a racing car," he says, "and if we don't use it properly what's the point in having it? You might just as well hang a photograph on the wall."

British amateur Charlie Martin acquired chassis 50003 from Scuderia Ferrari at the end of 1935 and raced it extensively in period. The Grists have campaigned it since 2008 and it continues to be used regularly at a range of events, including the Goodwood Members' Meeting & Revival, Monaco Historique and the Château Impney hillclimb.

"Like the ERAs against which it competes, it has a lot more power than it did originally," Grist Sr says, "but generally it is very reliable. It's the transmission we have to watch, because that takes a real hammering. We use some parts made from

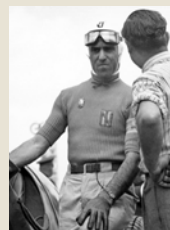
high-grade S156 steel nowadays, but still check it carefully after each meeting. Other elements – the brakes, for instance – generally require very little attention.

"It's a lovely thing to drive and handles beautifully. Unlike modern Grand Prix cars, which are designed by large teams of specialists, each with a responsibility for their own very specific area, the P3 was all the work of one man – and Vittorio Jano did a wonderful job."

In competition trim the P3 runs on methanol, albeit with an additive to make flames visible in the event of a fire, but the Grists also use it on the road. Ironically, given its significance as the first Grand Prix car with a single, central seat, they convert it for the purpose by adding wings and a small, two-seat body. "That's when we use petrol," Grist says, "and it loses about 90 of its customary 360bhp. On methanol it runs very cool and produces fantastic power."

STAR TURNS

Six of the best who raced Alfa P3s in period



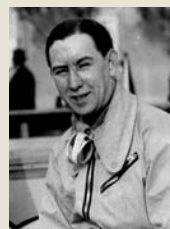
TAZIO NUVOLARI

Inter-era comparisons serve little purpose, but there are valid – and compelling – arguments to be made that former motorbike star Nuvolari was the greatest racer of all time. His conquest of the Silver Arrows at the Nürburgring in 1935 will ever be one of our sport's finest exploits. Raced P3s with great distinction from 1932-35.



RUDOLF CARACCIOLA

He'll forever be associated with Mercedes-Benz, thanks to his exploits during the 1920s (when he became the first driver to win a car race on the Nürburgring Nordschleife) and 1930s, but when Merc withdrew briefly from the sport Caracciola moved across to Alfa. In 1932 he took a P3 to victory in the German and Monza GPs.



GUY MOLL

His performances in Bugattis and a privately run Alfa 8C 2300 caught the attention of Enzo Ferrari, who put him in one of his P3s for '34. He notched up some strong results – including victory at Monaco – but then crashed fatally during the Coppa Acerbo. Despite the brevity of his career, Ferrari rated him a true star in the making.



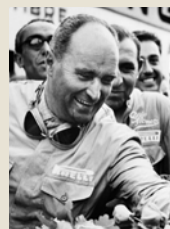
ACHILLE VARZI

After a brief flirtation with Bugatti, this former bike racer switched to Alfa and won six GPs at the helm of a P3 in 1934, a season during which he had the added distinction of winning the Mille Miglia – again in a P3 – and the Targa Florio (8C 2300). Joined Auto Union in 1935, but was rarely a match for Bernd Rosemeyer. Understandable, that.



GIUSEPPE CAMPARI

Opera singer Campari was a major star of the 1920s, winning the Coppa Acerbo and Mille Miglia twice apiece as well as the 1924 French GP. Driving a P3, the 1933 Monza GP was supposed to be his swansong but he became the first driver to die in one of Enzo Ferrari's cars in an accident that also claimed former P3 star Baconin Borzacchini.



LUIGI FAGIOLI

Fagioli spent just a single season in a Scuderia Ferrari Alfa P3 – but made good use of it, winning the Coppa Acerbo, Grand Prix de Comminges and the Italian GP in 1933. One of five Alfa P3 racers – with Louis Chiron, Gianfranco Comotti, Raymond Sommer and Clemente Biondetti – who would much later start a world championship GP. ☑

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CURRENT AFFAIRS

Formula E's creation might have been greeted with cynicism – and series boss Alejandro Agag admits there have been growing pains – but it has more manufacturer teams than F1... and others seem certain to commit

writer GARY WATKINS

WHEN ALEJANDRO Agag set out in 2012 armed with a contract to promote the FIA Formula E Championship, he thought he was making a bold prediction as he tried to muster interest in the series. His

message to potential investors and teams, as well as cities looking to host his electric-vehicle races, was that he'd have three major manufacturers involved by the time its fifth season started in the final months of 2018. The Spaniard couldn't have been more wrong.

Formula E will have more than three manufacturers in 2018/19. Many more, and just how many we don't know yet. As the world's first EV series regroups at Buenos Aires in February, after a three-month gap in its third season, there are already five major car makers involved, plus two start-up manufacturers and another one that specialises in electric vehicles. And more have announced plans – or an intent – to get on the grid. □







The Abt team's links with Audi have grown since season one and the German firm will soon become a factory entrant

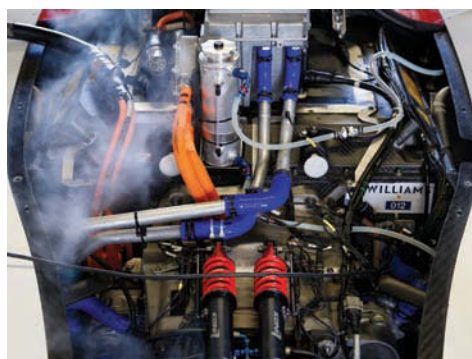
"I remember going around with a PowerPoint presentation, making this prediction of the involvement of three OEMs [original equipment manufacturers] in season five," says Agag, once a Member of the European Parliament and former owner of the successful Barwa Addax GP2 team. "It was there in my presentation, and I thought I was being optimistic. But we have wildly exceeded our expectations."

Renault, Citroën brand DS, Mahindra, Jaguar and Audi (with an arms-length partnership with the Abt team ahead of a full works entry in season four) are already competing in Formula E along with Monégasque electric vehicle manufacturer Venturi and Chinese-funded start-up brands Faraday Future and NextEV. BMW is on its way in a link-up with the Andretti team and so too, most likely, is Mercedes.

Mercedes has declared its interest in Formula E and has been given first dibs on one of the two additional entry slots that will be available in 2018/19 when the grid is set to go up from 10 to 12 teams, and Agag is saying more manufacturers are on their way.

"They have what we are calling a preferred option, but we can't claim that Mercedes is definitely coming," says Agag. "I'd say I'm 70 per cent sure they will join us. But I do have information about other OEMs that are coming. There will be announcements in the next few months."

Formula E has, perhaps, captured the automotive zeitgeist. Electrification is the new



industry buzzword, as more and more manufacturers signal their intent to move into the EV market. The landscape has changed since the Formula E Holdings organisation created by Agag was awarded the contract to promote the EV series in August 2012.

"The industry has changed and the technology revolution happening in electric vehicles has moved in our direction," he says. "More and more manufacturers are betting on electric vehicles. That has put us in a unique position as the world's only EV championship".



THE GROWTH IN AUDI'S INVOLVEMENT illustrates Agag's point. The German manufacturer slipped its foot in the door at the start of the championship by allowing the Abt team, a partner in DTM touring cars, to use its name. It subsequently handed over the hybrid

powerplant from its 2014-spec R18 e-tron quattro World Endurance Championship contender to Abt's technical partner and sponsor, Schaeffler, to develop into a Formula E powertrain for season two in 2015/16. And then last year the German manufacturer announced that its relationship with Abt would turn into a full factory engagement in season four.

"It is not by chance that Formula E has such momentum because electric mobility is becoming more and more important," says outgoing Audi Sport boss Wolfgang Ullrich. "It is important to be part of the world's only EV series and entering in season four fits in well with our road car strategy."

It should be pointed out that Audi's Formula E entry did not come at the cost of its longstanding involvement at the Le Mans 24 Hours and, subsequently, in the reborn WEC. The EV campaign was described as an "additional programme" that would have no bearing on the decision-making process regarding the WEC. Ultimately it didn't. The WEC campaign fell to the same swingeing round of cuts within the Volkswagen Group in the wake of the 'dieselgate' emissions row that did for VW's participation in the World Rally Championship.

Agag also believes that Formula E is engaging with a younger audience. "We are hitting the right spot with a younger generation of fans who want to see new things. We are seeing this at our races – they are full of kids."

That, too, is attractive to manufacturers looking to attract a new generation of car buyer.



FORMULA E HAS COME A LONG WAY IN a short period of time, but the thought process that resulted in the series goes back beyond the FIA's request for expressions of interest from potential promoters in August 2011. The first project for an electric racing series has a link, though slightly tenuous, with the very beginnings of Grand Prix racing. The idea was hatched by the promoters of the French Grand Prix at Magny-Cours, Eric Barbaroux and Pierre Gosselin, as long ago as 2006.

"We made a big exhibition to celebrate the 100th anniversary of the French GP at Le Mans in 1906, at the Automobile Club de France in Paris, and at the same time we were struggling to save the race," says Barbaroux. "That didn't make sense to me. But we realised that motor sport was no longer as fashionable as it had once been.

"I realised that if motor sport was to become fashionable again it had to return to its roots. Motor sport came into existence as a place for innovation. We had to restore that link."

Barbaroux set out to create an all-electric single-seater and found support in an unlikely quarter. Ross Brawn put the resources of the Brawn GP team, then in the throes of winning the 2009 Formula 1 title, behind the project, developing the chassis and aerodynamics of what became the Formulec EP01, a Formula 3-sized car with twin electric motors.

The car would undertake a number of tests, initially with the late Jules Bianchi at the wheel at Magny-Cours in September 2010, and was a regular on the motor show circuit. It was even demonstrated on the streets of Moscow in 2011.

The Formulec project coincided with former Ferrari boss Jean Todt's successful bid for the presidency of the FIA. The Frenchman would begin to work on the idea of an EV series in his first full year in office, 2010.

"From the beginning Jean Todt had a vision for motor sport that was more in tune with the 21st century," says FIA technical director Bernard Niclot, who joined the governing body in February 2010. "He came to me asking what would be possible with electric technology."

Niclot says the initial idea had been to create what he describes as a "pure formula", by which he means an open category with full freedom of design, and F1 levels of performance. Niclot quickly realised that would not be possible.

"With the type of performance we were initially talking about, we would have been able to have races lasting only 12 minutes," he says. "We were talking about a car weighing 1500kg with 1000kg of batteries, so we realised that we would have to redefine the project with what was technically possible."

Formulec was definitely an influence on Niclot and the FIA at this time.



"MORE AND MORE MANUFACTURERS ARE BETTING ON ELECTRIC VEHICLES"

"We were in contact with Eric and were very interested in his idea," he says, "and began to focus on a similar type of car."

Barbaroux believes that the Formulec car "showed what was possible, particularly in terms of the compromise between power and weight". He won't take full credit for crystalizing the ideas for an EV series in the minds of the men at the FIA, but he reckons Formulec played its part.

He points out that there were others out there beating the EV drum at the time, including Lord Paul Drayson. The former British government minister put an electric powertrain in the Lola LMP1 prototype he'd raced at the 2010 Le Mans 24 Hours and went on to claim a series of British land speed records in the car. (Drayson would also make a bid to promote Formula E in conjunction with British racing constructor Lola, and then signed up to run in the series, though neither project came to fruition.)

"We were an influence for sure," says Barbaroux, who subsequently sold his project to FEH. "Because if you don't have a car, you

can't predict what kind of show you can put on."

The ideas that would result in Formula E were beginning to come together, including the focus on city-centre races.

"Because of the level of performance we were talking about, we understood that there would be no point running on normal tracks," says Niclot. "We realised that we could showcase electric power in the place where EVs have the biggest future – in the cities."

The idea that the FIA's EV series should take place on temporary circuits in urban areas was already on the table when the governing body opened the tender process. Yet Formula E was not a fully formed concept when FEH made its bid to promote the championship.

Key to its successful bid was the idea that Formula E should begin as a one-make formula using a spec chassis, powertrain and battery.

"It was a chicken-and-egg situation," explains Agag, who put the FEH bid together at a time when he was looking for a new challenge in motor sport. "No one had a project for a car because there wasn't a championship. And there wasn't a championship because there weren't any cars. We broke that cycle."

To that end, FEH was ready to underwrite development of the first-generation Formula E racer, purchase a fleet of cars and then supply them to the teams. Agag believes this was a key reason for FEH's successful bid, though he does concede that there was a Middle Eastern group that looked set to win the tender process before pulling out.

"No one else had a clear project and that is one of the reasons why the FIA chose us," he explains. "One of the key factors is that we came with the plan to produce a car ourselves and give them to the teams."

FEH ordered a total of 42 cars from French company Spark Racing Technology, which partnered with Dallara to build the chassis. The number of first-generation Formula E racers built reflected a unique idea – each driver would use two cars over the course of a race. So that meant each of the 10 two-car teams needed four chassis, while two were ordered for testing purposes. Hence the 42-car figure.

"That was my personal idea," he says. "We needed to create something we could sell on TV. Broadcasters told me they needed 50-minute shows. I asked myself whether the public would be interested in two 15-minute races. I felt we needed a solid Grand Prix-type race, and the only way to do it was with two cars. Everyone was shocked when I suggested it. People said, 'no way', but now everyone accepts it."



THE INAUGURAL FIA FORMULA E Championship kicked off in September 2014 with a full grid of Spark-Renault SRT_01Es (Renault backed the series as well as having an involvement in the French e.dams team) in

Beijing, on a circuit laid out around the ‘Bird’s Nest’ Olympic Stadium in September 2014. The dramatic last-corner shunt between leaders Nicolas Prost and Nick Heidfeld created headlines all around the world and put the series on the map.

It wasn’t plain sailing through the inaugural season of Formula E, however. FEH set out into that first season without the funds to complete it, and it almost spelt disaster.

“We knew we needed to prove our concept before we attracted the partners,” says Agag. “It was always the plan to get the ball rolling and then attract further investment. We were like a trapeze artist jumping without knowing that there was someone to catch us. Fortunately there was.”

Formula E was gripped firmly around the wrists and swept onwards and upwards by two branches of US media magnate John Malone’s empire, Liberty Global and Discovery Communications, in March 2015. It was a last-gasp take by the same group that now owns Formula 1. Bills were mounting up when the deal was done in advance of the fifth round of the 2014/15 championship in downtown Miami.

Agag admits that Formula E was “really close to disaster” in the early months of 2015, though he now shrugs it off as part of the history of the series. “But I would have preferred not to have had so many sleepless nights,” he adds.

The plan formulated for Formula E by the FIA and FEH incorporated a road map designed to attain the holy grail of what everyone involved in the series calls one-car races, or the end of the practice of drivers swapping cars, for season five. The first step was to free up development of the powertrain for season two in 2015/16, which resulted in a variety of technological solutions. So various, in fact, that the cars on the grid in season two ran between one and five forward gears.

The original road map called for freedom on battery design for season three in 2016/17, but this was quickly abandoned. It was seen as a step too soon for the fledgling series. Instead, it was decided to continue with an evolution of the first-generation battery developed by Williams Advanced Engineering through seasons three and four.

Formula E remains on course for one-car races in 2018/19, however. The tender for a new battery has been won by McLaren Applied Technologies, sister company to the supplier of the spec electric motor used in season one. Using cell technology developed by Sony for, among other things, smartphones, the McLaren battery will be rated at 54kw/h, almost double the 28kw/h of the present Williams battery. Combined with increased energy retrieval and a more efficient chassis again produced by Spark and Dallara (a deal that has yet to be announced), a season-five

Formula E machine should be able to race for 45 minutes.

“I don’t think there is anything technically that is going to stop us,” says Roger Griffiths, sporting director and team principal of the Andretti Formula E squad. “The package that the FIA has come up with for season five has all been geared up to accomplishing the aim of one-car races. The teams have said that we need 54kw/h in order to achieve it, and they have come up with a battery specification that allows for a little bit more than that just in case we’ve got our sums wrong.”



THE BURNING QUESTION IS WHETHER Formula E will ever return to the original concept of a fully open formula. Griffiths suggests that battery competition between suppliers will come before teams and manufacturers are allowed to build their own chassis.

“F1 is extremely expensive because you have complete freedom on the chassis and aero, but none of that is particularly relevant to what we do in Formula E,” he argues. “This is not an exercise in vehicle dynamics and who can develop the best racing car; it is about developing electric vehicle powertrains.”

Griffiths suggests there could be a two-stage move away from a spec battery.

“The first step would be to give the teams a certain quantity of cells and then allow us to do our own packaging and integration,” he explains. “To my mind that is the equivalent of everyone in the World Endurance Championship getting x gallons of Shell fuel.

“Step two would be to allow open cell development within some defined boundaries. My understanding is that when the FIA approached a number of the well-known cell manufacturers, they all expressed an interest in tendering for a spec battery but were not interested in getting into a development war. They suggested that the technology was not mature enough, but that might change in two or three years.”

Agag regards freeing up battery design as being inevitable.

“I’m not seeing the appetite for it now,” he says, “but it will come eventually because it is a big part of EV technology.”

And a desire to show their EV credentials is why big manufacturers are queuing up to join the Formula E adventure.

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Racers and gamers focus on a seven-figure prize in Las Vegas. Right, Dragon FE regular Loïc Duval

ALL THE INGREDIENTS WERE IN place for this to be the tipping point for online racing. Las Vegas in January was the venue – at the biggest consumer electronic show in the world (CES). Motor racing’s big hitters were present, including Jean Todt and Zak Brown, as was a full complement of Formula E drivers including ex-F1 drivers, Le Mans winners, FIA champions and 10 of the best gamers in the world.

Why? Because online racing, virtual racing, or eSports Racing, was about to host its biggest ever event – with a prize pot of \$1million. Well, this was Vegas after all.

Qualification had been open to all gamers with access to the PC-based rFactor simulator. This restricted the entry to fewer than 100 gamers due to the professional nature of rFactor and the small community that regularly competes. These 100 racers battled online, with 10 finalists eventually



participants and venue, and the promise of good close racing.

The wider motor sport industry was watching closely, because it would appear – with Todt’s support validating the existing huge grassroots participation – that this would be eSports Racing’s debut on the global stage. The equivalent to the 1950 Formula 1 British Grand Prix.

Despite all this, online racing will have to wait longer to have its breakthrough moment. Technical glitches, poor execution and a headline-grabbing, fan-alienating end to the race ruined its global debut in Vegas. Certainly, there would have been hangovers for those tasked with delivering the event.

From a racing point of view it did not disappoint. The real Formula E drivers were fully engaged. Ego and serious cash were at stake. Indeed some of the drivers spend most of their lives in



simulators. Oliver Turvey is McLaren’s main simulator driver while Sébastien Buemi and others have spent many, many hours in F1-level simulators as part of their day jobs. They would not want to be blown away by the gamers.

But before the race, all the talk from those in the know was that the virtual gamers would indeed blow away the ‘real’ drivers. And when you consider the stats, you can understand why.

It is thought that some train for ☐

THE \$1MILLION VIRTUAL RACE

What happens when real-world drivers confront their virtual counterparts?

chosen for the Vegas race.

The top 10 in Vegas then experienced a virtual copy of a Formula E weekend in terms of practice, qualifying and race timings and structure. But how did online racing arrive at the point whereby a \$1million pot was up for grabs and the most powerful man in global motor sports was present?

The Formula E team has been trialling a number of gaming directions in the last 12 months, supported by Jean Todt. At the Vegas event he said, “Gaming can bring motor sport a new, younger audience that we really need. We need to use racing games to get young people out of their bedrooms and along to racetracks.”

This is not the first time the FIA has dipped its toe in the virtual water. Three years ago the governing body of ‘real’ racing announced a partnership with arguably the most famous racing game, Gran Turismo. The FIA claimed that Gran Turismo winners would be crowned alongside the real FIA champions at the end of year prize-giving event. Not only that, but licences gained online would count towards the acquisition of a real racing licence.

However, this intention has been blunted by a near two-year delay to the latest Gran Turismo game and the exclusive nature of the partnership, which means the FIA cannot work with Gran Turismo competitor such as

Forza or Project Cars.

What’s key to remember at this stage is that the FIA is late to the online racing party. Gamers have been racing each other virtually for 15 years, but the explosion of other competitive gaming genres (or eSports) has seen a significant shift in policy towards virtual racing. Or jumping on the bandwagon, as many were heard to say at CES.

Nevertheless, the Vegas eRace – with its glitz, glamour and \$1million prize pot – had an opportunity to lay down a marker for future events, and challenge established events such as the GT Academy – now in its 10th year. It had the star drivers (and the emerging challengers), a buzz around the

five hours a day six days a week – and have done so for more than five years. Perhaps it is no wonder that a lot of the top guys come from countries with long winters and long nights.

Nevertheless, the speed of the real drivers came as a genuine surprise during the first practice session – but nobody knew why. As with many activities that exist in cyberspace, rumours and accusations spread throughout the Vegas conference hall. One of the most experienced, eSports Racing Manager Dom Duhan, was left scratching his head. Having established virtual racing Team Redline more than 16 years ago, Dom has masterminded almost every key PC-based victory on games such as iRacing and rFactor.

“I am genuinely surprised at the pace of the real drivers. There are some possible factors, such as those guys having more rubber down in their session and our guys not being able to change set-ups as they usually would – or perhaps the real drivers have just been practising a lot!”

By the end of qualifying, the normal service was resumed as nine of the top 10 were gamers – except for one. The interloper was Felix Rosenqvist. For those in the know Rosenqvist should be in F1 with many Formula E insiders believing he is the talent of the grid. Some claim, with the likes of Buemi, Felix da Costa and di Grassi in the mix.

But Rosenqvist is not just a racer, he is also a gamer and one of the many drivers today who blur boundaries between the virtual and the real.

“I have a wheel at home that I’ve used since 2006,” he says. “Most of my gaming experience comes from the races I’ve done together with my teams and playing at home with my PR guy the day before heading out to races. The one game I’ve spent most time on is probably DiRT Rally, which I still think is the most fun.”

But the question remained. Why was Rosenqvist so far ahead of the other real-world drivers and the only one to be mixing it with the gamers? Many simply concluded that this guy was just a super talent in the virtual world as well as the real one. Some drivers can be quick in both, as we have seen from GT Academy – some only excel in one or the other. Rosenqvist did, however, provide some insight into his recent and relevant professional simulation experience.

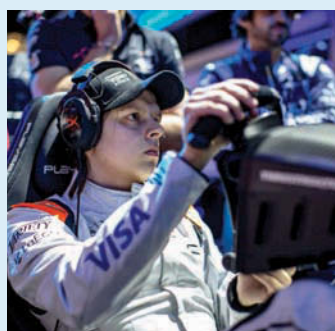


Buemi at the helm. Below, Bono Huis inherited victory after Pakkala was penalised

“With Mahindra Racing in Formula E, we spend 1-2 days before each event, and maybe some development days during the event on the simulator. This is the first time I have done that consistently together with a racing programme.”

The racing was marred by several technical issues but the level of competition was high. Bono Huis dominated from lap one of practice. Clearly his style suited the fixed set-up that Formula E had stipulated. As in the real world, set-up is critical in the virtual world. With the inability to adapt his car the legendary Gregor Hutu (described as the ‘Fastest Gamer in the world’) struggled. More of a Prost than a Senna, he needs the car to be set up to his preference in order to find the speed rather than rely on hustling a compromised car.

During the final, crowd favourite Olli Pakkala suddenly confused everyone by finding two seconds a lap after his pit stop. In the process he leap-frogged the squabbling Huis and Rosenqvist.



The small audience that was watching online was packed with the most knowledgeable gamers and fans of virtual racing in the world – including another gamer and rising racing star Lando Norris. He quickly came to the same conclusion as I did – that the fan boost Olli had been given was ‘stuck on’. Fevered texts from the 2016 McLaren Autosport BRDC Award winner to an onsite Zak Brown furrowed the brow of Formula E’s new part-owner.

The fallout of this technical mistake

unfolded on social media with the event sponsor announcing the result before Formula E did. The fan backlash adding to the negative earlier comments about the use of the outdated rFactor based platform, with its PlayStation 2-level graphics and a general degree of disorganisation.

For Formula E’s virtual racing strategy to thrive on this scale, it has to fix these teething problems, but the intentions and vision of this first event were spot on. It has some way to go, but you only need to look at the opportunities that gaming is providing other ‘real’ sports to see the potential. In football, for instance, clubs are signing players from the FIFA game to represent them in virtual tournaments, and likewise the NBA and NFL are investing in eSports teams so that they can communicate to millennials.

Rumours in Vegas suggested that manufacturers and racing teams are looking to set up their own virtual teams to compete in the virtual world, with Porsche being the brand closest to making an announcement.

The industry must act. When the FIA president highlights the decline in fan numbers it has to result in action. He is only saying what the regulators, teams, sponsors and promoters already know. Their recently formulated opinions are backed up by a fan survey in which 79 per cent of gamers said they had gone on to become fans of motor racing (not the other way around). For a generation brought up on club racing and irregular TV coverage, a little recalibration is required.

So could eSports Racing save motor sport? The evidence suggests so. The virtual door is opening wider and it will be fascinating to see who really kicks it wide. *Darren Cox*



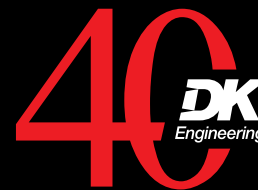
THIS FUTURE F1 CHAMP IS A GAMER

No discussion about virtual racing can occur without mention of Max Verstappen. If you believe that Max will be the next first-time F1 world champion, then it can be argued that he’ll be the inaugural gamer-turned F1 champ. Why? It will take years in the real world for Max to exceed the number of virtual laps he’s completed.

But he’s not the only one working his way up to F1. Restricted testing in GP2 and GP3 means simulator time is critical in the lower formulas; indeed many young drivers are paying to have access to F1 simulators. Many believe that Williams’ latest simulator was put in place specifically for new signing Lance Stroll to access it at any moment. Add to that the increasingly powerful PlayStation and Xbox games – many of which are approaching simulator-levels of professionalism – and you can argue that any of the new generation of drivers are a product of both the virtual and real worlds.

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{ LUNCH WITH }

JJ LEHTO

Having kept a low profile since a tragic accident in 2010, the double Le Mans winner looks back on his career – and explains why he might drive again

writer ANDREW FRANKEL | photographer HOWARD SIMMONS



J LEHTO IS SITTING ACROSS the table from me, in the elegant surroundings of Fawsley Hall Hotel near Silverstone, piercing blue eyes growing wider by the moment as he describes his afternoon. And for good reason: today he has done something he has not done in nine years. He has climbed aboard a slicks-and-wings racing car and driven it around a circuit as fast as he possibly can.

“It was so strange. I was really nervous. I can remember putting on the overalls, putting on the boots, tying each shoelace. It felt so alien. There was no reason I shouldn’t still be quick but, well, you never know, do you?”


Lehto is doing something else today he has not done for a while too: sitting down for a formal interview over a meal with a journalist. Many of you will recall that he was on a speedboat that crashed into a bridge in Finland in 2010, and that a friend on board was killed while Lehto was seriously injured.

The accident made headlines around the world and Lehto was convicted of negligent homicide and sentenced to two years and

four months in prison after a court found that he was drunk and speeding on the boat before it crashed.

What was less well reported was that Lehto appealed the sentence, and in 2012 he was cleared of all charges. He claimed he was not steering the boat, but instead sitting in the back when the accident occurred. Steering the boat drunk or allowing a drunk person to control it are both crimes, but since there was uncertainty about which of the two Lehto had committed, he could not be sentenced for either.

Even so, the episode has understandably cast a shadow over Lehto’s life and for the next five years he kept a low profile. For a start he is all but impossible to contact. “I don’t have an e-mail address, I don’t have a smartphone, I don’t even own a computer. I have one very secret telephone number, so unless you actually come to Finland and knock on my door, you’re pretty unlikely to hear from me...”

It is McLaren we have to thank for bringing Jyrki Juhani Järvilehto back into the public eye. In 1995 McLaren won Le Mans at its first attempt, the winning car being entered at the last minute, run by a team with no Le Mans 

experience and in which Lehto played the starring role. Twenty years on, McLaren wanted to get as many of its original F1 GTRs to do a parade before the actual 2015 Le Mans race began and to reunite the winning crew. It tasked Keith Holland with finding him.

“He just wouldn’t quit,” recalls Lehto. “He got my wife’s e-mail address and he kept on trying. In the end I thought ‘he’s never going to stop’ so I just gave up and called him.”

So Lehto went back to Le Mans with his old overalls and helmet in his hand luggage, and while insurance issues meant he could not drive the winning car in the parade, he drove an F1 long tail fast enough to get into sixth gear.

But today was different. Lehto, 51, had been hired by McLaren to demonstrate its 1000bhp P1 GTR at a customer day on the Silverstone Grand Prix circuit. The last time he drove in anger on a track was at Daytona in 2007, when a one-off drive for Tracy Krohn in a misfiring Riley Pontiac ended with 17th place.

“I was so worried when I got in the car, but the first lap was, like, wow, the second was ‘WOW’ and the third just...” At this stage Lehto makes a noise that’s as easy to understand as it is hard to spell. Clearly he was happy to be back in the saddle. Three laps in, after nearly a decade away and with 1000bhp under the carefully tied laces of his right race boot, Lehto was back in his element. “It was like I had never been away,” he says.



JJ LEHTO’S COMPETITIVE CAREER LASTED for more than 20 years. In that time he raced in Formula Ford, Formula Ford 2000, Formula 3, Formula 3000, Formula 1, Indycars, sports cars, touring cars and the DTM. And that doesn’t include his time in karts as a child, nor his little known sideline as an effective performer in 10 Arctic rallies. Last time out rivals included Kimi Räikkönen, Mika Häkkinen and Mika Salo. Lehto beat the lot.

Perhaps it’s no surprise, then, to learn the plan was always to follow in the great Finnish rally-driving tradition. “I started in 1985. Of course I’d done karting from the age of six and had been doing motocross all over Finland but I wanted to go rallying. I had the car, an old Group 2 Opel Kadett GTE, and over the winter I stripped it right down and put it back together again, ready for the season.

“But my dad had a wealthy friend and they both decided I’d done enough time on the dirt and should do something cleaner instead, which is how I ended up in Formula Ford. I still had no thoughts of being a professional driver. It was just a hobby, a bit of fun. Lots of us did it, including both Mikas [Häkkinen and Salo] who were old family friends and who I’d raced with since we were kids.



JJ LEHTO CAREER IN BRIEF

Born: 31/1/66, Espoo, Finland
1986 Triple FF1600 champion **1987** British & European FF2000 champion **1988** British F3 champion **1989** FIA F3000; F1, Onyx **1991-92** F1, BMS Dallara **1993** F1, Sauber **1994** F1, Benetton **1995** Le Mans 24 Hours winner **1995-96** ITC/DTM, Opel **1998** CART **1999-2005** ALMS, champion in '04; Le Mans winner in '05

“We got an ’85 Reynard Formula Ford and I did four races and some testing but I was still at school. Then in the spring of ’86 my dad told me I had a new car – the only problem was it was in Bicester. So me and a friend got into a little van and drove to England to collect it from Reynard. I met Rick Gorne and Adrian who said, ‘There’s your car.’ It was in pieces, so we put a little tent up next to the van and spent the next week building it. I always worked on my cars and my friend was really good; it came together well.



“The first race was the opening round of the European Championship at Zolder and, despite never having been there before, I came fourth. I then did the Finnish, Scandinavian and European Championships and won the lot in the same car. Didn’t crash once and it was always just the two of us, me and my friend with our van, up against guys with proper teams and big trucks.”

With such a performance it’s perhaps not surprising that Lehto got noticed. “It was easier for talent to shine back then,” he says modestly. “Cigarette companies had junior programmes back then, but of course the biggest help was Keke Rosberg.”

Lehto’s face still lights up when he thinks of the day he got the call. “I was on holiday and the phone rang. The voice on the other end of the line said ‘Hi, this is Keke Rosberg’ and of course I thought it was a friend fooling around. It took him a little time to convince me he was for real.

“Anyway he said his career was winding down and he wanted to help someone else. So me and my father met him in Helsinki and he got me into the Philip Morris/Marlboro programme. I had to move to England and was lined up to do Formula Ford 2000 the following year. There was even some money, enough for me not to need another job. It had all happened so quickly – one minute I’m a kid messing about with a friend racing for fun and enjoying beating the big boys, next I’m a full-time professional racing driver.”

Lehto reckons he did 27 races that year, one a weekend for the duration of the season. “It was a great time. I got to travel and race and learned lots. I loved places like Thruxton with its never-ending fast corners, Brands Hatch and Oulton Park too. Jason Elliott was my team-mate and one of the quickest guys out there. But I managed to win the British and European titles. So that got me into F3, which was a big step up. It wasn’t just the extra speed of the cars – there was serious opposition too like Damon [Hill], Eddie [Irvine] Martin [Donnelly] and Gary Brabham.

“At first it was very messy. I was with Pacific Racing and they’d just graduated to F3 too, so we all had a hell of a lot to learn, but I was on pole for the first round of the British F3 Championship at Thruxton and won the race. It was a decent start.” He duly won the title from Brabham, Hill, Donnelly and Irvine in that order, the only Reynard driver in a Ralt-dominated front of the field.

“I was then meant to go straight to F3000 in ’89 but I got a call from Ferrari asking me if I wanted to be a test driver.” Lehto puts this so nonchalantly despite the fact that Maranello remains probably the most coveted call for any aspiring F1 driver. “I think I realised what it meant sometime after. I remember going to Fiorano. They lent me an F40 to learn the



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1 Full name just about fits on Van Diemen RF86 2 At Thruxton en route to UK FF2000 title, 1987 3 Monaco 1990, by which time Moneytron Onyx was in decline 4 Steering BMS Dallara towards the podium, Imola 1991 5 Lehto spent several seasons in the DTM, commencing in 1995

6 Pictured at Donington Park, Lehto raced for Sauber in 2003 7 Driving for BMW in the ALMS, 2000 8 Celebrating Champion Audi 1-2 with Johnny Herbert at Petit Le Mans, 2004 9 Lehto and Marco Werner won 2004 ALMS crown

track. It spun its wheels everywhere! It was great to thrash around in. But the F1 car – now that was a big step.”

He has a point. This was the year Ferrari got its semi-automatic sequential box, so the 23-year-old had to deal with that plus carbon brakes and a 750bhp V12.

“That car was so physical. No power steering, no power brakes – it beat me up every time I got in it. We worked from 9am to 8pm. Did many Grand Prix distances per day around Fiorano, which is a track that gives you no rest at all. In the evenings the team would say ‘let’s go out’ but I’d just go back to the hotel, fall onto the bed and pass out. Next morning I’d be back at the track for 8am and drive all day again. But every time I got in it, I learned something new.” With his F3000 season going from bad to worse, it must have provided a welcome distraction.

I suggested he must have hoped to become one of the main drivers, especially when he broke Nigel Mansell’s Fiorano lap record. “No, that was never going to happen,” he says. “Ferrari always went for experience over youth and still does today. I was just incredibly grateful to have the experience and hoped it would lead me to F1 by another route.”

Which it did. Part way through the season the Moneytron Onyx team sacked the mercurial Bertrand Gachot and hired Lehto. Just over three seasons after turning up outside the Reynard factory in a van to collect a Formula Ford in bits, Lehto was a Formula 1 driver.



“F1 WAS SO DIFFERENT BACK THEN. WE had 36 cars competing for 26 grid spaces so 10 always went home. The Onyx was actually a good car for a small team, though it couldn’t be compared to the Ferrari. But if you had the smallest problem or made the slightest mistake, your entire weekend would be over on Friday morning.

“I did to the end of ’89 with the team, after which it was sold to Peter Monteverdi and the whole thing went straight downhill. Old car, old parts, no testing. It was rubbish. But I wasn’t worried, I had a Marlboro contract and got a seat at Scuderia Italia based in Brescia. And with the new Judd V10 in a Dallara chassis, we ended up with a nice little car. We had some money so could do lots of testing and it all resulted in a third place finish at Imola. There I was, standing on the podium with Senna and Berger. Which was nice...”

“We got the Ferrari engine for ’92 which sounded better in theory than it turned out to be on the track. We had big power but the engine was too long and didn’t work in the chassis. As the Mercedes customer teams are finding out today, just having the best engine



“FERRARI WAS
NEVER GOING
TO HAPPEN. IT
ALWAYS WENT FOR
**EXPERIENCE
OVER YOUTH**”

does not mean you'll have the quickest car."

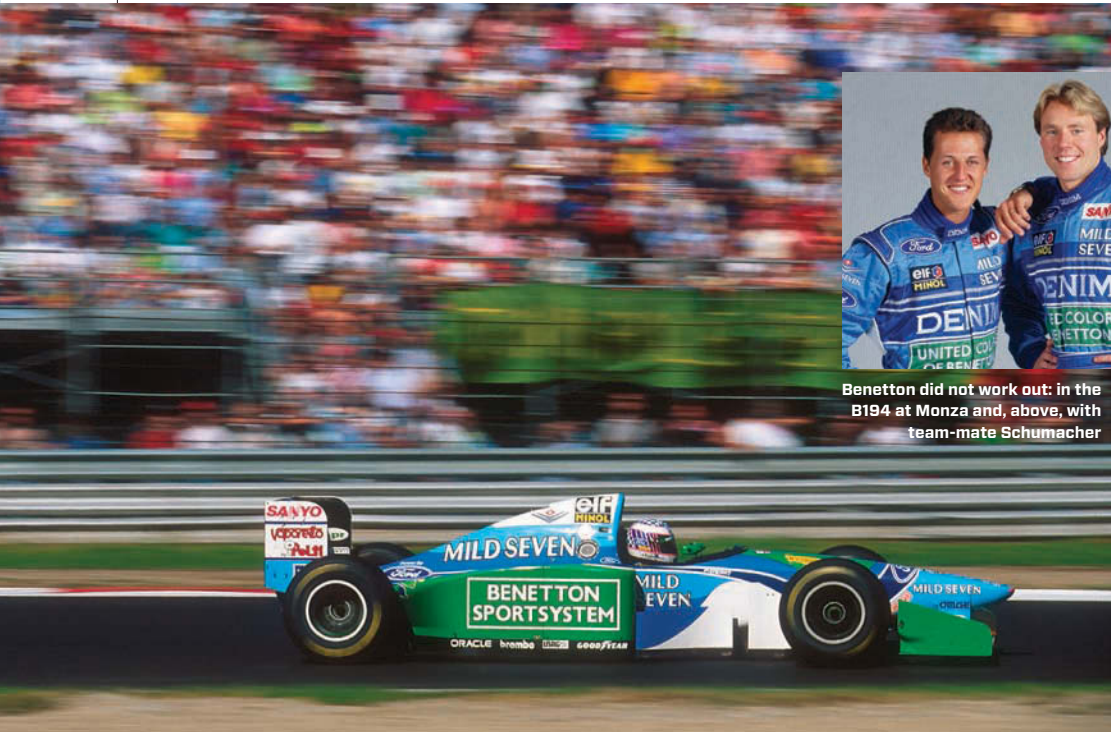
Lehto went to the new Sauber team in '93 and at first it showed some promise. The Ilmor-powered car was quick enough to qualify sixth at the season opener at Kyalami and finish fifth, but his season followed a pattern with a parallel in F1 today. "If you're a new team without big team money, you put everything

[Ecclestone], Sid [Watkins]: they organised the best doctors at the best clinic." Two vertebrae had been completely crushed.

Lehto had an operation at the London Clinic and would remain in hospital for a further fortnight, but his recovery would take a lot longer. "By the time I got home I was in so much pain I couldn't sleep. I had to walk, all

Or perhaps Schumacher was just given a far better car? Lehto is not shy about quashing that notion. "Michael and I always had identical machinery. I never doubted that. His advantage came from his talent but also the fact the car was designed for him and his style of driving. He liked it edgy; it was quite strange to drive and I never really got the chance to get on top of it."

Lehto was released from his contract and though there was an end-of-season call-up from Sauber, in his heart he knew his career as an F1 driver was over. "I've never thought about how far I could have got had I not had the accident. You could have that same accident again and wind up dead, so I feel lucky. I'd done more than 60 races and scored good points with small teams. Back then that was really hard: only the top six got points so when you were up against Ferrari, Williams, McLaren and Benetton just scoring one single point was so, so difficult. Now you get a point if you come 10th: it's ridiculous. Back then sixth was party time. Besides, if I'd not had the accident I would never have won Le Mans in 1995."



Benetton did not work out: in the B194 at Monza and, above, with team-mate Schumacher



LEHTO'S HITHERTO BRIGHT DEMEANOUR becomes positively breezy when talk turns to his second career as a sports car driver. He started '95 doing DTM for Opel in an old car and got a late call to do Le Mans in a McLaren F1. "I always loved Le Mans, and really looked up to guys like Derek Bell and Hans Stuck. The cars looked amazing and had huge power but Keke always said, 'Are you effing crazy? No way are you doing that race until they put chicanes on the straight'."

Chicanes arrived in 1990 and after outings in Porsche 962s resulted in a retirement in 1990 and a ninth place in 1991 he turned up at the track in 1995 to drive McLaren's own works-backed F1 GTR test car.

The car was run by Paul Lanzante who was worried about his new signing, fearing Lehto would treat the race as a sprint and break a car that was completely unproven over 24 hours. Also the car had a reputation for being tricky, especially in the wet.

That year it rained for 20 hours. "Lots of drivers didn't like it. The car was built around this big BMW V12 engine and they felt the back end was heavy and hard to control. I just loved it, especially in the wet. It had loads of traction, lots of torque – no problem."

Yannick Dalmas, already three times a winner, started the race and drove so slowly Lehto thought the race was over before it began. "In fact he was being clever and keeping it out of trouble. Then when I got in at night I was able to use all the sand and gravel that

into getting the car as good as you can for the start of the season. What that means is you then don't have the budget to develop the car through the year, which is exactly the problem that Haas had last year."

The big break came in 1994 when he finally got the top team drive his talent deserved. He would spend the season with Benetton, as team-mate to Michael Schumacher. Or at least that was the plan until fate intervened.

"After beating six or eight other guys in testing, I finally got the seat, signed the contract in the middle of January and turned up at Silverstone 10 days later to start testing. After that I don't remember much."

No wonder: driving the 1993 car, Lehto left the track at near top speed as he tried to turn into Stowe. "I woke up in the wall with a broken neck."

"I was conscious when they were trying to get me out, but couldn't move. I remember thinking I was lucky to be at Silverstone because the doctors are so good. They saw instantly that something bad had happened, got a neck support on, got me out, took me to hospital took X-rays and said at once, 'This is really bad, don't move. At all.' Then everyone got involved, Flavio [Briatore], Bernie

the time. I couldn't even sit down.

"Slowly it got better, but the season was starting and I had to get back as soon as I could; but my neck was really weak because they'd cut through all the muscles in the operation. I had no feeling in my fingers and toes but was terrified of losing my seat. Trying to get back quickly was a mistake, but I thought I had no choice. In the end I lost the seat anyway. But I was so lucky with the accident: I'm still walking and I'm still alive. In the end that's all that matters."

Even so he draws stark contrast to his treatment relative to that received by Häkkinen after his awful accident in Adelaide at the end of the 1995 season. "I wish I had been with Ron and at McLaren like Mika. Ron really looked after him, gave him all the time he needed to recover. I really admired that. Flavio is a businessman, Benetton was turning into a good team with Michael and they needed to maintain momentum.

"When I came back I was sick and in pain; Flavio didn't give me any testing, so I can't say the car was so different I couldn't drive it. Truth is, I never got the chance. I did some races after the accident but was in so much pain I couldn't drive."

had been thrown onto the circuit, find some interesting lines and go a little quicker.”

A little quicker. At the time Lanzante said no one could believe how quickly Lehto was driving. “Before the race we had decided on the lap time we should try to stick to. JJ appeared to think that still applied in the wet...”

But while Lehto was terrifying everyone in his pit garage as his wet-weather, night-time laps times appeared ever more at odds with those of everyone else on the track, inside the F1 all was peaceful. “Whatever anyone else says, I wasn’t pushing. I was enjoying, and there’s a difference, you know. I’ve been told that on some laps I was half a minute quicker than anyone else but I don’t know what the real number was and it doesn’t matter. Once you find the lines, the rhythm and the grip, everything else just flows. I remember Paul coming on the radio saying, ‘Are you sure, are you sure you can do this kind of lap time?’ Everyone was so nervous but I was completely relaxed, wondering what all the fuss was about. I was being careful with the box, keeping off kerbs, taking nothing out of the car. It was then I realised I had fully recovered from the accident. It had taken 18 months.

“I made one mistake, coming out of the last left in the Porsche Curves. There was a lot of water and I was just catching the Harrods car with Justin [Bell] driving. I was right behind him in fifth gear, hit the water and lost it. I just kept throttle down, did a 360, kept the wheels spinning and didn’t even need to change down. I overtook Justin on the next lap...”

It was a fine victory for Lehto, Dalmás and Masanori Sekiya, who would become the first Japanese driver to win Le Mans.



AFTER THAT THERE WAS MORE DTM for Opel but his Le Mans drive had not gone unnoticed elsewhere. “BMW got in touch and told me it was doing FIA GTs with McLaren. It was nice to be working with a works team again, nice to be back with V12s after the DTM. Looking back it’s clear that F1 was incredible, but I always had more fun in sports cars. It wasn’t the cars, it was that family feeling you got with the whole team.”

Lehto came second in the 1997 FIA GT Championship, stymied by a loophole that allowed Mercedes driver Bernd Schneider to jump from one car to another. But he still had fun. “I was driving with Steve Soper who was at the end of his career. We had a great time. By then the McLaren was a completely different car from the one I’d raced at Le Mans: lighter, more downforce, sequential gearbox, better brakes, less drag – it was improved in almost every area.”

There followed a brief flirtation with



Lehto was the star turn at Le Mans in 1995, when McLaren’s F1 GTR won

“IT’S CLEAR THAT F1 WAS INCREDIBLE, BUT I ALWAYS HAD MORE FUN IN SPORTS CARS”

Indycars, which fascinated Lehto. “There was so much to learn about ovals: how to set the car up, play with the stagger and make it so it’s perfect at the end of the race when it needs to be quickest.” But Gerhard Berger’s appointment as BMW’s Motorsport boss soon led him back to sports cars, this time behind the wheel of its prototype LMP1 car.

“Really we should have won Le Mans in ’99. We had a four-lap lead with four hours to go and were cruising. Then a rear damper broke, dropped the ride height, pushed the roll bar onto the throttle and jammed it wide open in the Porsche Curves. It was a big hit, and I was lucky to get out with only a cut on my knee and scar for the memory. But we won Sebring and a lot of other races too.”

Lean times were to follow. Lehto raced a BMW M3 GTR in the US but yearned to be back in sports cars, so much so that he accepted an offer to drive Cadillac’s new LMP1 car in 2002. “It was a nice car with a good chassis, but the engine was hopeless. After two laps it just got hotter and hotter and, don’t forget, Audi

had the R8 by then. We never stood a chance.”

Salvation came from Dave Maraj and Champion Racing. “Dave was a wonderful man to drive for. He built a brilliant team around him, made sure that everything was right and I found myself happier than I’d ever been in another team. So I decided: while Dave raced I would race for him, and when he stopped I would stop. I never wanted to race for anyone else again.”

Lehto and the Audi R8 were often the class of the field and he would win many races in the three seasons he raced for Champion or Audi North America as it was sometimes called, including two more Le Mans, in 2003 and 2005. “We won together and we lost together. When we won we had a big party; when we lost we had an even bigger party.” But then at the end of 2005 Audi decided Champion was going to be its factory team, and it would be crewed by factory drivers. Lehto’s career was over.

“I just walked away. There were other places I could have gone, but I didn’t want to.”



LEHTO WAS HAPPY IN RETIREMENT, happy to spend some time with his three young children who’d been used to not seeing him for months at a time. “There’s always an end and you want to stop when you’re on top. Some drivers are happy driving slower and slower cars for smaller and smaller teams because they can’t bear to think they’re no longer a racing driver but not me.

“So I stayed home. Enjoyed my family, enjoyed seeing the seasons. I’ve done commentating work on Finnish television and help a few young Finns with their driving.”

But perhaps buoyed by his day in the 1000bhp McLaren, I sense a certain restlessness about Lehto today. So I ask the question: would he consider strapping on his racing boots one last time?

“If someone were to offer me a race now, I’d have to think about it. It’s not impossible: if the right opportunity was out there, I’d look very hard at it. If someone offered me a good GT3 car, if I can do the testing and feel good, why not? All I need is super professional team of nice guys who don’t mind me wearing shorts and a T-shirt...”

In the meantime, Lehto is happy to chill out at home, ride his beloved Harley on vast solo journeys around Finland and come home to the ’59 Corvette he’s owned for 26 years.

But there is something in his demeanour that suggests he may not be quite as done with racing as he once thought he was. In fact, I suspect that the kid who turned up in a van outside the Reynard factory over 30 years ago may soon be out there again. It will be a sight to behold. ☑

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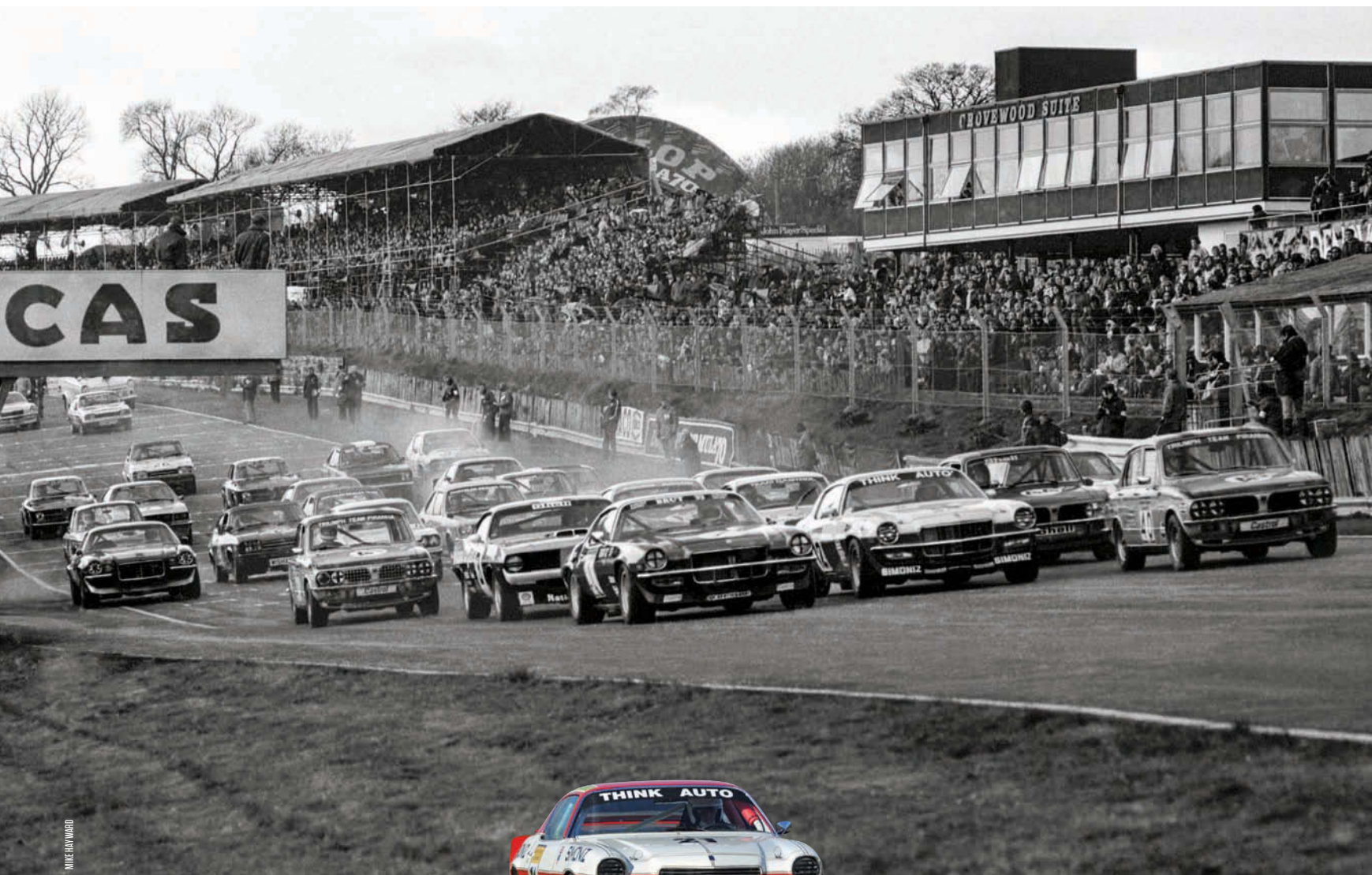
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THUNDER

Historic motor sport might be ripe with replicas and recreations, but the Bryant family's Chevrolet Camaro is infused with the spirit of its inspiration

writer SIMON ARRON



Although the Camaro suffered a few teething troubles, it won at the 2016 Goodwood Members' Meeting



FERRET



GARY HAWKINS

Four decades of separation: top, Richard Lloyd with AJ Rivers-liveried Camaro in 1974; above, the racing Bryants, Dilly and Grahame

FOR SOMEONE who'd never intended to run a racing team, Rob Potter fared reasonably well. The Englishman used to wheel and deal in American cars, some of which were adapted for track use, and one such was the AJ Rivers Simoniz

Camaro campaigned successfully by Richard Lloyd. "AJ was a big property developer," Potter says, "but when the bottom fell out of the market he found he was no longer able to afford to go racing. He owed me quite a bit at the time and offered me the team by way of settlement. I figured it would be the only way to get my money back, so I agreed. I received two Camaro Z28s, a trailer, a tow car and a mechanic. I contacted Mike Brown, a good pal who ran a rally business in Hayes, and he agreed to run it – so off we went racing..."

This was 1974, a time when the British Saloon Car Championship ran to a loosely scripted version of the Group 1 regulations that had been drafted for standard production cars. For two seasons Camaros would dominate the

BSCC, Lloyd and closest rival Stuart Graham sharing 22 of a possible 28 victories (with Graham's Brut 33 car winning that battle 14-8). As they kept taking points off each other, however, the overall title went to more dominant drivers in the smaller classes. At the end of 1975, the rules were changed to limit the fastest cars to a maximum capacity of 3.0 litres and American muscle was rendered obsolete. Potter sold two Camaros to the Benelux region, but retained a supply of engines and other spare parts. These were placed in a large shed, where they would remain until...



GOODWOOD, MARCH 2014. FOR THE first time in the modern era, the Sussex circuit hosted a Members' Meeting and its centrepiece would be the Gerry Marshall Trophy for Gp1 racers of yore. There would be no 3-litre limit: Camaros would be as welcome as Ford Capris, Triumph Dolomite Sprints or Mini 1275 GTs. Looking on, respected historic racer Grahame Bryant was absorbed. "These things fire people up," he says. "I saw Stuart Graham driving Nigel Garrett's Brut Camaro, thought 'I remember that' and started to do a bit of research to see if I could find Richard Lloyd's car. I discovered that about three-quarters of it had been sold to some Belgians, who crashed it. The car was wrecked and subsequently crushed,

so we contacted Rob Potter. I used to get parts for my racing Morgan from Rob's Think Automotive business, which used to run Richard. Rob lives only 10 minutes from me and that's how the whole thing started. It turned out that he still had lots of period Camaro bits, including a front sub-frame from the screen forward, engines, suspension, uprights, rear axle... lots and lots of stuff, so we bought it all from him. We then sourced a non-rusty shell from a road car in the States and added the parts from Rob."

The project was handed to preparation specialist Phil Perryman in Sawbridgeworth, Herts – his team had the job of cleaning the resurrected mechanical components. The build process started at the end of January 2016 and continued more or less until the car raced at Goodwood eight weeks later.

"We'd first run the car about 10 days beforehand," says Oliver Bryant, a regular front-runner who shared the car with his father. "It was OK, but we had a few problems with the brakes and then the power steering – we didn't realise they'd run a cooler on the steering pump in period, so after about five laps the fluid boiled. We subsequently fitted a cooler, went off to Goodwood and qualified on pole."

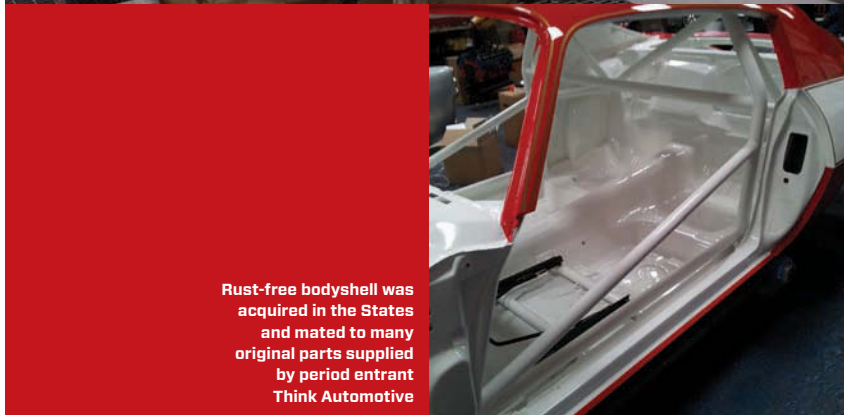
Grahame was third in the first race, but dropped to fifth after collecting a 10sec penalty for clipping the chicane. He then spun on oil early in race two, setting the stage for Olly to claw back a 20sec deficit, take the lead with two laps to go and secure aggregate victory.

The Bryants had led races at Goodwood before, without ever actually winning. The car that gave them their breakthrough success was the one that was least expected so to do, simply because it had come together relatively late. Or, as Olly puts it, "I went there hoping we'd be able to do more than five laps."

Technically, Olly first drove at Goodwood in 1998 – "I was 13," he says, "and reversed my dad's Cobra in the paddock" – and this maiden family win meant a lot. "We've been going since Olly was still at school," Grahame says, "and have had so many problems there, despite running at the front. In the past he'd qualified on pole, led and set fastest lap only to have something break in the closing stages – we've had lots of that."

Perryman says, "A lot of man hours went into the Camaro, although I didn't count how many. We had three people working on it all the time and I brought in one or two others – sometimes as many as nine at a time. We did quite a few all-nighters and worked through several weekends. We were talking about doing the car from the previous September and I kept asking Grahame where it was."

Bryant Sr adds, "It was touch and go. Some bits we kept, some we didn't – the dash was in a terrible state, but you can get the bits quite easily in the States. Just as well, really..."



Rust-free bodyshell was acquired in the States and mated to many original parts supplied by period entrant Think Automotive





Bryant G in action at the 2016 Silverstone Classic. Below, Lloyd pictured at Oulton Park (left) and Silverstone, 41 years beforehand



Nor was the car quite finished at Goodwood. “It had the original side windows,” Perryman says, “but they were so scratched you couldn’t see through them. We ran one new one for that meeting and fitted the other afterwards.”

The plan henceforth is to continue racing the car at Goodwood, the Silverstone Classic and any other events for which it is eligible.

“It’s a lovely thing to drive,” Olly says. “It has power steering, which is nice, and handles better than you might imagine. The Dunlops provide quite a lot of grip, too.”

Grahame: “Phil has set it up to corner very flat and it feels nicely controllable. We run an earlier Camaro in the States and they are similar, but this one rolls around a lot less. In the dry it is really forgiving.”

And how’s the braking, given the Camaro’s heft? “The calipers are standard,” Olly says, “but it stops surprisingly well... though only for one run.” Perryman points out that the discs are cracked at the end of every meeting.

“You can buy them over the counter and there isn’t anything better,” Grahame adds, “but you use them for about 30 minutes and then throw them away.”



POTTER WASN’T AT GOODWOOD TO watch the reborn car race but says, “I felt quite tearful when I saw the photographs. It took me back to when I went from being a bloke who wasn’t involved in racing to somebody who enjoyed two wonderful seasons that didn’t cost too much. Simoniz paid us £500 per meeting...”

“Richard’s main priority was to get in and drive, while Simoniz didn’t seem terribly bothered with generating publicity – its people were mostly interested in having a nice time at racing circuits. Because of my US connections, I was supplying parts to most teams and knew what almost everybody was running. Some teams were well funded, but others – privateers such as Bob Ridgard, for instance – didn’t have a penny and used to pick up our cast-off bits. It was all huge fun and I feel very, very lucky to have been involved. I had taken part in some events when I was younger – mostly sprints – but had otherwise very little involvement in racing before I was handed a team.”

Lloyd finished as class runner-up to Graham in each of those two years, taking eighth and fourth overall in the final BSCC standings. Back

then, both were also in the running for the Tarmac Championship (a £2000 cash prize) that was open to all UK and Commonwealth drivers. Points were awarded for success in almost any international event, from Formula 1 Grands Prix to European F3 via the BSCC. That did once cause complications.

“At Brands Hatch in October 1975,” Potter says, “some dirt got into the system and

“WE’D BROKEN PRETTY MUCH EVERY RULE IN THE BOOK, BUT I GOT MY £500”

sheared the oil pump drive. We had about four hours to fix it before the race. Somebody charged up to London to find the parts – I was keen not to lose the money Simoniz paid me for putting the car on the grid – and Richard was hopping about, worried that he might lose Tarmac points. We managed to get everything together at the last minute, then couldn’t find Richard. It transpired that he’d been so keen to make sure he raced that he’d agreed to take over the Camaro of Brian Pepper, who was feeling unwell. When I told him his own car was ready he wouldn’t budge. Barrie Williams was standing there in his overalls, so I asked him to drive our car. He started at the back and clawed his way through the field to finish fourth – two places behind Richard. We were then summoned to see the clerk of the course, who read the riot act because Barrie hadn’t practised in our car and we’d broken pretty much every rule in the book, but I got my £500 – which was the main thing.

“As I once said to Stuart Graham, ‘People don’t go racing to watch everyday cars, they want to see something special.’ And to see a pack of Camaros thundering through the old Woodcote at Silverstone, with some top-line drivers, was very special. They were bloody good times.”

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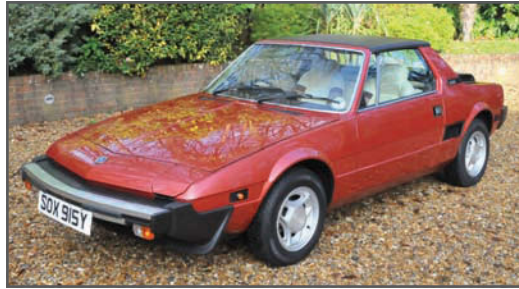
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1976 Penske PC3 F1 Race Car - £POA

This Penske PC3 F1 race car was built in 1976 by Roger Penske, he only completed 1 year in F1, and this is chassis #1 of only 2 cars. This car was raced by famous Northern Irish driver John Watson during the 1976 F1 season. He achieved 5th in the South African Grand Prix, 7th at the Belgian Grand Prix and 10th at the Monaco Grand Prix. This PC3/001 is still being raced all over the world as it did in period, it has raced at the last 8 out of 10 current Monaco Historique Grand Prix's and has won in 2008 with Paul Edwards driving. It also came 6th in the wet at the Monaco Historique GP in 2012 with Chris Drake driving. Roger Penske is now 70 years old, yet still the driving force at Team Penske Racing. Important competitive car, well looked after, no expense spared, ready to race with Masters Etc, globally.

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POWER AND GLORY

A successful motorcycle racer who followed in the wheeltracks of his father, Stuart Graham began dabbling with saloon cars in the early 1970s. Here he recalls his Camaro rivalry with the late Richard Lloyd

"I WAS RUNNING A CAMARO Z28 ON THE ROAD, but began racing a Ford Capri in the early days of production saloons. I recall watching one race at Oulton, seeing a Camaro being beaten by all these Capris and thinking 'That doesn't seem right'. Then at Silverstone my brother Chris and I bumped into Les Leston, who was struggling to get his Camaro running properly, so we gave him a hand, sorted it out and suddenly he was competitive. After that he asked us to take it to our little garage in Cheshire and prepare it for him.

"Then one day I received a phone call from Les, who was stuck in Hong Kong and asked if I could race the Camaro for him at Oulton. It was the start of a steep learning curve, but I won and suddenly everyone was asking about this 'unknown little guy in the yellow Camaro'. I drove the car again at Silverstone, and led, after which we decided it was probably time to buy our own Camaro.

"They were interesting times and I thoroughly enjoyed it – if memory serves I drove to the circuit by road for the first few events, because I couldn't

afford a trailer. Chris and I were doing it all ourselves, but we both had engineering backgrounds – we'd done apprenticeships at Rolls-Royce – and he did build very good engines. Camaros were great to drive but didn't have the greatest reputation for reliability, though thanks to Chris we were OK on that score.


"Richard and I spent most of our time trying our hardest to beat each other, but we had a good relationship – and because I'd done so little car racing I was having to learn as I went along. I recall one particular meeting at Brands Hatch – it might have been the Grand Prix support in 1974 – when Richard beat me away at the start and put his car in exactly the right places to stop me getting past, though we were swapping paint on pretty much every lap. Eventually I decided that I was going to have a go down the inside at Paddock – and I think the fact I had two wheels on the grass made him realise I was serious. I managed to make it stick, though.

"Richard and Rob Potter stole a bit of a march by upgrading from the small block (5.7 litres) to the homologated 7.5 unit for 1975, though I'm not sure it was a massive advantage. Chris did me an engine, but although it was a little bit quicker down the straights the car didn't handle as well as the 5.7 –

and to be honest we had enough trouble putting the power down in that on the UK's tight, twisty circuits.

"The brakes were often a problem, so you had to find a different way to treat them. Because most of my experience was in bike racing, I was used to being gentle on the brakes and carrying lots of corner entry speed so my natural style suited the Camaro – others always seemed to fry their brakes before I did.

"I think my 1975 Silverstone TT win was probably the most satisfying of the Camaro era, because nobody thought such a big car would last in a race that ran for more than three hours.

"Despite everything, Richard and I always got along well and became good pals. We often used to meet up years later – and we'd always end up talking about the Camaro days. I think we were both disappointed when the 3.0-litre limit was imposed after the 1975 season, but I suppose it was inevitable. I don't think the European manufacturers were keen to carry on having their cars beaten by this American obscurity" 



It wasn't a round of the BSAC, but Graham regards his 1975 Silverstone TT win as the apotheosis of his Camaro racing days



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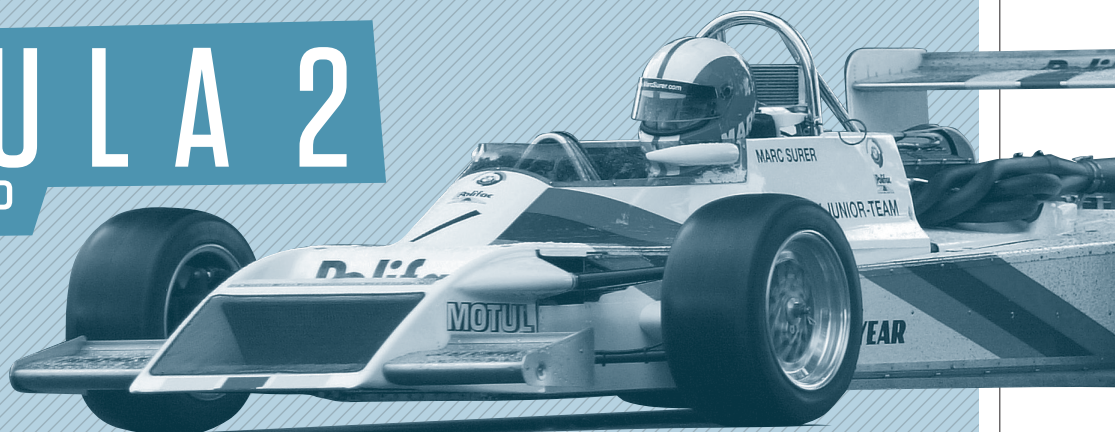
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EUROPEAN FORMULA 2 CHAMPIONSHIP

For many years this was the final hurdle before reaching racing's peak

writer PETER HIGHAM



THE FIA INTRODUCED FORMULA 2 in 1948 but it was Easter 1967 before it organised a European Championship – 50 years ago this month. It remained as the final stepping stone to Grand Prix racing until 1984, when dwindling grids led to it being replaced by the new Formula 3000.

The European F2 Championship originally pitted up-and-coming talent against the established 'graded' Formula 1 stars of the day who were ineligible to score points. Jochen Rindt was the undoubted star of those early years. The Austrian counted the opening three races of the inaugural 1967 series among his record 12 victories in the category.

Emerging Belgian talent Jacky Ickx became the first European champion and future F1 stars such as Clay Regazzoni, Ronnie Peterson, Patrick Depailler and Jacques Laffite all won the title in the 1970s. However, no F2 champion ever went on to win the F1 world title. Matra supplied the title-winning chassis for the first three seasons and Elf sponsorship led French drivers to dominate in the mid-1970s. Bruno Giacomelli enjoyed a record-breaking 1978 campaign for March and BMW, respectively the category's record holders for chassis and engine victories. Ralt-Honda took over as the class of the field from 1981 with Mike Thackwell becoming F2's final champion three years later.

The original FIA F2 series (the title was reintroduced from 2009-12) also had its share of journeyman drivers with Sanremo Racing owner/driver Alberto Colombo having started more races than anyone else (74). 📧



CHAMPIONS BY COUNTRY

7 FRANCE

Jean-Pierre Beltoise (1968), Johnny Servoz-Gavin (1969), Jean-Pierre Jarier (1973), Patrick Depailler (1974), Jacques Laffite (1975), Jean-Pierre Jabouille (1976), René Arnoux (1977)

4 GREAT BRITAIN

Mike Hailwood (1972), Brian Henton (1980), Geoff Lees (1981), Jonathan Palmer (1983)

2 ITALY

Bruno Giacomelli (1978), Corrado Fabi (1982)

2 SWITZERLAND

Clay Regazzoni (1970), Marc Surer (1979)

1 BELGIUM

Jacky Ickx (1967)

1 NEW ZEALAND

Mike Thackwell (1984)

1 SWEDEN

Ronnie Peterson (1971)



MOST WINS

12 JOCHEN RINDT
11 BRUNO GIACOMELLI
9 MIKE THACKWELL
7 JEAN-PIERRE JARIER
7 JACQUES LAFFITE
6 RENÉ ARNOUX,
CORRADO FABI,
EMERSON FITTIPALDI,
BRIAN HENTON,
JONATHAN PALMER &
RONNIE PETERSON

MOST POINTS

164 MIKE THACKWELL
123 BRIAN HENTON
119 PATRICK DEPAILLER
114 BRUNO GIACOMELLI



CLOSEST FINISHES

cars credited with same time (Rindt and Hill) 1968
Enna-Pergusa: First four cars credited with same time (Rindt, Courage, Brambilla and Regazzoni)

YOUNGEST WINNER

EDDIE CHEEVER
19 YEARS, 168 DAYS
(1977 ROUEN)

OLDEST WINNER

GRAHAM HILL
42 YEARS 56 DAYS
(1971 THRUXTON)

MOST POLES

11 BRUNO GIACOMELLI

0.00sec

1967 Snetterton: First two cars credited with same time (Rindt and Hill) 1968

Enna-Pergusa: First four cars credited with same time (Rindt, Courage, Brambilla and Regazzoni)

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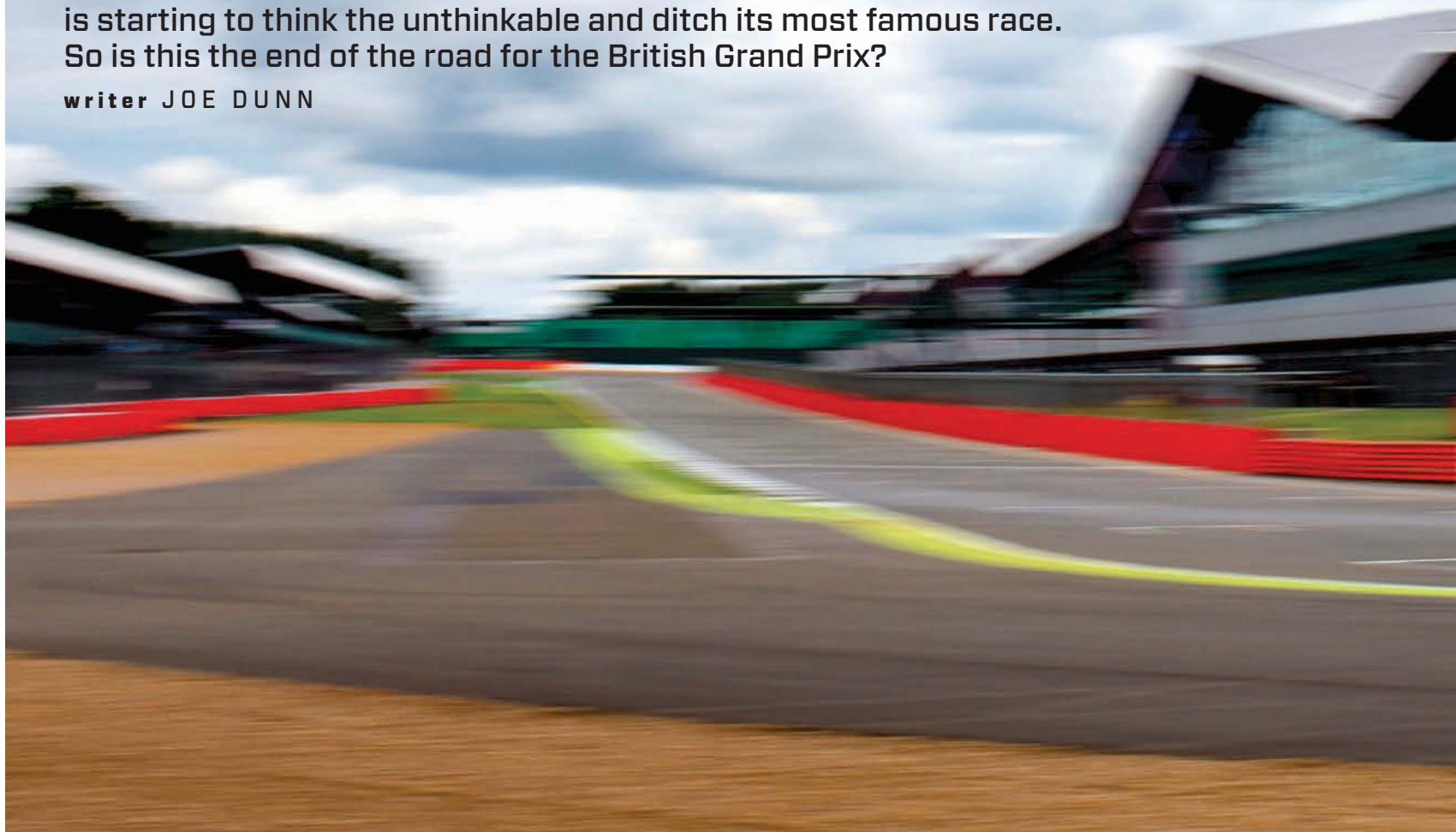
ANDY MIDDLEHURST WAS BROWSING HIS EMAILS as usual one morning in December when he came across one from the British Racing Drivers Club, sent to all members. “I don’t read all of them,” says the 53-year-old multiple National Saloon Car champion, “but this one stood out.”

It was from John Grant, chairman of the BRDC, the body that owns Silverstone race circuit, and among the usual updates about the state of the club and of British motor sport was a soberly worded bombshell. “I was shocked. Perhaps it shouldn’t have come as a surprise - I knew there were difficulties - but I didn’t know it had come to this.”

SILVERSTONE GEARS

Shackled by debt and tied to a contract it can’t afford, the circuit is starting to think the unthinkable and ditch its most famous race. So is this the end of the road for the British Grand Prix?

writer JOE DUNN



UP FOR F1 BREXIT



In the email Grant announced that the board was considering a course of action that could trigger the cancellation of the British Grand Prix, meaning that from 2020 there would be no home Grand Prix for the first time since 1947.

“Your board would like to preserve the British Grand Prix at Silverstone ... but only if it makes sense to do so,” it read.

“We have to protect our club against the potentially ruinous risk of a couple of bad years. Without some change in the economic equation, the risk and return are out of kilter, and so we are exploring various ways in which this might be altered. Among other alternatives, the board is considering whether we should give notice before the 2017 British Grand Prix (as required) of our intention to exercise the break clause in the contract at the end of 2019.”

Middlehurst, who competes successfully in historic racing, was surprised because six years earlier he and other members of Britain’s most exclusive racing club had been assured that the future of the British Grand Prix was safe. “In 2010 we were told that we would have the race for the next 17 years; now that seems in doubt. It’s a shame. We should have a Grand Prix in this country. We are the home of motor sport.”

Grant’s memo has been dismissed by some as sabre-rattling designed to help in negotiating a new deal with Liberty Media, the sport’s new owner, but in the gleaming office blocks of Silverstone, home to the BRDC, a growing consensus appears to be forming that activating the break clause is all but inevitable. Some powerful figures even believe that dropping the race – at least in the short term – is essential if

there is to be any chance of seeing Formula 1 appear in Britain ever again.


Such sentiments would have been heresy only a few years ago. The British GP is one of the oldest and grandest of all races and in recent years has attracted the largest crowds. More importantly it has an emotional pull on many motor sport fans – and nowhere is that pull more obvious than among members of the BRDC, the elite organisation comprising 800-odd luminaries of the sport. There is a romance to the race that so far has ensured it remains, despite its vast cost to the club. But that is changing.

Grant’s email may have been diplomatic, but Stuart Pringle, the circuit’s sporting director, who also sits on the board, is more forthright. “We would not have raised the potential if we were not willing to go through with it. It’s not a threat, but it is very much an option we are prepared to exercise. I wouldn’t be doing the right thing by the company if I allowed us to pass the only opportunity we have to influence a contract that could bankrupt us in a few years.

“There is a risk that giving notice of our intention to activate the break clause will result in

the loss of the British Grand Prix from 2020, but we have to keep our options open. There would be a lot of negativity in the media if we were to lose the race and it would be galling because we all love it, but this is something that may have to happen in order for us to arrive at a better place. We will have a better business at the end of this however we reach it, whether that break is for one year or two years.”

The prospect of losing the race has sparked much muttering among rank-and-file BRDC members. “There are two factions developing at the BRDC and it isn’t clear which one is in the ascendant yet,” says one, on condition of anonymity. “The first sees the retention of the British GP as something akin to their sworn purpose. It’s like they have been entrusted with this sacred thing and they will defend it to



BRDC headquarters: members have a prime view of the GP – and a vote on its future at the track

the death to pass on to future generations.

“Then there is the second faction, who in some ways are more pragmatic. They say, ‘Look, Formula 1 is now like the Premier League in football – it is so big and so expensive that it has left club football, or grass-roots racing behind.’ That would be OK if there was a trickle-down effect and the money earned from F1 was used to support grass roots racing, but it isn’t. The argument, therefore, is that the responsibility of the BRDC is to keep grass-roots racing alive and if that means using money currently tied up in securing F1, then so be it.”

So how has it come to this, and how can the race be saved?

Many trace the problems back to 2008, with the surprise announcement that rival Donington Park had poached the British GP from Silverstone in a 17-year contract from 2010. In the event, the plan to move the race to Donington soon hit a roadblock as money could not be raised but it left the British GP with an uncertain future.

The BRDC rode to the rescue and its president, former F1 driver Damon Hill, negotiated a 17-year contract from 2010. But the deal came with a catch. Bernie Ecclestone, then chief executive of the group that manages the sport and controls the commercial rights, demanded a fee of £12m and an escalator clause that raised the cost of hosting the race by five per cent each year. Meanwhile, he would take the profits from all commercial rights of the race leaving Silverstone with just the gate receipts.

It is this escalator clause that has caused the cost of race fees to rise to more than £17m – a figure that officials say is now simply unsustainable through gate receipts alone.

Critics of the BRDC say it has only itself to blame for the financial problems. In response to Ecclestone’s demands for an upgraded circuit, the club sanctioned the building of a striking – and expensive – new pit and paddock complex known as The Wing. Construction of the state-of-the-art building cost £27m and was partly funded with a £12.7m loan from Lloyds as well as £12.4m borrowed from Northamptonshire council.

To pay off the debt, in 2013 the BRDC leased 280 acres of land surrounding Silverstone to a property group for £32m and, although this helped to clear the BRDC’s debt, it meant losing £1.2m of rental income. The gravity of the situation became clear last year when Grant admitted, “We have no cash reserves to fund future development of the circuit.”

It was against this backdrop in 2016 that the BRDC attempted to sell the circuit, in a deal with Jaguar Land Rover that fell through. Shortly afterwards the club’s managing

BRITISH GP TIMELINE

Silverstone hosted the first title round – and the majority since

1948

The first British Grand Prix takes place at Silverstone, a disused RAF base, and Luigi Villorosi wins

1950

World championship for drivers introduced; the 1950 British Grand Prix is the first round

1955

British Grand Prix starts to alternate between Silverstone and Aintree

1964

Aintree is decommissioned and the GP starts to alternate between Silverstone and Brands Hatch

1986

F1’s governing body FISA introduces a policy of long-term contracts for one circuit per Grand Prix. Silverstone and the BRDC sign a seven-year contract to run the race from 1987 to 1993

2004

A dispute between the BRDC and Bernie Ecclestone leads to the 2005 race being left off the official schedule. A deal is eventually struck for the Grand Prix to be held at Silverstone until 2009

2008

An announcement is made – during GP weekend at Silverstone – that rival Donington has secured a 10-year deal to host the BGP

2009

Silverstone signs 17-year contract to host the British Grand Prix from 2010 onwards after Donington deal collapses

2011

Silverstone unveils its new £27m pitlane complex known as The Wing

2014

Silverstone’s managing director, legal director and financial director step down after questions are raised about a management buyout

2015

Bernie Ecclestone reveals that Silverstone has been forced to pay its £16 million race fee in arrears

2016

BRDC deal to sell off the circuit to Jaguar Land Rover founders

2017

BRDC warns it may activate a break clause in its Grand Prix contract that would lead to the race disappearing after 2019



OPINION DARREN TURNER

Retaining the Grand Prix is not worth the risk of bankruptcy

“THE BRDC IS IN A VERY DIFFICULT POSITION”, says Darren Turner, the Aston Martin WEC driver and BRDC member. “They’ve signed a contract with F1 to host the Grand Prix but the way the contract works is that the fee for hosting the race goes up each year so at what point do you say ‘stop’, this is bad for business as we are only ever going to be losing money?”

“It’s amazing to have the Grand Prix at Silverstone but it’s no good if it leaves the circuit at risk of going bankrupt. To say ‘no’ to the Grand Prix would be a very hard decision for the board to make but there is no choice but to keep options open at this stage and if it protects the circuit then that’s what they have to do.

“The British Grand Prix is just one weekend of the year and Silverstone hosts other great championships. The WEC is growing, Moto GP is already a big event and they’ve just acquired WRX. There’s enough going on for the circuit to survive and be a profitable business without F1.

“I don’t believe that losing the Grand Prix will affect the circuit’s business during all the other weeks of the year. It hosts many standalone events that don’t go there just because F1 goes there. They go because Silverstone is a fantastic facility – and there are plans to make it even better.

“I hope Silverstone keeps the race as it is a great event, but it shouldn’t be kept if it is bad for the circuit’s long-term health.”

director Patrick Allen was put on leave of absence and later agreed to leave by mutual consent. His departure followed the sudden resignation of his predecessor Richard Phillips in 2014.

Some members claim the BRDC is ill-suited to running a business. "It is a sporting club that has in the past tried to reinvent itself as a deal-making company and it hasn't worked. Members are racing drivers, not necessarily businessmen. You get a situation where people who are trying to work together and come to a decision are saying things like: 'I'm not working



"I'M A GLASS HALF-FULL PERSON SO I BELIEVE WE WILL FIND A WAY OUT OF THIS LITTLE DIFFICULTY"

with him – he ran me off at Copse in '72."

Lawrence Tomlinson, the millionaire owner of Ginetta who unsuccessfully bid to buy the circuit, describes the collapsed deals as "an absolute farce", and says the BRDC board needs to make hard decisions. "Any business has to stand on its feet commercially and make sense. The current contract is tricky but everybody knew what the contract was. Bernie didn't force anyone to sign it. It would be a real shame if we lost Formula 1 but I don't think anybody should be under any illusions. If they don't pay, it won't be here."

Derek Warwick, the president of the BRDC, remains optimistic that a deal can be found: "I'm a glass half-full person so I believe we will find a way out of this little difficulty. We are talking to FOM, to local councils and the government about ways in which they can help. We are custodians of the race and are working hard to ensure it won't come to losing it."

The club received a boost late last year when it was awarded a Heritage Lottery Fund grant of £9.1m to develop an on-site learning centre

celebrating the history of British racing. It opens the potential for the track to reinvent itself as a conference and education destination, complete with hotel. Officials believe this will boost its year-round profitability.

But the fact is that Silverstone is not alone in struggling to keep its blue riband event. This year there will be no German GP, after organisers pulled out for financial reasons. The Nürburgring, which used to host the race every other year, announced it was unwilling to pay hosting fees and Hockenheim, which drew only 57,000 fans in 2016, refused to lose money in successive seasons. In 2008 the French GP was axed as a result of falling revenues and rising hosting costs.

According to David Ward, former director general of the FIA Foundation, the problems that such circuits are facing are symptoms of a structural weakness within the sport.

"There was a failure by the FIA years ago, when the deals were being negotiated, about how much it was all worth. You could argue that the men in blazers never realised the value of what they had and that it took Bernie to realise it. F1 is a profitable business; the fact that any component parts of it are near-bankrupt is a sign there is a fundamental problem. The fact that Silverstone attracts a huge audience and can't make money is bonkers.

"A root-and-branch reform is required and if it doesn't come then the sport is going to end up in an even bigger crisis. It needs to work out a fresh reward scheme between teams, owners and circuits."

That new reward scheme might well be the first thing to appear in the in-tray of Chase Carey, the newly installed chairman of Formula 1, following Liberty Media's takeover. In January, Carey said that the preservation of historic Grands Prix was key to its plans and reassured fans that the British race was safe - although he pointedly stopped short of suggesting a reduction in circuit fees. Whether they can strike a deal in time to save the British race remains to be seen: after years of letting their heart rule their head, it appears the BRDC is finally ready to think the unthinkable.

"We have bottled it in the past," says Pringle, "but actually this is probably the easiest negotiation we have ever had because we have no choice. Life without a Grand Prix at Silverstone would be a far bigger emotional wrench than a business one." 📧

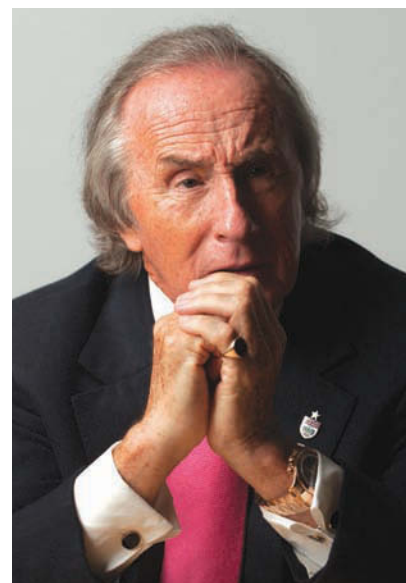
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OPINION SIR JACKIE STEWART

Past BRDC President says Britain's Grand Prix must stay

"THE BRDC IS THE ONLY DRIVER CLUB IN the world that has its own circuit capable of Formula 1 and I cannot see the club terminating its agreement ahead of the contractual period," says Sir Jackie Stewart, a former BRDC president.

"If after the contractual period is over, in 2026, then I think they have every right to re-negotiate on the basis that under the current terms it could potentially bankrupt the club. In fact, there is no doubt that those discussions will have to take place in the future, but I can't see that those changes can be made during the period of the existing contract. The BRDC has to realise what it has got itself into. If by 2026 there is a better opportunity, then good.

"F1 is the pinnacle of all motor sport so we have to keep it. And if we didn't have it, it would be a great shame for everyone."

Stewart argues that the government should step in and support the race financially via the BRDC, in the much the same way that it has supported the British Olympic teams.

"Losing the GP would be a shocker. We are the capital of motor sport – not only in terms of teams and drivers but also technology – and we can't risk losing that title

"To lose the race would be a major blow to the sport and make a very poor statement to the rest of the world. Here we see Britain breaking out of the European relationship; all the more reason for us to fly our own flag on the sporting stage. By hook or by crook we should keep the British Grand Prix."



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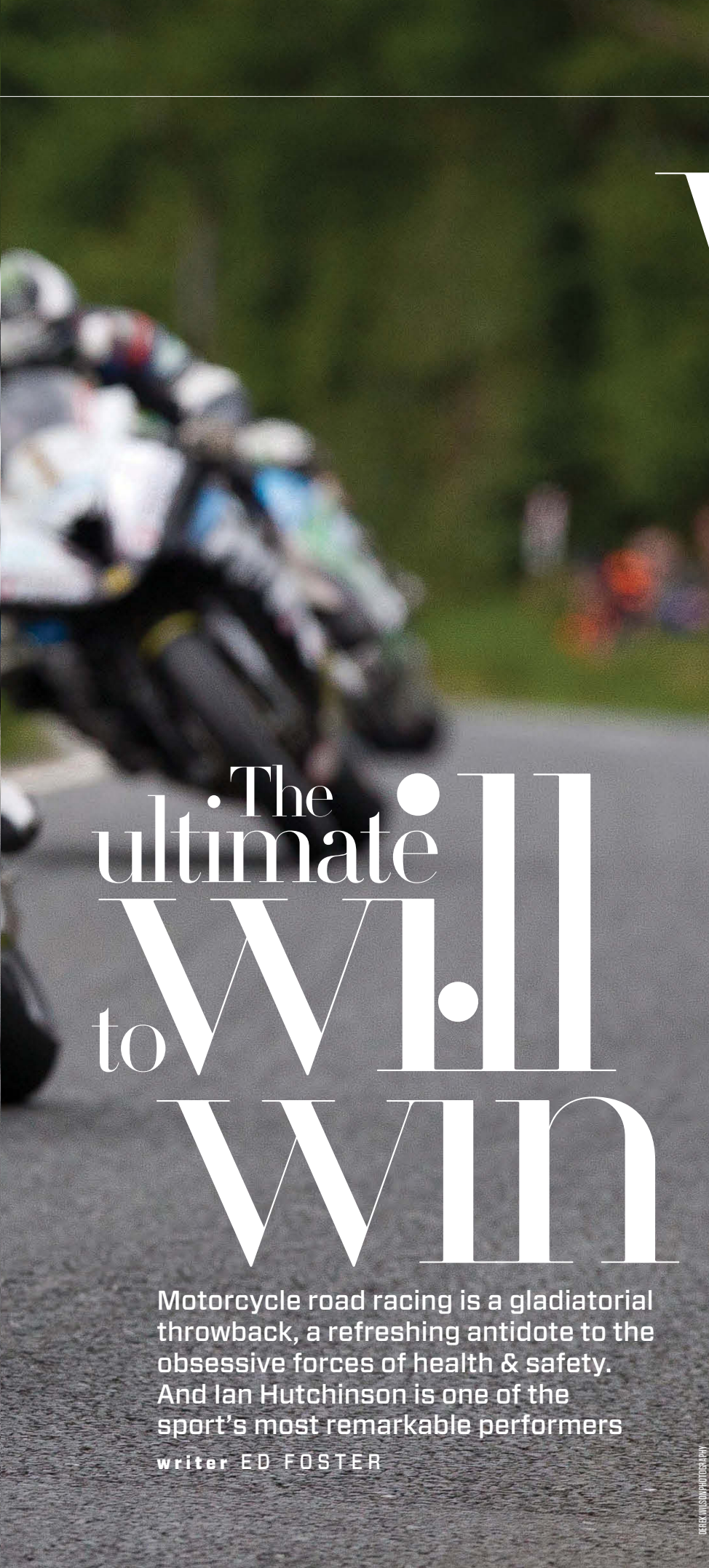


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The ultimate to **WILL** **WIN**

Motorcycle road racing is a gladiatorial throwback, a refreshing antidote to the obsessive forces of health & safety. And Ian Hutchinson is one of the sport's most remarkable performers

writer ED FOSTER

W

ANDER AROUND any motorcycle racing paddock and a limp is standard issue for many competitors, past or present. It goes with the territory: always has, always will. Bike racers have a reputation for shrugging off tumbles and carrying on regardless, maintaining competitive momentum

while nursing injuries that would sideline other sports professionals for weeks if not months.

Yet even by the hardy standards of his domain, Ian Hutchinson is a case apart.

To a lesser degree, that extends to the circumstances of this interview. We'd been planning to host a podcast with the 14-time TT winner, but had been told by a third party that he was no longer available. Hence we were sitting in the office, anticipating a normal day, when 'Hutchy' wandered in unannounced at 9.30 one morning. Time, then, to sit down for a chat about his newly released book – aptly titled *Miracle Man* – and one of the most remarkable triumph-over-adversity tales in any sport. ☑



DEREK WILSON/PHOTOGRAPHY
STEPHEN DAVISON/PACEMAKER



Hutchinson didn't always plan to race, despite a lifelong passion. Right, Macau 2016

TIMKEETON/IMPACT IMAGES

“I WAS LEADING AND WILL NEVER FORGET HAVING A REALLY VAGUE MOMENT THINKING, ‘OH, WHERE DOES THIS GO?’ ”

TOM BORNHANS/ISOPA

2010
FIVE OUT OF FIVE
The clean sweep that unfolded during a remarkable week in June



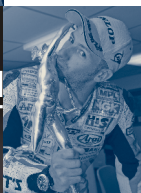
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UNLIKE MOST RACERS, HUTCHINSON didn't come from a motor sport background. Considering this it must have been puzzling for his parents when he continually jumped out of his pram every time a motorcycle passed.

His parents actively tried to deter his penchant for bikes and he had to content himself with a friend's Yamaha TY80. A few years later, at Bingley Grammar School, an older boy – Martin Crosswaite – was British Youth Trials champion and Hutchy was desperate to have a go on his bike. He did, finally, only to fall off and puncture an artery in his knee. Returning to his parents with half his leg in a cast didn't help their love of the sport.

They did relent eventually – his father even got a trials bike himself – and they set off for the local quarry, Hutchy in a full-face helmet with no visor and his father in wellies and corduroys. “We had no idea what you were supposed to wear,” he says.

When he turned 17 he immediately took his road test and soon started heading off with “A group of lads that were three or four years older. It made me faster, I think, because they had a few years of experience. We were pretty crazy on the roads and used to go from Bingley to a place called Devil's Bridge, Kirby Lonsdale, and then up to the Lake District around Coniston. We used to set off at 6am on a Sunday morning and never see a car.”

Road riding soon turned to track days, which equally swiftly became club racing. Even then, though, it was purely a matter of fun for the future TT winner. During this period Hutchy also visited the Isle of Man for the first time: “We went to the TT every year; we used to go in a van, haul the bikes out and lay a mattress down to sleep on the prom. I was in my late teens and that's when I was doing those wheelies on the Fireblade, which many have seen [a young Hutchy stars in *TT: Closer to the Edge* doing exactly that]. I was never really interested in racing there when we went. We used to watch a bit and then go down the back streets and do wheelies, stunts and stuff. That's all I was bothered about.

“On Mad Sunday [when they close the roads and anyone can ride around the TT course] we used to cut through Laxey because we all wanted to do The Mountain as much as possible. We didn't cover the full lap.”

One of Hutchy's friends did the Manx Newcomers race in 2002 (the amateur TT for rookies) and finished fourth. “I was doing better than him in club racing so I thought, ‘I want to have a go now.’” Hutchy headed to the 2003 newcomers race on a Honda CBR600 road bike. He set the fastest-ever lap at that level, and won. The following year the TT beckoned and, equipped with very little knowledge of the layout, he set off for the Isle of Man. “I didn't know the course for years

because I didn't learn it like they do now, when they ride around and around, when they drive laps in a car, learn off DVDs. I never did any of that. I knew The Mountain reasonably well from Mad Sundays, but even then we were on a wing and a prayer, we didn't learn it properly, we were just taking it as it came.

“I was leading the Superstock race in 2006 on the McAdoo Kawasaki and came to a part called Alpine Cottage [a very fast right-hander], but I wasn't 100 per cent sure which corner it was. Obviously I'd been through it loads of times beforehand, but I'll never forget having a really vague moment thinking ‘Oh, where does this go?’ That was how unseriously I took it at the start!”

What followed, though, was an incredible run of success for someone who didn't initially know which way the track went: 2007 – first win, 2009 – two wins, 2010 – five wins. After winning all five races in a week Hutchy was riding a wave; what could possibly go wrong?



IN THE IMMEDIATE SLIPSTREAM OF that historic run of victories he fell during a wet British Supersport Championship race at Silverstone. In the resulting scramble his leg was run over by another rider and he fractured his left tibia and fibula.

“I've been lucky. The only thing I had damaged before the accident was a collarbone and it took two weeks to fix [plus that punctured artery on the trials bike]. I had it plated and raced in Macau two weeks later. When this one happened, though, my leg was dangling off and my bone was out of the back of my leathers. I just thought it was the end of the world. I was thinking, ‘I've got to this point, why does it have to end?’ You just think how much you've put in to get to a point where you're winning and it's just about to be really good, you're going to get the rewards, and then that happens. Yeah, it was terrible, but I was thinking it might be a straightforward break through the leg. ‘Don't panic yet,’ I thought, but obviously it wasn't.”

Hutchy was airlifted to a Coventry hospital where it was discovered that there was no blood supply to his foot. Unbeknownst to the doctors one of the three arteries in Hutchy's leg survived, but his foot was going blue and they wanted it off.

“I was screaming and shouting, ‘No matter what you do, don't take my leg off!’ They didn't know what I did or who I was. Eventually somebody got through to them that they needed to try to save it because I was a bike racer; it was my living. They took me down to theatre and put a really rough bar down the side of it. They bolted it in just to keep it straight and left it three or four days to see if it would settle down and stay alive. I was then lucky that another surgeon came along, [D]

who hadn't been there on Sunday. He'd seen my X-rays on the screen, came in talk to me and said 'I'd like a go at saving your leg'."

He started by fitting an external fixator, but the blood supply was still poor – large chunks of skin were dying and when the fixator was finally removed after a year the leg was bare back to the bone with three-inch by two-inch pieces with no skin at all.



DETERMINED NOT TO LOSE THE MIDAS touch Hutchy immediately entered the 2011 Macau Grand Prix and, unbelievably, led the race and finished third.

Later in the conversation talk turns to Macau: "It's the scariest place in the world, it really is. It's a crazy place to race motorbikes. God knows who thought of it. Every year I go there and the build-up is so scary I always think 'I am never coming back here.' We don't even get paid to go there – you get a couple of grand if you win it and I just think 'What am I doing?'"

But then as soon as the race is finished you can't wait to come back the year after. It just lures you in."

Back to late 2011 and Hutchy, with his leg still not 100 per cent, was still undergoing operations. There was hope, but that was dashed early in 2012 when he fell off a child's motorbike at the ExCel Motorcycle Show and broke his leg. "I thought, 'Every time I fall off my leg's going to snap; it's not strong enough to race any more.' I went back to my surgeon straight away and said 'I am not going to any hospitals down here. I want to go to Coventry and that's it.' He had no idea why it had broken again. He put a frame on it and said, 'It's a low-energy, straightforward fracture; the best form of repair is a frame again. It should take three months.' That meant I could still do the North West and the TT."

An X-ray a month later showed the bone starting to heal, so the surgeon told Hutchy to stay away for eight weeks, because too many X-rays which would affect his recovery, and then

he could remove the frame again. Things still looked OK for the North West 200 and the TT.


At the start of April the frame was due to come off, but there had been no healing and the area was rife with infection. At least now they knew why it had broken so easily the second time – the break had healed around the infected bone. The only way to sort it was via bone transport where they remove a section of bone either side of the infection, break the leg higher up and then literally pull the appropriate parts together. Hutchy's reaction was: "There's no way I can miss the TT again. I asked, 'Can you make me a light cast to wear so that I can go and do the TT just to keep my eye in? After I come back we can start this bone transport thing.' He obviously thought I was mad."

The first problem was that the aforementioned cast wouldn't go under his leathers, so Hutchy made his own from carbon fibre. He did the North West and TT, as promised, and finished sixth in the 600cc race. Not bad for someone just trying to keep their eye in.

The bone transport then started: "It was the worst thing I have ever done. It took about four and a half months to pull the bone down my leg and then another year for it to heal and grow strong enough. Then it was back to August/September when the frame was coming off and I wanted to do Macau again." He'd been out for 18 months, but set pole position and won.



SINCE THEN HUTCHY HAS GONE ON TO win six more Isle of Man TTs in a story worthy of a Hollywood film. It hasn't been easy, though, even with an almost fully functioning leg. "In 2014, when I rode the Yamahas, we didn't have a Superstock bike so I went to watch that race at Barregarrow. Seeing the guys through there I thought, 'If that's what you've got to do to win I'm never winning again.' It was absolutely crazy what they were making the bikes do. I think if you do watch it's totally different to what we feel. I just looks wrong."

Some would consider it wrong to put yourself through all of that, but his story is one of wonderful natural talent and gritty determination, a never-say-die mentality and a will to win beyond that of any normal human being. Nobody knows quite how many TT victories he will accumulate, but there is no doubt that his is one of the most remarkable island stories. 

"CAN YOU MAKE ME A LIGHT CAST SO THAT I CAN GO AND DO THE TT TO KEEP MY EYE IN? AFTER I COME BACK WE CAN START THIS BONE TRANSPORT"



Flying on the ground: Hutchinson in action at the 2016 TT, aboard Tyco Racing's BMW Superbike

TIM KEETON/IMPACT IMAGES

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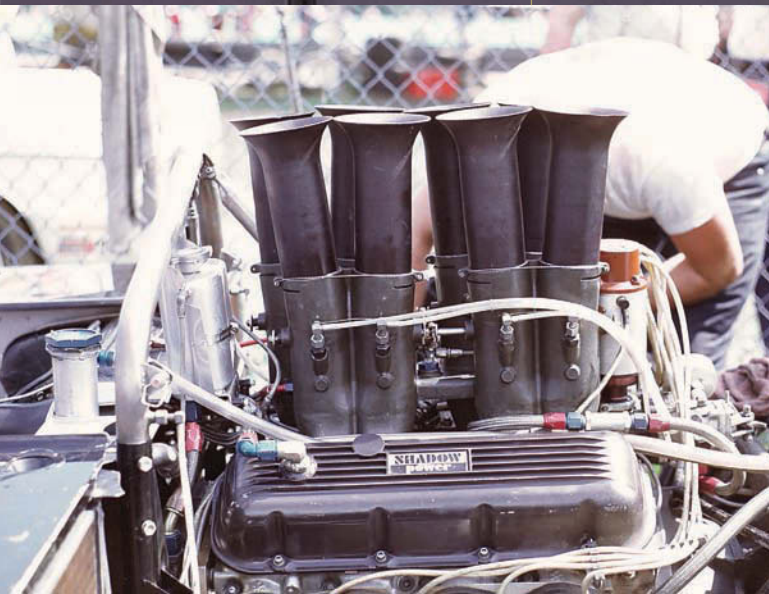
Jo Siffert in his self-entered Porsche 917/10 at Road America in 1971. He finished second, sandwiched between the diverse McLarens of Peter Revson (M8F), Vic Elford (M8E) and Lothar Motschenbacher (M8D).



Then and now, spot the difference: François Cevert takes a cigarette break at Riverside in 1972. The Frenchman qualified his Young American Racing McLaren M8F seventh, but retired with transmission problems.



Powered by Chevrolet (below), Jackie Oliver's Shadow MkIII was classified fourth, two laps down, at Riverside in 1972. Two years later the Englishman would become the final champion of the original Can-Am era.



PRIVATE VIEW

A 'YOU WERE THERE' SPECIAL

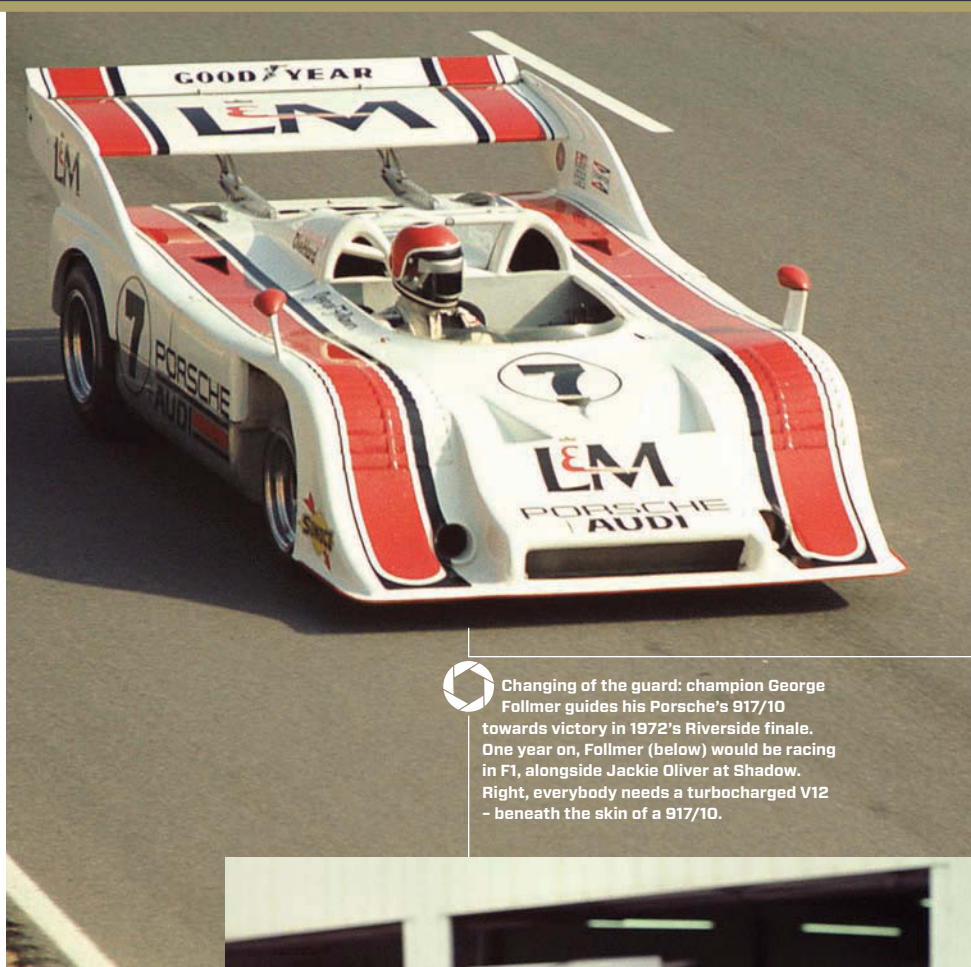
Many of us grew up watching Formula Ford and rightly considered it a great privilege. Jeff Allison? He was weaned on Can-Am...

ONLY A FEW MONTHS HAVE PASSED since *Motor Sport* celebrated the 50th anniversary of Can-Am, the ultimate iteration of 'anything goes' racing. As brutally potent as they were unmistakably orange, McLaren's M8s are among the era's defining cars – along with Jim Hall's endlessly innovative Chaparrals and Porsche's battering-ram 917/10s. As esteemed American author and period eyewitness Pete Lyons wrote in our September 2016 issue, "Can-Am was a province of pure performance. Audacious, imaginative, stunningly powerful, these road-racing machines were demonstrably the fastest of their day, usually faster than Formula 1 cars around the same circuits.

"To aficionados who appreciated cars for themselves, technical interest compensated often processional racing. If gaps grew between competitors, well, there was more time to enjoy each one's thunderous passage. We thought we were at the summit of the science of speed."

American reader Jeff Allison can confirm as much. He says, "I took a large number of photos at seven Can-Am meetings between 1970 and 1972, at Donnybrooke, Road America and Riverside. Frankly, it was a joy to go through these photos and reawaken my memories of this truly fantastic series."

Photogenic is too weak a word. ☑

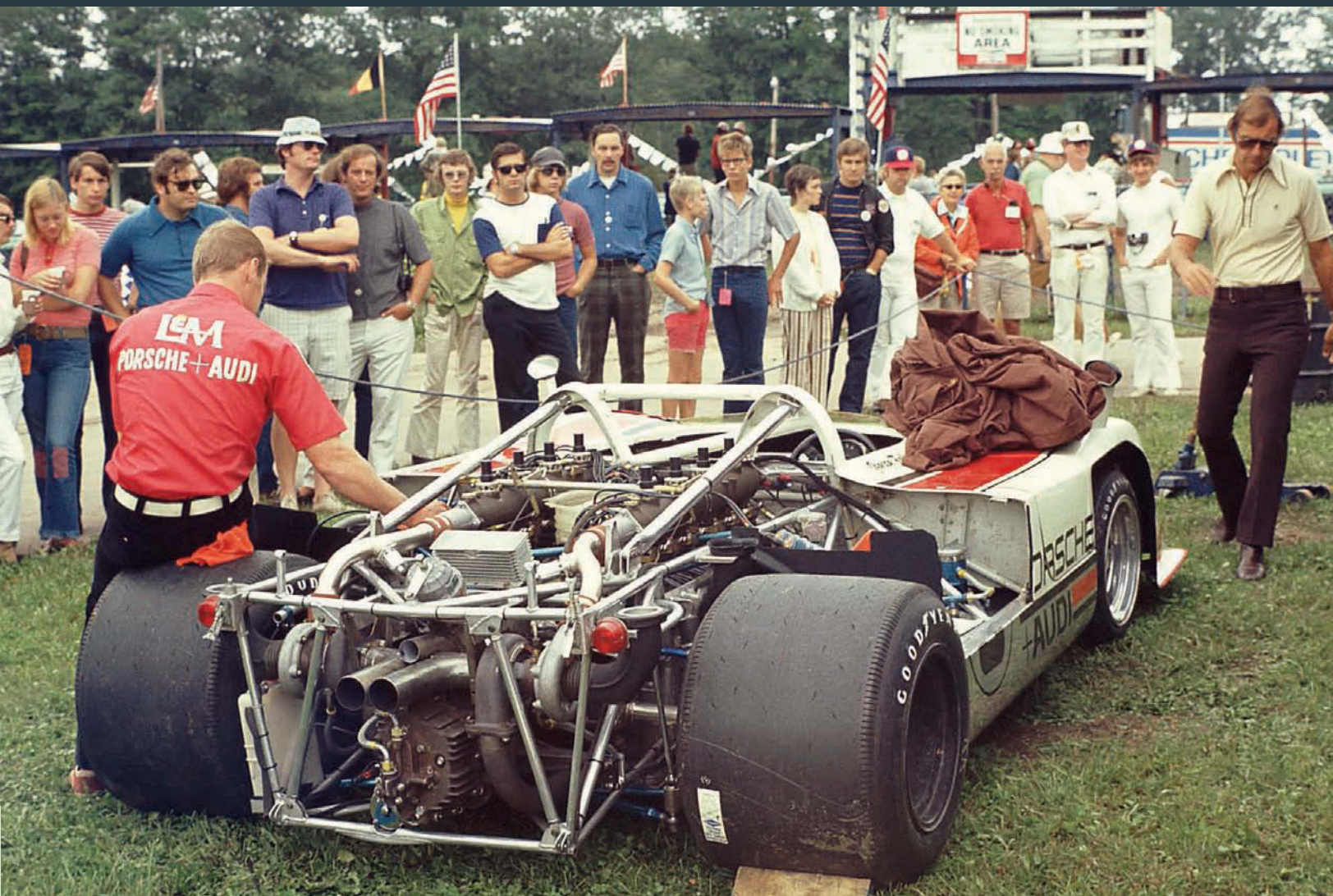


Changing of the guard: champion George Follmer guides his Porsche's 917/10 towards victory in 1972's Riverside finale. One year on, Follmer (below) would be racing in F1, alongside Jackie Oliver at Shadow. Right, everybody needs a turbocharged V12 - beneath the skin of a 917/10.



Pictured with McLaren team boss Teddy Mayer, above, and tackling Road Atlanta in his M20, defending champion Peter Revson had no answer to Porsche in 1972, ending a run of five straight McLaren title successes.





Tobacco road: Vic Elford takes a leaf from the Cevert approach to racing, Donnybrooke 1971. In the race the Englishman took his McLaren M8E to fourth, behind the similar cars of Peter Revson, Denny Hulme and Gregg Young.

A year to the month after his only Formula 1 world championship victory, at Watkins Glen, Cevert compares notes with Jackie Oliver at Riverside, 1972. The Frenchman scored his lone Can-Am victory at Donnybrooke that summer.






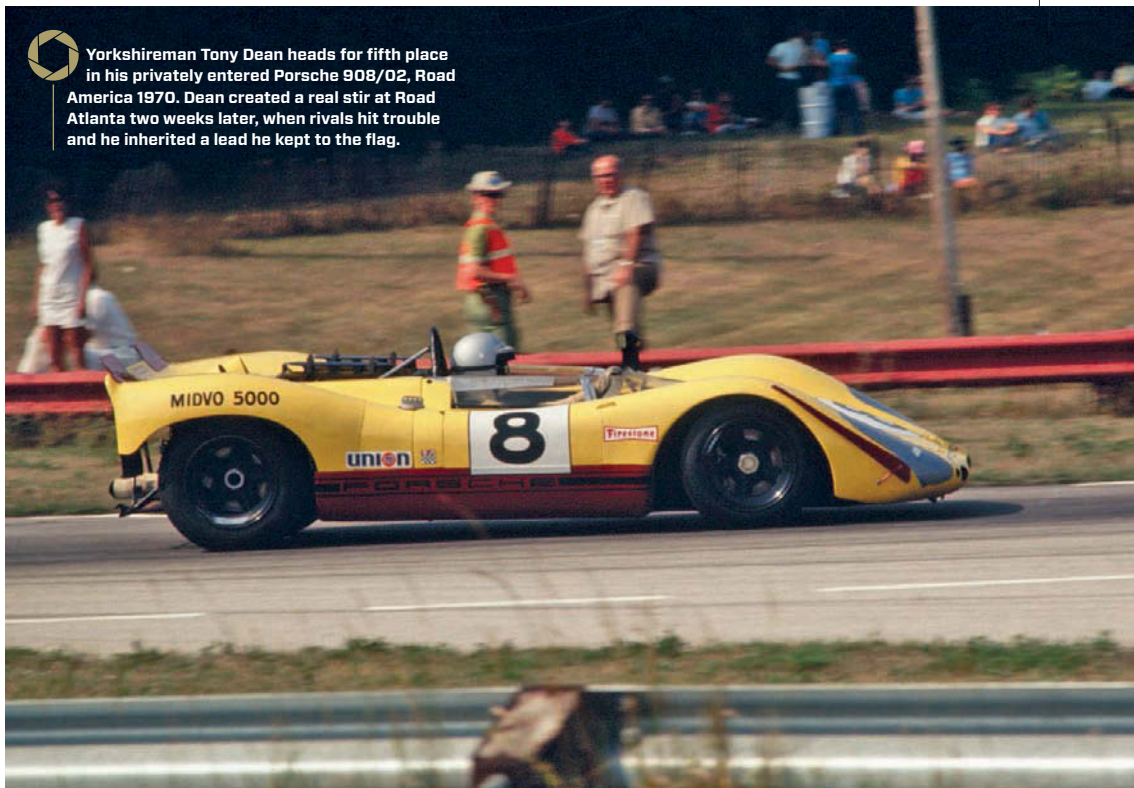
Top, huge grip? Check. Even greater power? Double check. Above, Denny Hulme switches from McLaren M8 to Kawasaki. Right, NASCAR star Bobby Allison made guest appearances at the wheel of a Shadow in 1972.


Milt Minter qualified his Vasek Polak Porsche 917/10 sixth at Riverside in 1972 – 2.5sec adrift of Follmer's Penske-run Porsche – but dropped out with a blown engine. Below right, the man himself. Minter scored several podium finishes in Can-Am and last appeared in the category in 1983.





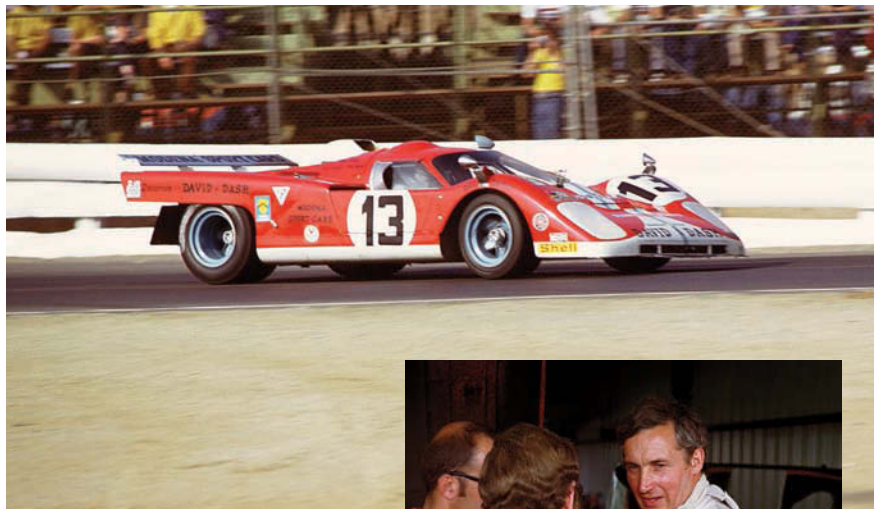
 Peter Gregg took his Brumos Porsche 917/10 to sixth at Riverside in 1972. The US sports car legend was an occasional Can-Am competitor. Left, Gregg soaks up the paddock sunshine at Road America, August '72



 Yorkshireman Tony Dean heads for fifth place in his privately entered Porsche 908/02, Road America 1970. Dean created a real stir at Road Atlanta two weeks later, when rivals hit trouble and he inherited a lead he kept to the flag.



David Hobbs at the wheel of Carl Haas's Lola T310, Riverside 1972. A Can-Am regular from late 1969 through to 1973, Hobbs scored his best result - second - in a McLaren M20 at Watkins Glen. He is pictured right with Can-Am privateer Oscar Koveleski



Can-Am with a lid: former Ferrari F1 driver Mike Parkes raced a 512S at Riverside in 1972 - his only start in the championship. He finished 10th, but was excluded after the Ferrari's owner took the car for a post-race tourist lap.





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George Russell

A talented young Brit has secured a 2017 GP3 seat – and also a plum job as a Mercedes-AMG junior. By Jack Phillips

UNTIL JOLYON PALMER SIGNED ON for another year at Renault, it looked as though Lewis Hamilton might be Britain's only representative on the 2017 Formula 1 grid. Which prompted some to ask when the next home-grown talent would emerge.

The search wasn't going to take long.

Alex Lynn and Jordan King shared four wins in GP2 last season; four Brits scored victories in GP3 (as did Anglo-Thai Alex Albon) – and all finished inside the top 10 in the standings. And in F3, previously the yardstick for star potential, there were three winners.

George Russell is one of the latter and in January became Mercedes's latest junior driver. His 2016 F3 season was underpinned by a win, pole and fastest lap at the uncompromising Pau. It ended with pole at the equally tough Macau, against some returning stars, too, before he topped the end-of-season GP3 test in Abu Dhabi. And there was a mid-season win at Spa. But that isn't enough for a teenager who seems to leave a lasting impression on all he meets.

Having switched from superpower Carlin to returnee Hitech for his second F3 season, he says, "There were a few things that didn't run as smoothly as they might. That's normal. We all knew from the beginning to expect hiccups, but it was frustrating and set us back.

"I saw more potential with Hitech. And the move to a Mercedes engine was, I thought, a better package. It was a good link to be involved with Mercedes, who have helped on the engine side of things."

Mercedes duly signed him alongside Esteban Ocon and Pascal Wehrlein as an official junior. "I've started doing some simulator work," he says, "and it's already clear to me that I'm working with people who are the best in the business."

Pole at Macau was particularly striking – more than three tenths quicker than anyone else on the claustrophobic streets.

"Doing that against [Felix] Rosenqvist, [Antonio] Felix da Costa, [Daniel] Juncadella and [Alex] Sims, who have done it for so many years, was mega, an unbelievable feeling. It was a great experience just to drive around Macau. The circuit is something else and pole topped it off.

"I spoke to one of the FIA guys at the start of the year when Nelson Piquet Jr was banned from entering Pau, but I said that we needed to let the experienced drivers in for Macau. After all, if we beat them it looks even better for us."

Next for Russell, as FIA European F3 champion Lance Stroll Verstappens his way into F1, is GP3 with ART. "It's right for my career," he says. "The cars have a lot more power. It needs a different driving style; the F3 is light so you

can do what you like with it; with the GP3 you need to give it a lot more respect. You can't make any errors: brake one metre too late and you've locked the tyres. If you get it right the rewards are big."

Moving to GP3 will bring a brighter spotlight, but that in the DTM/F3 paddock could never be classified as dim. "I know the F1 teams watch GP2 and GP3. But DTM is a mega series with huge crowds; it's been great to be part of that. You're under the eyes of the DTM guys, and that doesn't hurt."

And DTM totem Mercedes has a big presence – as well as recent

history with its junior drivers, having placed Wehrlein there until a suitable F1 berth materialised.

"DTM for 2018? Who knows. GP3 is where I'll be next season but I'll take it year by year. All I can do is focus on my driving and if I perform the future should be OK."

It's too soon to know whether an F1 seat will ever materialise, but he's driven a McLaren after becoming the youngest winner of the McLaren *Autosport* BRDC Award.

"That was incredible, a massive achievement for me. It's not every day you get to drive an F1 car. It's what you dream about. Driving one means you just feel one step closer."

That was 2015 – and he's made further strides since. 🏆



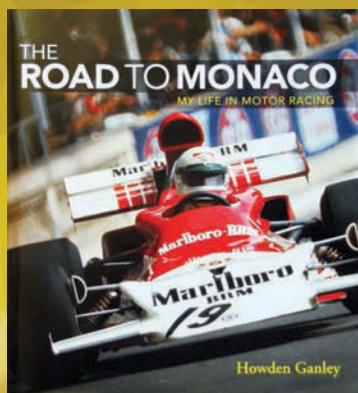
THOMAS SHER PHOTOGRAPHY

CAREER IN BRIEF

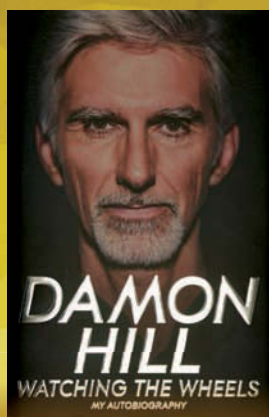
Born: 15/02/1998, King's Lynn, England

2006-2013 Karting **2014** Formula Renault 2.0 ALPS, (4th overall), BRDC F4 (champion, five wins)

2015-2016 FIA F3 (6th 2015, 3rd 2016) **2017** GP3



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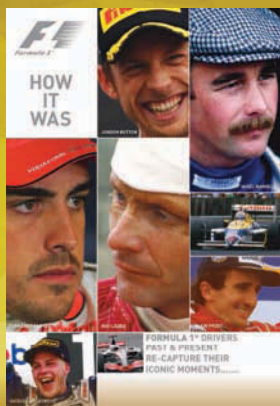
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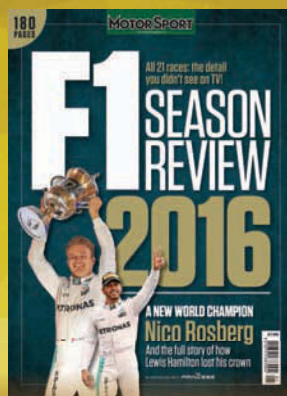
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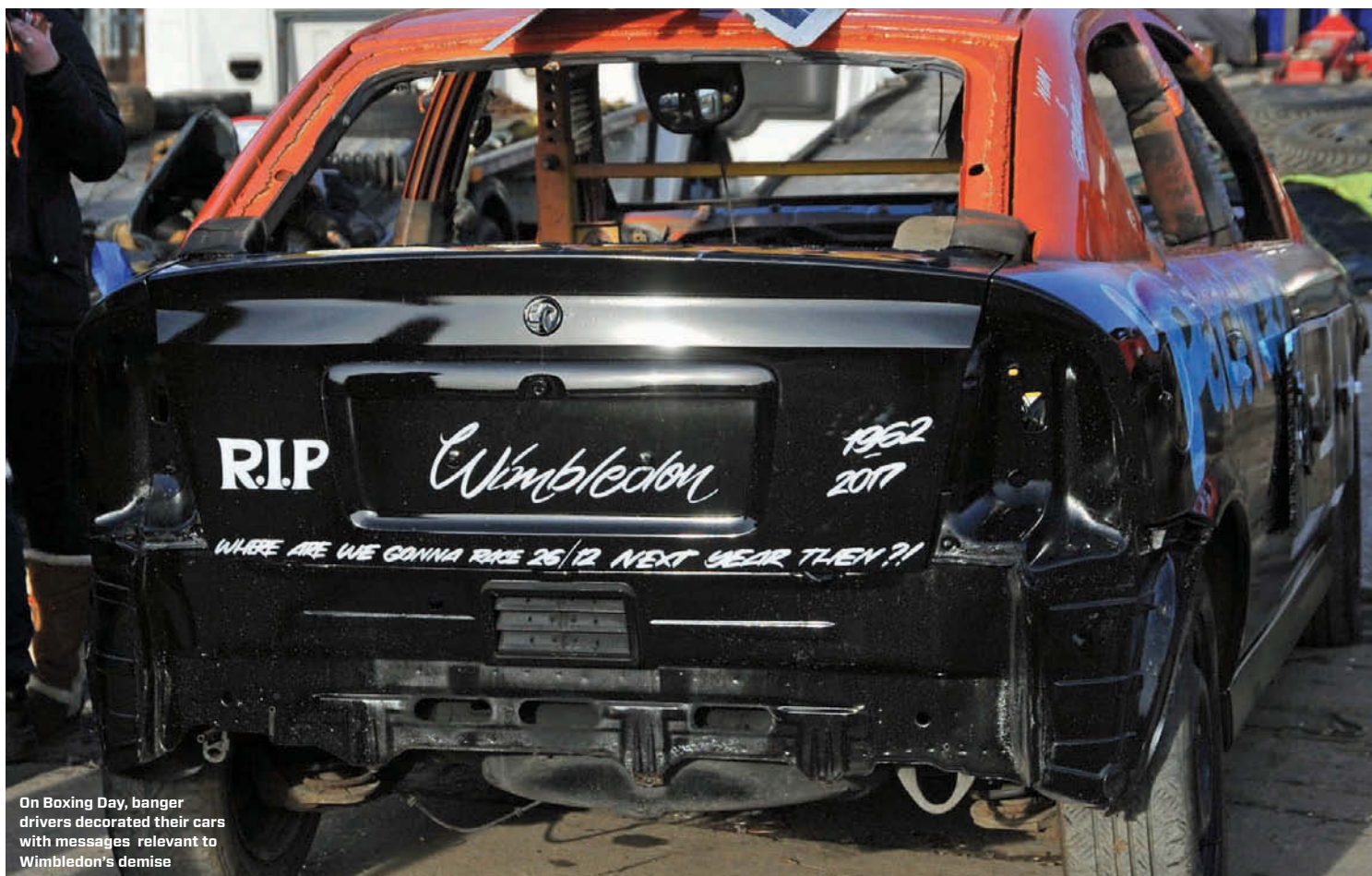
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On Boxing Day, banger drivers decorated their cars with messages relevant to Wimbledon's demise

ALL IMAGES SIMON ARRON

FOR WHOM THE KNELL TOLLS?

Wimbledon, December 4 & 26: the future of the capital's lone remaining stock car stadium is perilous in the extreme, so relish it while you can

IT'S A GLORIOUS ECHO OF MY youth, the sound of racing engines reverberating from terraced housing as you stroll towards the venue. In the 1970s this would have been the White City, Manchester, but of late it has been Wimbledon, the last of what were once many oval stadia around London.

This sound of the suburbs has become increasingly rare in recent times, because there has been far more money (for some) in converting these ramshackle bygones into retail parks or luxury flats. If developers get their way, Wimbledon Stadium – home to greyhound racing

since 1928, motor sport since 1962 – will become a residential complex with a professional football ground at its core. Wimbledon would go the way of Harringay, New Cross, Walthamstow, Wembley, West Ham and White City as part of the capital's buried sporting history. Many more dog-only venues have long since disappeared and there are no prizes for guessing how many speedway teams remain active. London has had more than a dozen over the decades, but the most recent – Wimbledon Dons – switched off its engines in 2005.

There remain slivers of hope, in

that an active campaign group has handed a 13,600-signature petition to the denizens of Number 10 Downing Street in a bid to preserve grass-roots motor sport in the capital. At the same time, Historic England has agreed to review its earlier decision not to grant the stadium 'listed' status. A slim chance, perhaps, but that's better than none at all. Meanwhile, advance publicity for promoter Spedeworth's closing seasonal fixture – on March 26 – laments the imminent passing of stock car racing in London. As is the case at selected other events between now and then, tickets are available only if purchased in advance – perhaps the sole thing Wimbledon has in common with the Goodwood Revival.

My two most recent visits featured customary short-oval recipes, including hot rods, superstox, stock rods and bangers. At the first, a bloke walked up to me in the onion-scented paddock and asked whether he'd missed any racing. I responded in the negative and told him things kicked off in about 40 minutes. "In that case," he said, "how come so many cars are already battered?" It's just possible that he hadn't been before.

The entry was decent, the competition even better – many people are sniffy about ovals, but they have always been great places to fine-tune your racecraft and car control for a fraction of what that might cost elsewhere – and the Champion of Champions banger event



was plain weird. Attracting leading lights from around the UK, it was something drivers clearly wanted to win, with close, remarkably civilised racing and very little significant contact – even if third-place finisher James Vockins did cross the line backwards.



I HAD PLANNED TO COMMENCE Boxing Day with a Mallory Park breakfast but, after losing vital time searching in vain for a mislaid pass, I headed instead to Wimbledon for more of the above – this time with the added improbability of van bangers ('van' being an approximate term that can also translate as 'medium-sized bus'). In this domain, several drivers were busy with angle-grinders long before racing started, removing frontal girders whose primary purpose – scrutineers had decided – was perhaps not just to provide protection for an otherwise exposed radiator. This apart, the only rule seemed to be that there weren't any rules.

Several drivers raced with RIP Wimbledon messages daubed on their flanks, but at no stage was the venue's fate mentioned over the PA. When not playing many of the songs that have been oval racing's soundtrack since the 1970s, the commentator tried his best to whip up the enthusiasm of a half-decent crowd (one side of the stadium was packed, the other has for many years been unfit for use) – a fusion of the sombre and the irreversibly positive.

Wimbledon has been in a state of decline for quite some time and has seen better days. Personally, though, I would prefer to see it preserved as a throwback to a world time forgot, London's last outpost for an occasionally gladiatorial pastime that has brought many folk a great deal of pleasure for almost 55 years.

I'm not sure a bunch of three-bedroomed apartments could ever provide quite such useful public service.

...But not for much longer, above. Below, the contrasting worlds of stock rods – no contact allowed, in theory – and van bangers



BANKING, NO CRISIS

Brooklands, January 1: seasonal tradition blends Bentleys with Hillman Imps... and an Allegro Vanden Plas

B BC RADIO 6 MUSIC IS DEPENDABLY diverse, but there could have been no more appropriate track as I peeled into the parking lot ahead of the New Year's Day Gathering at Brooklands Museum: *Cars*, by Gary Numan. Just ahead was a Renault Clio V6 – a modern classic, perhaps, but built after 1987 and cult credentials were not enough to earn it a berth within the inner sanctum.

An annual staple, the Gathering is designed to greet each new year with the largest possible display of classics. Cars must be 30





years old to qualify (unless they belong to a club that has pre-booked a display area, a detail that allowed Mazda's MX-5 to sneak below the radar). There were many cars of a type you'd expect to see at Brooklands – 4½-litre Bentleys, for instance – and plenty you wouldn't. The oddest sight, perhaps, was an Austin Allegro-bodied Vanden Plas dawdling along the banking to find a parking spot. Not quite the same as John Cobb hurtling around at 143.44mph in the Napier-Railton...

Car clubs apart, everything lined up fairly randomly, so Triumph Stags mingled with Bedford Dormobiles and, gullwing doors aloft, a DeLorean DMC12 nestled close to an immaculate plums-and-custard 2CV. Other engaging curios included a rare Triumph Vitesse estate (never a showroom model, if memory serves, though some were built to special order), assorted US hot rods and the only Citroën CX cabriolet I've ever seen.

Officials reported that the turnout was down on 2016, perhaps due to inclement weather but also possibly because some people had been deterred by the level of overcrowding 12 months beforehand.

It didn't much matter, because around every corner there was something to raise a smile.

In a world full of turmoil, you can rely on old cars to do just that.

Temporary pits in downtown Willemstad. Above, Alain Ferté's Onyx March primed for action. Below, winner John Nielsen gets ready



GOING DUTCH

Willemstad, Curaçao, October 11-13 1985: reflections upon a Caribbean circuit that was used only once

IT WAS A LIQUEUR BOTTLE LABEL ON A supermarket shelf that triggered the thought: more than three decades have passed since I was one of very few to cover a one-off race meeting on a Dutch-governed island in the Caribbean. Curaçao has a drag strip, but I can find no evidence of the island staging any circuit events other than that on a bumpy, 2.2-mile street course through capital city Willemstad.

Three weeks after the inaugural FIA F3000 Championship had concluded at Donington Park, teams headed to Curaçao for a trial event that was supposed to precede its adoption as a championship round the following season. It was listed on the provisional 1986 calendar, before fairly swiftly being canned on the grounds of cost and impracticality.

Mike Thackwell qualified his works Ralt on pole, but ignition problems left him stranded on the grid and allowed team-mate John Nielsen to take a routine victory, from Ivan Capelli, Claudio Langes and FIA champion

Christian Danner. The only supporting event? A round of America's VW Rabbit Cup.

It's not so much the racing that sticks in the mind as the end-of-term mood: drivers standing, fully clothed, in a hotel pool and splashing around while being taught to hum the *Hawaii Five-0* theme tune; Capelli turning up in a sling to an eve-of-race reception, pretending he'd fallen over but assuring exasperated team manager Cesare Gariboldi that he'd be able to drive with his 'good' arm...

And then there was a collision between serial backmarkers Fulvio Ballabio and Aldo Bertuzzi, who'd been squabbling for last place, a lap or two in arrears. That developed into a comedy post-race paddock brawl, with both swinging at each other and missing before mechanics intervened. Turned out that they were no better at fighting than they were at racing.

The organisers provided accommodation, with most of the paddock staying in a tower block hotel that could have been almost anywhere. I was one of the lucky few siphoned off to smaller premises, with a dining terrace that ran across the beach and extended over the Caribbean. At the weekend's conclusion, the hotel manager waived all charges for cocktails, sunbed rental and so forth, thanked everybody for staying there and hoped he'd see us next time.

If only. 📧



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HISTORIC SCENE WITH

GORDON CRUICKSHANK



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

www.motorsportmagazine.com/author/gordon-cruickshank



Pits display shows incredible spread of Le Mans entrants. Below, Bonneville contenders

VIRTUAL VISIT STATESIDE

A tour of a spectacular American museum GC has never been to – but knows well

ONE OF THE GREAT CAR museums is in Philadelphia, but though I've often visited the city I've never entered the museum. How do I know it's so good? Because I've seen many of the museum's contents up close and I've driven several.

That's because the Simeone museum of sports-racing cars grew out of the personal collection of Dr Fred Simeone, and I've known Fred for over 30 years.

I was astonished when the Philadelphian neurosurgeon first unlocked an anonymous roller shutter in

a Philly side road and led me up a concrete ramp. At the top I turned – to see a secret treasure house filled with truly special sports cars, carefully amassed by Fred since his college days. These weren't merely shiny trophies, but actual race machines with fabulous histories and wonderful pedigrees lined up in a chilly, bare-walled industrial building. Fred not only knew the histories intimately but had assembled an extensive dossier on each as well as an amazing archive of general motoring history, housed in a wooden pagoda in the middle of the room – the only heated area, from where you could

GORDON CRUICKSHANK

gaze round at the cars through large windows as you warmed your hands with a cup of coffee. It was – and is – a sensational assortment, not merely exotic vehicles but the actual cars which raced in and won some legendary events.

I first met Fred in a café in Brescia, where a friend and I were debating our plans for following the retro Mille Miglia and Fred, doing the event in one of his *three* 2.9B Alfa Romeos, asked to look at our maps. That led to an invitation to the collection to drive one of the supercharged Stutzes that contested the 1930 Le Mans race – the very same car *Motor Sport* tested in 1931. Far from being precious about it, after an afternoon in the country (which

MICHAEL EHRMAN



classic. Fred and my restorer friend Dave George, whose DL George Coachworks has looked after many of the Simeone cars, ran it in a retro MM in the 1980s which I attended, and later, despite its value and rare original coachwork, I got to thrust it through gawping Italian traffic as we left Brescia and headed back

not got back over to see it. But the sheer quality of the exhibits, many arranged in full-scale dioramas evoking Le Mans, Bonneville, Mille Miglia and similar themes, makes this multi-award-winning place a must-see on the US East Coast.

In describing this collection I'm in danger of wearing out the word 'original', so please just insert it in front of any car I mention. Because Fred is passionate about preserving, not replacing, to the point of painstakingly picking off later paint with heat gun and scalpel to uncover original colour, or straightening crumpled panels instead of making new. To him the phrase 'as found' means far more than any concours award. In 1988 I was present when a new acquisition arrived – a literal barn-find Vauxhall 30-98E, and I watched Fred practically cooing over the dust and dirt it bore. It still does.

Of course there's a Porsche 917 – the psychedelic long-tail second-placer from Le Mans 1970. There's a MkII GT40 – the Whitmore/Gardner car from LM 1967 – plus one of only four of the honeycomb-chassis MkIVs built, holder of a Le Mans fastest lap. Two Nürburgring winners – an S Mercedes that triumphed in the first 1927 German GP on the new track and the Aston Martin DBR1 which conquered the 1958 1000Kms wielded by Moss and Brabham. And let's not forget the only surviving Bugatti Type 57G Tank, actual victor at the Sarthe in 1937 – the one you saw at Goodwood 10 years back.

It's not all about Europe: there are NASCARs including a wonderfully fat 1950s Hudson, a line of American inter-war sports cars, a rare Corvette Grand Sport racer, the Cunningham C4R that placed third at Le Mans. I had a ride in that too, the exhilaration of the barking, unsilenced Chrysler V8's ankle-scorching sidepipes tempered by the fact that every time Fred hit the brakes it leapt right or left like a startled pony. And in the Bonneville section is a gem of US motoring history – the first Shelby Daytona Coupé, mechanically refettled but essentially unrestored and bearing every sign of its varied life from international GT racing to Salt Flats records under Craig Breedlove to being Phil Spector's road car.

Before I sound like a brochure I'll stop listing cars, but it's worth checking www.simeonemuseum.org to see what I've left out. Visitors even get to see some cars in action: alongside is a small track where exhibits get to show off. If you appreciate sports-racing cars, go and see.



in parts of Pennsylvania boasts rolling hills and winding roads that look more like Sussex than the US) Fred left it to me to drive it home down the packed West Chester Freeway into rush-hour Philadelphia. Which was highly stressful in a ponderous, snatchy-braked behemoth with steering seemingly made of custard. Still, I didn't ram anything and over the years Fred has invited me to take the wheel of some fabulous machinery: piloting the priceless 1938 Mille Miglia-winning Alfa Romeo 2900B through the rougher suburbs of Philly and onto the freeway remains a prime memory. Assured handling, delicate steering and astonishing acceleration made that one of my great days out; I even stopped worrying about the centre throttle and revelled in the glorious siren wail of the twin blowers.

Later came another significant Alfa – the 2900A that Farina steered to second in the previous year's 1000-mile



MICHAEL EHRMAN

Main: Monza and 2.9A Alfas, both second-placers on Mille Miglia, in 1933 and '37. Above: the Alfa 2.9B Biondetti drove to MM victory in '38. Top: unmolested T35

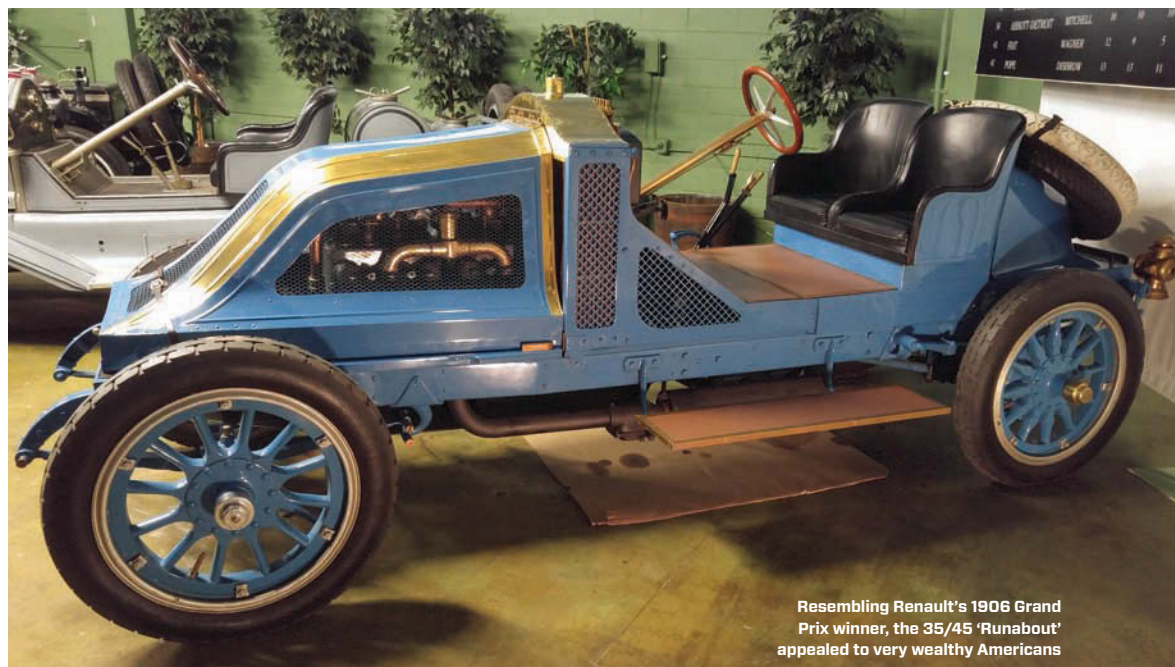
to the airfreight depot. A privilege. I even got to drive the gorgeous Squire, my schooldays dream car – all of 50 yards...

Back then only the invited got to see Fred's collection, except when he took cars to events, but the intention was always to create a foundation and museum so everyone could enjoy them. That happened in 2008, and so far I've

WHAT SPARKED THESE MEMORIES of the Simeone cars is news that the museum has recently acquired a magnificent 1907 sporting Renault, a car I went to visit some 30 years ago on a Pennsylvania farm. It's a smaller version of the shovel-nosed monster that Ferenc Szisz wrestled to victory around Le Mans the previous year in the first event to be titled French Grand Prix.

America's William K Vanderbilt, more used to spending his millions on horse racing and his America's Cup-winning yacht, decided that it was time to bring top-flight auto racing to the US and in 1904 instituted the Vanderbilt Cup, run on Long Island roads. He also tried to buy one of the 13-litre AK Renaults which achieved that 1906 historic victory, but the firm refused to sell. Instead, it's said they agreed to build him a smaller version – as long as he could find another 10 customers. That needn't prove hard; 'Willie' Vanderbilt couldn't take a step without bumping into a fellow millionaire. In fact there's no real evidence whether the cars sprang from his prompting or were built to soak up some tempting dollars from the US, but in 1907 10 – some reports say 12 – of these 35/45 'Runabouts' duly arrived on the US East Coast.

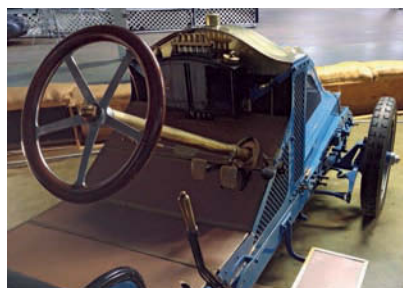
By 1908, following a spectator death in one of his races, Vanderbilt had built the Long Island Parkway which like a rural AVUS served both as a public road (with tolls) and, when closed off, a racetrack with banked curves and over-bridges. Disappointingly, stories of Willie K and his wealthy friends racing their matching cars on his private track seem apocryphal –



Resembling Renault's 1906 Grand Prix winner, the 35/45 'Runabout' appealed to very wealthy Americans

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Renault in 1952 when brought out of storage by Gibson Sr; only real change since is a repaint

that would have been the most exclusive one-marque series ever...

Though blessed with only half the GP car's 90hp, these 35/45hp cars had some racing success but were soon outdated by a new breed of higher-revving, small-engined machines. Their histories are confused; some ended up in dirt racing but perhaps five survive including the well-known 'Agatha'. It's believed this could be the 24-hour record car (see left).

By the Twenties few people wanted an outdated racer, so the Simeone car was lucky to be purchased in 1928 by Kirkland Gibson, an early enthusiast for such veterans; by the time I went to see it it had passed to his son, Kirk Jr. After we rolled it out of an outbuilding he showed me all over it, lifting the coal-scuttle nose to expose two massive pairs of sidevalve cylinders decorated with much brass and copper plumbing in front of that huge radiator pressed against the fascia. (Much of its outflow is directed down under the chassis like an early blown diffuser. And the four-speed 'box has a sequential change. There's nothing new...) Sadly Kirk couldn't start the thumping 7.4-litre motor for me, but I clambered aboard, gripped the sturdy wooden wheel on its brass tree-trunk of a column and tried to imagine having my own racetrack.

According to Kirk the beast even rode well on its very early telescopic hydraulic dampers, and he remembered as a child clinging onto the skimpy seat as his father raced another enthusiast's 1907 Benz.

Now after some 80 years in his family Kirk has gifted the Renault to the museum. It may or may not be a race winner, but it's an impressive survivor of that heroic age. 📷

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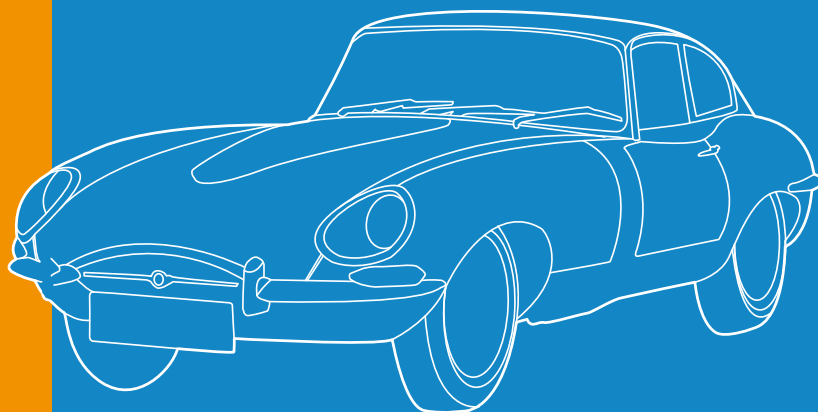
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FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious

Chaparral 2F in the Daytona pits, 1967, with Mike Spence and Phil Hill to the right. Poor Phil crashed after leading Ford and Ferrari




STRUTTING THEIR STUFF

Remembering the Chaparral 2F and the greatness of a key figure at its helm

THAT OLD DEBATE ABOUT what constitutes the world's 'greatest racing car' will, of course, run and run. The Porsche 917 pretty consistently wins most polls, but I've always had a really soft spot for Jim Hall's fabulous Chaparral-Chevrolet 2F coupé, and 50 years ago – on February 5, 1967 – the great white road-runner from Midland, Texas made its racing debut in the Daytona Continental 24 Hours.

It failed to finish, and would have a troubled season's racing, but no matter.

It was a rocket ship on wheels and I always loved it. Its drivers were 1961 world champion Phil Hill – ex-Ferrari, ex-Ford, ex-Shelby Cobra – and the too often forgotten, consistently underrated Englishman, Mike Spence.

Phil had already been a Chaparral man for one full season and, in constructor Jim Hall's preceding, truly gorgeous Chaparral-Chevrolet 2D coupé, he and co-driver Jo Bonnier had won the 1966 Nürburgring 1000Kms. Phil almost won that year's Can-Am Championship in Jim's Chaparral 2E, which introduced the tall strutted wing to major-league motor racing. 

Jim then gave his 1967 Chaparral endurance racing coupé the next alphabet letter as its suffix, and so the now renowned 2F coupé emerged, with its 7-litre Chevrolet V8. One amazing feature of the first Chaparral-Chevrolet 2F is that it wasn't new at all. Its chassis monocoque was still one of the first three fibreglass tubs originally produced for Chaparral way back in 1963-64. This was a tribute to the structure's incredible durability and also to the soundness of Hall's original concept.

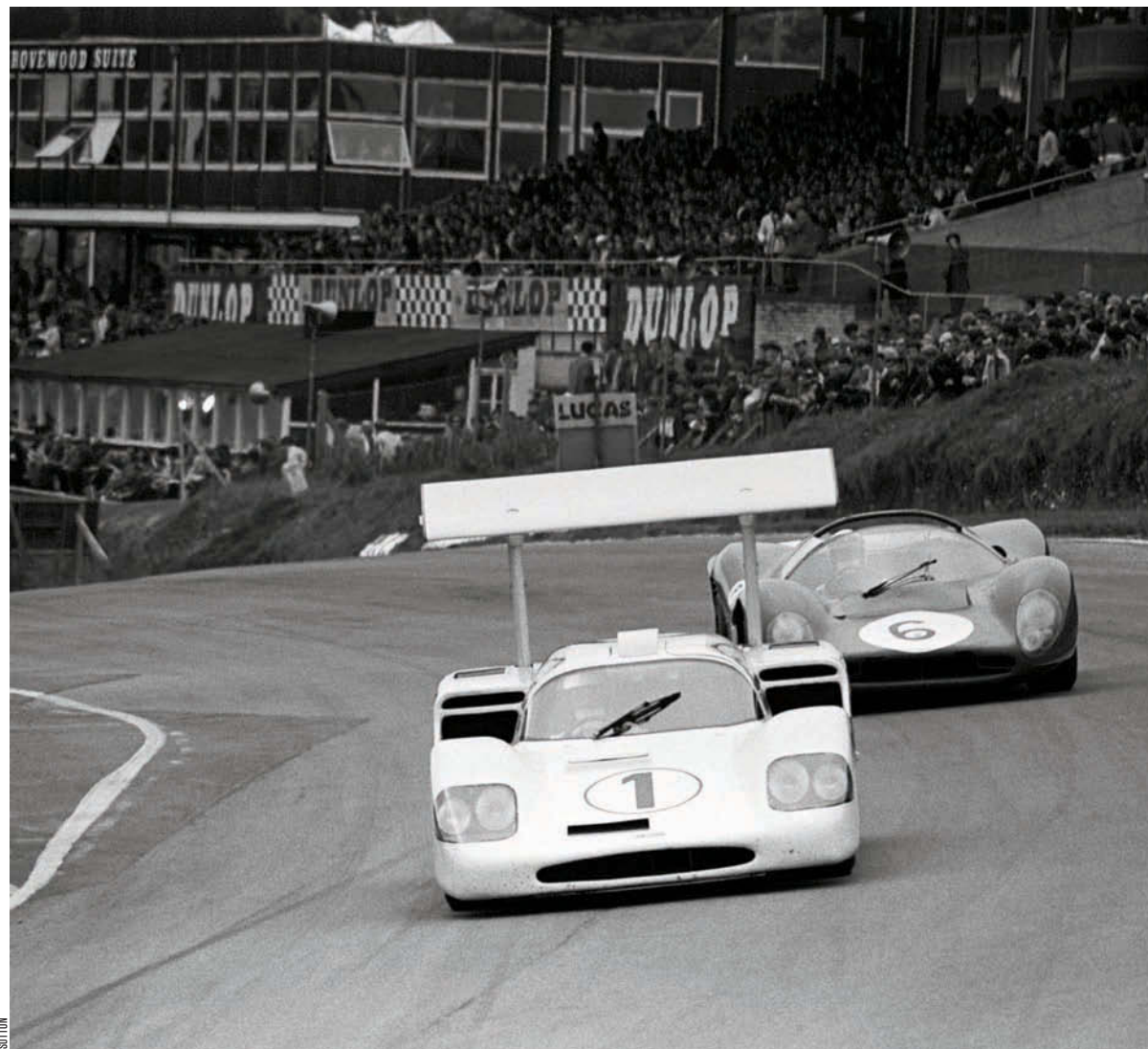
The slab-sided new coupé's most jaw-dropping feature was, of course, its high rear wing, drawn directly from Can-Am experience with the 2E cars, mounted on two tall struts way up there in clean air. With more than adequate downforce being generated on the rear wheels, the problem was that only the nose bodywork was being presented to the airstream to add balancing downforce on the fronts.

Hall fixed the balance problem by providing what looked like a conventional nose cooling duct, but which really allowed airflow to enter a tunnel that could be shut off by a spring-loaded flap arranged to open progressively against air pressure at speeds above 120mph. That duct, and the airflow exhausting through it above the nose, had a significant effect on lift in that area and so balanced the car front to rear.

The duct's presence prevented the use of a conventional nose-mounted radiator, so instead two radiators were fitted, placed each side of the cockpit behind the doors. This reduced the volume of coolant required within the complete, fully piped, system. It increased rearward weight bias within the chassis, and kept the cockpit notably cool. Without warm air issuing from the nose-top duct, cold air could reach the carburettors without any need for the tall snorkel that had been fitted to the previous year's Chaparral 2D coupé.

The 2F also broke new ground in using sandwich techniques, better known in aeroplane and surfboard technology, to produce body mouldings that were light yet rigid. This featured in heavily loaded areas of the nose and rear deck.

At last, pin-drive wheels with single centre-lock knock-off hubs were adopted to save time that Chaparral had previously – and so inexplicably – lost in every tyre change. The new Chevrolet engine was the 427 'Porcupine' V8 already well known to NASCAR



customers but now cast in aluminium. It gave about 500-525bhp, but it was in quite mild tune. Phil would recall: "They told me they were seeing similar power from some 302s. The auto transmission, which I still regarded with grave suspicion – in fact not far short of detestation – was now a three-speed..." He had always muttered darkly about the Hall/GM fascination with auto transmission.

Team mechanic Franz Weis would remember Phil's new team-mate and co-driver, Mike Spence, like this: "Nice, very nice. Quiet person, quicker than hell. He really stood on the gas! A really first-class driver. I don't think he ever really got due credit. I think he was better than the press made him out to be. The guy treated everyone equally. There wasn't anyone better than he was. That meant a lot to the mechanics..."

Phil: "As just another mechanic who also happened to drive race cars I empathise absolutely with that warm tribute – and the man he describes is exactly the Mike Spence I knew, too. At Daytona we ran the 2F in a kind of semi-developed state. The high wing

Above, the Spence/Hill 2F leading the Stewart/Amon 330P4 en route to victory at Brands Hatch in '67. Above right, pit service at Brands, which was to be Phil Hill's final race. Right, rear suspension being checked at Daytona

was fixed in the downforce position – its struts didn't have their fairing shrouds fitted, and the nose duct 'trap door' device was also locked off.

Phil led away from the rolling start – which compensated for the Chaparral's slow pick-up from a standing start with its auto box. "The car was good to drive and very, very fast around the banking [but] the track had been resurfaced, and in places was breaking up. This was particularly so where the infield road circuit rejoined the banking. Well into the race, when I took the car back from Mike, I just wish he had said something like 'Watch the marbles going back onto the banking.'

"I just sort of went back out there and not even fast, but the car slid on those marbles and just flew straight up into the wall. I was stunned. I had never experienced such chagrin and remorse as that. It was terrible.

"Jim was upset. Anyone would be. If I had been him I would really have let me have it. I was ready to commit suicide. I had damaged the car's right-rear suspension and although I limped it back to the pits we had to retire..."

Typically Phil, looking back even 45 years later this most intelligent and thoughtful of great racers – and, make no mistake, Phil really was a great racer – would still be beating himself up.

In that 1967 Daytona Continental Ford's huge fleet all sank, and Ferrari finished in line abreast, 1-2-3,



delightedly crossing taking the flag in formation to avenge their previous year's defeat by Ford at Le Mans. Only six months had passed since then, and here was Ferrari rubbing Ford's nose in the dirt on its home soil. Phil had walked out of Ford at the end of 1965, estranged by corporate in-fighting and politics, but he derived no satisfaction from their Daytona defeat at his former team Ferrari's hands. Instead he recalled bluntly: "I was too submerged in my own misery even to think about it..."

Circumstance, GM's fragile auto transmission and Jim Hall's insistence upon using a lightweight and inadequate motorcycle-sized battery foiled Chaparral hopes in the following races at Sebring, Monza, the Targa Florio (blimey), the Nürburgring and Le Mans, before Phil and Mike Spence shared a single 2F in the BOAC 1000Kms at Brands Hatch on July 30, 1967.

Race organiser Nick Syrett of the BRSCC hadn't been able to get a straight answer from the always enigmatic Hall about whether they would actually attend. The first Nick knew they really would be running was when he came up behind a GM ute towing a covered trailer which had two holes in the cover – and a strutted wing protruding through them. "Yahoo!"

would not be an overstatement.

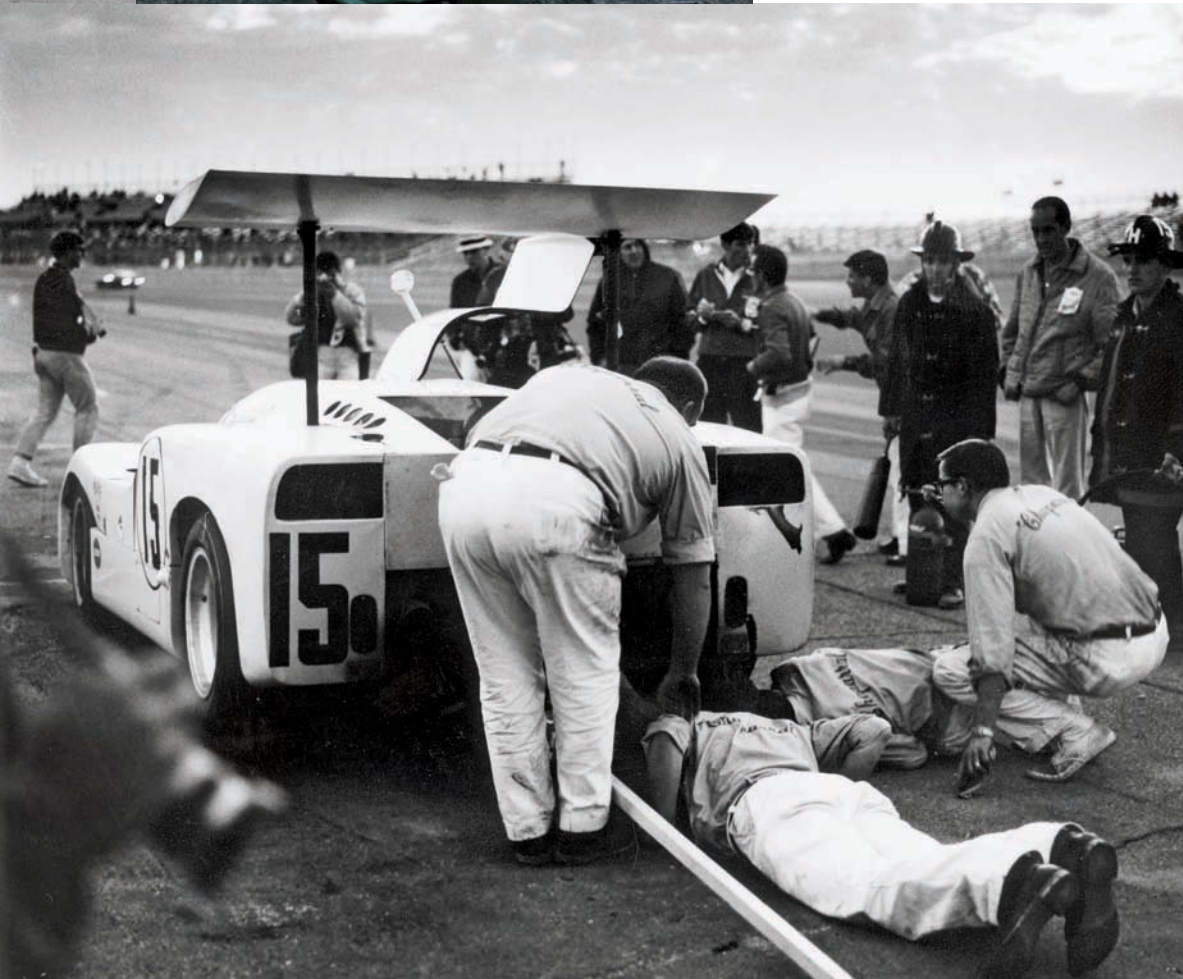
Phil recalled some doubts: "I expected the worst around that very hilly, twisty circuit because our auto gearbox had plainly never been designed to transmit the torque we were putting through it from the 427 engine." But Jim would later say: "There was a definite ability to using the Chaparral gearbox... Phil was very good at it – you could always look inside and tell." Phil: "Given my druthers I'd rather have had a big solid ZF transaxle. It would have saved us so much grief, frustration and pain."

Ferrari and Porsche fought out the world championship title between them at Brands. As the race developed, Ferrari, Mirage and Porsche all took turns at leading. Phil: "We lost nearly two minutes in an unscheduled stop to replace a punctured tyre, but I was then able to pull back two seconds per lap. Despite a late charge from Chris Amon and Jackie Stewart in another works Ferrari 330P4, it wasn't difficult to maintain a cushion ahead of them and then the clock was ticking down, the laps were being reeled off, the transmission was holding together – and we had won.

"And I just felt this enormous, all-embracing kind of flood of pure relief, and satisfaction wrap around me like a big, warm comfort blanket... There was this surging sensation of happiness for myself, for Mike, and for Hall and Sharp and for all our guys back there in the pits." And with that great success Phil decided his career as a professional racing driver was over – and he discreetly retired.

For the better part of 20 years now we have been compiling Phil's racing autobiography, combined with his magnificent full-colour photography from 1950-1962 as he globe-trotted the racing world, and which he shot "just to show the folks back home". Our aim has been to produce the finest world champion racing driver's book ever produced – or ever likely to be produced. This massive three-volume work is now in final production and, as a shameless plug, you can read more about it at <http://philhillbook.com> and phil-hill-book.com. For me it's been a labour of love, in honour of a great man I really liked and admired immensely.

And through what proved to be Phil's final racing season some of my fondest memories from 50 years ago are of that handsome snow-white rocket ship with its tall, strutted wings wringing lap time out of thin air... 📷





PARTING SHOT

MAY 8

1966

TARGA FLORIO, SICILY

The Alfa Romeo Giulia TZ2 of Lucien Bianchi and Roberto Bussinello glides past a Fiat-rich trackside parking lot en route to 10th place in the fourth round of the World Sports Car Championship. Victory went to Willy Mairesse and Herbert Müller in their Scuderia Filipinetti-run Porsche 906.



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1965 Bentley S3 Continental DHC
Concours Condition



1957 Bentley S1
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1962 Rolls-Royce Silver Cloud II
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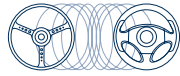
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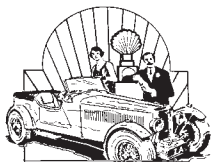
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Peter Revson 1965

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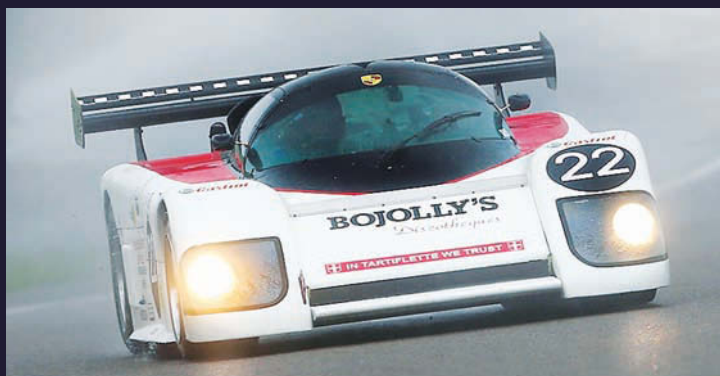
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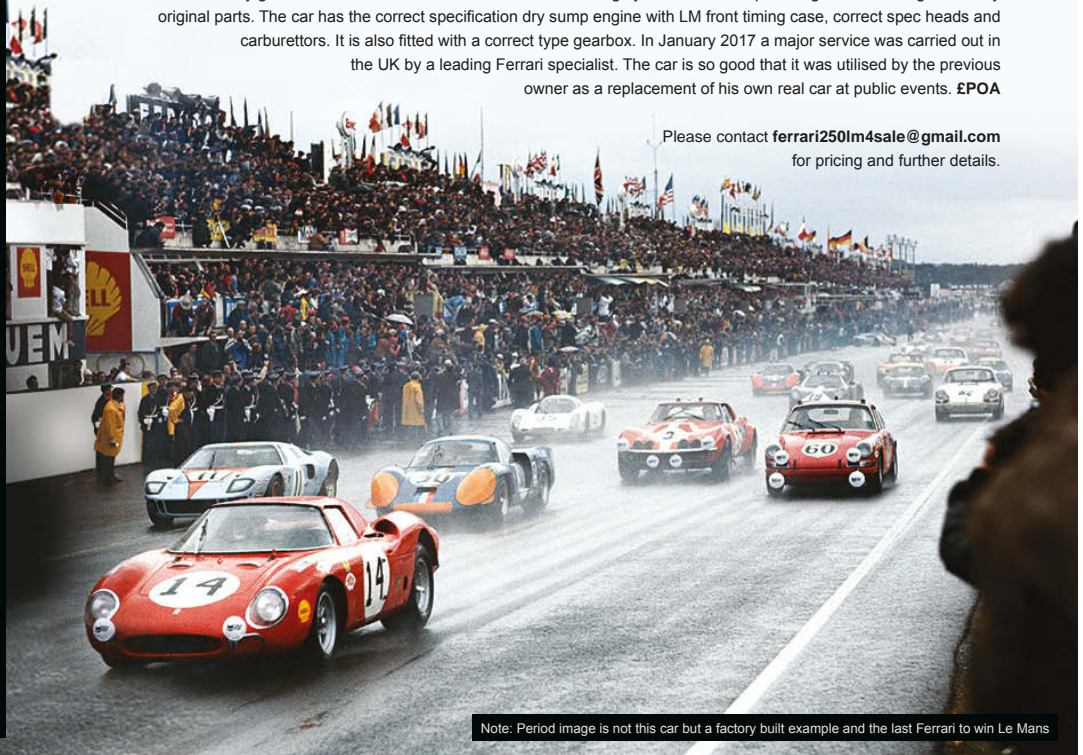
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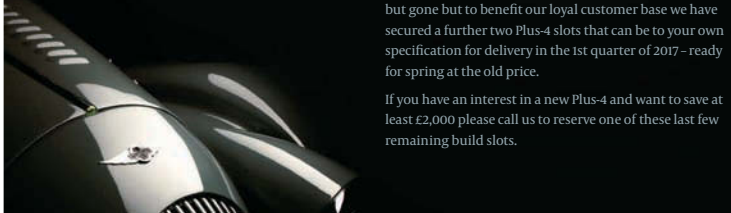
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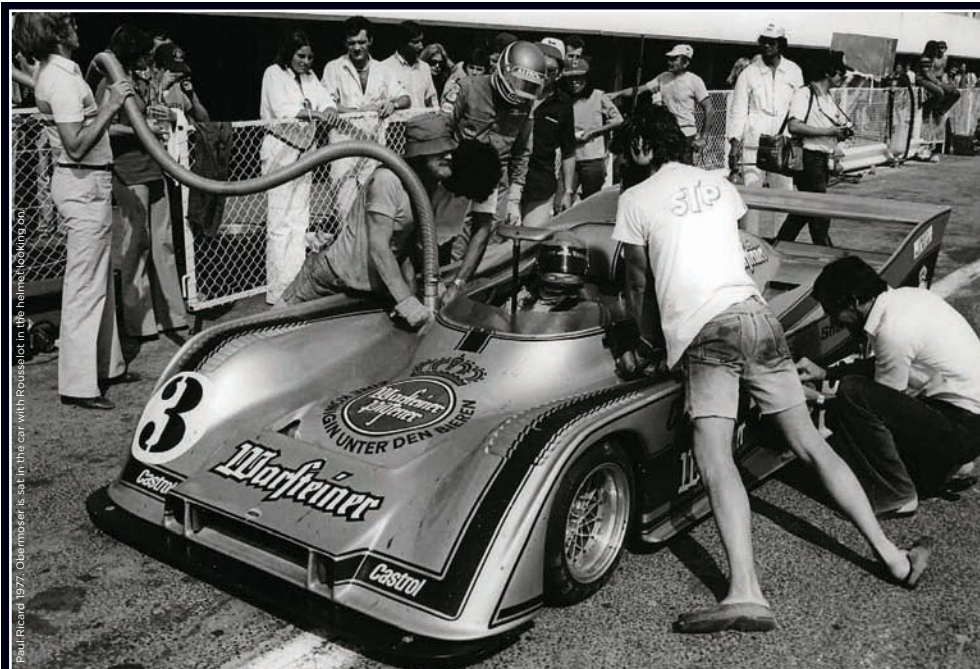
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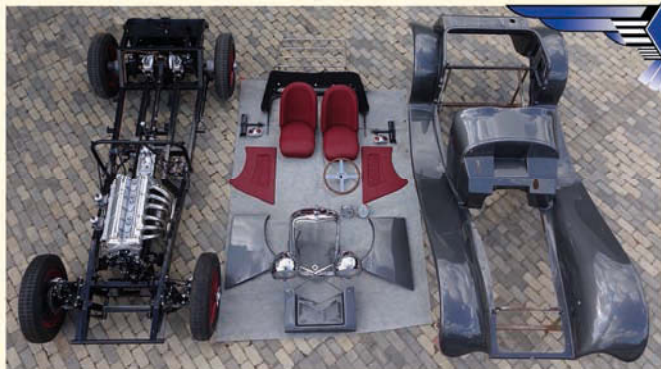
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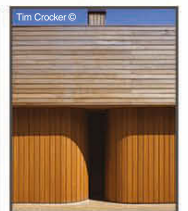
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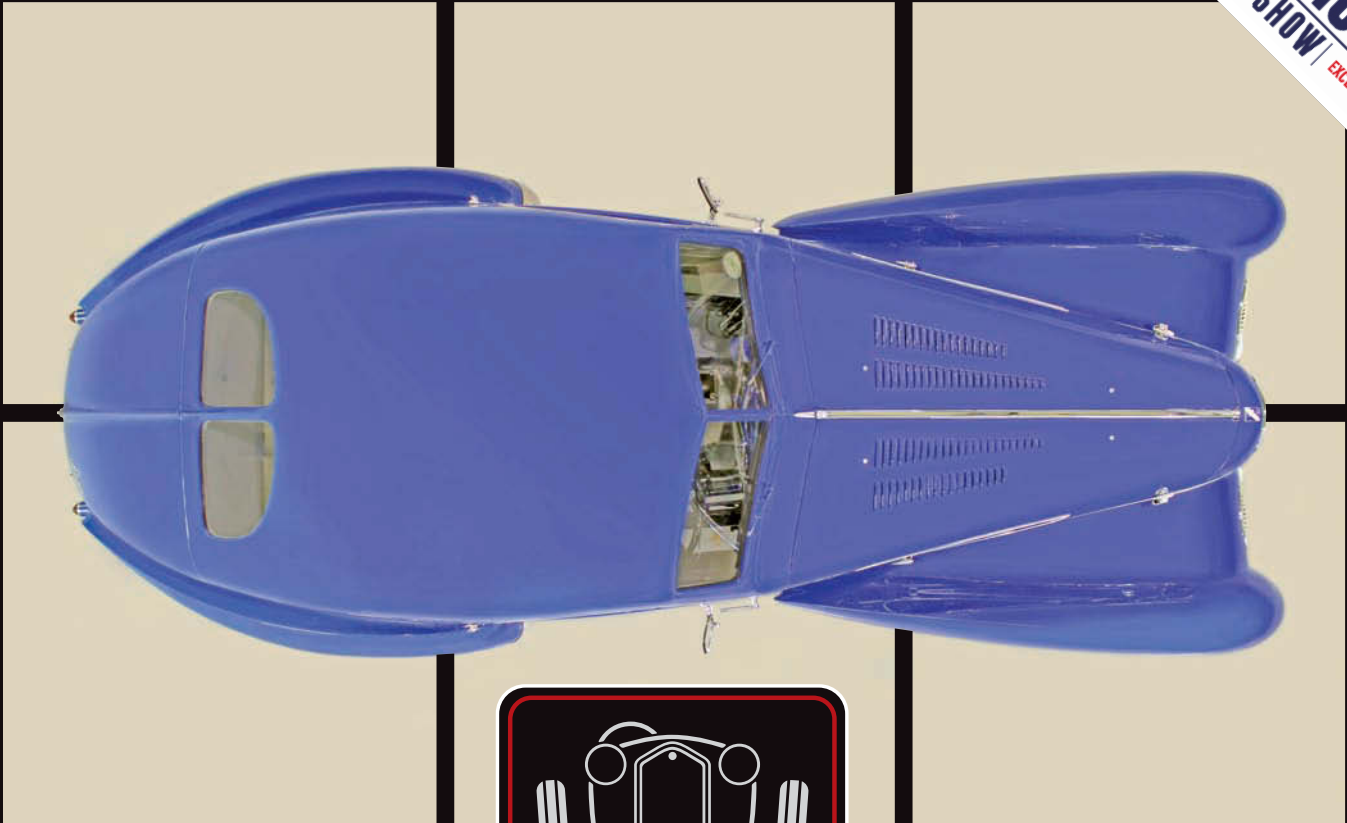
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