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September

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BERNARD CAHIER/ POOL/AFP VIA GETTY IMAGES

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MOTOR SPORT

THE EDITOR



"F1 would have been branded irresponsible for pressing ahead with the season"

SO FORMULA 1, AS WE SUBTLY PUT it on our cover, is back. After the fiasco in Australia at the start of the year it seems only fair to credit the sport's organisers and governing body for getting the show back on the road in the face of the current challenges.

At the time of writing there have been two grands prix, both of which went off without incident in the best possible sense. Because you can be sure that had there been even the sniff of a health emergency in Austria, the sport would have been branded irresponsible and dangerous and greedy for pressing ahead with a season that just a few weeks ago was in serious doubt.

That may still come to pass as the F1 charabanc moves through Europe over the coming weeks. But for now we must be thankful that we have some racing and the measures that the sport has put in place appear to be working.

Those measures include closed-door racing and, while it is a shame that fans can't get to see the sport they love first hand, for the vast majority of those who watch grands prix on television the absence of a crowd is barely noticeable. In fact, F1 is probably one of the least affected sports when it comes to so-called stadium atmosphere. We have no need for the fake crowd roars which are being piped over football matches, or indeed the artificial "Lords murmur" that was played over the first test between England and West Indies.

The drama for us comes from the action on track combined with the stopwatch and noise of the engines; there is no need for an aural prompt of oohs and aahs from non-existent crowds. In fact, and at the risk of sounding curmudgeonly, the best thing about the lack of crowds is that TV producers do not feel the need to cut away to images of celebrities spotted within them or walking through the pit-lane.

The safeguards that have been put in place extend far further than just the lack of crowds, however. Mark Hughes, *Motor Sport*'s grand prix editor, is one of the few journalists to be admitted to the races which are operating under strict COVID protocols. He reports the following, which gives a flavour of what everyone involved in the races is experiencing. "As one of 22 journalists in a media centre built for 250, it was easy to keep socially distanced. But we had to remain in that bubble. There was no access to the paddock, nor track-side, for that would be to mix with people outside your bubble. Even away from the track, it was not permitted to socialise with those outside your group. So as a media representative I could not meet for a meal or a drink with, say, someone from the broadcaster group or a team member. If you are observed breaking that rule, you will be evicted from the event." His full report from Austria is on page 24.

Although on the face of it the restrictions seem draconian, the reality is that in many ways F1 was the perfect sport to overcome the problem of putting on an event by overcoming a seemingly intractable problem (in this case, gathering a large number of people from different countries in close proximity to one another without sparking an outbreak of a highly contagious virus).

That's because F1 makes its living from solving seemingly intractable problems. It is a precise sport where past actions are examined and outcomes measured. James Vowles, the Mercedes chief strategist, was quoted in a newspaper this month talking about F1's "fail fast" culture. "Engineering is not just about what we know, but finding out what we don't know, for with a complex problem there is a lot that even experts don't know," said Vowles. "That is why you challenge your assumptions quickly, figure out where your ideas are wrong, so you can improve them."

It is a culture that has served the sport well on track and is now serving it well away from the track, too.

IT IS NOT ONLY TOP-LEVEL MOTOR RACING that is re-emerging from enforced hibernation. The historic scene and grassroots events are also lining up on grids up and down the country – as Simon Arron reports from Cadwell Park in his feature on page 125 (we are grateful to MSUK and Jonathan Palmer of MSV for allowing us access).

And news also reaches us of an all-new Goodwood event to be held in October, which will go some way to rescuing summer. As the Duke of Richmond explains on page 114, Speedweek will be like the Members' Meeting, the Revival and the Festival of Speed rolled into one. We can hardly wait.



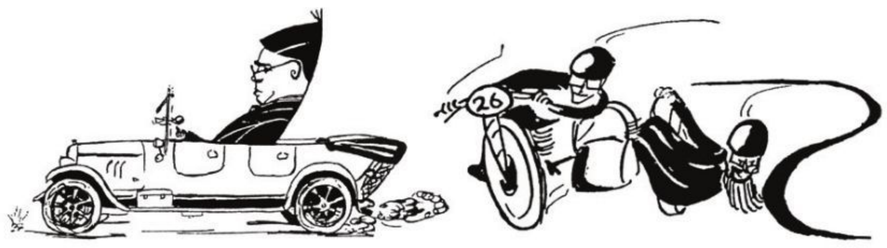
THIS MONTH'S COVER IMAGE: LANDO NORRIS IN FULL FLOW
Photographed by Antonin Vincent / DPPI



Joe Dunn, editor
Follow Joe on Twitter @joedunn90

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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Details matter.



The Brabham BT52 will form a central feature of Goodwood's Speedweek, as we report on page 114, and enjoyed a remarkable career despite it ultimately being a rush job. When ground effects were banned at the end of 1982, Brabham designer Gordon Murray had just six weeks to design it from scratch. His arrow-like effort paid off handsomely, with Nelson Piquet winning three races and taking the championship.

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Lewis makes a point and Alonso returns

Hamilton led Formula 1's message of equality as a raft of drivers spoke out as part of the sport's end racism campaign

It's all go for the 2020 Formula 1 World Championship, with politically charged races and driver market flurries marking the opening two events in Austria

PERHAPS THE MOST UNPREDICTABLE season in Formula 1 history finally burst into life with two blockbuster races in Austria, which were as politically charged as they were fraught on track.

Ahead of both the back-to-back Austrian and Styrian grands prix, the F1 community made strong political statements of the paddock's support for racial equality, with teams and drivers wearing 'End Racism' T-shirts on the grid before each race. Many of the field also opted to join reigning world champion Lewis Hamilton in 'taking the knee'.

Following his dominant Styrian Grand Prix victory, Hamilton stood on the podium with raised first, evoking images of the Black Power salute of African-American sprinters Tommie Smith and John Carlos at the 1968 Olympic Games.

Elsewhere, the F1 driver market went into overdrive before the Styrian GP, with Fernando Alonso reigniting his bid for a third world title by rejoining Renault next year – even if the Spaniard reckons he won't have a realistic chance of fighting at the front until at least 2022.

Alonso, 38, has signed a two-year deal for his third spell at Renault. He will replace McLaren-bound Daniel Ricciardo.

Alonso left F1 at the end of 2018, claiming he had grown tired of being mired in the midfield battle with McLaren and wanted to explore other options in motor sport. Since then, he has won Le Mans twice with Toyota, been part of the Daytona 24 Hours-winning Cadillac Dpi crew, contested the Dakar Rally and is gearing up for his third attempt at the Indy 500 this August.

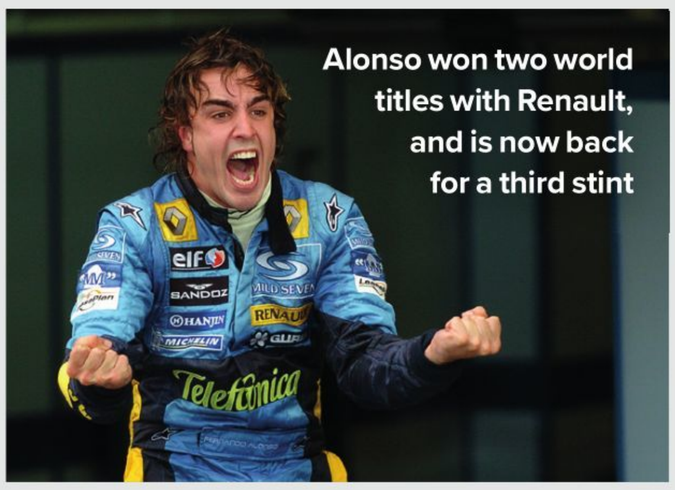
While his choice to rejoin Renault – a team currently behind McLaren in F1's 'Class B' pecking order – appears strange, Alonso explained that the incoming technical and financial rules gave him hope that the competitive order would finally be evened out.

F1 will introduce its new-generation cars in 2022, having agreed to delay the switch by a year in the face of the coronavirus pandemic. A new cost cap will come into force from next season however, limiting teams' spending to $145m for next season, before reducing that further to $140m for 2022 and $135m beyond that. This represents a significant drop for the sport's big three, with Mercedes, Ferrari and Red Bull all spending around $200m.

Alonso said he liked the way the sport was heading: "I've not been underground for two years, I've been watching [F1] and I know only one team will win in 2020 and will in 2021, probably. But I think the 2022 rules will hopefully bring some fairness to the sport and make things a bit more equal – hopefully bring the teams more level with less scope to invent anything that has a large performance advantage.

'I'm happy, I'm relaxed. I'm aware of what 2021 will be, and I'm hopeful of 2022. This is a matter of building something together that you trust has the capabilities, has the facilities, has the investment. I found all those ingredients in Renault."

The deal also raised the question of age in the sport, with Alonso due to turn 40 during that 2022 campaign. Renault operates one of the sport's most successful junior driver programmes and currently has Formula 2 drivers Guanyu Zhou and Christian Lundgaard in the second tier.



Alonso won two world titles with Renault, and is now back for a third stint

Renault Sport head Cyril Abiteboul defended the choice to go with Alonso over one of the academy graduates.

"I expect after our decision to rejoin with Fernando [this] could be seen as a lack of loyalty towards our own project of the Renault Sport Academy," he said. "I want to be extremely clear that it is not. The plan of the academy was to be able to have a driver joining Formula 1 in 2021, and who knows, this may be the case."

GETTY IMAGES, GP LIBRARY



Which grand prix did you vote as the greatest?

THE IDENTITY OF THE GREATEST GRAND prix ever held may be the subject of enduring, contentious and inscrutable debate, but the 70th anniversary of the Formula 1 World Championship proved too good an excuse to reopen the question.

Even *Motor Sport*'s 30-strong shortlist featured inexplicable omissions, according to some, but thousands of you voted on our website to whittle the list down to one.

It was close, but it was the 1971 Italian Grand Prix that sneaked it on the line – appropriately so, given the 0.61sec that separated the winner, Peter Gethin (*pictured above*), from fifth-placed Howden Ganley in the final grand prix to take place before chicanes interrupted the flow of Monza.

Jenson Button's 2011 victory in Canada, after six pitstops and running 21st at one point, was second, ahead of Donington in 1993 and Ayrton Senna's legendary victory in the pouring rain. The full results can be seen (and argued over) on our website.


Peter Gethin's stunning Italian GP win in 1971 took the glory



Salon Privé paves the way with virtual judging

Salon Privé is pressing ahead with its event, and tickets are still on sale, with a full refund policy in place in case government advice changes

AMIDST THE RAFT OF CANCELLED AND postponed events due to COVID-19, Salon Privé is pressing on with plans to run the world-famous concours as planned, and will break new ground this year by being the first to feature virtual judging.

The event, held on the lawns of Blenheim Palace from September 23-26, hopes its open-air setting can help to beat the virus, and also plans to deal with the multiple global travel restrictions by connecting 30 international judges via the first-ever live-streamed virtual judging process.

Created in partnership with the International Chief Judge Advisory Group (ICJAG), the process will allow the specialists live video and imagery of the Concours d'Elégance submissions, and additional experts will be on hand physically to answer specific questions from the judging panel. The entire event will also be available via a live stream to the public.

Ed Gilbertson, president of the jury for the event, said: "We're excited to be conducting the first virtual judging. Experienced judges will use the same time-tested judging forms and guidelines as physical shows. Salon Privé is crossing a portal into the future world."

The stars of this year's event will be one of just eight cabriolet 1931 Hispano-Suiza J12s, a 1904 Napier L49 and even a 2019 McLaren Senna hypercar.



Electric scooter racing is go... really

EX-FORMULA 1 DRIVERS ALEX WURZ AND Lucas di Grassi have joined forces to create a new racing championship dedicated to electric scooters, which they hope will hold its first event in 2021.

In an announcement straight out of the April 1st playbook, Grand Prix Drivers' Association chairman Wurz and 2016/17 Formula E champion di Grassi unveiled the series, which will feature purpose-built 60mph electric scooters racing through city-centre courses. The pair claim the new category - titled eSkootr - can be a showcase for urban transportation, and it would make sense if it joined the Formula E support package. A prototype of one of the two-wheeled racers will be unveiled this year.

Di Grassi said: "As a racer, I want to create a series that has all the thrill and intensity of the series we all grew up with, but with the costs and responsibility that make it accessible and appealing."

Well, makes a change from dodging the things on the pavements, we guess...

KEYSTONE/GETTY IMAGES, NEWSPRESS

Stirling's victory at Aintree was not only his first in the world championship, but also the first for a Briton in their home grand prix

Aintree marks historic Moss win



Moss won in Monaco with the Maserati used to mark the occasion

SIXTY-FIVE YEARS LATER TO THE DAY, on July 16, Aintree motor circuit celebrated the historic 1955 British Grand Prix victory of Stirling Moss by flagging a Maserati 250F away on the historic start straight of the track, in front of the Grand National's main grandstands.

The 1955 victory was a home bonanza: as well as taking his first grand prix victory, ahead of Mercedes team-mate Juan Manuel Fangio, Stirling also became the first Briton to win his home race.

John Baillie, part of the Aintree Circuit Club organising team, said "This is a respectful tribute to that victory, and to Stirling's strong links with the track - he often drove a 250F at Aintree and made his first GP entry here in 1954. We're proud that this is the actual car he drove to victory in the 1956 Monaco GP."

Britain's only purpose-built grand prix circuit, Aintree hosted five grands prix and 11 further F1 races from 1954-64, and while now better known for its horse racing, there has been sporadic sprint and bike activity since. The entire GP circuit still exists, and as this event had keen support from Aintree management this may point towards future exploitation of the venue's motor sport potential.

Airspeeder begins search for elite pilots

THE NEW AIRSPEEDER AIR RACING category is on track to host its first event in 2021, having begun a search for willing pilots from the military, civil aviators and even esports competitors.

The new series is set to host air races around the world, with competitors handling all-electric quad-copter machines capable of 81mph. The aircraft are built by the Alauda company and, during the US Air Force's recent Agility Prime event – for leading experts in electric flight technology – the firm's founder Matt Pearson outlined details of how it would select its pilots.

Airspeeder plans to create a pool of flying talent, reaching out to members of both the US and Royal Air Force, commercial and private pilots, and even esports competitors to do so. Pilots will be selected based on their experience and background, and will undergo training in simulators and the final multicopter craft. Teams can the choose their pilots from the pool.

Airspeeder has yet to reveal its calendar, but series representatives have said they are in talks with a number of well-known venues, including "some of the most iconic venues of traditional motor sport".



The quad-copters are capable of up to 81mph

Airspeeder is gearing up to hold its first events in 2021, and is searching for talented pilots

Future BTCC Hybrid breaks cover at Snetterton

THE FUTURE OF TIN-TOP RACING EMERGED at Snetterton in July, when the new hybrid British Touring Car Championship powertrain ran on track for the first time ahead of its planned introduction to the series in 2022.

The new powertrain has been developed by Cosworth alongside BTCC organiser TOCA. It was fitted to a new Toyota Corolla chassis built by the Speedworks Motorsport team and run during the recent Goodyear tyre tests.

The hybrid captures energy via an electric motor within the gearbox. The energy can then be deployed by the driver to provide a boost of 40bhp for a maximum of 15 seconds per lap. Aston Martin racer Darren Turner handled the car, marking his first BTCC outing since 2008.

The BTCC will feature 26 cars this year after a handful of high-profile withdrawals due to the ongoing effects of COVID-19. Last year's runner-up Andrew Jordan has been forced to step down from his Team BMW UK drive due to funding difficulties, while the Power Maxed Racing Vauxhall team has also withdrawn, meaning that two-time champion Jason Plato will miss out on a BTCC season for the first time since 2003.



New hybrid BTCC racer fared well during its two days at Snetterton

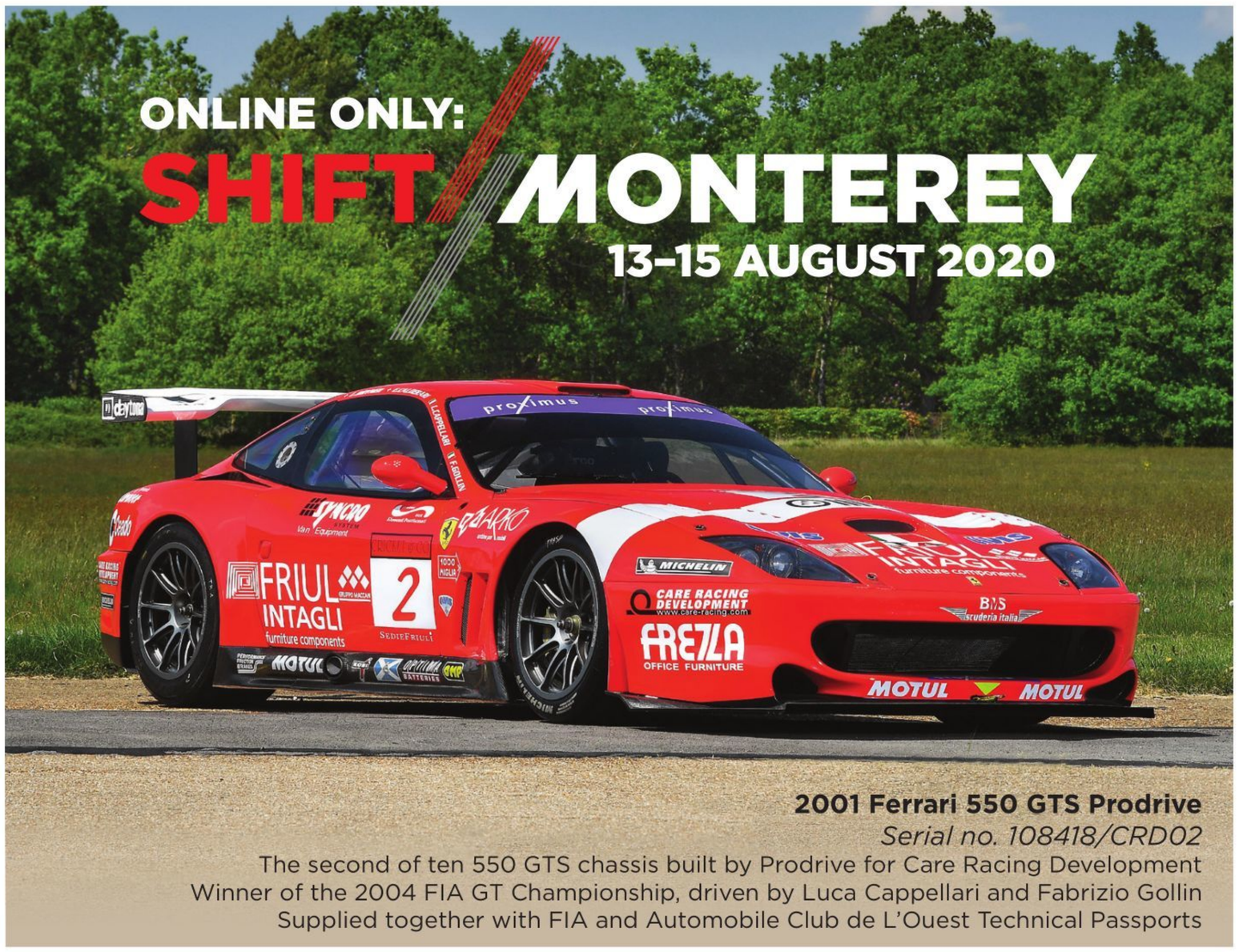
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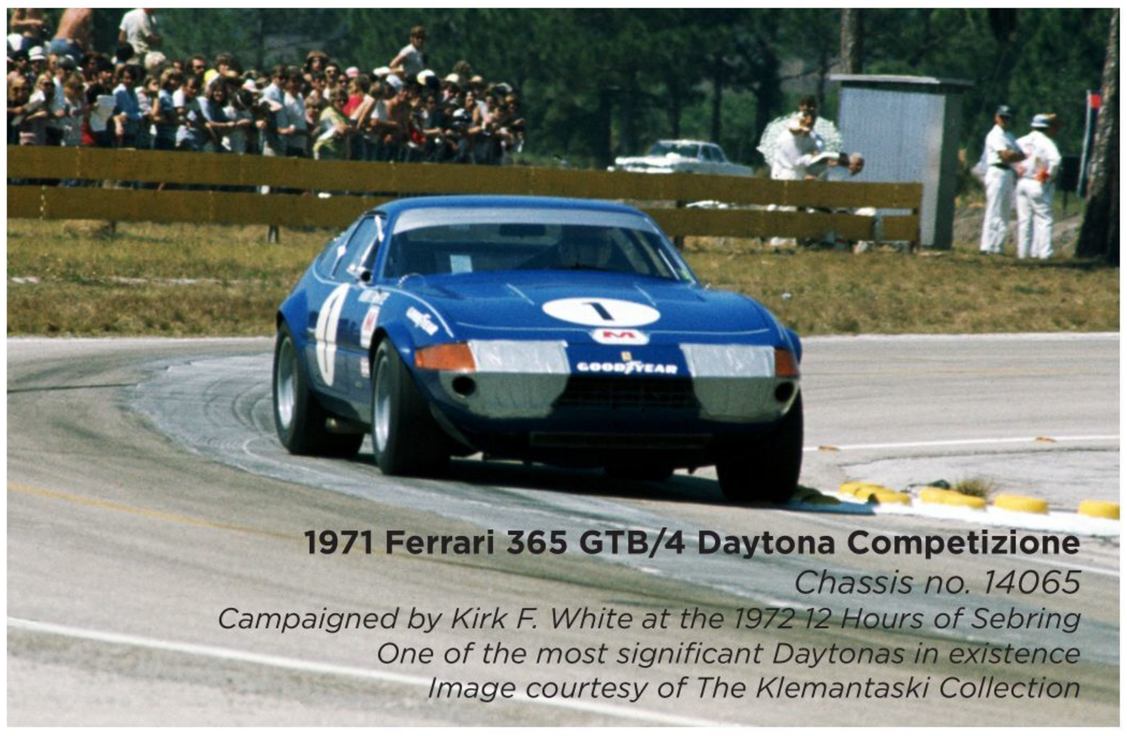
2001 Ferrari 550 GTS Prodrive
Serial no. 108418/CRD02
The second of ten 550 GTS chassis built by Prodrive for Care Racing Development
Winner of the 2004 FIA GT Championship, driven by Luca Cappellari and Fabrizio Gollin
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1971 Ferrari 365 GTB/4 Daytona Competizione
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One of the most significant Daytonas in existence
Image courtesy of The Klemantaski Collection

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MARK HUGHES

"What Alonso brings to a team is very special. This could be one hell of a ride"

RENAULT IS PREPARING FOR the Third Coming, as Fernando Alonso returns to F1 next year with the Enstone team for which he drove in 2003-06 and 2008-09. What a long and storied tale they interweave around each other, glory and infamy. He will be 39 years old as he begins the season (on the assumption that the 2021 season is underway before the end of July that year) and not unnaturally there have been questions about whether he can still perform at the level that brought him his past glories. There have been questions too about his effect on the ambience of a team.

It's a subject around which there seems a sharp divergence of views. One veteran insider from Alonso's infamous 2007 season at McLaren describes him to this day as, 'the most disruptive and divisive figure I have ever had the displeasure of working with.' Except that he didn't use the word 'figure'...

Alonso's overpowering need is to be winning and his emotionally-driven reaction to things standing in between him and that aim have in the past been simplistic, heavy-handed and ill-advised in the extreme. There is no diplomacy about how he expresses what he sees as obstacles to the agenda - which is always for him to prevail.

There are some who were at the Enstone team during his first two stints there who say he came back somewhat changed after the bruising 2007 McLaren season. It was as if he was taking shelter from the storm, back in what had always been a supportive and easy environment for him, and not just because it was run by his manager Flavio Briatore. But he wasn't quite the same relentless performer on track and seemed to have become more detached and brooding off it. If the car was anywhere near competitive, he lit up to become the great Alonso again. But there were races that passed by in a blur of mediocrity.

Then he went to Ferrari. The honeymoon was great, the team loved him and he naturally assumed the team leadership status he'd always had at Enstone. Then a disastrous pitwall strategy call at the 2010 Abu Dhabi finale lost him what would have been a world championship against the odds. "From that moment he became about himself," says a Ferrari team member of that time. "It was as if he cut himself off from everyone, that they had let him down."

"The problem with Fernando," Luca di Montezemolo told me in a *Motor Sport* interview, "was that in his comments he gave the impression that if he was in the Mercedes he would be winning every race. That was very dispiriting for the team. In the car he was fantastic, probably even the best. But that attitude is why I began looking at Sebastian [Vettel] as a better solution for us."

"He gave the impression that he'd win every race if he was in the Mercedes"

But another person who was there at the time, race engineer Rob Smedley, disagrees with that assessment. "He constantly wants the best and expects 110 per cent of everything and everyone, which is extremely demanding. But I think that gets misconstrued as aggression. That's not the right word. I never saw him angry, never heard him utter a wrong word. But he is an operator who knows his way around a team and what the machinations are.

"I found him very motivating. You need people like that; you can't have an attitude of 'just good enough' in a top F1 team. He doesn't want to just take part, he just has that single-minded motivation for 365 days a year.

"I think how he affects people depends on the person you're talking about. What I find demotivating is not winning. So when I heard him saying out loud what was wrong and what needed changing - things he didn't hold back on, he really calls a spade a spade - even if it was something over which I had responsibility, I welcomed that. Some don't. Egos come into it, I guess, and how thick or thin your skin is. Some take it personally."

Second time around at McLaren, they loved him. But it was a different McLaren, especially once Ron Dennis had moved on. Unfortunately, it was a much less competitive one. Honda, however, was embarrassed by his publicly vented frustrations - and if his biggest career mistake was trying to pressure Ron Dennis in Hungary 2007 into favouring him over Lewis Hamilton, using the threat of the FIA investigation that the team was under, then the second-biggest was probably exclaiming 'GP2 engine, GP2 engine' over the radio as he was overtaken under acceleration. That has even impacted upon his chances of winning the Indy 500 - something he will be attempting once more this year. Just not with Honda power.

So he returns to the team where he always seemed a natural fit. They absolutely need each other; they are in a fight for their own F1 futures. Alonso is by far the best available driver to replace the departing Daniel Ricciardo, Renault is the only realistic way Alonso is going to return before it's too late. They are in this fight together. But there will need to be no delicate petals or big egos. What he brings can be very, very special - and it could be one hell of a ride. Hold tight.

Since he began covering grand prix racing in 2000, Mark Hughes has forged a reputation as the finest Formula 1 analyst of his generation
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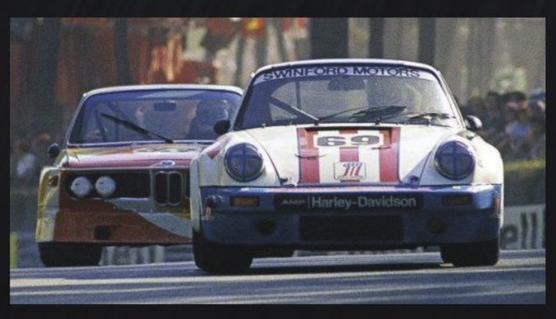
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MAT OXLEY

"Few motorcycles excite emotion among fans like Ducati's v-twins did"

DUCATI'S V-TWINS ARE 50 years old in 2020. Few other motorcycles have created such a stir on road and track and, perhaps more interestingly, few have performed so well in racing while exciting such emotion in fans.

The aural, sensory treat of a big, booming v-twin does something to people. It's surely the only reason that Harley-Davidsons are still popular. But on the track? There's no arguing with the limits of piston speed. Not usually.

Ducati's engineer Fabio Taglioni designed its v-twin in 1970. Taglioni was an old friend of Enzo Ferrari, who had tried to lure him to Maranello. For some time Ducati race bikes were also adorned with Francesco Baracca's prancing horse, because Taglioni's father had flown with Baracca in the First World War.

Taglioni believed in the perfect balance of a 90-degree vee engine and in the advantages of desmodromic valve actuation, which became Ducati's trademarks. His greatest achievement was to make desmo technology successful in 125cc grand prix races in the 1950s, then commercially viable in the 1970s.

Ducati v-twins scored their first major successes at Imola in 1972 and on the Isle of Man in 1978, where Mike Hailwood made grown men cry with a fairy-tale comeback ride. Both these victories are now part of motorcycle folklore, cherished like Biblical miracles.

However, the world moved on. Taglioni's v-twins couldn't compete with four-cylinder Japanese machines. By 1985 Ducati stood on the brink of bankruptcy, despite a new eight-valve, liquid-cooled v-twin designed by Taglioni's successor Massimo Bordi, to replace the original four-valve, air-cooled unit.

The new engine won races, but only in categories that purposefully shunned the modern world, like Daytona's Battle of the Twins event, in which Ducati fought with Harley, Moto Guzzi, BMW and other brands left behind by fast-moving Japanese tech.

Ducati's salvation was the 1988 creation of the World Superbike Championship. This was motorcycling's own tin-top series, for pimped-up road bikes. Ducati homologated Bordi's eight-valve v-twin and it proved immediately competitive. At last, the firm's motorcycles had found a global stage upon which they could excel.

Blood-red and booming, Ducati's v-twins grew – from 851cc to 888 to 916 to 996 and 999 – to dominate World Superbike racing, taking eight world titles between 1990 and 1999. Indeed, the machines became the championship's main attraction, their twin exhausts creating a rumbling soundtrack that stirred the souls of bike fans like no other.

The *Ducatisti* – bike racing's *tifosi* – nicknamed the big v-twin *Il pompone*, a play on the Italian word for pump and a nod to the throb of the engine at tick-over.

Bordi's engine, created with assistance from Cosworth, was a masterpiece. His desmodromic top end was a maze: eight valves, 16 cams and 16 rockers.

The engine was painstakingly developed over the years. From slightly less than 100 horsepower at 9500rpm in 1986 to 175 at 11,500 by the turn of the century. Bore and stroke were increased, until piston life was down to less than two hours, requiring an engine change halfway through WSB's usual two Sunday races.

At the same time cams increased in lift and duration until valve-to-valve contact loomed. Eventually a redesign of the cylinder head was done by Angiolino Marchetti, an ex-Ferrari designer who had created desmodromic heads for the company's V12 F1 car.

During this period WSB regulations gave twin-cylinder motorcycles a 250cc advantage over four-cylinder machines, so Ducati's main rivals were 750cc fours from Honda, Kawasaki, Suzuki and Yamaha. However, lobbying by the Japanese brands forced a rewrite of the rules in 2003 to permit 1000cc fours. Ducati threatened to quit if twins weren't granted a new capacity advantage. WSB without Ducati was unthinkable, so the rules were rewritten again to allow 1200cc twins.

So the engine grew more, to a radically over-square 1198cc, producing 205 horsepower at 11,500rpm. This engine measured 112mm by 60.8mm, against Bordi's original of 88mm by 61.5mm. Ducati was getting close to the limits of bore/stroke ratio and piston speed.

Finally those limits were reached. Ducati won its last WSB crown in 2013, with the 1198. Since then 1000cc fours have proved unbeatable, with Kawasaki taking a clean sweep of the last five titles with Briton Jonathan Rea. Ducati had to do something.

Last year the company contested WSB with a new V4, essentially a road-going replica of its 220mph MotoGP bike. The Panigale (named after Borgo Panigale, the Bologna district where Ducati is based) made 235 horsepower at 16,000 and might have won the title at its first attempt if lead rider Álvaro Bautista hadn't made mistakes.

"No other bike cloaks so much excellence in so much character"

Thus it's a sad 50th birthday for the Ducati v-twin. It enjoyed 30 years of victories in WSB, from its first at Donington Park in April 1988 to its last at Spain's MotorLand Aragón in April 2018, but now takes its place in the Ducati museum.

Ducati wants to push its new V4 road bikes, but its v-twins will always be the real thing to the cognoscenti. Their reign as kings of the track may be over, but no other bike cloaks so much engineering excellence in so much character, romance and racing lineage.

Mat Oxley has covered motorcycle racing for many years – and also has the distinction of being an Isle of Man TT winner

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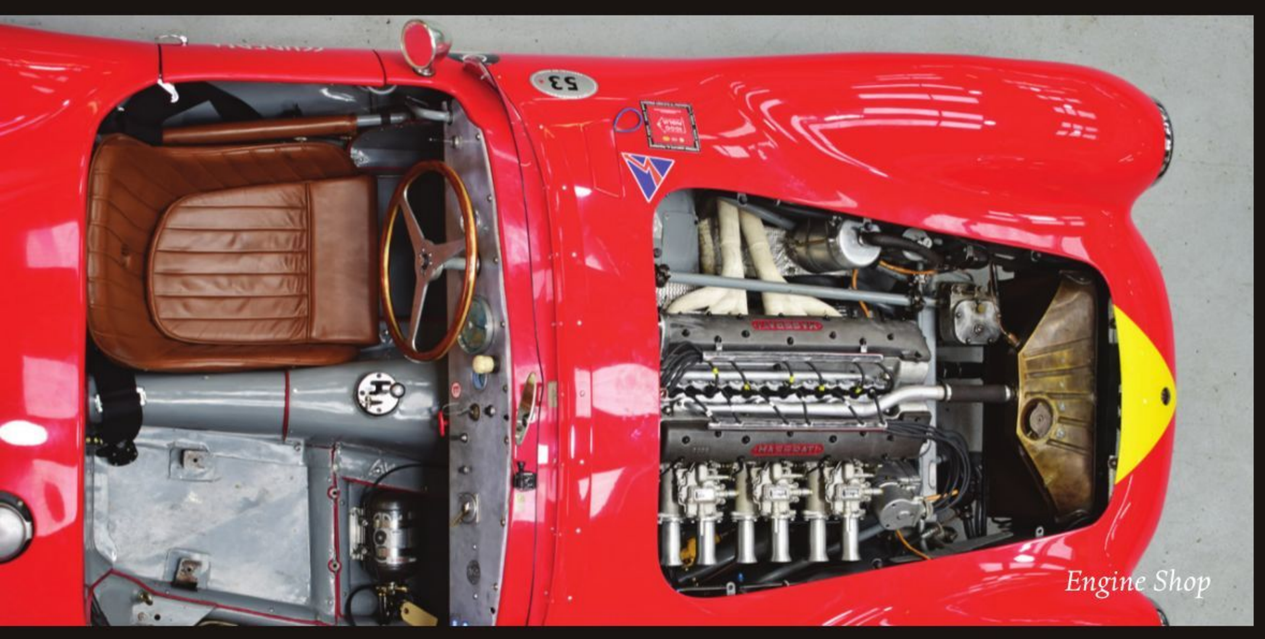
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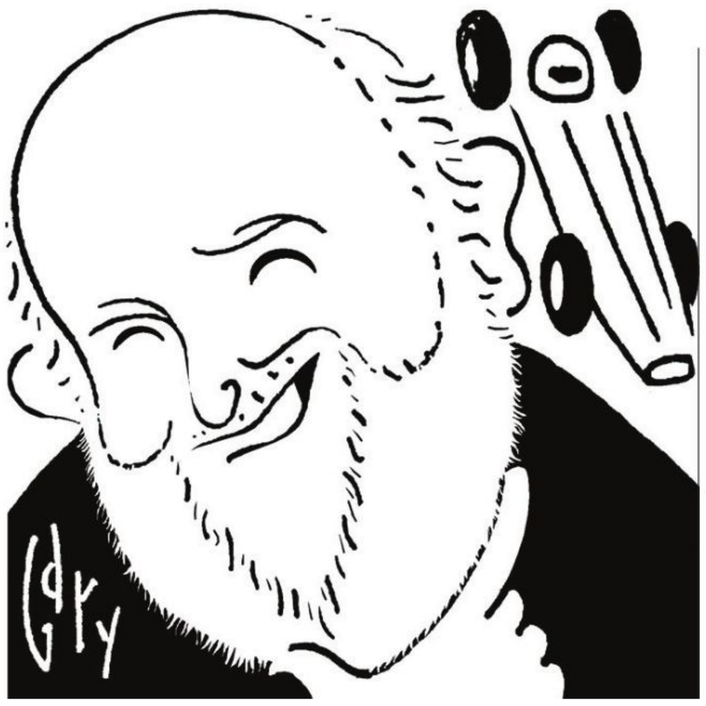
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DOUG NYE

"With Dennis and Mansell we had a time-bomb waiting to be detonated"

How nice it was to see Formula 1 racing revived in July at what I still always think of as the Österreichring – or rather the Kleine Österreichring since the undulating Austrian course is now much diminished, its lap length slashed from the 1969-original 3.71-miles to today's 2.68. Numerous other changes have still left the modern course remaining both scenic and challenging, never mind its disappointingly demeaning branded name.

The opening race proved decidedly peculiar, not least for everyone there wearing face masks – suggested by some cynics to be a long-overdue F1 admission... And nice too to see three respected and historic makes in the podium placings, Mercedes, Ferrari and McLaren. Then a friend remarked to me how peculiar this 2020 season will seem in 25 years' time – and understandably so, providing pandemics remain infrequent.

But thinking later about peculiarity, aren't most annual racing seasons pretty peculiar? To me that's always been one of the absorbing charms of top-class motor racing. It's an ever-continuing, ever-changing continuous soap opera. One can never be sure where the next plot change will emerge – or erupt. Nor what personalities and innovations will prevail.

Looking back 25 years from now, to the season of 1995, that was pretty peculiar – and it featured both a McLaren fiasco, and (from a different branch of the company) a McLaren triumph. That was the season following the game-changing San Marino GP, the deaths of Ayrton Senna and Roland Ratzenberger plus injuries to Rubens Barrichello, a police officer and eight spectators.

Largely in reaction, F1 engine capacity for 1995 was cut from 3.5 litres to 3-litres. Higher sidepods provided above-shoulder height side protection, front and rear wing limitations were applied and the flat-bottom requirement which had prevailed since 1983 was changed to demand a stepped section beneath each sidepod. More stringent deformable structure testing was also applied, and some safety changes were made to some circuits.

But perhaps the most startling contrast between that season of 1995 and today's troubled series is that 25 years ago no fewer than 14 teams – and 28 drivers – made F1 World Championship entries. Admittedly not all were in robust health, but Ferrari, Benetton-Renault, Williams-Renault, Tyrrell-Yamaha, Footwork-Hart, Jordan-Peugeot, Ligier-Mugen-Honda, the Ford-powered teams of Sauber, Minardi, Larrousse, Pacific, Forti and Simtek were on the list, plus McLaren-Mercedes.

Yes, it's 25 years since McLaren's tobacco-hawking sponsors pressured Ron Dennis into signing-up a high-profile 'name' to join relative novice Mika Häkkinen. The 'name' was 40-year-old World Champion and CART Indycar Champion Nigel Mansell. Many of us thought the mixing of Dennis and Mansell might prove explosive. Our late friend Alan Henry wrote that "a time-bomb was ticking away here, it was only a question of when or how it would be detonated.."

The spark proved to be the latest McLaren-Mercedes MP4/10, whose monocoque chassis nacelle was tailored to the remarkably slim and well-packaged Ilmor Mercedes V10 bolted onto its rear. The car met the new 50mm stepped-undertray regulations, but the moulded cockpit's interior space, while just about adequate for Häkkinen, instead straitjacketed broad-beamed Mansell. While Mika could just about tolerate the elbow space to steer properly, Nigel had no chance. The phrase 'cock-up' springs to mind. So after that high-profile announcement of his return to F1, Mansell had to miss the year's opening two races, replaced by younger – and slimmer – Mark Blundell. Both he and Mika scored respectable points finishes.

Once McLaren had built an MP4/10 into which brawny Mansell could fit – the nacelle remodelled from dash to seat-back in just 33 days, further disappointment. The car lacked front-end grip. Häkkinen adapted better while Mansell spent time in the Barcelona gravel traps. Before the next race at Monaco, after a full and frank discussion – Ron and Nigel agreed to terminate the ill-starred partnership. With drivers Häkkinen, Blundell and Jan Magnussen (a one-off drive in the Pacific GP) McLaren finished fourth in the Constructors' Championship. After a peculiar season.

But in mid-summer that year my daughter Kirsten had just begun work, joining a secretarial temping agency. They asked "Can you do a few weeks with some garage outfit in Woking?". Yes, she could. That turned out to be McLaren Cars – ironic since I was also involved there at that time – makers of the fabulous centre-seat McLaren F1 coupés. They were then in the midst of their maiden season supporting privateers racing their developed F1 GTR design. All seven of the cars entered for Le Mans had made the pre-qualifying cut in April. The F1 GTRs then made the finest new-marque Le Mans debut ever, with five cars finishing 1-3-4-5 and 13th overall (a crushing 1-2-3-4 GT result). Not too shabby for a detuned road car.

"McLaren F1s made the finest new-marque Le Mans debut ever"

So my daughter got to have the Le Mans trophy displayed on her reception desk at "some garage in Woking". It's always possible for every racing season to prove peculiar; but some become more peculiar than most.

Doug Nye is the UK's leading motor racing historian and has been writing authoritatively about the sport since the 1960s



ANDREW FRANKEL

"I was the general, the wheel and pedals my officers. I crashed a lot back then..."

LIKE MANY OF YOU, I AM BACK ON the road, and how good it feels. But it also feels as though something has changed, maybe not for long, but I'm going to enjoy it while it lasts. For it seems I've spent half a lifetime taking the fact I can drive entirely for granted. And I don't mean simply the freedom the car provides, which has made it the greatest single liberating force in the history of mankind. I mean driving.

Feelings I recall from my teens are resurfacing. The feel of a steering wheel in my hands, the thought of the tonne or more of fast moving metal it directs. When I was a child learning to drive, we all had our roles: I was the general, in charge of everything, the steering wheel and pedals were my junior officers whose job it was to take my orders and issue them to the men, which made up every other mechanical component in the car. This way we would advance together in a coordinated, organised fashion and engage the enemy as one. The enemy being of course any other road user who had the temerity to hinder our progress. This approach may explain why I crashed quite a lot back then.

But it's made me wonder, why I love cars and driving. For decades I've not questioned that. I just do, it's part of who I am. But this enforced layoff and the gradual re-introduction to the road has provided pause for thoughts and re-examination of what motivates me.

And it turns out that yes, of course I love driving fast and hope with all my heart that there will be at least some racing before this season's out. But more than any of that I just love driving. Fast or slow, it doesn't matter. I'm back in command of my troops and, for now at least, that's all I care about.

I wonder also if time away from our cars is going to make us re-evaluate which of their characteristics are more important to us. I am certainly going to think harder than ever about how I go about the business of assessing cars. Is it good enough, for instance, for a car to be best in its class, if that class is populated by lazily designed pot-boilers because that's the sort of rubbish that can easily and profitably be foisted upon an undemanding public? Increasingly I think not. I can remember as a cub road tester 30 years ago, motoring hacks of what is now my age reminding me that 'there's no such thing as a bad car any more.' I thought it rubbish then and I still do.

I have always tried to judge cars by a single measure: how good are they at the job they are designed to do? The evidence of simply being successful in the market is insufficient at best, misleading at worst: I am always powerfully reminded of the Ford Escort MkIV: Britain's best-selling car years ago, it is also one of the worst cars I have driven.

I increasingly crave simplicity, which is why I find myself trying to figure out how to get a Caterham back into my life. I'm not quite there yet, but I am working on it. I'll let you know what happens.

IT SADDENS ME SO MUCH THAT there will be no public racing at Goodwood this year. It was my lucky lot to be editor of this title back in 1998 when racing returned to the track after a 32-year hiatus and I remember the excitement of the build up. The cover of the September issue carried a single image of Graham Hill sliding the Maranello Concessionaires Ferrari 250 GTO through Madgwick en route to victory in the 1963 Tourist Trophy and the simple headline: 'Want To See Racing Like This Again?' It was one my prouder moments from my years at the helm.

And it turned out you did, because 80,000 people turned up to that Revival, which I'd billed 'the motor sport event of the decade'. One of them was me. I wanted to enter into the full spirit of the occasion, a desire facilitated by Frank Sytner, who kindly lent me his Frazer Nash Sebring not only to drive there and back, but to race, too. So I lolloped down the well-trodden path from London, taking the Petworth road at Milford, pausing for a pint in Chiddingfold and arriving at the circuit barely able to believe my eyes at the transformation that had been wrought there.

The next day I lined up for the inaugural Freddie March Memorial race, quite literally as it turned out, all the drivers standing on little white circles opposite their cars and performing a full Le Mans start before regrouping and racing getting underway. The car was a museum piece, neither it nor I was competitive and something failed – a head gasket I think – causing the first of what would turn out to be many Goodwood DNFs. It didn't matter: I was there, part of it. I'll never forget.

Goodwood needs your support. COVID has had, and I use their words, 'a catastrophic impact on our ability to operate' and the Goodwood Supporters' Association, started 25 years ago to help return racing to the track, is open for business once more. Beyond that, book tickets for Goodwood next year: I expect the atmosphere to be better than any since that Revival in 1998.

"The Revival was billed as the event of the decade, and 80,000 turned up"

LASTLY A WORD ON THE INEOS Grenadier, a car designed to fill the niche of the original Land Rover Defender. It looks like a Defender, and has a BMW engine, a ladder chassis and live axles. But a planned new factory in Wales, which could have offered jobs for redundant Ford workers from the axed Bridgend plant, is now on hold. It is a brave undertaking and I wish all involved the very best of luck with it, whatever the next step.

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery
Follow Andrew on Twitter @Andrew_Frankel

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Austria GP Styrian GP

Welcome to the new normal

Formula 1 roars back into life with two races at one circuit, two stunning single-lap displays and two Mercedes wins to set the tone, says **Mark Hughes**



FOR THE FIRST TIME IN F1'S HISTORY, it hosted two consecutive grands prix at the same circuit. The Austrian and Styrian grands prix were the opening salvos of F1's dramatically virus-compacted season. The fact that they were hosted at all was fantastic testament to the effort and ingenuity of F1. That each race should have produced not only great action, but two of the most amazing laps ever seen - one each from Lando Norris and Lewis Hamilton - was more than F1 could have dared hope.

Austrian GP: Norris's lap of the gods

The radio information was coming at Norris thick and fast in the last two laps of the Austrian Grand Prix - and he was processing it while simultaneously driving out of his skin. "Hamilton has a 5sec penalty. Two laps to go. Stay in Scenario 7 until Turn 3. Last lap. Turn 2 single press overtake here and out of T3. Out of Turn 8 hold overtake for 5ecs. Give it everything. Out of the last corner as well."

He was in fourth place on the road, but desperately trying to get within 5sec of Lewis Hamilton's second-place Mercedes, which had incurred a time penalty that made it just about possible - at the very thin end of feasible - on corrected time, for Norris to achieve his first podium. He began the last lap 5.53sec behind. He was going to have to lap his McLaren over half a second quicker than Hamilton's Mercedes on that final blast.

It was easy to forget in the late dog-fight drama of this race that there were no cheering crowds, no spectators standing and craning their necks to see the action. For this was the first grand prix to be held behind closed doors, a historical moment; testament to F1's tenacity and effort, but a little sad all the same. At the end Valtteri Bottas, Charles Leclerc and Norris, masked and socially-distanced, stood on separate makeshift platform podiums on the pit straight in front of a desolately empty grandstand. An image that defined a particular moment. Sport in the time of the virus.

It was timely that the race was an exciting one - though without the safety cars, Mercedes would probably have disappeared into the distance, certainly once Max Verstappen's Red Bull retired from second early on with an electrical sensor failure on the flywheel. Max was attempting to take on the Mercs by tyre strategy as his Red Bull couldn't do so on pace, the black-liveried W11s having qualified a chunky half-second clear of the field. But only one of them would start from the front row, courtesy of a late three-place grid penalty for Lewis Hamilton for a yellow flag infringement as he went by the scene of team-mate Bottas' Turn 4 off in the dying moments of qualifying. Bottas' first Q3 lap stood as pole, though the route from there to victory involved a few challenges: a sensor issue that threatened to put the gearbox in failsafe mode (i e no gears), a sustained attack from the (similarly afflicted) Hamilton and three safety cars that kept bunching up the field and making him vulnerable on the restarts.

But actually the final restart got Hamilton off Bottas' back - and set in place the dramatic last few laps behind him, from which Leclerc and Norris emerged as the stars. The timing of that third safety car had left the Mercs on 26-lap-old hard tyres with Alex Albon's fresh soft-tyred Red Bull right behind. Albon had run a distant third for most of the race, in a no-man's land between the Mercs and the fighting pack of McLarens, Ferraris and Sergio Pérez's Racing Point. But now here he was, stalking the Mercs as the safety car came in with 20 laps to go, on tyres sure to make him around 1s per lap faster than them. He needed



Lando Norris was a star in Austria, producing two stunning final lap displays



After a difficult opening race, Hamilton dominated the Styrian Grand Prix to close the gap to championship leader Bottas to six points

MARK THOMPSON/AFP/ DAN ISTITENE VIA GETTY IMAGES

to pounce while his grip advantage was at its greatest, as they struggled to bring the older rubber up to temperature. Albon is not a driver who shies away from the big moves and he was immediately attacking Hamilton up to turn three, then positioning himself for the tow as they whistled down the chute to the 150-deg right of turn 4 (on the site of the old Österreichring's Boschcurve). Hamilton took the defensive inside, Albon the aggressive outside and side by side they went through there, the Red Bull grinding ahead. It was a ballsy move – but it required Hamilton's co-operation to make it work. And he didn't give it. Albon's right-rear and Hamilton's left-front connected, pirouetting the Red Bull off the track and rendering Albon's possible first grand prix victory just a dusty dream.

"The clash rendered Albon's first grand prix win a dusty dream"

Hamilton received a 5sec penalty for the incident – placing his second place in serious jeopardy, given how closely bunched the new-tyred pack behind him was. Thought was given at Mercedes to asking Bottas to allow Hamilton past on the road – but the internal hazard of that was obvious: if Hamilton was able to pull out more than 5sec on Bottas, as he'd surely try to do, then they'd effectively be punishing Bottas for Hamilton's indiscretion, depriving him of a deserved victory.

So potentially there were two podium places on offer to the head of that 'midfield' battle that had raged all race, so long as they could get within less than 5sec of Hamilton. Post-safety car, Leclerc put himself to the head of that pack, with incisive moves on Pérez and the McLarens of Carlos Sainz and Norris – and on his fresh tyres proceeded to keep himself comfortably inside that 5sec barrier to the old-tyred Hamilton for the last six laps. The incidents had flattered the under-powered Ferrari's position but Leclerc made clinical use of those circumstances with a drive he later reckoned was one of his very best. The car was 13kph slower through the speed traps than its 2019 predecessor and qualified 0.92s slower than Leclerc's pole time in that car. It was all Leclerc could do this year to squeeze it into Q3, a feat that proved beyond Sebastian Vettel, who followed up in the race with a clumsy assault on Sainz that put the four-time champion at the back, bewildered and clearly unhappy with life at the start of his final season with the team.

So, could Norris demote Hamilton a further place? The sophomore had been superb all weekend, qualifying the McLaren-Renault MCL35 fourth and dissatisfied with that, feeling he'd left something on the table and that the

tenth-and-a-half deficit to Verstappen's third-fastest time may have been within reach. He'd got more confidence in the McLaren through the fast middle sector than team-mate Sainz, who still didn't feel fully dialled into it. The McLaren certainly wasn't Red Bull-quick in the race, further suggesting that Norris had over-qualified it. Leclerc came past him after the last safety car and pulled away, leading Lando to observe, "That Ferrari is very nice in race trim. It is very quick in the corners. Faster than us. It's not a great track for them because they are slow on the straights. But in race trim..."

By the time Norris had got by the old-tyred Pérez, been passed by Leclerc and physically fended off Sainz, he was running out of laps to get within that magic 5sec range of Merc number 44. His penultimate lap was 0.438sec faster than the Merc but left him needing to be over 0.53sec faster on the final lap. Hamilton was driving with the turbulence of Bottas, but could also use DRS, which Norris could not.

And so those instructions came, calm but tense, imparting the vital info and not a syllable more, as Norris dug deep, perhaps deeper than he's ever done before in his short F1 career. He was 0.15sec down to the Mercedes after the first (power-dominated) sector, but all weekend he'd been super-quick through the fast sweeps of the middle sector (turns 6-8, incorporating the old Texaco chicane). This time he was faster than ever. The speed he took into the left-hander of Turn 6 was breathtaking. He maintained that massive momentum through the interconnected sweeps, the engine note betraying the motor's strain against the cornering loads. He finished off with magnificently committed runs through the final two corners, a scant few millimetres of respect for the evil exit kerbs that could have ruined everything. Keeping that overtake mode pressed, he charged for the line, tripping the beam 4.8sec after Hamilton. It was a stunning effort and a convincing demonstration of his massive potential. He later described it as, "One and a half laps of pure focus."

Styrian GP: Hamilton's lap of the gods

The storm clouds ambushed the Red Bull Ring on the second Saturday. But the grid responded magnificently, with one of the most exciting

Inside the F1 bubble

Impressive virus planning was key to the sport's return





Socially distanced interviews, limited media, masks at all times, and even podium robots (inset)

F1's return has only been possible through extremely strict COVID protocols, which extend far beyond just the staging of spectator-free races. The restrictions placed upon all attendees – be it team, circuit personnel, broadcasters and media – are extreme. As one of 22 journalists in a media centre built for 250, it was easy to keep socially distanced. But we had to remain in that bubble, wearing masks at all times.

There was no access to the paddock, nor trackside (hence the absence of the usual *Trackside View* section in this report), for that would be to mix with people outside your bubble. Even away from the track, it was not permitted to socialise with those outside your group. So as a media representative I could not meet for a meal or a drink with, say, someone from the broadcaster group or a team member. If you are observed breaking that rule, you will be evicted from the event.

Teams must remain within their own groups and likewise cannot socialise outside of those. Charles Leclerc fell foul of this, flying home to Monaco in between the two Austrian races and being pictured there with fans. He got away with an unofficial reprimand.

Everyone entering Austria was required to be in possession of a negative COVID test result certificate from within the previous 72 hours. Once at the track, tests every five days are mandatory. Over 20,000 tests were carried out on site over the two events, with no-one testing positive.

The return of F1 represents an incredible feat of organisation, and during the on-track action it's absolutely as it ever was. Only as the cars pull in and the drivers climb out – and the stands are empty, does the new normality return.

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qualifying sessions in living memory, 1000 horsepower cars dancing from puddle to puddle in track conditions changing by the lap. There were some terrific performances – George Russell putting the Williams 12th, within hundredths of Leclerc's Ferrari, Sainz a great third-fastest for McLaren. But one of the all-time great laps of any session was that of Hamilton, on pole by 1.2sec from Verstappen.

"Very rarely you see performances that are just not from this world," said Toto Wolff afterwards. "When you look at the onboard on his lap, I mean he was balancing the car on the edge, aquaplaning, the throttle control was incredible, and I can't remember when we have seen 1.2 seconds between first and second."

Hamilton's 89th pole came from a lap that was, "as close to perfect as I could get it in those conditions," he said. "The importance of managing your time out there, managing your battery pack, knowing when to use the few laps that you have on the qualifying modes, creating the gap, not making a mistake when it counts... It definitely takes me back to times like Silverstone 2008, because you're really at one with a car and you're not fazed at all."

His feel for where the grip was and the improvisation he made counted just as much as his immense car control and sensitivity, as they stayed out there on the ever-changing track, the rain falling heavily but the tyre tracks of others varying where the grip was.

"You have to be dynamic with your driving because wet patches arrive, puddles shift about with the cars ahead; it's a massive challenge."

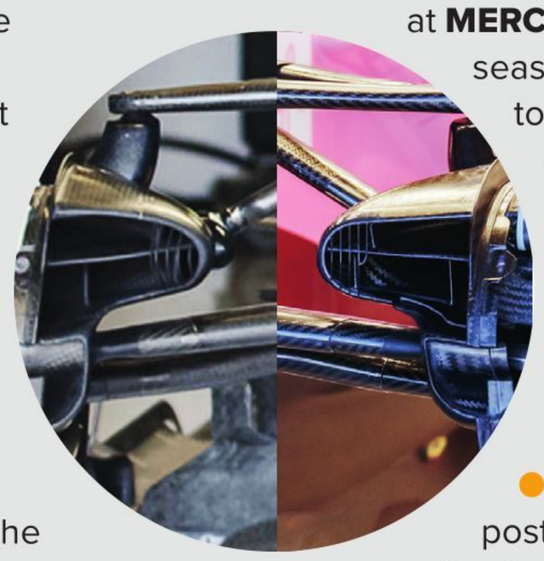
That lap was the foundation for one of the most straightforward victories of his career in the dry of Sunday. Verstappen lay an early second again and although he kept going this time he could offer no challenge to Mercedes. Bottas put undercut pressure on the Red Bull, forcing it to stop early, then stayed out for another 10 laps – putting the second Mercedes on much faster tyres in the last stint, allowing him to pass a few laps before the end.

Norris again starred late on, passing three cars in the last two laps, including fifth place from Pérez's damaged Racing Point two corners from the end. There was no amazing lap this time, just opportunistic racecraft and the sort of tenacity that F1 itself has shown under extremely difficult circumstances.

DPPI

Word on the beat

Rumour, gossip and news from the F1 paddock



● The gearbox sensor issue that had both **MERCEDES** on the verge of retirement throughout the season-opening Austrian Grand Prix was as a result of high spike loadings into the gearbox through the rear suspension over the savage **RED BULL RING** kerbs. These were causing two looms to rub together in a way that was interfering with the signal and taking the system perilously close to failsafe mode, to protect the gearbox. It was an unexpected complication arising from the W11's radically aggressive rear suspension layout, in which the lower wishbone is extremely narrow angled and therefore feeding into the gearbox at two narrowly-spaced points. It has been configured this way to allow it to be swept back, thereby enhancing the aerodynamics around the diffuser.

● **RED BULL'S** query to the stewards about the legality of the **MERCEDES** W11's Dual Axis Steering system on the Friday of the Austrian Grand Prix was thrown out.

● **RENAULT**, still angered at **RACING POINT'S** apparent cloning of last year's Mercedes W10, protested the front and rear brake ducts of the 'pink Mercedes' after the Styrian Grand Prix, arguing that they are identical to those of last year's **MERCEDES**. Under this year's regulations brake ducts are listed parts and must be designed by each individual team.

● At the time of writing **VALTTERI BOTTAS** was expected to be confirmed at **MERCEDES** for another season, with the team opting to extend his current one-year contract. The future contracts of team boss **TOTO WOLFF** and driver **LEWIS HAMILTON** have yet to be announced.

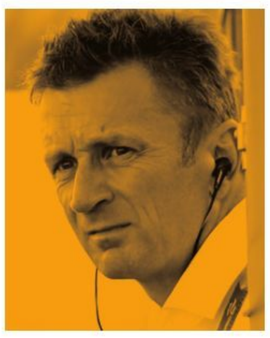
● **FERRARI** cancelled its post-race media sessions after the calamitous coming together of **CHARLES LECLERC** and **SEBASTIAN VETTEL** on the first lap of the Styrian Grand Prix.

● **LECLERC** was quick to accept the blame for the first-lap incident, during which his mistimed lunge led to his car striking a kerb and riding over team-mate **VETTEL**'s, putting both out. Leclerc apologised to Vettel and the Ferrari team, while Vettel said: "We're both mature enough to move on."

● **McLAREN** is looking for buyers of a minority shareholding in the group after the **BAHRAINI** sovereign wealth group opted not to increase its share beyond the current 62.6% stake in the team. The Bahraini group has, however, extended a loan to get the group through its COVID-intensified cashflow crisis.

● Renault faces a race against time to track down the cause of the radiator issues that put **DANIEL RICCIARDO** and **ESTEBAN OCON** out of the first two races respectively. It leaves the team 31 points behind customer McLaren.





The quick-fire finish looms

After months of enforced shutdown, Formula E is gearing up for six races across nine days to finish its campaign, and there's a lot riding on it for Audi, says **Allan McNish**



McNISH ON FORMULA E
IN ASSOCIATION WITH Audi Sport

RACING TEAMS NEED targets, and Audi Sport ABT Schaeffler is no exception. These can be as simple as just knowing where we are going to race and when.

Now it's confirmed that Formula E will be back in action in Berlin for the beginning of August, which gives us a target, but it's a very tough one for all of the teams.

We have six races in nine days, pretty much half a season crammed in to just over a week, so it's going to be very intense indeed. It would be tough at any time, but it will be doubly so with the restrictions we have to work inside the Tempelhof facility. The most significant of these is the limit of the number of people in the team able to be in the circuit; we are down to 21 people, which includes the two race drivers. We have the same number of practice sessions and qualifying sessions and races as we would have done if we had three normal double-headers. And double-headers, more for the mechanics than anybody else, are really demanding mentally and physically.

Because we're going to Berlin with a reduced number of people, and we are also trying to cram in six races in nine days, we have to do a lot of preparation in advance of the race week. There's just no other way to do it. The workload doesn't change because you suddenly have less people or less time. It's just more energy intense.

"René is jumping into a very difficult and different situation"

But there's definitely a big opportunity for a shake-up. We are sixth in the teams' standings, but we are very close to third, and in the drivers' table Lucas di Grassi is fifth, 29 points off the lead. I think if it was a standard season, it would be much tougher to claw back that lost ground, as it would be more logical and regimented.

Thinking back in the past to slightly bizarre races, we've quite often come out of those pretty well. I'm actually really looking forward to it, because it's a massive shake up and new situation for everyone. In past Berlin races, certain teams like Nissan edams and Mahindra have been extremely good, but on the other hand it's not been the strongest of events for some of the other teams. So, there is some opportunity there and we'll try to take advantage of it.

Another challenge we face is getting a new driver up to speed in the form of René Rast. Choosing René to fill the seat previously occupied by Daniel Abt was logical in quite a few ways. One is that he is already an Audi driver in the DTM, so he knows the people in the organisation, he knows the systems, he knows the way we work. In that respect the whole set-up is reasonably 'plug-and-play' with him. Plus, he's been very good in all the other categories he's done.

I remember René turning up with the Audi Le Mans programme in 2014, and he was fairly unknown then; he had won titles in Porsche Supercup but he had never raced at that level. When he jumped in, I remember because I was helping a bit with the third car at Le Mans at the time, he came straight out of the car, with a level of downforce and performance he had never experienced before, and his detailed, thoughtful, logical processing of information was extremely good. Since then he has developed technically very well, gained in confidence and scored a lot of victories and two titles in DTM.

Saying all that, René is jumping into a very difficult and different situation. He's going to get very limited running in the car before he gets to Berlin. Remember that all testing from now is also season seven (2020-21) testing, so it's not like we can just do four or five days of testing to help him, because it would compromise the whole programme.

We understand and expect that it's going to be hard for him. He is getting into the end of the season when the majority of the drivers are totally up to speed, and they've raced at Berlin before. They've also had this season with their teams, learning the set-up and the little instinctive things that you only feel when you drive the car. These include the systems, which are completely new, the way the tyres react and how you build the tyres and brakes up for a qualifying lap. So, I'm not expecting him to be competitive straight away. I don't think it's fair to expect him to get major points. We've got Lucas for that, who is fifth in the championship.

For the drivers it will be very intense and emotionally stressful. It will be about

Rast has already gained a few miles at the wheel of Audi's Formula E charger, but will still be up against it with a lot to learn





With Audi parting company with Daniel Abt over the enforced break, DTM star René Rast will take his place for the final six races

holding your nerve and I'm sure the championship order now is not going to be the same on August 13. But I don't know which way it'll go, which gives the whole thing an interesting feel, which is what Formula E thrives on.

It will be a very tough end to the season like we've never seen before. That's partly because the 2019/20 campaign, with the break in the middle, is a season like we've obviously never seen.

It's going to be a very hard process to go through to end this strange season. But I very much believe that whoever comes out as the drivers' champion and the teams' champion will fully deserve it.

You have to take in to account the beginning of the year, the big pause and the lockdown period, and a very intense restart.

It's a bit like having a safety car with six laps to go, and now it's the absolute sprint to the end and everybody is going to be fully focused on those six laps and making up every little piece of track position and points that they can.

There is a lot at stake, not just the titles themselves, but the entire points table is very tightly packed from top to bottom.

There are 288 points available to each team, if you get all the points available – fastest in qualifying group stages, first and second in a race, pole, and fastest lap. There is everything to play for and the run to the chequered flag is anything but certain.

Allan McNish is the Team Principal of Audi Sport ABT Schaeffler Formula E Team as well as being a three-time Le Mans winner.

Ferrari's new heavyweight

The SF90 isn't a limited-edition hypercar, it's a refined, enjoyable and startlingly quick new flagship offering, says **Andrew Frankel**

THERE IS SO MUCH I COULD TELL you about this car that I could dedicate the rest of this article to it, not mention what it's like to drive and still only skim the surface of the most complex, advanced and fastest Ferrari road car ever.

So forgive me for sticking to the highlights. The SF90 Stradale does not replace any existing Ferrari, it is a new flagship, the first with eight rather than 12 cylinders. It is not a limited-edition hypercar, but a production model, despite the fact that its powertrain – a 4-litre twin-turbo V8 with an electric motor between it and its gearbox plus two further independent electric motors driving the front axle – produces 1000 Pferdestärke – or 986 good old English horsepower. It can drive itself silently using its front motors at up to 84mph, or you can drive normally in which case the engine drives the rear wheels, only calling on the front motors when needed. I'm not saying it's the first car that can be front-, rear- or four-wheel drive, just that I can't think of another.

That's just the beginning of its cleverness. By using active torque vectoring across the front axle the SF90 does not, for instance, merely brake an inside wheel to help the car turn in, it can accelerate the outer one too.

Inside you'll find an entire new dashboard architecture, a curving screen of dazzling resolution and remarkably well arranged graphics. It looks hideously complex but is in fact very simple to use: quite the reverse of many recent Ferrari instrument packs.

Deep down, the car's platform is distantly based on that of the 458/488/F8 family, but is so changed the only real significance is that its monocoque remains aluminium, meaning that unlike McLaren and Lamborghini, Ferrari still keeps carbon construction for limited-edition specials such as Enzo and LaFerrari. It's one reason it costs less than half the price.

If there is an obvious flaw, it's that all this technology weighs quite a lot, and is not offset by a carbon tub or bodywork. Ferrari says it weighs 1570kg, but calculates the figure unlike most others. First, this is a dry weight and not a more widely recognised kerb weight; second, the weight is that of a car wearing every lightweight optional extra including in this case the 'Assetto Fiorano' pack, which consists of lighter suspension, exhaust, carbon wheels, and more. That alone adds almost £40,000. Ferrari's engineers told me a standard car weighs around 1670kg, putting its kerb weight at around 1770kg. Which is heavy.



The new SF90 is a driving masterpiece, but could it have been even better without so much tech and therefore less weight?

It can also only carry 74 litres of luggage in its boot, less than one quarter of that offered by Ferrari's next-fastest two-seater, the 812 Superfast. You'd struggle to go on holiday with it, unless your luggage travelled separately. That's a huge shame, because for all the fire and fury we'll be getting to shortly, this is a superb long-distance device. Thanks to its new interior architecture, it's the easiest Ferrari to just get in and operate of modern times. It's all easy and intuitive to use. Quite unlike a Ferrari, in other words.

Nor is it remotely intimidating. Its essential dimensions are those of any mid-engined V8 Ferrari of the last 10 years. It will do around 15 miles on electrons alone and thanks to its unfathomably compliant ride, there are times where you'll be wafting around in silence wondering if this is not actually a thousand horsepower limousine.



One happy bunny: Frankel found the SF90 easy on the road, and delightfully challenging on the track



"This is a driver's car from top to toe, utterly wild when requested, but tamed at the twist of a dial"

It is not. When the time comes, the SF90 is preposterously fast and with the electrics filling in the gaps in the turbo motor's torque curve, it's instantly responsive too. Because the front axle only manages the 220bhp provided by its electric motors that still leaves the balance of power going to the rear wheels alone, so despite four-wheel drive, you can feel the electronics holding the car back, tyres on the very limit of their traction.

Unless you fiddle with the Manettino dial on the wheel and place it into 'Race' mode, in which case you can have even super-sticky Michelin Cup 2 tyres yelping for mercy.

But it's also supremely easy to drive fast because those same electronics just don't let things get out of hand. But the technology can't disguise all its weight, and in the new electrically assisted power steering system, you can feel it. It dives into an apex, but does not dart. Then you can just power on and leave the rest to the safety nets.

STAN PAPIOR

FERRARI SF90



- **Price** £376,048
- **Engine** 4.0 litres, 8 cylinders, turbocharged, hybrid drive
- **Power** 986bhp
- **Weight** 1570kg (dry, with all lightest options fitted)
- **Power to weight** 620bhp per tonne
- **Transmission** eight-speed double clutch, two/four-wheel drive
- **0-62mph** 2.5sec
- **Top speed** 211mph
- **Economy** 46.2mpg
- **CO_2** 154g/km
- **Verdict** Stunning as an instrument of driving pleasure, rubbish for a holiday...

Or not. You can turn them off, in full or in part. At which stage a hitherto fun and entertaining car gets very serious. And I love it for that. Because if you know what you're doing and have the right surroundings, here is a near 1000bhp, mid-engined, four-wheel drive supercar that will drift and drift and drift. This is a driver's car from top to toe, utterly wild when requested, but capable of being tamed at the twist of a dial. On the road you can just neutralise the back end with power alone; on the track it's the most challenging yet rewarding car of its kind I've driven.

But I still wonder what it would be like without those driven front wheels. Lighter for sure, and more usable, because it would have a big boot. Cheaper maybe? It would be down a few hundred horses, but I suspect Ferrari could still find 800 or so. Which is enough for most. Which means I left the SF90 thinking not just how incredible it is, but how much better even than that it could potentially be.

No longer a match?

The new Golf is a capable car, but does it still lead the class?

A NEW VOLKSWAGEN GOLF, LIKE a new Porsche 911, is always intriguing. History tells you that though the new car may look almost indistinguishable from the last, beneath that familiar skin, enormous progress is likely. Promising little and delivering lots is one reason that these cars have performed well in the market and done wonders for the reputation of their makers for generations.

Minor changes to this eighth-generation Golf's appearance are not to my taste, especially around the squared-off back, but such things are for the beholder to decide. Inside, the driving environment had gone all glossy and digital, which looks great in photos but is less easy and intuitive than the last. A Golf putting form ahead of function? It'll be the end of the world next.

I drove a manual 1.5-litre petrol model - and it rode, handled and performed very well, as does the similarly specified seventh generation Golf that's served as Frankel family transport these last three years. And that doesn't strike me as quite good enough, particularly as this model is the cheapest you can buy with proper, independent rear suspension. This new Golf is good but others - the new Ford Focus in particular - are closer than they have ever been. Its claim to being the best in its class is more vulnerable now than at any time in the last 15 years.



Styling of the new Golf has divided opinion, and so has the driving experience

VOLKSWAGEN GOLF 1.5TSI 150PS STYLE

- **Price** £26,095
- **Engine** 1.5 litres, 4 cylinders, turbo
- **Power** 148bhp at 5000rpm
- **Weight** 1340kg
- **Power to weight** 110bhp per tonne
- **Transmission** six-speed manual, front-wheel drive
- **0-60mph** 8.5sec **Top speed** 139mph
- **Economy** 50.2mpg **CO_2** 125g/km
- **Verdict** Good, but not perfect

All at sixes and eights

Porsche has ditched its V6 in favour of a V8 for the Cayenne



JUST AS PORSCHE LISTENED TO THOSE who said four cylinders was simply not enough for GTS versions of the Cayman or Boxster and reinstated a flat six, so does it appear to have taken on board the views of those who said that six cylinders was too few for a GTS Cayenne. Because I'm glad to report that this latest one once more has a thumping great V8 under its bonnet.

In this third-generation Cayenne it's not the same normally aspirated 4.8-litre V8 that served in the first- and early second-generation GTS, but the 4-litre twin-turbo motor from the current Cayenne Turbo (albeit with the boost turned down) that replaces the 3.6-litre V6 Porsche inadvisedly slotted into post face-lift second-gen cars.

On paper the V8 is only 20bhp more powerful than was the V6 - a rise you should hardly notice on a car weighing well over two tonnes, but on the road it is unmissable. The noise is great, the thrust remarkable, the character reinstated.

Remember that as standard the GTS comes on suspension lowered by 20mm, and 30mm on the air-sprung car I drove. It handles immaculately for one so high and heavy, with no degrading of ride quality.

As some will know I'm not an enormous SUV fan, whatever its size or specification, but if you need one yet want to enjoy driving it, none will do the job better than this for less than £100,000.

PORSCHE CAYENNE GTS

- **Price** £88,750
- **Engine** 4.0-litres, 8 cylinders, turbo
- **Power** 454bhp at 6000rpm
- **Weight** 2145kg
- **Power to weight** 212bhp per tonne
- **Transmission** eight speed auto, four-wheel drive
- **0-60mph** 4.2sec **Top speed** 168mph
- **Economy** 24.8mpg **CO_2** 260g/km
- **Verdict** It's got a V8, so it's great

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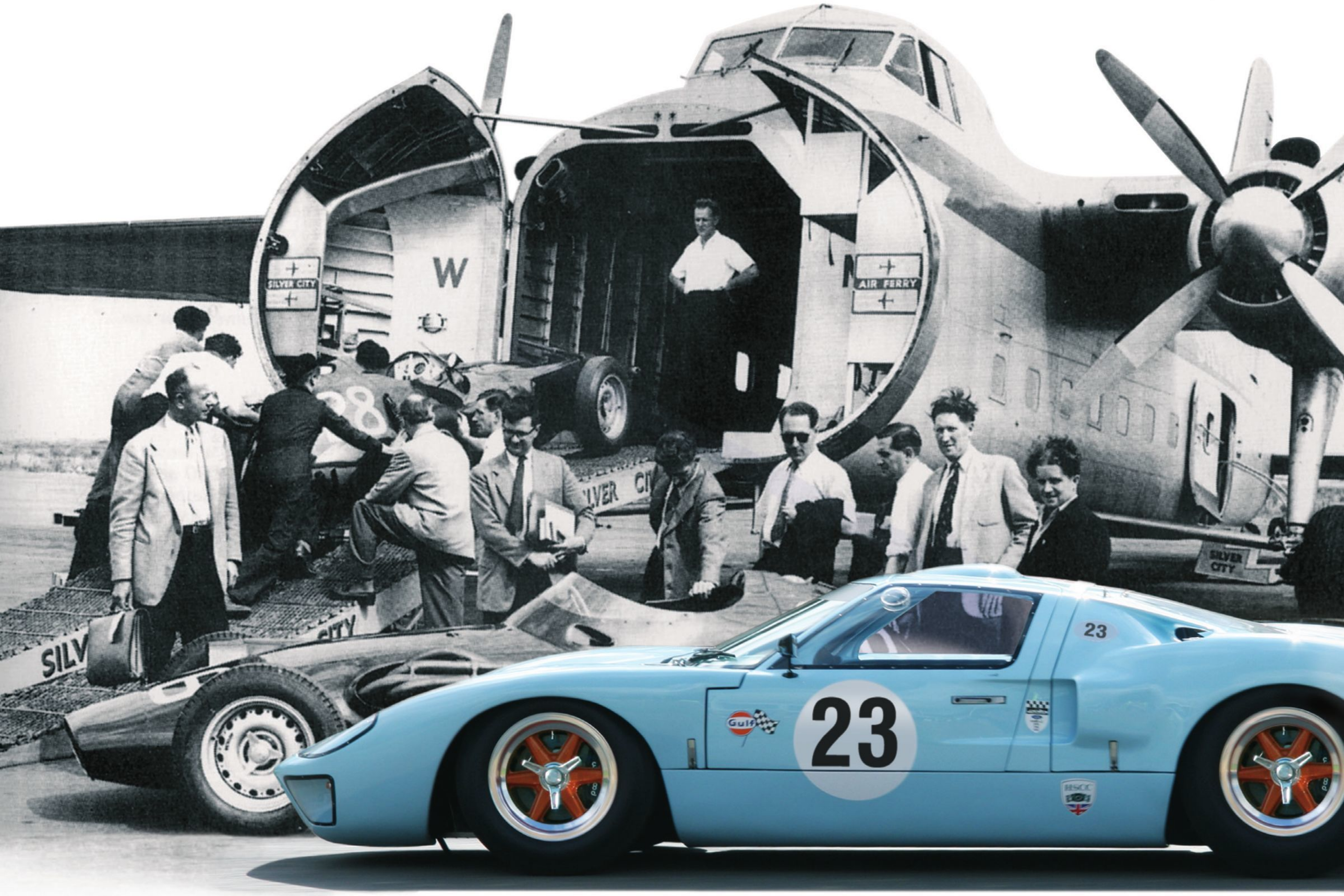
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Jochen Rindt won six world championship grands prix, five of them in 1970 ensuring he would become the sport's only posthumous world champion

Summer Escapes

This year's holiday season may well be spent at home, so **Gordon Cruickshank** picks his top books from the last year, as good in the garden as on the beach

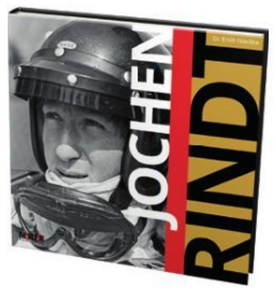
HORTONS BOOKS

Meeting the champion we never knew

Jochen Rindt was quite a divisive figure before he became a leading light in Formula 1. A new biography sheds light on the man

GIVEN THAT THIS BIOGRAPHY makes much of Jochen Rindt's position as practically a saint in Austria - attended by thousands, his funeral looked like a state event - it's surprising that the author opens with the firm declaration that Rindt, not Michael Schumacher, was Germany's first world champion - "even if many Austrians don't wish to hear this". Though born in Germany he raced as Austrian and lived his life there: an academic point, but it hints at the undercurrents in this very personal book written by someone who knew him well, and augmented by another figure few knew about - Rindt's half-brother Uwe Eisleben, whose personal memories and photos from the family album lift this from a simple racing history to a full life of Formula 1's only posthumous champion. (Incidentally, Rindt's answer to the nationality question was "I think of myself as European".

Ignoring some nonsense about the pseudo-science of astrology, Glavitza's writing is lively, describing one of Jochen's early outfits as "a clown team drowning in



Jochen Rindt – A champion with hidden depths
Erich Glavitza
McKlein, €99
ISBN: 978-3-94715-626-9

alcohol". Though a friend, he frankly lists Rindt's "egotism, unpredictability, impatience and impetuousness" as well as his self-confidence and ambition. More undercurrents: references to "the backwoods man from Graz" and R's accent make it plain that he must have had to push through class divisions as well as the eternal finance challenge. That's an element it takes a compatriot to bring out, trying not to be seen as a yokel as he buys his first F2 Cooper from Kurt Bardi-Barry, then Austria's top driver. (When informed that Barry had been killed in a crash his response was "Now I am number one in Austria".)

Packed with family records and fascinating photos of Jochen's childhood, this attractively laid-out book powerfully describes his parents' tragic end in an RAF bombing raid in 1943. Grim photos of the



DPPI, GETTY IMAGES

Rindt at the wheel of a skeletal kart at Zandvoort, leading former Porsche team boss and journalist Rico Steinemann

This icon denotes that the book is available from the Motor Sport shop ***shop.motorsportmagazine.com***

devastation caused by the Hamburg fire-storm bring home the terrible events of that time, which left the future racing star an orphan in the care of his grandparents. Jochen was just 18 months old but Eisleben, then aged four, remembers this sad beginning to Jochen's life.

Yet the author makes it clear that this was not an unhappy childhood and that with his adored brother Jochen got up to all the things any healthy child will. Later when puberty and petrol arrived things became difficult for the ageing grandparents who despaired of controlling the wild young man who had the police after him for his moped exploits. Their answer was a boarding school where he met Helmut Marko; they would dare each other to drive certain roads with foot flat. "Braking is for cowards!". Rindt's VW got trashed, but he said to a friend "I want to be world champion'. Given his impetuous attitude, lasting well into his racing career, it didn't seem likely then.

A good half of the book concerns Rindt's youth and gives a strong picture of the contradictory elements he displayed as he exploded onto the Formula 2 scene and then



Rindt and Lotus head Chapman in 1970, just hours before that horrific accident at Monza

quickly into F1 courtesy of Rob Walker, whom Rindt met at the airport with a bunch of flowers, Glavitza says. Walker would later describe him as "this charming young man". The author, on the other hand, calls him "insolent and sometimes loutish", lining him up with Mick Jagger of the "against everything" generation. And he's very open about Rindt's many female conquests.

Naturally the racing is covered in depth as Rindt joins Cooper and then Lotus towards that fateful race at Monza in 1970, but there's a profound air of gloom in this part, not simply because we know of the tragedy to come but over the F1 paddock about the toll racing is exacting and Rindt's increasing unhappiness at Lotus. The death of Piers Courage affected him especially.

A powerful passage describes the author's last meeting with Rindt, in a Viennese café after the Belgian GP. Over espresso and cake they discuss Glavitza's work as a stunt driver on Steve McQueen's *Le Mans* movie, then filming, and the generous fees in the industry. Rindt then asks if Glavitza can get him a position there. Still unhappy with the Lotus 72, he says he doesn't know how much longer he would put up with it, adding "I can't stand the sight of Colin".

Even sadder, in his foreword Uwe Eisleben quotes Jochen's last letter to him, which says that he will soon give up racing as the risk is too great.

Glavitza gives a lot of space to analysing the final accident, including photos which seem to indicate how and when that brake shaft snapped and sent Rindt into the barriers, but the book ends rather abruptly here without discussing the close of the season or Rindt's posthumous crowning, or even the conventional summary of the man. But that I suppose has already gone before, a picture of a fiery, impatient, self-contained figure who achieved what he most wanted, and never knew it.

"Rindt and Marko dared each other to drive roads with foot flat"



Rindt contested six full F1 campaigns, the final two with Lotus. Although things seemed calm on the surface, he wanted to quit before his fatal accident



George Abecassis sits aboard his HWM at Goodwood

Britain's leading light

In the '50s, the small HWM team punched above its weight against fully fledged factory teams. Simon Taylor's book tells its story

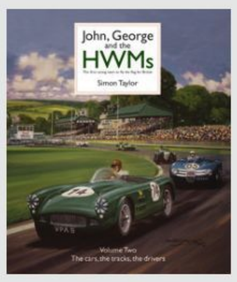
AFTER ITS CHUNKY F2 CARS began snapping at the heels of the Continentals in the early 1950s, HWM blossomed into an amazingly active racing team. Simon Taylor's handsome book describes how engineer John Heath and racing driver George Abecassis formed that team and ended up building their own cars, until Heath's death on the Mille Miglia in 1956. One volume of the pair covers that story, a second the cars, tracks and many drivers, Taylor also diverting into 'chapterettes' on subjects such as fiery mechanic Alf Francis and the HWM badge.

As a schoolboy, Simon was gripped by a picture of the 'Stovebolt Special' (an HWM sports car packing a Chevy V8), and much later bought it. He's been competing with it ever since. The burgeoning HWM files he assembled from that moment were the basis for the book, and he has burrowed into every written record, using personal material to flavour it with reminiscences. Photos of the team in the workshop, loading trucks or pausing at customs posts give you a taste of what it was like to grind over mountain passes in a converted bus with feeble brakes, one person asleep in a hammock while one drove, with the constant risk of getting lost.

A tight-knit operation on a borderline budget, it nevertheless gave a young Stirling Moss his first works drive. In his Foreword, Moss points out that for a while HWM was the most successful British single-seater team. In F2 the Alta-engined cars were fast, and the later Jaguar-engined sports cars held their own, especially the two that raced as HWM 1.

All that is mere results; much more interesting is hearing what it was like within a little team. How draughtsman Eugene Dunn recalls discovering the team designing chassis with chalk on the shop floor, or that they called Heath 'The Baron' while the mechanics were 'the 'Orribles'. Abecassis had a racing career outside HWM, and Taylor weaves that into his tale along with the 1950s racing scene.

After Heath's crash the racing dried up and HWM reverted to dealing in competition and road cars. A mere 19 cars emerged from the HWM works and Vol 2 lists their stories, along with HM Altas, Healeys and a one-off coupé before detailing tracks where they raced (nice maps and posters) and adding profiles of HWM drivers. But it's those insider stories, entertainingly relayed by Simon, that make this more than just a history.



John, George and the HWMs
Simon Taylor
Published by Evro, £130
ISBN 978-1-910505-32-8

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FORMULA 1 ALL THE RACES – THE FIRST 1000

This is a sizeable recap of the history, statistics and details of F1's path from Silverstone in 1950 to Shanghai in 2019. Smith rates each race by incorporating an F1 journalist jury, as well as including a 2019 season recap available for download. Race reports, photos, ratings, records and trivia offer a straightforward one-stop shop for F1 history.
Roger Smith, Published by Veloce, £65
ISBN 978-1-787115-66-8

CIAO STIRLING – THE INSIDE STORY OF A MOTOR RACING LEGEND

Entertaining memoir of working for Stirling Moss at his height, told by the feisty Scots girl who became organiser, chauffeur, racing team manager, confidant and friend. Sixty years on, here is her riveting memoir of working with, socialising with and, frankly, putting up with the demanding, impatient yet loyal man who became 'Mr Motor Racing'.
Valerie Pirie, Published by Biteback, £20. ISBN 978-1-785-9063-9

TAKE RISK!

Richard Noble has been involved in so many schemes that three Land Speed Record attempt are just a fraction of it. Here he relates those and many other projects emphasising the battles against conservatism and timidity he has faced. His passionate message is that industry needs to take risks to achieve progress and to raise the new generation of technically skilled people we need. Both eye-opening and inspiring.
Richard Noble, Evro, £19.99
ISBN 978-1-910505-51-9

THE ALL-AMERICAN HERO AND JAGUAR'S RACING E-TYPES

Though claiming a Jaguar theme, this in fact depicts Briggs Cunningham's wider life, covering Le Mans, car making, business and social life and his America's Cup victory. Details of back stories – tax matters, relations with Browns Lane – depict a sportsman who gave millionaires a good name.
Phillip Bingham, Porter Press
ISBN 978-1-907085-81-9

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Dick Seaman was perhaps Britain's best wartime racer

Hitler's man of mystery?

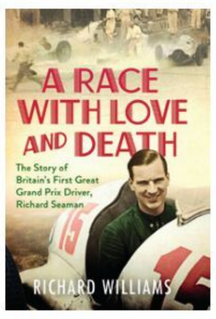
While we will never know the full truth about Richard 'Dick' Seaman and his wartime Mercedes links, Richard Williams' book paints the best picture yet

IT'S EASY TO VIEW DICK SEAMAN ONLY in terms of 'did he or didn't he?' Did he fall for Nazi beguiling while driving for Mercedes, or was that half-mast wave to the Nürburgring crowds a visible refusal to kowtow to tyranny? We can never truly know, just as we will never know whether the young Britisher might in other circumstances have gone on to one of the great grand prix careers.

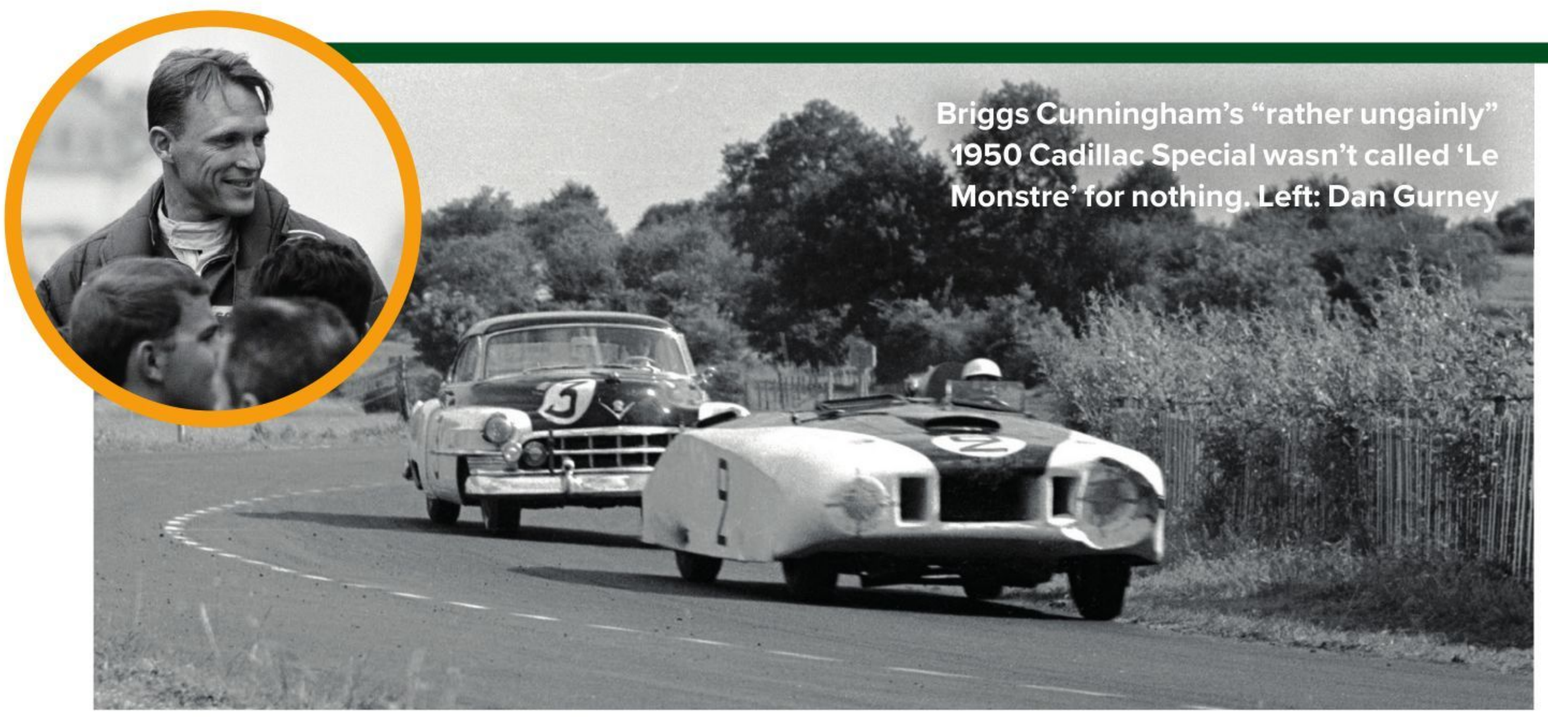
But in his fine new book, Richard Williams offers a rich portrait of this impatient and privileged young man, which helps to suggest how his mind coped with his conflict between patriotism and racing passion. Drawing on unpublished memoirs and much lateral truffling, Williams presents immense research about the family, and especially Dick's mother - not born grand but the daughter of a policeman, determined from a child to will herself into privileged circles. Perhaps it was inheriting that fierce willpower that let young Dick manipulate his parents into supporting his racing against their wishes: Lilian claimed she had handed him £30,000 - £3m today - "in easy stages". Which, as Williams points out, was about the cost of becoming a lawyer or an MP, his parents' hope.

Within its elegant prose, Williams' book is packed with detail, about Dick's friends and colleagues, about a gilded life of dinners, dances and parties, about finances, even down to the cost of insuring Dick's lorry. More, he is able to straddle two worlds, knowledgably describing the racing while also placing the whole in its social and political context, including British admiration in the mid-1930s for the stability Hitler had brought to a chaotic Germany, before the true evidence began to mount. And as both countries tried to prolong friendly relations - Britain to avoid war, Germany to neutralise a threat - Seaman's difficult decision to remain with Mercedes was also coloured by this often-forgotten factor. Dick's battles with his family over money and his German wife are vividly portrayed, alongside the thorough planning and preparation that matched his controlled skill at the wheel.

Was Seaman merely the lucky, selfish child of money, turning a blind eye to evil? This excellent book suggests that careful, thorough, talented and ambitious Dick displayed the same single-minded drive we admire from someone who makes it against the odds.



A Race with Love and Death
Richard Williams
Simon & Schuster
ISBN: 978-1471179358


Briggs Cunningham's "rather ungainly" 1950 Cadillac Special wasn't called 'Le Monstre' for nothing. Left: Dan Gurney

America's Le Mans love affair

This mammoth compendium of the USA's best efforts in the world's greatest race makes for a fascinating reference work

FORTY-THREE YEARS BEFORE FORD'S 1966 victory, the very first American entry was also a Ford - a modified Model T. That's the sort of small fact that brims from this vast overview - three volumes from 1923-79. Considine's remit embraces cars, teams or people from the States, as well as Anglo-American hybrids.

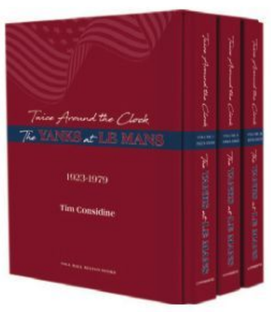
Sensibly, the material is served in yearly chunks, each race story wrapped round the American element, dressed with generous photos and topped by complete results with US entries in bold type. The author interviewed everyone he could find, and includes written material from all quarters, so that, to quote him, "The tales are told as far as possible in the words of those who were there."

Even that terrible 1955 tragedy brings out new slants: John Fitch, due to take over from doomed Pierre Levegh, talks movingly of the aftermath, while Cunningham pilot Phil Walters recalls quitting racing there and then.

Considine calls this "an unapologetically chauvinist personal history", yet the text is even-handed about the failures of American entries, while justly proud of the successes.

In 1928 a supercharged 5.3-litre Stutz Blackhawk came second having spent much time leading, with Chryslers placed third and fourth; given a little development there could easily have been an early American victory.

At about half-a-million words this sounds a fearsome work to tackle, yet the dramatic pictures, many previously unseen, and honest, sometimes funny, recollections make it a reference work that's also good to read.



Twice around the clock – Yanks at Le Mans
Tim Considine
Published by Toll Hall Sexton, £325,
ISBN 978-0-9993953-0-1

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Live your style.

FORMULA 1 CAR BY CAR 1950-59

Peter Higham assembles *Motor Sport*'s online database and for many years ran the immense LAT photo archive, so it's no surprise that as well as including every F1 car and grand prix entry of the decade, he also illustrates every single one. Rich with facts and fine photos, it's a valuable reference either as a year-by-year summary or a source of marque and team information. *Peter Higham, Evro, £50 ISBN 978-1-910505-44-1*

HIGH PERFORMANCE: WHEN BRITAIN RULED THE ROAD

This is a portrayal of Britain's recovery from war strife to top nation on wheels, before industry mismanagement and distrust of innovation meant we gave it all away. Icons like the E-type and Mini were exceptions, and Grimsdale frames these within a debt-saddled Britain before the brief glory of swinging London is displaced by the strike-torn 1970s. Thoughful and insightful.
Peter Grimsdale. Published by Simon & Schuster, £20, ISBN 978-1-4711-6845-1

THE ESSENCE – FROM DB2 TO DB6

Costly but lavish two-volume coverage of every possible variant from a great era of Aston Martins, specially photographed for the book. It took 10 years to assemble the 1400 images of 135 different cars, crisply presented along with brochures and handbooks and full technical details. A Foreword by Kingsley Riding-Felce, AM Works MD, adds authority to this limited-edition work, which comes in a slip case. *Etienne Dricot, Advantaged, £385*

THE LAST OPEN ROAD, AUDIO

A full-performance audio motoring novel – a mix of narration and acting. Taking its hero Buddy deep into sports car racing in 1950s West Coast USA, it's full of period atmosphere and detail, with sound from all the right cars. Plus real racing people: the fun is trying to identify who's playing who: is that Brian Redman, or David Hobbs? Hang on, that mechanic's voice sounds like Marino Franchitti... On CD or MP3. *Burt Levy, Thinkfast Ink, lastopenroad.com, $55*

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A cinema classic which, at the time of filming, caused some uproar with the locals

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It'll blow your doors off

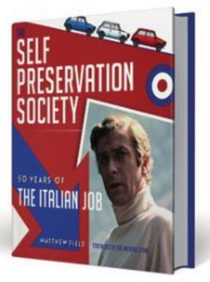
How much new information can there be about a 50-year-old film? Matthew Field's study of the *Italian Job* proves there's quite a lot

HOW MUCH CAN YOU WRITE on a 50-year-old film? This much, and all of it is fascinating, and an amazing bit of delving: Field has tracked down not just the main players but most of the crew, the car people, call sheets, scripts and locations, and he loads the book with first-hand memories of a film classic.

Among terrific location photos of cast, cars and extras, Field drops in script pages, call sheets and personal notes that illustrate the complexity of getting a film cast, designed and under way. Scriptwriter Troy Kennedy Martin actually wrote a rather dark heist story with serious violence, but producer Michael Deeley and maverick director Peter Collinson sent it in a different direction - more comic, picking up the zeitgeist of swinging London. What remained was a Eurosceptic slant - the cocky Brits outwitting the Mafia and the Italian police - because at the time the Common Market was a major topic...

Yet it took a powerful Italian to make it happen: Fiat boss Gianni Agnelli. Martin got to see him, persuaded him it was good PR for Turin, and Agnelli said yes - which meant the authorities couldn't say no. According to Michael Caine, "the centre of Turin was handed over to us". Even then they took liberties: that monster traffic jam wasn't all faked. They actually blocked piazza exits to trap rush-hour traffic, the cameras hidden to avoid a lynching. Another near-riot came when filming the climactic teetering coach and holiday-making locals wanted to use the road. Reading the book makes you realise how astonishing it is that the film came off - they really did slide the coach sideways, they really did make that rooftop jump, and they really didn't warn that triangular museum they were going to drive up its roof.

Though some of the key players are now dead, Field's 20 years of digging means that they too have had their say - elements they disliked, scenes that were cut, the riotous fun they had. Maps of Turin with locations marked mean devotees can go and gaze. There seems nothing that Field, described here as "the world's leading authority", hasn't discovered, yet it's not anorak-y, it's both entertaining and handsomely designed. Thumbs up.



Self-Preservation Society. 50 Years of the Italian Job
Matthew Field
Published by Porter, £45
ISBN 978-1-907-085864

Off-road buzz

Its championship-spec motorcycles aren't the only stars of all-terrain, as Husqvarna's range of robot mowers proves



HUSQVARNA AUTOMOWER

Strange brand, Husqvarna. On one hand, it's a producer of class-leading cross-country racing motorcycles, with a hugely successful factory Motocross team and numerous Baja 1000 Rally successes to its name. On the other, it's also a fine producer of, errr, gardening equipment.

The multi-faceted Swedish Group produces almost everything you need for a picture-perfect garden, including this radical range of robotic mowers. This latest version, the catchily named Automower 435X AWD, would be our pick, simply because it looks like the lovechild of a Lamborghini and a Flymo.

Aside from the dramatic bodywork and imposing rims, the tech inside is rather impressive also. It's four-wheel drive, built to be able to cover up to 3500m² and can tackle slopes of up to 35degrees, all while being guided by precision GPS. It can also be controlled via an app. Lawns are diced by three pivoting razor blades underneath, while it also has working headlights and a hinged centre chassis for extra manoeuvrability. We bet Bruce Wayne would have one, or even better, he'd line up a few together for a race around the Batcave...

Automower range from £1099, 435X AWD



CORVETTE 'JAKE' RING

September will host the 88th running of the Le Mans 24 Hours (or, at least, we hope it will...) Sadly, most of the American teams won't be making the trip as a result of travel difficulties and IMSA clashes. The most notable loss will be Corvette, forced to break its 20-year streak at Le Mans and delay the European debut of its new C8.Rs. But you can still keep a piece of the team close with its range of jewellery featuring skull mascot 'Jake'. Designed on a bar napkin in Le Mans town in 2004 and named after one of the Blues Brothers, Jake has been on every works Corvette since. This ring is .928 sterling silver and has his and hers sizes.

$295, corvetteracingstore.com



BTCC PPE

Forget team T-shirts and hoodies, show your support (when you can) with branded protective gear... Depressing, we know, but protective face masks look set to become this season's must-have customisable item. Dread supplies a host of British Touring Car Championship teams and officials and has produced a range of branded team masks so you can get behind your favourite, whilst keeping yourself safe.

From £6, shop.dread.cc

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CHEVROLET LS427/570 CRATE ENGINE

We don't usually cover engines in this section unless they've been repurposed as a coffee table or similar, but we'll make an exception for Chevy's new monstrous ready-to-race offering. A successor to the hugely popular LS7, this 7-litre behemoth boasts 570bhp and 540lb ft of torque. It's the most powerful small-block V8 from the daddy of small-block V8 manufacturers. Changes include a wet-sump oil system and a high-lift camshaft. Expect it to adorn the engine bays of LMP prototypes and special saloons across the land soon. And it can probably be tweaked to fit your Vauxhall Nova too...

From $11,000, Chevrolet.com

RIVA HOMEWARE

Italian boatbuilder Riva makes a lot of pretty things. Some float, and some don't. Undoubtedly, the stuff that floats is the preserve of people with far deeper pockets than we, with its range of motor yachts being some of the finest in the world. But now we can all dine as if we were in Monaco, thanks to this new homeware range from the brand. Our favourite is the plate range, which draws inspiration from Riva's classic steering wheels.

€85, rivaboutique.it





TAMIYA FORMULA E GEN2 RC CAR

Tamiya is an office favourite thanks to its efforts to continually pump out remote-control scale-model versions of our favourite race and rally cars. Thanks to its tie-up with Formula E, you can have a 1/10 version of the Gen2 racer. The kit features an eight-part bodywork package, complete with ultra-detailed diffuser and Halo, plus all the paint and stickers to replicate the official series' launch livery. All that is mounted onto Tamiya's four-wheel-drive TC-01 chassis. Now everybody can host six races around the same track at their home, and it'll sound like the real thing...

£250, Tamiya.com

MOTORSPORT BEER

With the pubs reopening, get a taste of the sport with these racing-themed specialist tipples.



SILVERSTONE PIT STOP

Established in Brackley in 2008, all of its beers feature a racing twist. Pit stop is fresh and zesty ale, 3.9%. ***£30 for 12x500ml, silverstonebrewery.co.uk***



GOODWOOD LUCKY LEAP

This citrus-hopped American Pale is named after Masten Gregory's vault from his brake-less car in the 1959 TT race, 5%. ***£12.50 for 3x330ml, goodwood.com***



PRESCOTT GRAND PRIX

Based near the legendary hill climb, it has been making racing-themed beer since 2008. This is a rich, smooth dark ale, 5.2%. ***£25 for 12x500ml, prescottales.co.uk***



HOGS BACK BROOKLANDS GOLD STAR

The Farnham brewer dedicates this golden beer to Brooklands and its Gold Star awards, 4.4%. ***£25, 12x500ml, hogsback.co.uk***



The BTCC gets back on track at Donington Park for the first of a daunting run of 27 races in 15 weeks

Tin-tops back on tour

The return of the British Touring Car Championship brings a welcome dose of reality back to the UK's racing industry

August 1-2, British Touring Car Championship, Donington Park

AFTER WHAT HAS SEEMED LIKE an eternity of waiting, Donington Park will host the return of British Touring Car Championship in August when this country's premier championships finally get underway.

While select club events have already taken place under new safety guidelines, the BTCC will be the first big-name category to roar into life during what has been a difficult and disrupted year so far. So what better to blow away the cobwebs than three high-octane tin-top races around Donington's National loop?

It marks the start of a tight and rapid year for the BTCC, with 27 races in the space of 15 weeks, and there's already been much change. Subaru will no longer be part of the series after a four-year spell, but Hyundai joins the fun via ExcelR8's pair of new i30 N Fastbacks. Last season's second-place man Andrew Jordan will not get another bite at the cherry as he announced his withdrawal from the series due to funding problems resulting from the COVID-19 shutdown. That leaves the Team BMW squad a car light, and it is not yet known if it will replace Jordan, or hold the car as a spare.

It will also be the first time since 2002 that Dunlop is not badging the series, with its parent company Goodyear taking over the tyre supply.

The new and compressed season has a tough act to follow after 2019's thrilling finale at Brands Hatch. Team BMW's Colin Turkington won his fourth BTCC title as rivals Jordan and Dan Cammish saw the trophy slip through their fingers in the most dramatic of fashions.

Cammish will be desperate for a second shot at the crown, and a number of other drivers will hope that the chaos of 2020 so far also throws up a surprise or two on track that can make it their year.



Only brake failure denied Cammish a maiden title last term. He'll be one to watch this season

FORMULA 1 BRITISH GRAND PRIX

July 31 - August 2, Silverstone

Round four of the 2020 F1 season takes place at Silverstone where Lewis Hamilton has had the measure of rivals over recent years. Will 2020 see a repeat of his 2019 heroics? The race is followed on August 9 by a second Silverstone clash, the 70th Anniversary GP, the season's fifth round.

INDY 500

August 23, Indianapolis

Racing at the Brickyard returns with the delayed Indy 500. The 104th running of IndyCar's crown-jewel event will also include Fernando Alonso, who will make another effort to take the final victory in the pursuit of motor sport's 'Triple Crown'.

BRITISH GT

August 1-2, Oulton Park | August 15-16, Donington Park

British GT returns, and also features a tight schedule. It begins at Oulton Park, with the second round taking place at Donington Park just two weeks later. It will still feature big grids of both GT3 and GT4 machinery.

NASCAR

July 23, Kansas | August 2, New Hampshire | August 9, Michigan | August 16, Watkins Glen

How many NASCAR races would you like in a month? NASCAR was the first major series to resume racing amid the pandemic and there's been no let-up in the schedule. We've already had eight different winners so far this term.

MOTOGP

July 26, Jerez | August 9, Brno | August 16, Red Bull Ring

MotoGP begins in Jerez with the Spanish circuit playing host to two rounds. It will be followed up with the Czech Republic GP and the first of two rounds at the Red Bull Ring. Can anyone stop Honda star Marc Márquez from taking his ninth world title?

MORE JULY/AUGUST EVENTS

August 7-9	GT World, Misano
August 15	WEC - 6h of Spa
August 1-2	DTM, Spa
August 15-16/21-23	DTM, Lausitzring
August 5-13	Formula E, Berlin

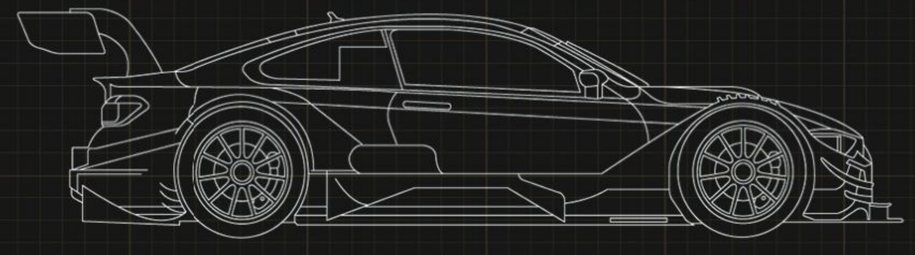
MOTORSPORT

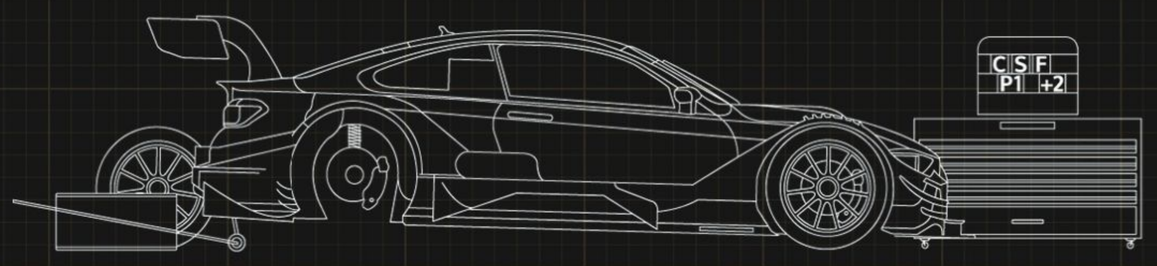
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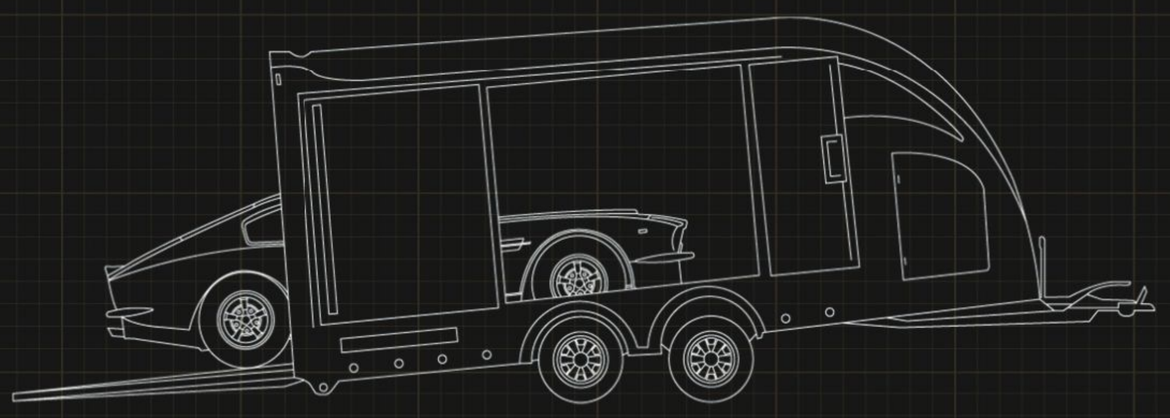
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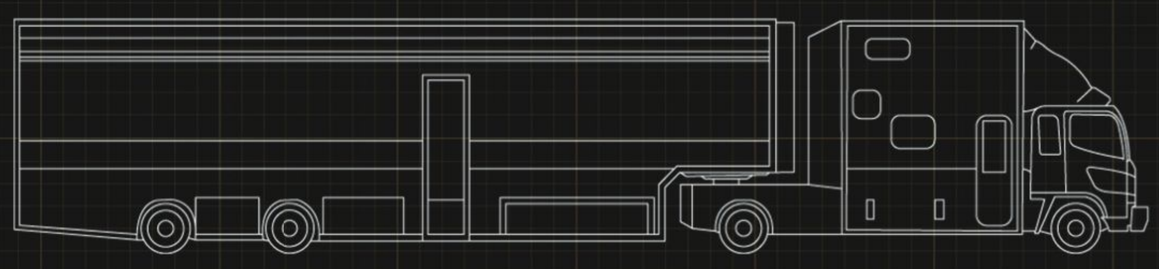
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The Bambers have become big names in sports cars, with Will (left) following double Le Mans winner Earl into the World Endurance Championship



Earl claimed his second Le Mans win aboard the 919 Hybrid in 2017

RACING LIVES

Earl and Will Bamber

Not many international racing siblings hail from the small, rural ranches of New Zealand, but the Bambers have made quite an impression both in Asia and much further abroad in just a few years. Earl rocketed to prominence when he won Le Mans with Porsche in 2015, alongside Nick Tandy and Nico Hülkenberg. He repeated the feat in 2017, and even added a World Endurance Championship crown.

He's also become a team boss, running Earl Bamber Motorsport in his homeland along with his younger brother Will, who is currently following in his wheeltracks with campaigns in the Asian Carrera Cup and WEC. ***Interviews by James Mills***

PORSCHE, GETTY

EARL: "How does a Kiwi from the back of beyond go on to become a two-time Le Mans winner? We were born and raised on the family farm, on the north island of New Zealand, in Whanganui. The north island has more people living in it. However, Whanganui isn't anywhere near the city. The family works on a fourth-generation farm that's about a two-hour drive into the middle of nowhere.

The farm is a hunting ground, with some of the best native bush land you'll find, surrounded by National Park, and Dad is a trophy hunting guide. People come and stay and stalk deer, sheep, goats or boar. There'd be adult guests staying at the farm, and Mum would do all the catering and housekeeping, and Dad would take them hunting and run the farm day to day, but we hardly ever saw other kids. We'd have to sit at the dinner table and be polite to adults.

So up until I was about eight, and Will was five, we were farm kids, free to roam. And like any kid brought up on a farm in New Zealand, I suppose you could say it's a rite of passage to sit on your Mum or Dad's knee and steer the car from a young age, or change the gears, because you're out in the middle of nowhere.

Once you'd come off the main road, the drive to the farm was along an 8km gravel road, and Will and I could practice driving without a care in the world. We were close, as I guess you'd be, as we were more or less your only buddy on the farm.

Dad raced karts, but wasn't particularly great at it! It's his passion, he knows all the people on the scene and he would follow people around the world, like the Asia Pacific go-kart champs. And by the time I reached my seventh birthday, Dad had a very specific reason to get me a go-kart. When I was five,

I drove one of our trucks to town. As you can imagine, it caused a stir and people started saying to Dad, 'You should take him go-karting and stop letting your kids drive on the road!'

When I started karting, I absolutely sucked. I was really, really slow, and after a year of finishing last in everything, Dad asked me 'Do you really want to do this?'

Of course, I said I wanted to continue but he said, 'Well, can you drive a bit quicker, because I'm sick of you finishing last?'

The pivotal moment came when I was at the Taranaki track, and in the club room there was this big trophy, and I said to Dad, 'I wanna win that.' And after that, I went from being lapped at most races to winning.

After karts came Formula Ford, and I can't stress enough what a great way that is to learn the ropes. It's a really good grounding to learn race craft and drafting and all the basics of mechanical driving. I was up against Shane van Gisbergen, and funnily enough he's just tracked down and bought his old Formula Ford, and I'm going to see if I can do the same with mine.

"Could you drive a bit quicker? Because I'm sick of you finishing last"

Once I started racing internationally, Mum and Dad rarely attended. Dad came to Daytona once or twice, because it coincided with a big hunting trade show he'd go to, but that was about it. I worked away at championships including the Toyota Racing Series, Formula Renault V6 Asia Series and eventually - by luck after another driver had a clash - got some rounds in A1 GP, with Team New Zealand. But it was a case of in at the deep end, and I was learning and making mistakes that you'd have ordinarily been making in lower formulas.

Then things dried up. I didn't drive for something like three years. At which point, Dad suggested going to Asia, because there was nothing happening in New Zealand.

What happened next shows you how a driver's destiny can lie in the hands of just one individual. A guy called Adrian da Silva, who I'd coached, offered to buy me a Porsche Carrera Cup car, and between him and a whole lot of friends we managed to pull together just enough budget. My goal was to win the Porsche Scholarship, and I did, and that started me on the path to racing as a factory driver with Porsche. All the way along, I was motivated by knowing that if it didn't work out, my dream would be over and I'd have to go home and work as a driver coach.

When I got on the Porsche Junior team, someone at the factory had heard I'd had quite a bit of experience driving aero cars, from my single-seater days, so I was offered the chance to test the LMP1 car, and one thing led to another. It was a dream come true. I think everyone that wants to get into F1 wants to drive for Ferrari. Everyone that wants to race sports cars wants to drive for Porsche.

In 2017, when we won the WEC, and Le Mans, Porsche presented new 911 GT2 road cars to all three drivers. The doors had a custom-made sill which we'd all signed. I still have the car. And I still smart from thinking about the bill - if you think they just handed us the car, think again!"

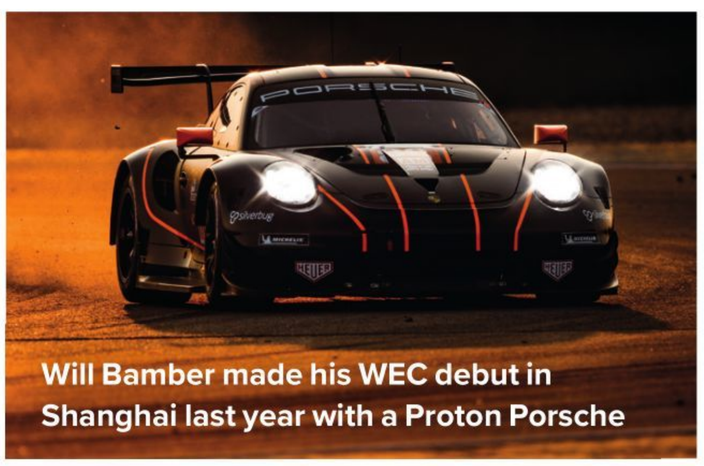
WILL: "My start in karts didn't go all that well. The first time I drove one, I was flat through the first corner, flat through the second bend, flat down the straight and then never braked at the end, crashing spectacularly. That put me off for a few months.

To be honest, even with Earl on hand for advice, and having Dad about who could read a kart's behaviour when watching it lap, I didn't really click with karting. It was when I started in the junior categories of car racing that I started going well and winning events, because I calmed down and took things methodically.

In my first year of racing, in the Suzuki Swift Cup, Earl was abroad, Dad was busy, so it fell to Mum to get me to the races because I still didn't have my road licence and we couldn't afford a trailer for the race car. So she simply drove it to the circuits.

Once I got my road licence, I discovered that over time and miles, the Swift's engine was loosening up nicely, and getting faster. So I piled on the kilometres, driving it down to the South island and adding 1000km at a time, taking it up to around 15,000kms. I even remember bedding in two sets of brakes as well, saving me from doing it in free practice.

Earl helped, from the perspective of being a race engineer, giving good advice, sharing things he knew, and talking strategies - what little strategy you needed for that type of championship - and by the second season I won the championship.



Will Bamber made his WEC debut in Shanghai last year with a Proton Porsche

But then it got difficult. The racing ground to a halt. At the time Earl was living in Asia, and he was broke, so I couldn't lean on my big brother to get me out there. I needed to get my design degree in 3D modelling and get a job, which I did, in Singapore. However, I always kept my hand in with driver coaching in Asia, and before I knew it I was spending more time on tracks than I was working.

One day, Earl and I were driving to a coffee shop and he starts talking about how he's aware that I haven't had the opportunities that he had, such as when Adrian bought him the Carrera Cup Car. Then he comes out with: 'If you can find the budget to do Carrera Cup Asia, I'll buy you the car.'

Unfortunately for Earl, I got the budget together! And this is what prompted us to launch Earl Bamber Motorsport for 2018. We had my car, had some supporters, but we still needed to find crew, buy equipment and find customers all in the space of a few weeks. The team culture is important to us. It's not just ours, it's theirs, and we try and foster that feeling with everyone that works with us.

Things went well in the Carrera Cup Asia, and last year I got the chance to step up to the FIA World Endurance Championship, when someone took me aside and asked if I wanted to drive with Dempsey-Proton Racing in their GTE AM 911 RSR at that weekend's 4 Hours of Shanghai. Too right I did.

The only problem was I didn't have the correct licence. New Zealand was asleep, so I called my Mum, as she knew a few people and sent out a request for paperwork, then we were up until 3am, trying to get forms printed downstairs in the hotel foyer, before I signed on at 7.30am for the drivers' briefing.

Earl always said I had to do my own thing and find my own way, recognise what works and doesn't work, measure things like race starts. Porsche supported that a lot with the Junior programme it had in Asia, too.

It's why we want to help give young drivers a chance with Earl Bamber Motorsport. We want to create a scholarship and give others a chance. There's so much talent in NZ.

I was talking with Dad recently and he said 'I wish I could have done a better job and helped you guys go further'. I said, 'You've got one kid to be a professional driver for Porsche, and I'm still coming up as well. We're from a farm up the Whanganui River. And we're a first-generation family in motor racing, learning our way and without all the contacts. I don't think you realise how hard it is.'

Not many people get to leave where we're from. We're aware we are very, very lucky."

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AFTERNOON TEA WITH

Colin Turkington

Despite a career spent fighting the odds, he's lifted four BTCC titles and become the series' benchmark driver. **Simon Arron** caught up with him

PORTRAITS: MATT RICHARDSON

TEA WITH *Colin Turkington*

DID WE HEAR THAT CORRECTLY? Colin Turkington has just phoned in his apologies. He is running slightly late because he is bringing a car on a trailer and loading it took longer than expected.

No big deal, on the surface, but we have arranged to meet by the River Darent, in the charming Kentish village of Eynsford. The access roads are narrow and, very specifically, there is a tight, single-track bridge to negotiate. Parking spaces are at a premium, too, even for those who arrive with just the one car, never mind a trailer.

It's a few days before Britain commences its post-lockdown reopening and we manage to massage a deal for Colin to leave his pick-up and trailer (he clears the bridge with no more than a couple of inches to spare) in the otherwise deserted car park at The Plough Inn, before finding a socially distanced perch close to the water's edge. *Motor Sport* plumps for a coffee from the adjacent Riverside Tea Room, while photographer Matt adds a slab of salted caramel cake. Our guest, though, ploughs a path of abstemiousness.

Now a trim 38, Turkington has arrived with a BMW Compact Cup racer that he's borrowed to use in an evening track session, a few miles down the road at Brands Hatch. "With the season starting so late," he says, "we won't have much time to test the BTCC car, so I've been doing some track days to keep myself sharp."

Last season he became the first driver apart from Andy Rouse to win the UK's premier tin-top title for a fourth time, all of them conquered in BMWs prepared by West Surrey Racing, and a few months from now he could conceivably become the only one to secure a fifth. Numbers and stats are but a potential distraction, however, and do not bother him unduly. "The thing with the BTCC," he says, "is that there are so many elements outside your control. All I can do is maximise my own performance, but every year the competition ramps up, then we have reverse grids, success ballast, different tyre compounds, 30 drivers lapping at more or less the same speed... The trick is to get yourself into the final weekend with a realistic mathematical chance of taking the title and then hope the cards fall your way.

"All I can do is try to be a little bit better than I was last year. If I get to the end of the season and finish last, I'd still be content if I knew I'd done my best."

Turkington grew up in Portadown, County Armagh, as the second of three brothers who would go on to race. He could see part of the Shamrock Park oval from his bedroom window, and would attend stock car races there on Saturday evenings, but this was also the Northern Irish road-racing heartland. "My grandfather started sponsoring bike racing through his business, Turkington Windows & Conservatories, and my dad later did the same. There were a lot of quick riders around Portadown, Phillip McCallen foremost among them, and he was the main guy my dad sponsored. I was brought up surrounded by the road-racing scene, going to all the events – the Ulster GP, North-West 200, Tandragee, Cookstown... We even got a week off school every year to attend the Isle of Man TT with Phillip. I used to hold out his pit board – I can only have been nine or 10, but that was my introduction to motor sport."

Sponsorship was one thing, and extended to the Honda Britain team, whose riders included dual legends Joey Dunlop and Steve Hislop, but participation?

"My parents were acutely aware of the dangers and steered us away from bikes," he says. "There were fatalities on the Isle of Man every year we went. Phillip was absolutely fearless, rode to win and had some really big accidents – we frequently visited him in hospital. My father also sponsored Mark Farmer, who sadly lost his life in the TT, so we were actively encouraged onto four wheels when we wanted to start racing.

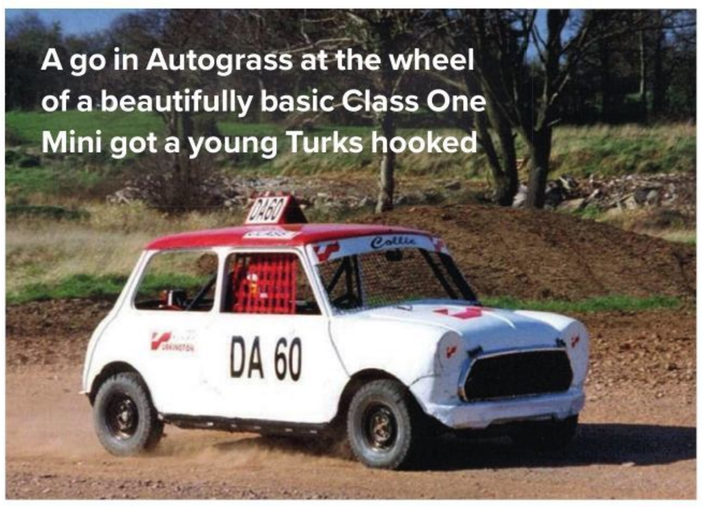
"My older brother Gary and I went to the same primary school as [future British F3 and GP2 race winner] Adam Carroll, who had started to race karts. We then had a go, too, at Nutts Corner, our local track. I wasn't really bothered about being competitive at first – my motivation for going was a sausage-and-egg butty at 10 o'clock. I wasn't there to push myself or challenge for victory, but to have a good time. But the more I competed, the better I wanted to do – I became more driven as time went on.

"After a couple of years, though, I became frustrated with the lack of reliability. We had good mechanics, but karts are inherently unreliable – or were back then. It would sing



The Turkington family was heavily involved with motorcycle racing sponsorship. Here, Colin stands flanked by Honda riders, Steve Hislop (left) and Phillip McCallen





A go in Autograss at the wheel of a beautifully basic Class One Mini got a young Turks hooked





Colin with his Metro, and wearing some ex-Gabriele Tarquini overalls his father bought him in an online auction



MATT RICHARDSON, TURKINGTON FAMILY ARCHIVE

all day Saturday, then you'd stick it in the truck, not touch anything and it wouldn't start the next morning. I lost my way with it a little bit, the passion went and at that age I wanted to try loads of different things, so I picked up a set of golf clubs... but that proved to be equally frustrating!

"Even when I was trying golf in the mid-1990s, motor sport was still bubbling away in the background and I always followed F1 and the BTCC on TV. A friend of mine had by then started competing in autograss, with a club just outside Portadown. I knew nothing about it, so he invited me to have a run in his Class One Mini and I fell in love straight away. It was all very simple – no set-up work at all, just fill it with fuel and check the tyre pressures. That was it.

"It was an important step – I don't think we ever got out of second gear, but the thing was always sliding around, on the loose, so it was a great way to learn about car control. I did that for two years and finished second in the championship both times. I could have carried on doing the same thing, but I didn't think I could learn much more and wanted to move on. Gary was about to start racing in the Irish Formula Ford series and there was a Metro championship on the bill, so I thought I might as well have a crack at that if I was going to be there anyway.

"My first Metro mimicked the WSR Honda livery from the BTCC – though at that stage I knew nothing about WSR – but it was pretty badly smashed up at my first or second meeting. The repaired version was rebranded as Rickard Rydell's Volvo S40 and brought me a lot more success [he clinched the title at the final round], but I had no aspirations of any kind of career. I was racing for fun."

In 1999 the older Turkington secured a deal to race in Formula Vauxhall Junior on the UK mainland and his younger sibling tagged along once more, this time to race in the Ford Fiesta Zetec S Championship. "They were great days," he says. "We'd fly to the UK together, he'd hire a car and drive to the circuits – a real adventure. I was still at school, so missed plenty of lessons, but it was a rugby school and produced a lot of good players, including [future Ireland captain] Rory Best, so taking a few days off in pursuit of sport wasn't such a problem."

"I was a shy 19-year-old student thrown into the BTCC"

It was, though, still just a hobby. He would continue racing Fiestas for the next couple of years, commuting slightly simplified by the fact he was by now studying for a business degree at Stirling University ("A way of avoiding the real world for another three years, because I still didn't know what I wanted to do with my life"), and lifted the title in 2001.

"It was probably only then," he says, "that I started to think about the BTCC. Gary had signed to race a Van Diemen with Jonathan Lewis in the UK Formula Ford Championship. My dad asked Jonathan what he thought I should do and he organised an introductory meeting with WSR boss Dick Bennetts, who had just landed a contract to run the works MGs. We went to WSR for a chat one Saturday and Dick explained that he'd be running a satellite team, alongside the main works cars for Warren Hughes and Anthony Reid – he didn't mention the sponsor, but they were looking for two young drivers and I fitted the bill. I did a test day with them at Pembrey, where I was reasonably close to the pace – and Dick knew I was starting from scratch, so I think he could see some potential."

The mystery backer turned out to be none other than Liverpool pop trio Atomic Kitten, a headline act at the time...

"I was both surprised and nervous," Turkington says. "I was a shy 19-year-old student and suddenly I was thrown into the limelight on the BTCC grid. It was a whole new world and the fact anybody wanted to speak to me was a surprise."

The cars weren't ready for the opening event at Brands Hatch, but Turkington qualified a respectable eighth for his first feature race at Oulton Park and notched up his maiden podium finish during the sixth meeting of the campaign, at Croft. "My confidence grew once I started to get a few results," he says, "but I also made a lot of mistakes that year. It was a strong field and I got involved in too many accidents, but you learn from those errors."

TEA WITH *Colin Turkington*

The racing didn't detract too much from his studies – he graduated with a 2:1 – and the following year he was drafted into the full factory MG team alongside Hughes and Reid, securing his maiden BTCC victory at Brands Hatch in August. "The MG ZS wasn't the quickest car," he says, "with a V6 and lots of weight over the front axle, but it always went well at Brands. I qualified third, finished second in the first race and was hunting down Yvan Muller in the second. We had pit stops in those days and I rejoined not too far behind him. There was a safety car towards the end and Yvan didn't put enough heat into his brakes while the race was neutralised, so he locked a rear and ran slightly wide after the restart, which allowed me through. When I crossed the line I still thought there was another lap to do, but there were WSR mechanics hanging over the pit wall and I just caught sight of the flag. My first thought was about my Mum and Dad, and how happy they must be, then it felt almost as though I was struggling to breathe and I started to cry a little – it's a very vivid memory."

MG withdrew at the year's end and Turkington continued with WSR as a privateer, the ZS now fitted with a four-cylinder engine, and he scored a win at Mondello Park en route to sixth in the championship. The following season, Vauxhall came calling. "That was my first year as a paid professional," he says, "but the new Astra Sports Hatch was a difficult car. I was alongside Yvan and he found it tricky, too. I qualified on pole for the first weekend at Donington and had a couple of wins, but it wasn't as successful a year as we'd hoped it would be. My career had always been on the up prior to that, but I think having a tough season helped make me stronger.



Whole Again: Turkington got his big BTCC break as part of the Atomic Kitten-backed MG team in 2002, scoring one podium at Croft

"I had only a one-year contract and [team boss] Ian Harrison had other options for 2006, though he often said to my Dad in later years that he wished he'd kept me. He's never said that to me, but there were no bad feelings and it lit the fire within to prove myself again, so there were positives."

Back with WSR, its MG now resplendent in RAC orange, Turkington had his best year yet in 2006, a clutch of podium finishes keeping him in the title hunt until the campaign's end, though he eventually finished third behind Matt Neal and Jason Plato. He remained a front-runner over the following two seasons, when the BTCC fully embraced FIA Super 2000 regulations and WSR switched to the BMW 320si - Turkington's first experience of rear-wheel drive since his karting days. "I kept telling myself that it was only a car with four wheels, so it couldn't be that hard," he says, "but I did wonder. I got up to speed pretty quickly, but it took me the whole season to understand the car properly. The technique was different, so it wasn't immediately a natural fit."

Even so, he won several races and collected back-to-back Independents Trophy titles. "They were good seasons," he says, "but I was very aware that I hadn't won the BTCC. It's probably a bit like winning the Championship in football terms, but I felt it was an important mental step, something I needed to do before I had any right to win the overall title."

Coronation, though, turned out to be just around the corner.

"I raised my own level in 2009," he says. "By mid-season I was leading the championship and had what by BTCC standards was a fairly good buffer, about 30 points. But over the second part of the campaign a bit of my advantage would be erased every weekend. I was massively under pressure, because for a long time all I'd wanted was to win the BTCC and I didn't know whether this would be the only chance I'd get. It wasn't that I stopped getting strong results, but my main rivals were Fabrizio Giovanardi and Jason Plato - both absolutely top-class drivers. They were relentless, chipping away every weekend. We didn't exactly fall off a cliff, but my lead was down to about 12 points ahead of that final weekend on the Brands Hatch Grand Prix Circuit.

"I lost a bit more ground to both of them in the first two races, so it was a winner-takes-all finale. Matt Neal was Fabrizio's Vauxhall team-mate and was running ahead of me, busily trying to back me into the pack. Fabrizio was two cars back, behind Tom Chilton, and we were lapping about 1.5sec more slowly than we should have been. Matt was doing the team job - and if Fabrizio got ahead of me and stayed there, that would have been it - he was champion. It was good in a way that I knew that, but I was so fired up that I was prepared to do anything not to let him through. Once I saw that Fabrizio had moved ahead of Tom, and was now behind me, I had to get past Matt. We had a bit of a ding-dong up at Druids - I ran into the back of him, after which he made contact with my left rear in the middle of the corner. I sensed I was in trouble straight away because my steering was completely off-centre. I didn't know what was going to happen when I got to Graham Hill Bend - and when I tried to turn I realised I'd need much more lock than usual. It was the same at Surtees, it just didn't want to turn left, but it was mint through right-handers - I'd barely touch the steering and the car would be into the corner. The following day the guys found I had 14mm toe-in on the left rear, so it was amazing that I finished at all, but I was second to Jason and ahead of Fabrizio, which was enough. I still can't explain why the car remained so quick.

"I was naive to think I'd win the title and it would open doors"

"Compared with the feelings I'd had after my first win, this was on a different level. I broke down in tears as soon as I crossed the line. It had already been a tough year - my eldest boy Lewis had been born during the summer break, so there had been lots of sleepless nights, but I think that also helped. Henceforth I had to make sure I would be able to put baby formula on the table."

It was, though, the final year of WSR's sponsorship arrangement with the RAC. "I was naive," he says, "in thinking that if I won the title it would open doors and the phone wouldn't stop ringing, but it didn't. It ▶

MATT RICHARDSON, MARK THOMPSON/GETTY IMAGES

Making the virtual a reality

While Turkington is a tin-top devotee, he does dabble with digital alternatives



Since graduating to touring cars in 2002, Colin Turkington has raced little else. There have been demonstration runs at the Goodwood Festival of Speed, a few appearances in historic events and he shared a Ginetta G55 that failed to finish the 2011 Silverstone 24 Hours, but he has otherwise had a very singular focus.

"I am interested in racing other things," he says, "but I feel it would be impossible to run a dual campaign. If you are doing the BTCC you have to give it 100 per cent. You can't chase two rabbits. Modern touring cars aren't like anything else and they are not easy to drive – I don't think I could get out of a BMW M6 GT3, for instance, and readapt instantly to the 3 Series. You need to find every last half-tenth in the BTCC and have to remain focused on your driving all the time."

But he would like to broaden his horizons in the longer term – and the recent lockdown has played its part in that.

"I'll only stop racing in the BTCC when somebody tells me to," he says. "While I'm still in one of the box seats in touring cars, I really want to maximise that opportunity. Nobody knows what's around the corner, though, and when the BTCC chapter closes I'll look to do something else. During the COVID-19 lockdown I've been doing a lot of esports. It's not like the real thing, because you don't get the same feedback, but I have spent time lapping Sebring, Le Mans and elsewhere, which has whetted my appetite. They are definitely things I hope to do in the future."



Currently, Turkington's only Le Mans experience has been digital, but that could change

TEA WITH *Colin Turkington*

probably wasn't until about February that I thought, 'Hang on, this might not happen'."

Nor did it. He would spend the next three seasons away from the championship in which he'd forged his reputation, contesting occasional WTCC events (he scored a victory at Okayama in 2010) and running a full Scandinavian Touring Car Championship campaign in 2011.

"I really didn't know whether I'd get back into the BTCC," he says, "so it was a bit of a lean time - though I had some good results when I did race. In the meantime, WSR had picked up some backing from eBay Motors, which had been increasing gradually, and for 2013 they were able to provide partial funding for my return. They tipped half the coins in and I had to find the rest - that was probably the first time it really dawned that I was no longer a racing driver but also had to become a marketeer. All the sponsorship I found went into funding my racing and to support the family I set up my own landscaping business. So I was racing at the weekends and cutting lawns to feed the family. I desperately wanted to be back in the BTCC and that was the only way I could make it happen."

"I was racing at weekends and mowing lawns to feed the family"

He won his sixth race back, at Donington Park, finished fifth in the championship and then guided WSR's BMW 125i to his second title the following season. Is it fair to say the 2014 BTCC was won by a landscape gardener? "Yes," he says, "and you're probably the first person I've told. I'm not sure many people knew about it at the time, but by the end of 2014 I was physically exhausted. I was racing, training three times a week with an athletics club, now helping to look after two kids and doing the landscaping...

"I was fit and working hard, and you think you're indestructible, but my body just went 'bang' at the end of that season."



A move to Subaru brought some success, but also some problems

And, once again, his future with WSR was thrown into doubt when eBay pulled out at the season's end. For the second time, he wouldn't be in a position to defend his crown with the team he'd come to regard as extended family - but there was at least the offer of a paid drive with Warren Scott's BMR team, in a Volkswagen CC.

"At first I wasn't that interested," he says. "I didn't want to go back to front-wheel drive... and I wasn't that keen on partnering Jason Plato. He'd been an arch-rival and we're very different people, so I didn't think we'd be compatible, so initially I turned the deal down. But Warren was trying to put together a superteam. He'd taken my engineer Kevin Berry from WSR, he'd signed Jason and his engineer from Triple Eight, and as time went on I started to wonder whether I wanted to carry on in the BTCC or return to landscape gardening. Those were basically my options and I told myself that I'd rather have a go at the BMR thing and fail than not do it and face the possibility of my racing career being over. In the end I really enjoyed it. I liked working with Jason and learned a lot - good and bad!

"I had a bit of relearning to do with the VW and finished behind Jason in the championship, but as soon as I heard we were switching to the rear-drive Subaru for 2016 I thought, 'Right, game on - this is for me.' Warren called to tell me Subaru was coming on board and that the deal was almost over the line, but money would still be tight so could I take a pay cut? I barely gave it a second thought before agreeing, because it seemed like a golden chance.

"The first time I sat in the car was the Friday evening before the opening meeting at Brands Hatch, which basically became a shakedown event. We had a few teething problems - not least that the high-pressure fuel line kept blowing off and causing the car to ignite - enough of a problem to trigger our withdrawal from the third meeting, at Thruxton.

"After a slow start, though, we quickly picked up the pace. I started to win a few races and the car soon became a threat.



Turkington became just the second man to claim four BTCC titles when he triumped in extraordinary circumstances last year

MATT RICHARDSON, KER ROBERTSON/GETTY IMAGES

CV

BORN: 21/3/82, PORTADOWN, NORTHERN IRELAND

- **1992-94** Local karting
- **1995** Takes up golf instead
- **1996-97** Autograss
- **1998** Northern Irish Metro champion
- **1999-2001** UK Ford Fiesta Championship, winning title in his final season
- **2002** BTCC in Atomic Kitten MG ZS; 3rd at Croft
- **2003** First BTCC victory, Brands Hatch
- **2005** Works Vauxhall Astra in BTCC, two wins
- **2006** WSR MG ZS, 3rd in BTCC
- **2007-08** BTCC Independent champion, WSR BMW 320si
- **2009** first BTCC title, WSR BMW 320si
- **2010-12** selected WTCC outings (one win at Okayama); 5th in 2011 Scandinavian Touring Car Championship, Flash Engineering BMW 320si
- **2013** Returns to BTCC in WSR BMW 125i; works as landscape gardener to support his racing
- **2014** Secures his second BTCC title
- **2015-16** Switches to BMR to race VW CC and later the Subaru Levorg
- **2017** Returns to WSR; 2nd in BTCC
- **2018-19** Back-to-back BTCC titles with WSR BMW 125i & 330i respectively
- **2020** Continues in BTCC with WSR; 51 career wins so far

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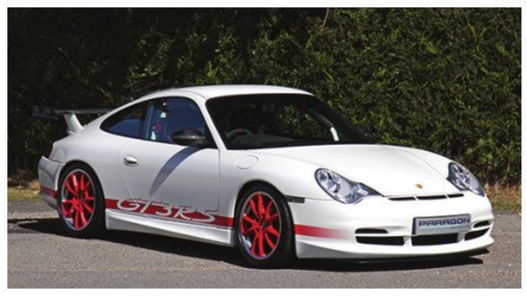




911 Carrera 4 S (993)

Arctic Silver • Black Leather Sports Seats • X51 Power Kit (300 BHP) 18" Turbo Wheels • Turbo Brakes & Suspension • Electric Sunroof Porsche Certificate of Authenticity 7,146 miles • 1998 (S)

£159,995



911 GT3RS (996)

Carrara White • Black Nomex Bucket Seats • One of just 113 UK-Supplied Cars • Factory Roll Cage Paragon Service History Air Conditioning • 20,919 miles 2004 (53)

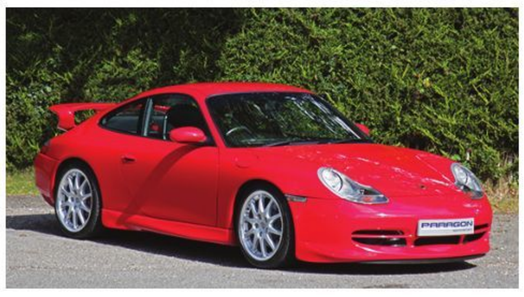
£139,995



911 Carrera Sport Targa

Grand Prix White • Navy Blue Fully Electric Leather Seats • G50 Gearbox Becker CD/Radio • Previously Sold & Serviced by Paragon • 16" Fuchs Wheels • Porsche Immobiliser 22,373 miles • 1988 (F)

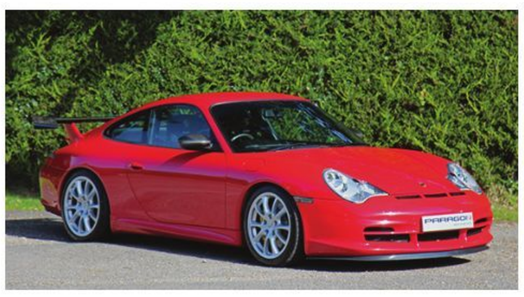
£84,995



911 GT3 (996)

Guards Red • Black Leather Bucket Seats • One of just 106 UK-Supplied Cars • Air Conditioning • Paragon Service History • 18" Sport Design GT3 Wheels • 29,552 miles 1999 (V)

£79,995



911 GT3 Clubsport (996)

Guards Red • Black Nomex Bucket Seats • Factory Half Roll Cage Air Conditioning • Ceramic Brakes Carbon Pack Interior • Previously Sold & Serviced by Paragon 43,336 miles • 2004 (53)

£74,995



911 Turbo (997 GEN II)

Jet Black • Black Leather Seats PDK Gearbox with Paddles • Bose Sound • Parking Sensors • Sport Design Steering Wheel • Bi-Xenon Lights • Bluetooth Phone • 34,027 miles • 2012 (12)

£67,995



911 Carrera 4 GTS (997 GEN II)

Carrara White • Black Heated Leather Sports Seats • PDK Gearbox with Paddles • X51 Power Kit (408 BHP) • 19" GTS Centre Lock Wheels • Sport Chrono • 18,578 miles • 2012 (12)

£60,995



911 Carrera 2 GTS (997 GEN II)

GT Silver • Cocoa Heated Leather Sports Seats • PDK Gearbox with Paddles • Sport Chrono • Sports Exhaust • Parking Sensors • X51 Power Kit (408 BHP) • 28,486 miles 2011 (11)

£59,995



911 Carrera 4 (993)

Arctic Silver • Classic Grey Leather Sports Seats • Manual Gearbox • Air Conditioning • 285 BHP VarioRam Engine • 17" Cup Wheels • Dark Blue Power Hood with Tonneau 61,259 miles • 1997 (P)

£59,995



911 Turbo (996)

Seal Grey • Black Leather Seats Tiptronic S Gearbox • Electric Sunroof • Bose Sound • Parking Sensors • Previously Sold & Serviced by Paragon • 59,357 miles 2004 (53)

£44,995



911 Carrera 2 S (997)

Arctic Silver • Black Leather Seats Tiptronic S Gearbox • Parking Sensors • Satellite Navigation 19" Carrera Classic Wheels Bose Sound • 55,855 miles 2005 (55)

£27,995



Cayman S (987 GEN II)

Basalt Black • Black Leather Seats Touchscreen Satellite Navigation with Bluetooth Phone • Parking Sensors • 19" Carrera S II Wheels Sport Chrono • 50,062 miles 2009 (09)

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TEA WITH *Colin Turkington*



Turkington secured his fourth title in WSR's BMW 330i last year. The "rocketship" carried him to five wins and three further podium finishes

I got myself back into contention, qualified on pole ahead of the final races on the Brands Hatch GP Circuit and won the first two, so out of nowhere I was suddenly in contention, though Gordon Shedden ended up winning the title.

"Warren then asked me to take another pay cut, but I couldn't do that again. I'd also kept in touch with Dick at WSR and had heard rumours that BMW might be coming back with manufacturer support for the first time in about 20 years. Dick had faith that I could do the job for him again, given our past relationship, so it was a dream to return to 'my' team in such circumstances."

He was second to Subaru driver Ash Sutton in 2017, but titles three and four followed in brisk succession.

"The 2018 season was remarkable," he says, "because the BMW 1 Series wasn't the fastest car, and I took the championship purely through consistency. I won only one race all season, but was frequently on the podium and that was the strategy – stay out of trouble, carry on racking up the points and play to our strengths.

"It was also tough because I'd lost my Mum in the first half of the year. I decided the best thing I could do was to try to win it for her. I didn't celebrate after winning that time – as soon as it was over, it wasn't like the others when I was jumping around. I got out of the car, hugged my wife Louise and didn't go out to celebrate with the team. We turned left out of Brands, went to the Ming Chinese restaurant in Wrotham Heath and flew to Northern Ireland the next day.

"That finale at Brands was a rollercoaster. I thought I was out of it"

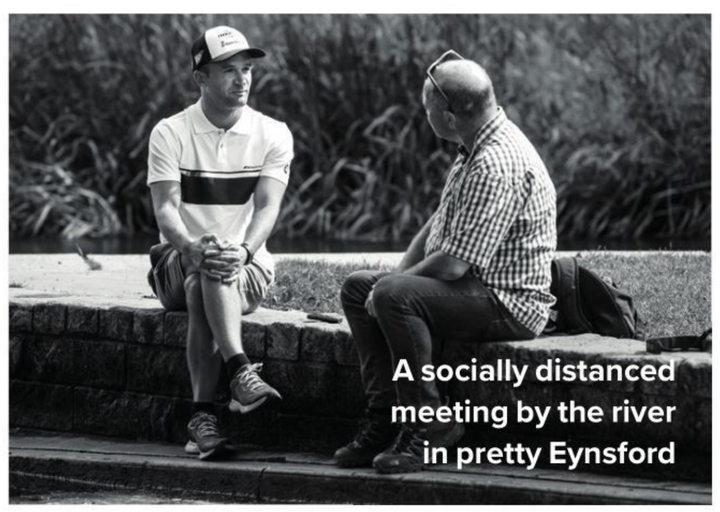
"Last year was probably the most satisfying of my title-winning seasons because there was massive internal competition with my team-mate, Andrew Jordan. We had a new car [the new 330i M Sport] and didn't initially appreciate just how quick it was. It was an evolution of everything we'd learned with the 1 Series – and when we stuck the engine from that in the latest 3 Series chassis we ended up with an absolute rocket, but things were neck and neck with Andrew and [Honda driver] Dan Cammish.

"The final day at Brands Hatch was a real rollercoaster. After the second race I thought I was out of it – I was facing the wrong way at Graham Hill Bend on the opening lap [following contact with Matt Neal]. It was such a mirror image of 2009, fighting for the title and Matt once again getting involved. By the third race I was the rank outsider. My engineer Dan Millard kept the belief – he'd seen me drive from the back of the grid before, but instinct told me it wasn't going to be my year. Once the lights go out, though, you forget any negative thoughts and get on with it."

With a lap and a half of the season to go, Cammish seemed to be on course for the crown when brake failure sent him plunging off the road at Hawthorn. "I wasn't aware initially," Turkington says. "I'm disciplined about stuff like that. If I see a car off the road, I make a point of not looking at it because I don't want the distraction in such a high-pressure environment. But I was aware that it was painted black – and there aren't too many of those in the BTCC. Then my engineer radioed in and told me I was back in the championship lead – if you look at the in-car footage you can see my eyes open up suddenly, because a shock wave went through my body. I couldn't compute that. I knew Andrew was up the road ahead of me somewhere – and if he'd passed one more car the title would have been his, though I wasn't aware of that.

"When I won for the first time in 2009, I said it was off the scale compared with my emotions after the first race win – but this was something else altogether. When you think you've lost it – and everybody else thinks that, too – it makes it all the more special when you get it back. I was pretty much out of control on the cooling-off lap. I was trying to thump the roof, but couldn't reach it because I was strapped in so tightly. When I got out, I jumped on the roof – something I'd never done before.

"Whatever happens through the rest of my career, those were moments I'll probably never experience again."



A socially distanced meeting by the river in pretty Eynsford

MATT RICHARDSON, BMW



A true time trial

Historic rallying is a precision business, so HERO-ERA now has an official watch to time its round-the-world escapades

REGULAR READERS MIGHT RECALL last year's feature about the lure of long-distance rallying, which included tips and insights into this addictive form of the sport from competitor Daniel Spadini.

Spadini's tales of his exploits on events such as the Peking to Paris and the Inca Trail were inspirational – now he's preparing his Citroën DS for next year's London to Sydney prior to another crack at the 'P to P' in 2022.

On the (rare) occasions when he's not driving insane distances in old cars, Spadini runs a business called Alatron that, among other things, makes high-quality Swiss watches and clocks on a private label basis for numerous well-known brands.

So Alatron was the obvious choice when classic rally organiser HERO-ERA decided to commission a watch that would not only do justice to its logo but would also prove its worth as a true tool when worn by drivers and navigators during the thick of a gruelling long-distance event – the result is what you see here.

Spadini's extensive rallying knowledge came to the fore in the design, which majors on simplicity, legibility and robustness.

The substantial 44mm steel case can be obtained in regular or PVD finish while the aluminium 24-hour bezel – which works in tandem with the secondary hour hand to provide a GMT function – has a two-tone finish to quickly indicate whether it is night or day in the home time zone.

While the shape is reminiscent of a Panerai design, the watch overall is very much its own, with applied numbers and brass main hands in-filled with a helping of SuperLuminova for legibility during those tricky night stages, plus the red varnish of the GMT pointer.

A small date window and the HERO-ERA emblems topped by a sapphire crystal complete the front, while turning the watch over reveals a mineral glass case back that allows a view of the well-finished Swiss Soprod C125 movement with a Geneva Striped winding rotor and a planished main plate.

This really does seem like a great driving watch that looks capable of standing up to some serious behind-the-wheel adventures.

Each one will be supplied in a leather pouch, with the first 200 sold also being number-stamped and accompanied by a certificate. And £100 from each one will be donated to the rally organisation's charity Hero2Help, which has already raised £20,000 for the NHS during the Covid-19 pandemic.

Horophiles who are interested in or who have entered the 2022 Peking to Paris should also stand-by for a watch dedicated to the event being designed and made by Alatron.

HERO-ERA watch. £1300 from heroevents.eu



Japanese designer Hiroshima Fujiwara last co-operated with TAG Heuer on a project in late 2018 when he made a decent fist of subtly re-mastering the hallowed Carrera. This time he has been at work on the O2 chronograph, paring down markings and adding touches of red, even tinting the sapphire case back. The black opaline dial now looks beautifully clean and functional, with the additional 'Fragment' branding. Just 500 examples will be available and it's on sale now.

TAG Heuer x Fragment Design. €5800, tagheuer.com



If you find Fragment's TAG Heuer lacking in the 'red' department, how about this chronograph from Zürich-based driving watch maker Maurice de Mauriac? The latest development of its classic L3 model, its domed crystal and transparent back both sport a fiery red finish. Said to have been inspired by the clean graphics and typography of the post-war Zürich 'School of Concrete' art movement, its blackened case can be had on a choice of different coloured leather straps. It could be a hard act to follow....

Maurice de Mauriac 'L3 Sees Red'. £4450, mauricedemauriac.com

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Photo courtesy of Simon PR Benson Photography – www.500px.com/simonbenson

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LETTERS

I thoroughly enjoyed every article in the June issues of *Motor Sport*, featuring the recently departed Stirling Moss. Yours is a very comprehensive tribute to a figure who deserves every good word. What a wonderful driver and ambassador.

I saw Moss drive at the Sebring 12-hour race in 1962 – his last major race before his career-ending crash. He was co-driving a Ferrari 250 TR sharknose sports-racer with Innes Ireland. They should easily have won the race, except that they were disqualified for refuelling two laps too early. Their disqualification took place many hours after some unwitting marshal unsealed the fuel filler and a similarly unwitting mechanic, noticing the broken seal and assuming that this meant the car should be refuelled, did just that. The shouting match between Moss, Ireland and the marshal who informed them of their disqualification, captured on a Riverside recording of that race, is something to behold.

I later met Moss in Modena in 2003 at a re-running of the Mille Miglia (then run as a rally event with period-appropriate cars). We had a marvellous chat. I told him that I had seen him race at Sebring in 1962. He still remembered the injustice and disappointment of that race. But he also took the occasion to tell me that he had won the race in 1954 in an OSCA and that one of the prizes was some unusable swampland in south Florida. Ever the salesman, he asked if I would like to buy it... He was, and still is, an unforgettable character.

DENNY GIOIA, PENNSYLVANIA, USA



And you thought multi-seat Formula 1 cars were recent... Ginther picks up hitch-hikers at Charade

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Regarding your Great Read choice on your website about the 1965 French Grand Prix. I borrowed my father's MG1100 that year and went to Le Mans with a friend called Roger Warburton. Then we headed south to the French GP. We decided to stay at a village called Pontgibaud which was on the 1905 Gordon Bennett circuit. It turned out that Jenks was staying in the other (more expensive) hotel in the village on the other side of the main square. We introduced ourselves and spent many happy hours sitting drinking and hearing loads of stories. That was the start of a friendship that lasted until he passed away. I attach a photo of Ginther in the Honda giving Innes Ireland and Jo Bonnier a ride back to the pits in practice. Not allowed today!

SIMON MOORE, FULHAM, LONDON

I'm sure the statement 'It wasn't until TWR/JaguarSport and the XJR-15 in 1990 that a full resin-composite structure was attempted again for a production road-legal car' was an editorial ploy to check if your older readers were awake, but really... I can't remember them all but the Rochdale Olympic , the Lotus-inspired Clan Crusader and the Mini Marcos spring to mind.

It was the success of the Mini Marcos' successor, the Midas, which lead to its producer Harold Dermott being employed to help manufacture the McLaren F1. But let's not forget the 1964 Marcos Coupé, a true composite car elegantly combining ply and glass fibre with sensible mechanical components - an Elite for grown ups. Well, anyone taller than Colin Chapman!

Incidentally the Mini Marcos is still available for sale.

RICHARD FALCONER, PAINSWICK, GLOS

Further to the letter in the August 2020 edition of *Motor Sport* from Geoff Wyler about resin-composite structure road legal cars I would like to remind readers of another one - the Clan Crusader, with its rear-mounted 875cc Hillman Imp engine.

I owned one for 10 years. I bought it second-hand and it was my everyday road car. I put over 100,000 miles on the clock and then sold it for more than I paid for it! Wish I still had it now.

Unfortunately we don't seem to see them on the road any more. They became popular for sprinting and hillclimbing in the early 2000s, but are not around for that now.

MRS PAT TOULMIN, BY EMAIL

As I attended the 1975 Monaco Grand Prix (don't let anyone tell you it does not rain on the Cote D'Azure) it was great to see the Niki Lauda Ferrari 312T feature in the August issue. These days I watch video of Formula Junior, Formula 2 and Formula 1 from the early to mid 1970s. Real racing cars, and you can tell the make by the shape of them. I stopped watching Formula 1 in 1995 when the V10s finished, so I am pleased to say I have not watched the championship years of Jenson, Lewis or Sebastian. The drivers are okay but aesthetically and soundwise, along with Formula E, the current V6 turbos are rubbish. When is Ross Brawn going to fix the problem? It is not going away. Innovation has taken a back seat.

FRANC WELLS, BY EMAIL

That was an excellent article on Lauda's Ferrari 312T. Your subheading against the photograph on page 67 is puzzling, though. The car appears to be mostly "Lauda's Ferrari", but with a 1977-style upper body/cockpit surround/engine air intake. The latter were not as flared as those on the 1976 312T2.

Lauda's 1975 race number 12 is correct on the nose section, but the 12 on the 1977 upper body was allocated to Carlos Reutemann, who replaced the late great Clay Regazzoni for the 1977 season.

Those excellent pictures illustrating your article clearly show the complete form of the 1975 car, so presumably the real part was somewhere under those blankets!

PAT DOYLE, SONNING, BERKS

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MOTOR SPORT

F1'S EXPERIMENTAL 2020



A new black livery, but will it be the same old story of domination for Mercedes and Hamilton?

F1 SPECIAL

Bravely into the new world

This year's Formula 1 World Championship is perhaps the most unpredictable ever, both in terms of who will win it, but also where it might go. With an ever-changing calendar and the backdrop of a global pandemic, **Mark Hughes** looks at what we can expect from the battle behind closed doors

DAN ISTITENE/FORMULA 1/GETTY IMAGES

So perhaps the strangest, most dystopian season in the sport's history begins. But regardless of the surreal circumstances of the outside world in which F1 has to exist, its life force remains – and here we are at the beginning of what should be a truly fascinating contest. Consider, the participants don't even know how many rounds the championship will comprise. Even as they are fighting it out, they don't know when the music will stop, which somehow just lends the whole thing its fuzzy, irresolute tone. There are going to be so many dimensions to the story of this season, rapid-fire from all directions. So, as the circus rolls into town and puts on its show without folk being allowed to come and see it, what are the questions framing those storylines?

Ferrari in the frame

Behind the scenes during the three months of inaction since the cars were packed back into their crates at Melbourne without having run in anger, there has been frantic action. Staring penury in the face, Liberty, the FIA and the teams have been incredibly cohesive in trying to plan their way around the situation considering the crazy high-wire the sport has always perched itself upon, fuelled by competition and addiction. One of the measures devised to keep the whole hive intact has been to delay by a year the introduction of the all-new aero formula – and that's actually a real sacrifice from Ferrari for the greater good.

Because this year's SF1000 is modelled very much on last year's flawed SF90. To do an all-new concept was deemed not worth it for just one season. Except that's turned out now to be two, as the same monocoque by regulation must be retained through to the end of 2021. In hindsight, Ferrari's technical department might have chosen an all-new concept of car based around the needle nose and outwash front wing combination that seems to have established itself as the best solution to these regs. Instead, it has a version of a car that last year could only sometimes run an aero balance most appropriate to the track in question. Is that trait just fundamental? Is the only way of running it with a good front end aerodynamically inefficient? That's a key question from its performance pattern during both pre-season testing and a tough first outing in Austria. It had much better low-medium speed performance, reported both Sebastian Vettel and Charles Leclerc – but it was losing a lot of time down the straights. That's pretty much the opposite of the traits of last year's car, but it could well be just a different expression of the same limitation.

That situation has almost certainly not been helped by a series of Technical Directives relating to fuel flow, building on that introduced in Austin last year. Rivals remain convinced the Scuderia had derived its power advantage from 'gaming' the fuel flow meter and even though the FIA couldn't prove it, the latest TDs have shut off the possibility of it being done the way rivals believed. Wouldn't it be just stunning if the Ferrari power advantage was more evident than ever? But it certainly wasn't apparent in testing – and at the Red Bull Ring we saw a car nearly a second slower than last year's, and only a stellar performance by Charles Leclerc allowed Ferrari to leave the first race with anything close to creditable.

An aerodynamic shortfall and the evaporation of its power advantage doesn't

> "At Austria we saw a car a second per lap slower than last year's"



The opening races haven't gone well for Ferrari, or Vettel, who has struggled for pace and endured clashes. He's yet to score a point



Drivers donned 'End Racism' T-shirts, with some taking a knee

set up the season perfectly for Ferrari. But this is Ferrari; you just know it's going to force itself into the mix somehow. You also know there are going to be flash points of emotion; that's just how they roll. That volatility is probably going to be magnified this year, given that Vettel knows this is his last season with the team, that it's chosen to replace him for '21. Recall how disinterested he was in complying with team wishes in Sochi and Brazil last year? Imagine how he might be now - with a very big point to prove against the barometer of the new chosen one. Just one of a rubric of challenges for team boss Mattia Binotto to manage this year.

"He must be good at managing an objectively difficult and unusual situation," agrees Piero Ferrari, "given that the driver will leave at the end of the season. I don't know how my father would handle the situation, but he always said that the company matters more than any employee, even more than the best driver."

All that said, Leclerc is one very tough cookie beneath the charming exterior - and possessed of enormous talent. Maybe he wasn't consistently at the level of Hamilton and Verstappen last year, but his best stuff was outrageously good. If he can stay on the tightrope in hooking all those bits together, F1 may even be looking at a new standard-bearer. This is a sensational dynamic with a script that will be even more electrifying if the car is a potential winner. Then we'd have Vettel - freed from the conflict of driving within team-dictated constraints - on a mission to steal a championship before departing. It would be the best finger he could possibly give to the team that never really loved him.

A seventh for Hamilton?

Team love isn't something that Lewis Hamilton need worry about at Mercedes as he chases that record-equalling seventh title, having already surpassed most of the other

GETTY IMAGES, DPPI



Charles Leclerc put in a fine drive to second place at the first race in Austria but promptly undid the good work by taking out teammate Vettel in the second. Below: Mercedes ran away with much of the first race, until Hamilton was penalised







Bottas (above) stole a march on Hamilton with a fine drive in Austria, while McLaren's MCL35 proved the class of the midfield

The secret warm-up

Before F1's return, a chunk of the grid decided to get back up to speed through some private running with a top team, says **Chris Medland**

There are plenty of weird statistics as a result of the COVID-19 pandemic, but what if I told you that 20 per cent of the current F1 grid all drove for the same team in June, and it wasn't the one they race for? In fact, it wasn't an F1 team at all.

Esports was great for drivers keeping their hand in, but when F1 announced its revised calendar and circuits started opening up again for private testing, there was little doubt that drivers needed to get behind the wheel of a physical car on a physical circuit. While almost everyone went karting, it wasn't quite so easy to jump in an F1 car in order to prepare. Enter Carlin.

The famous name in junior categories has never made the step up to F1, but can boast the likes of current drivers Sebastian Vettel, Daniel Ricciardo, Carlos Sainz, Lando Norris (*below, in F2, 2018*), Kevin Magnussen and Daniil Kvyat among its alumni.

Two of those names turned to Carlin for help getting back up to speed after lockdown, and many days in a Formula 3 car were actually instigated by a driver with a presence in the virtual world.



"We get on really, really well with Lando's manager, a guy called Mark Berryman," Trevor Carlin explains. "He's absolutely got the right approach to sport as far as I'm concerned. He believes that the driver should be practicing as often as they can, because Roger Federer, top golfers and all these guys, they all practice every day.

"And it's only because of the expense and logistics that racing drivers can't do the same thing. So Mark's always a big fan of Lando driving whenever he can to keep his eye in, keep him sharp and keep him focused, and we mentioned that we had the chance to use the Silverstone Grand Prix track and he absolutely jumped at it."

That makes it all seem a little simple, but "had the chance to use" Silverstone actually equates to hiring the circuit out at a cost of £38,000 – including a £6000 noise premium – per day. So how do you recoup that sort of money? You get more drivers.

Norris was joined by Sainz, Alex Albon and Nicholas Latifi of the current grid, while plans didn't quite come off for George Russell. Williams reserve Jack Aitken also got involved, and for most their aim was simply to get used to pushing a car to the limit once again – Carlin was comparing lap times, being impressed that they all ended up within a tenth of each other – but Norris had some more specific targets as he took his McLaren engineers with him.

"Silverstone is one of the best tracks for it," Norris says. "Racing with Carlos, racing with the others who went, it was nice. Also to see the Carlin guys and work with them again and have a bit of fun. The F1 stuff is very serious; there's still laughs but it's a job and you have to take it all very seriously. In this I could go have more fun.



McLaren duo Norris and Sainz were among the current F1 stars to return to the wheel of junior formula machinery

"Doing whatever I can getting in a car to be ready for the weekend mentally, physically and any other way is important. Not having a test in an F1 car, I had to make the most of every chance, and that was going and doing three days in the F3 car."

While Carlin also ran its current F2 pairing of Jehan Daruvala and Yuki Tsunoda and IndyCar driver Max Chilton, Albon hadn't actually raced for the team before. Running what he describes as a GP3/F3 hybrid, the Red Bull driver says it was a good way to re-learn the feedback a racing car provides.

"A go-kart is good for fitness but a single-seater does feel very different," Albon says. "It was nice to get that feeling back. That old-school 'the steering doesn't move because it's so heavy' sort of thing. But also just how raw it is. They're so unrefined and so natural to drive. With F1 there's so many electronics that it almost feels more like a simulator. Whereas when you drive whatever it was I drove, they feel pretty nice. I had a lot of fun."

Some of the sessions developed into unofficial races – although Albon says he had an unfair straight-line speed advantage to the tune of 40kph – and while Carlin concedes he was slightly concerned at times, he insists that was outweighed by seeing the drivers' emotions.

"It's great seeing them when they got out of the car, big smiles – the pure joy of driving," Carlin says. "Because there was no pressure. They had a blast."

It was a unique time getting back on track, so Carlin doesn't think such a test programme will happen again, even if he encourages it.

"People have short memories and hopefully this whole thing [COVID] will disappear and we won't have to think about it again, but in my mind if you're a top-level sportsman you need to be practising your art as much as possible. And the person that does the most and has got the right level of skill, potentially will do the best. If you've got the resource and the opportunity, why wouldn't you?"

CHARLES COATES/CLIVE MASON/GETTY IMAGES, DPPI

Schumacher records of achievement. He's the obvious pre-season favourite but there are so many ways it might go in this quick-fire, uncertain scenario. In the world's travails of the last few months he's risen above the sport and its corporate sheen and spoken eloquently on bigger issues, obliging F1 to follow his lead. He could be pretty much anything he wants to be at this moment in his life. Which fork will he take? And can he summon up the same intensity and focus as before at the track? The next generation are lining up now to knock him off his perch and it will happen eventually. Just not necessarily yet.

The Merc W11 is a stunning bit of design – its rear suspension alone shows the bold creativity still coursing through the team – and was the quickest thing both pre-season and around the Red Bull Ring. But there's another one on the other side of the garage. Valtteri Bottas' mentor Mika Häkkinen would say this, wouldn't he, but it has a ring of belief: "He's a mega-great driver. I am confident that he is better than ever, so I have an extremely high expectation for him to be world champion this year." And he certainly started well with victory in Austria, holding off a stumbling Hamilton for the race distance. The warning signs were there, however. Last year, with just a little bit of luck, Bottas could have been 5-0 up on Hamilton after the first five races. Get to five races this year and we may already be halfway through the season. That's stretching a point, but the performance is within him.

Has Honda pulled a fast one?

The expectation however is that Hamilton's chief opponent is going to be Red Bull's Max Verstappen. The post-testing gung-ho stance coming from both the Red Bull and Honda sides of the equation – absolutely confident they would be in the title hunt – wasn't really backed up by the car's form on-track then. But the package looked quick in Austria – while it lasted. Both Verstappen and Alex Albon could potentially have beaten the Mercs, but both were let down by electrical issues, perhaps arising from the rattling use of Spielberg's vicious kerbing.

As the engine factories of Mercedes, Ferrari and Renault were all on shutdown, Honda took advantage of an FIA allowance 'for factories based in countries where law and/or unions impose different closing conditions' to delay its shutdown until later in the year. Which has allowed it to bring a significantly upgraded spec of power unit to the beginning of the season. Subsequent to that allowance, the FIA introduced cost-cutting measures that limited the amount of power unit development work that could be made during the season; the combined effect is that Honda may have stolen a march.



Honda cars had a torrid first race, but Alpha Tauri at least scored some points

Honda's F1 R&D chief in Sakura, Yasuaki Asaki, recently proclaimed: "My goal is to win in a situation where either Mercedes or Honda can win. I am excited and anxious about the goal – to be champion."

The RB16 represents a fundamental reappraisal of some aerodynamic concepts for Red Bull – necessitating the sort of big re-engineering job that Ferrari shunned. The move away from the wide nose to a Mercedes-like needle nose should keep the airflow supplied to the underfloor more energised at low cornering speeds. But it has required the steering gear and reservoirs to be moved behind the nose's bulkhead – which in turn would appear to make it impossible to emulate the Dual Axis Steering (DAS) system introduced by Mercedes, whereby the toe angle of the wheels can be altered by moving the steering column up and down. Which is almost certainly why Red Bull is so animated about that technology and its legality.

"Bottas is a mega-great driver. I have expectation for him to win"



Max Verstappen will be in the hunt this season, and was only prevented from battling for the first win by an electrical gremlin



The picturesque Red Bull Ring played host to the first two races of the year but, even with home Tarmac, Red Bull couldn't quite match Mercedes

"These 2020 cars racing around Mugello would be insane"

Should the RB16 and W11 prove well-matched through the season, this is going to be a truly fascinating dynamic. Not only will that directly pit the king and pretender properly against each other for race after race, building upon the thrilling but intermittently spaced duels we've seen from them so far, but the respective qualities of the two teams will come into sharper focus. Mercedes has that all-round, scientifically-driven competence in every area and has just got better and better at winning races, sometimes even on those rare occasions when it hasn't had the fastest car. But Red Bull is sometimes sharper in improvising a new answer to changed circumstances. There may be something about the intense thick-and-fast, no-time-to-think, way the season is poised which suits that quality. And if it can pressure Mercedes through pure performance, how will the latter react?

After Austria and Hungary - where Max Verstappen took pole and fought for the win last year - the fast, flowing expanses of Silverstone will give us a fuller picture of the respective traits of the two cars. Just as with Austria, the British track is hosting grands prix on two consecutive weekends, albeit behind closed doors. So, we have a Styrian Grand Prix in Austria and a 70th Anniversary Grand Prix the week after the British Grand Prix (surely F1 missed a trick in not calling the repeat venue races the Niki Lauda Trophy and Stirling Moss Trophy respectively?).

Calendar shake-ups

At the time of writing we had just welcomed a new race at Mugello, and Portimão was looking likely also. Both are superb tracks. The former is owned by Ferrari, which knows its tricks well and most drivers are excited at the prospect of racing there. "I raced there back in 2007 for the first time," said Daniel Ricciardo, "and it was my favourite circuit that season. I loved the flowing, high-speed corners, and I think in F1 it would be amazing. We had a test there in 2012, but these 2020 cars around there would be insane."

"The drivers' necks are going to snap," suggested Mark Webber. He also tested there in 2012 and reported: "Did 10 dry laps around Mugello, which is the same as 1000 laps around Abu Dhabi in terms of satisfaction."

Portimão's sweeps are less physically demanding but form a great technical challenge. This Portuguese venue has never previously had the financial wherewithal to seriously consider hosting a grand prix. But circumstances are different this year, the whole financial model turned turtle. In order to fulfil the big-paying TV contracts F1 is actually *paying* European circuits to host races rather than vice-versa, as the closed-doors statute means the venues cannot sell tickets. It's another example of the unity being shown by the whole sport in pulling something remarkable from the most dire set of circumstances.

Turbulent times in 'Class B'

But just beneath the cohesion, the competitive distrust inherent to F1 is very much alive. Red Bull's anger at the Mercedes DAS system, Mercedes, Red Bull and McLaren's anger at the private agreement reached between Ferrari and the FIA that brought the governing body's investigation into the Scuderia's 2019 engine to a close: these are still hot topics. As is the outrage of Renault and McLaren at the obvious similarity of the Racing Point RP20 to last year's Mercedes W10. The 'pink Mercedes' looks quick enough to claim

leadership of that 'Class B' part of the grid behind the big three, and that's just making it all the more controversial. As this team prepares to morph into Aston Martin F1, with the Stroll billions behind it, a competitive 2020 season potentially makes it a very attractive '21 proposition for a big name like Vettel.

These are financially worrying times for all the teams, but McLaren and Renault have extra cause for concern through the troubles of their parent groups. They look likely to be slugging it out with Racing Point for the financially important positions in the constructors' championship. McLaren has made unquestionably the best start, with Lando Norris scoring a superb podium in the Austrian opener, but Renault isn't far away. Which means Renault's Daniel Ricciardo will be potentially depriving his 2021 team (McLaren) of income in his efforts this year. He also faces a formidable new in-team challenge from the returning Esteban Ocon, a fast and very feisty performer. He was never a favourite of Ricciardo's in the past - and under the circumstances there's potential for friction.

Ricciardo's forthcoming departure from Renault to join McLaren next year wasn't greeted as warmly as was Carlos Sainz's from McLaren. Carlos isn't planning on joining Ferrari just to serve as Leclerc's number two, but before then he will surely face increased competition from sophomore McLaren team mate Lando Norris. The bubbly, mischievous front of the 20-year-old belies a deep competitive will that's rarely satisfied with his own performances, always chasing more. To keep that career momentum going, 'more' is exactly what he's going to need, and similar comments apply equally to the other two sophomores, Alex Albon and George Russell. Being Max Verstappen's team-mate in a potentially race-winning car in just your second season is perhaps the toughest driver gig of all, especially in the notoriously demanding Red Bull environment, but Albon has it within him to pull it off. It looks like Russell's Williams will this year at least allow him to engage cars from other teams in battle as he swims confidently towards the goal of a drive in a fully competitive seat. He is highly rated at Mercedes and it's difficult to believe he won't end up there sooner or later.

This is a defining season for the sport, regardless of the competitive outcome. How it gets to that outcome, the thrills and intrigue along the way, will be crucial. This could be either the dying of the light or a new beginning. The stakes are that high.





FLORENT GOODEN, POOL F1/DPPI, ANDREWW HONE/FAITH MORAN/GETTY IMAGES

The snapshots of the season opener in Austria.
Top: Williams looked closer to the midfield, with George Russell in the fight for points until he lost fuel pressure.
Above: Class B leaders Sergio Pérez and Lando Norris go wheel-to-wheel in the pits. Lando eventually got the better of his rival and grabbed third on the dramatic final lap.
Inset: Ricciardo was still smiling, even though his Renault broke... yet again.
Left: Albon fumes after another hit from Hamilton cost him a shot at his maiden podium.



F1 2020 Runners

Mercedes AMG

Brackley, UK Last year **1**

The undoubted benchmark of the sport at the moment. Can it make it a clean sweep of seven drivers and constructors titles?



Lewis Hamilton

Age **35** Last year **1**

Unquestionably the best of them all on his day, but how many more times can he dig deep enough to stave off his younger rivals?



Valtteri Bottas

Age **30** Last year **2**

Had it not been for bad luck, he could have shaded Lewis last year across the first five races. Needs to step up and deliver on his considerable promise soon. Started well.

Ferrari

Maranello, Italy Last year **2**

This year could be tough, due to Ferrari stalling its chassis design in the delayed season. But it's Ferrari, after all, so it'll be in the mix regardless.



Charles Leclerc

Age **22** Last year **4**

Now promoted to team leader, there will be additional pressure on the Monegasque superstar to lead the line for the Scuderia.



Sebastian Vettel

Age **32** Last year **5**

One of the most interesting narratives of the year: how will Vettel cope as his Ferrari dream fades? Don't expect him to follow team orders, or go easy on Leclerc.

Red Bull Racing

Milton Keynes, UK Last year **3**

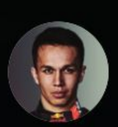
Honda may have hit upon a development advantage, and the first tracks of the revised calendar should suit Red Bull. Big things ahead?



Max Verstappen

Age **22** Last year **3**

Tipped to be Hamilton's biggest rival, and will undoubtedly bring his usual blend of fearless driving and devil-may-care attitude.



Alexander Albon

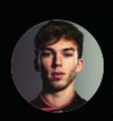
Age **24** Last year **8**

Impressed following his hurried promotion to Red Bull's top table last season. Will have high hopes for his first 'full' season with the team this time around.

AlphaTauri

Faenza, Italy Last year **6**

The artist formerly known as Toro Rosso returns with a cool white livery. Should be capable of causing the odd upset.



Pierre Gasly

Age **24** Last year **7**

After his Red Bull demotion, he scores a career best second in Brazil... in a worse car. Ahh, the irony. He'll want to silence doubters.



Daniil Kvyat

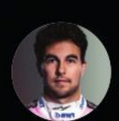
Age **26** Last year **13**

The man once known as 'torpedo' is gradually morphing into a reliable and consistent racer. Will want to build on his surprise podium in Germany last year.

Racing Point

Silverstone, UK Last year **7**

Its final season as Racing Point (stupid name, anyway) before it morphs into Aston Martin. This year's car is basically a Mercedes.



Sergio Pérez

Age **30** Last year **10**

Can be incredibly good on his day, and has the consistency to match his speed. He could thrive if the car is good enough.



Lance Stroll

Age **21** Last year **15**

Blows hot and cold. Can be great, can be hopeless, on any given weekend. There is the potential for a very capable grand prix driver here, but he needs to add consistency.

Alfa Romeo Racing

Zürich, Switzerland Last year **8**

Still struggling from being starved of investment as Sauber, but is making gradual progress. This year will be about consolidation in midfield.



Kimi Räikkönen

Age **40** Last year **12**

He may be the oldest on the grid, but still has his touch. Scored in nine races last year, should be scoring in more this time.



Antonio Giovinazzi

Age **26** Last year **17**

Struggled a tad in his maiden full F1 campaign, not helped by a difficult car, but made some real improvement to score points in four races. Needs to build on that.



and Riders

McLaren

Woking, UK Last year **4**

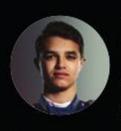
It's not been an easy few months for McLaren, but it should still have a fast and reliable car, and should be in the battle for 'Class B' honours



Carlos Sainz

Age **25** Last year **6**

He may be Ferrari-bound, but he's also parting on very amicable terms, so still expect him to play the team game.



Lando Norris

Age **20** Last year **11**

Solid maiden F1 season, but will be keen to press on to further cement his spot at the team in preparation for the arrival of both Ricciardo and Mercedes. First podium helped.

Renault

Enstone, UK Last year **5**

Has underdelivered and, with the rules frozen, don't expect an overnight transformation. Needs to be at the head of 'Class B'.



Daniel Ricciardo

Age **31** Last year **9**

Enters his final term at Renault under a cloud after his McLaren move. Regardless, he'll be smiling and braking like a beast.



Esteban Ocon

Age **23** Last year **N/A**

Back on the grid after a year's hiatus. He'll be one to watch. Even if just because he and Ricciardo aren't each other's biggest fans, so there's potential for friction.

Haas F1 Team

Kannapolis, USA Last year **9**

Haas will want to forget last season. The car was mostly a disaster. The team thinks it's figured it out, so expect a marked improvement.



Kevin Magnussen

Age **27** Last year **16**

Has the speed, but has been held back by a difficult car. Expect the usual, erm, robust driving as he looks to reassert himself.



Romain Grosjean

Age **34** Last year **18**

Quite a surprise he's still here, given rising mistakes and uninspiring performances. Needs to get himself back in order this year to see a seat in 2021 as a possibility.

Williams

Grove, UK Last year **10**

It can't get any worse... can it? We hope not. Two years at the back has to be improved. Just getting out of Q1 would be a start.



George Russell

Age **22** Last year **20**

Made a great impression last year. Never complained. Fingers crossed he can actually fight with different cars this year.



Nicholas Latifi

Age **25** Last year **N/A**

Last year's Formula 2 runner-up makes his grand prix debut this season as the sole brand-new driver to the grid. Looked competent at first race in Austria.

2020 Calendar

Never before has it been such a challenge to accurately produce a list of Formula 1 races in the correct order. Here's what we know of the schedule at time of press. Who knows if it will actually stay this way for very long...

1	5 JUL	AUSTRIA	Spielberg
2	12 JUL	AUSTRIA	Spielberg
3	19 JUL	HUNGARY	Budapest
4	2 AUG	GREAT BRITAIN	Silverstone
5	9 AUG	GREAT BRITAIN	Silverstone
6	16 AUG	SPAIN	Barcelona
7	30 AUG	BELGIUM	Spa-Francorchamps
8	6 SEP	ITALY	Monza
9	13 SEP	ITALY	Mugello
10	27 SEP	RUSSIA	Sochi

PS: The second races at both Austria and Silverstone have alternative titles. Austria's sadly wasn't named after Niki Lauda and was instead the Steiermark Grand Prix – after the Styria state. Silverstone's will be the 70th Anniversary GP (we still think it should've been the Stirling Moss Trophy...). F1 still aims for a 15-18 race season, with Imola and Portimão in talks to host at time of press.

LLUIS GENE/AFP VIA GETTY IMAGES

F1 SPECIAL

DOUBLE TIME FOR THE BRITISH GP

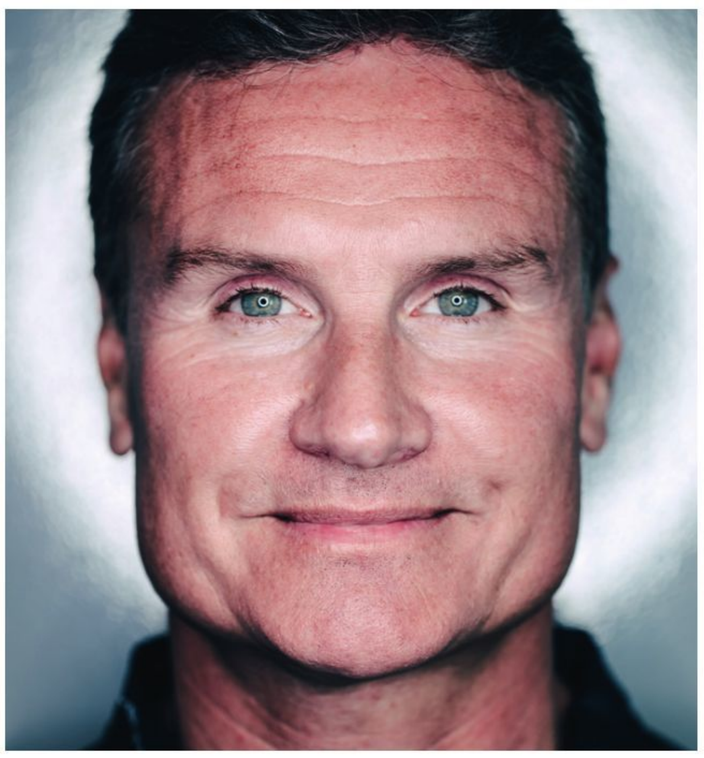
Silverstone is gearing up for two world championship grands prix in as many weeks. David Coulthard, the BRDC president, talks to **Simon Arron** about the challenges of 2020 and beyond

THIS YEAR SILVERSTONE WILL host a British Grand Prix like no other. For a start there will be no spectators in the grandstands as a result of the social distancing rules during the COVID-19 pandemic, but just as unusually it will be followed a week later by a second grand prix at the same venue.

"I don't see any downside in having two races at Silverstone, certainly from a British fanbase point of view," says David Coulthard, the newly elected president of the British Racing Drivers' Club (BRDC), the body that owns Silverstone. "It would obviously have been nice to welcome some spectators, even if numbers necessarily had to be restricted. In any event, I believe the sport's fans well understand and will be happy that live sport is back, even if it is available only on the box."

Coulthard is looking forward to both meetings – the second of which will be called the 70th Anniversary Grand Prix, in honour of the fact that the first World Championship race took place at the circuit in 1950. And as someone who won his home race twice – in 1999 and 2000 – Coulthard is confident of a home win: "This is a very positive time for motor racing in the UK, with Lewis Hamilton aiming for his seventh world title – and with Lando Norris, George Russell and Alex Albon on the rise we are looking very well served for the future."

Coulthard's BRDC presidency was confirmed last summer and he entered the role at a time of relative stability for the organisation and its Silverstone HQ. The on-off-on-off-on British Grand Prix had a fresh deal that keeps it on the world championship calendar until 2024, and the venue's on-site hotel – touted for years – was finally taking shape, even if it's still a little too early to pick



up a room key. But that was before a pandemic knocked the world from its stride.

In the past, the BRDC has made it plain that annual hosting fees made it difficult to run the British Grand Prix at a profit – despite attracting one of the campaign's most populous crowds. This year, and despite hosting two world championship grands prix, there won't be a single paying punter. On the surface, it's not an equation that concludes with a happy number.

How to catch the British GPs

British GP
Date ***July 31 - August 3***
Watch on Sky, NOW TV and Channel 4

70th anniversary Grand Prix
Date ***August 7 - 9***
Watch on Sky, NOW TV, highlights Ch4

Plus: Live reaction via ***Motor Sport*** website, full analysis and race reports in next month's issue of ***Motor Sport***

"After many years of having to meet difficult F1 contracts," Coulthard says, "the latest negotiations were done in a way that enables Silverstone to run as a profitable business – and I think that's fair. Without revealing any numbers, I think the Formula 1 management realised the necessity – pre-COVID – for circuits to be able to operate effectively as businesses.

"It's not ideal having no spectator income, but the two parties – with the BRDC headed by Stuart Pringle and the board – were able to find a workable solution. Actually [he adds, with a chuckle], from what I saw in the UK during the June heatwave, it seemed to be OK to have about 15,000 people on a beach, so perhaps we should just think creatively and put some sand around the track…

"We obviously won't get the numbers that were projected at the start of the year. The Experience Centre opened a few months ago to a royal fanfare – actual royalty and racing royalty, in the form of Lewis Hamilton – but shut its doors again promptly due to the lockdown. There have been various reviews to understand what the long-term effects will be, but you minimise where you can and make sure you come back stronger. I don't think it will be any more challenging for us than it will for many other businesses."

Beyond this year's grands prix what is his vision for the next phase of the BRDC's evolution? "Lots of good work has already been done," he says, "but I'd like to hope I can bring a 360-degree view to the role. I competed at a high level as a driver, I have always been a fan of the sport and in addition to my racing background I wear assorted other hats that are relevant to what we do here, particularly in terms of event management and broadcasting. I should be able to bring along a broad understanding of contemporary

racing and compare that with what we are able to do at Silverstone.

"For instance, I know what a fantastic job the Melbourne promoter does to make its asset sweat for a full four days across the duration of the Australian GP. I have been going to Albert Park since its first F1 race of the modern era, in 1996. Some BRDC members might have attended, but they won't have the same touch points that I've had. Hopefully I'll be able to introduce ideas in areas where we aren't doing things as well as we might.

"I want to learn from those that have hands-on experience of the racetrack and to question or encourage them with observations from what I've learned on my travels, to see where that takes us. I won't go in with all guns blazing, not at all. I take it as an honour and a privilege to represent the members and to maintain the position of the BRDC as a hugely respected club around the globe.

"As in every business, you have to bear in mind the commercial imperatives but the bottom line is this: at its core the BRDC is a motor racing club and we want to appeal to and connect with the sport at all levels. It's not just about MotoGP, F1, World Rallycross, the Silverstone Classic and other international events we host - we need to be able to support motor racing at all levels.

"At present the only thing I'd like to see is the installation of a bespoke kart track. Why is Silverstone not a one-stop shop for everything in motor sport? The only thing we have missing is the grass-roots element."

While the UK remains a thriving motor sport hub, it has lost many once-prolific manufacturers - Reynard, March, Lola and suchlike - thanks to the increasing imposition of one-make regulations that have stripped the sport of its diversity. In this shrinking market, does Coulthard see himself as a figurehead for a whole industry?

"Ours is a significant industry for the UK. I think we need to do more to sing the praises of great British engineering and the way it attracts top-class overseas brains to come across and help make some of these F1 teams successful. The place they choose to come and live, and educate their kids, is Britain - we need to remind people how positive that is."

It seems fitting that Coulthard's first British GP in his new role will be such a unique one: "I was brought up going to Silverstone. My father attended the British GP regularly and I used to travel down to watch long-circuit karting there in the mid-1980s, long before I got anywhere near racing a Formula Ford at the track. Way back then who'd have thought that the BRDC would ever want to put its trust in me?"

DPPI, NEWSPRESS, SIMON HOFMANN/GETTY IMAGES FOR LAUREUS



Shapes and colours

As the cars line up at Silverstone, Peter Stevens, creator of some of F1's best liveries for Brabham, gives his verdict on 2020's colourful grid





MERCEDES The black is very dramatic, and hides much of the fussiness of the turning vanes around the sidepods. The main grumble is the INEOS sticker in dark red. It's a shame because that colour is all wrong in that context. When I worked for Bernie Ecclestone his opinion was a Brabham was blue and white, and if you want to become part of our group you have to follow the simple colour palette. That was his idea. You'd think Mercedes would have the means to say 'have your name in silver or bugger off', which is what Bernie would have done.

RED BULL They are clever. When you watch the race you can't miss the Red Bull. It looks identical from year to year, so it looks stable, like they know what they are up to. The red and the yellow and the very dark matt blue, you can see it coming.



FERRARI It's just red... but that matt red looks very weak compared to shiny red. Matt colours pick up a lot of light from the sky, but not in an attractive way. The red looks washed out on the Ferrari. The matt blue on the Red Bull works, but the red looks pink-ish to me.



RENAULT The Renault is disappointing because there is even less yellow. It makes the nose flatter than it is and makes the car look less attractive than it may be. The graphic agencies that do these liveries just have a straight side view, which doesn't respect the shape of the car.



McLAREN The orange is strong, but again the livery doesn't respect the shape. It's done by somebody two-dimensionally. The blue is strange because if you turn the colour right down the blue and orange are very similar tones. A colour-blind person wouldn't see the change.



RACING POINT You can't miss the pink, but the white stripe with the lettering over the engine cover is like a sticker, which undermines it a bit. You are telling people you are part of a sophisticated sport, but if it's just a sticker you look like a secondary sponsor.



ALFA ROMEO The metallic shiny red differentiates it to Ferrari and picks up the light. It looks expensive and classy. I think it works well, and the big white logo is very clever because it leaves a retinal image behind, which you tend to remember. The black hides the muddly aero bits.



ALPHA TAURI This represents a Red Bull clothing line, which the livery doesn't tell you, but maybe that doesn't matter if the clothing line is coming after everyone has seen the name. The engine cover logo is nicely done because you can see the bull's head detail.



WILLIAMS All I remember is it doesn't say ROKiT on the side anymore. It left no impression. I took notes as I watched the Austrian GP, but I deliberately didn't mention the colours to see what I'd remember and I can't remember anything about it, other than George Russell...



HAAS It's a desperate mess. The white sidepod breaks the car up; it's one colour and then suddenly another. It looks like Haas has bought the sidepod, but the car is a Haas so the whole design should be like it. You have a short chance to get noticed, so you have to be clear.

THE CORONAVIRUS CRISIS HAS forced Formula 1 to take a long, hard look at itself and find the answers to some very searching questions – or at the very least accept that those questions need answers.

As the sport's activities dried up in the early part of the year, and factories were closed for months at a time, the potentially existential nature of the threat became clear to many of those involved in the sport.

Global lockdowns and the postponement or cancellation of 10 races shattered any complacency. A number of far-reaching decisions were made in an attempt to shield F1 from the clear and present dangers – as well as those that might well be posed in a likely future where the immediate threat from the virus has receded, but the devastation wrought by its economic consequences becomes the new concern.

Over the next decade, F1 has to ride out the expected global recession caused by the virus, on top of the issues that were already there before COVID-19 changed the world. Chiefly, how to stay relevant and prominent as a new generation with different priorities influences global direction.

How will – and should – the cars be powered as the world moves deeper into a century that will inevitably be dominated by the climate crisis? Who will be running the teams? What will the cars be like? Where will the money come from?

Many questions face F1 as it emerges uncertainly into a changed world this year, this decade and beyond.

F1 SPECIAL

WHAT IS F1'S FUTURE?



The coronavirus pandemic not only halted the grand prix industry, it also brought many other issues into stark focus. **Andrew Benson** looks at some of the key questions facing the sport



Liberty Media and the FIA are grappling with F1's future

Justification and sustainability

The coronavirus crisis forced F1 to accelerate down a path upon which it had already set its course - to drive down costs and make the sport more sustainable.

What was originally regulated last October as a budget cap of $175m a year, with major exemptions for areas such as the salaries of drivers and top executives, engines, marketing and more, has now after months of talks settled at an initial $145m next year, descending to $135m for 2023-25.

That is expected to make a big difference to what is perceived to be another key requirement for F1's future success - increased on-track competitiveness.

A more stringent set of rules should make it harder for the best-resourced teams to develop cars with a massive performance advantage over their rivals, there has been an attempt to enshrine a way of balancing performance into the rules, and limits on costs will reduce the disparity in budgets.

While in recent years the likes of Ferrari, Mercedes and Red Bull are spending double or even, in some cases, triple the amount of those further down the grid, that will no longer be possible - the numbers will be more like 30-50 per cent more at most.

It remains to be seen what effect the expected impact on global finances from coronavirus will have on F1, but the shockwaves are already being felt.

Williams, one of the sport's most prestigious names, is up for sale, a situation that has been created by its poor performance over the past two seasons, but from which recovery has been made a whole lot tougher as a result of coronavirus.

And the upheaval around the world created by the pandemic has led to inevitable questions about whether the car manufacturers in the sport, which not only account for three of the teams but also supply engines to all of them, can justify continued involvement.

On that front, there have been reassuring signs recently. Mercedes F1 boss Toto Wolff made it clear parent company Daimler sees F1 as a "core activity" and that it is "in it for the long term". And Renault, whose involvement in F1 had been part of a review of all corporate activities following the financial scandal surrounding former boss Carlos Ghosn, has said it too is in F1 to stay.

Of Formula 1's four manufacturers, that apparently leaves only Honda with questions surrounding its involvement for the next few years, arising from its decision last autumn to extend its contract with Red Bull only by one year until 2021.

The sustainability - or otherwise - of the sport extends into areas far beyond finances.

The coronavirus has been an unexpected and serious crisis, but it will presumably eventually subside. And then attention will turn back towards another potential threat - global heating.

Had it not been for the coronavirus, it's possible that the defining political discussion around the start of the F1 season might have been the optics of flying to Australia to drive cars around in circles for three days in the shadow of the climate change-driven bushfires that devastated large swathes of the country in the preceding months.

No-one in leadership circles in F1 is blind to the threat that the climate crisis poses to the sport, and all accept that the sport has to move into the future by embracing its responsibilities in this area.

Future propulsion

FIA president Jean Todt identifies the environment as one of the two ways in which the future of motorsport could be at risk - the other being some form of monumental crash that involves the deaths of members of the public, such as the 1955 Le Mans disaster.

By extension, reinforcing F1's responsibilities towards greenhouse-gas emissions is key. The sport has already pledged to become carbon neutral by 2030; attention now turns to how the engines will look under the new formula to be introduced in 2026.

"It will be up to the new generation to demonstrate whether or not it's still relevant to race in cars and go around in circles around the world," says Renault F1 managing director Cyril Abiteboul. "But more than that it's important that F1 remains at the edge of what technology has to offer."

No-one in a position of authority or influence is any longer suggesting F1 should move away from the latest generation of hybrid 'power units' back towards big naturally aspirated engines, which many fans might consider more evocative.

Even Red Bull's Christian Horner, who not so long ago was championing such a move, has changed his mind.

"The romantic in me says go back - loud noise, normally aspirated," Horner says. "Emotionally, a high-revving V10 or V12 engine would be a wonderful thing to have back in F1. But unfortunately they're rather outdated now.

"The technology in these [hybrid] engines is phenomenal. We've now got a period of

"Unfortunately, a V10 or V12 is just outdated for Formula 1 now"



With global warming high on the agenda, will burning fossil fuels still be relevant in future years?

GETTY IMAGES, XPB/PRESS ASSOCIATION IMAGES

Fuel manufacturers are busy developing the new generation of ‘e-fuels’, which will essentially be carbon neutral



While many fans would love a reintroduction of a big V8 like Cosworth’s famed DFV, many now think they’re outdated

stability, so it’s important that F1 makes the right decision for the future. The automotive sector is moving an awful lot at the moment and what technologies are going to be relevant then? Because when that engine comes in, that’s going to be for a five- to 10-year period.”

Abiteboul points out that F1 engines are increasing in power on average by three per cent a year - or to put it another way, given there is a limit on both fuel capacity and fuel flow, they become three per cent more efficient each year.

This, he says, exceeds the 2.5 per cent target for annual efficiency increases demanded of global industry by the United Nations at the 2015 climate conference.

“Obviously it comes at a huge cost and lots of technology,” Abiteboul says. “It can’t be transferred to all cars on the planet, but still it does represent an element of the answer to the problem.

“The average efficiency of an internal combustion engine is in the region of 30-35 per cent. We are above 50 per cent in F1. That’s massive. If this type of efficiency was affordable for all mass-market products, that would be a massive contribution to CO_2 emissions. So that’s something that we need to keep at the edge of in the future.”

And what is that future?

The road-car industry is on a huge electrification drive, but F1 cannot embrace pure electric power to the same extent. Todt says: “At the moment, you can only consider F1 with a hybrid engine. You cannot envisage Formula E substituting F1. There is not one [electric] race car able to do 300km at the F1 speed today. It will be decades before it can happen, if it does. Today, hybrid is the proper choice. The next step is to see how we can secure greener fuels.”

A significant part of the electrification drive in the road-car industry includes hybrid engines, and it is here that F1 feels it can play a major part in driving down emissions by developing engines that run on synthetic fuel - where carbon is captured from the atmosphere to make the fuel, so it is effectively carbon neutral.

“We are talking about e-fuel, fuel that will not be composed of fossil energy,” says Abiteboul. “This will be a game-changer, I think. We need to make sure that F1 remains a demonstration for game changers.”

If this sounds like a car manufacturer justifying its involvement in F1, it is. But the sport as a whole is fully signed up to this plan. F1 chief executive Chase Carey sees F1 as

F1's new rules are hoped to close the performance gap between teams to improve the racing, and trim the big hitters' spending



"a platform to put forth what is possible for a broader industry that we're at the forefront of; that's an important role".

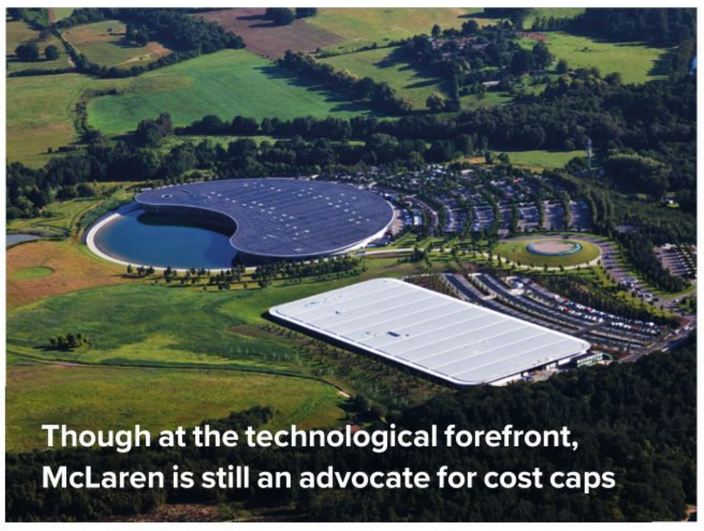
Manufacturers vs independents

There may be those reading this who say, that's all very well, but why does F1 have to bow to the demands of the manufacturers? Why, indeed, does it need manufacturers at all?

That's not far off the position F1's owner Liberty Media held when it bought the sport in January 2017, when Liberty talked about simplifying engines and introducing what F1 managing director Ross Brawn described as "a great racing engine that everyone admires and enjoys". But it did not take long for Liberty to realise that F1 would struggle without the manufacturers.

Liberty set out with the aim for 2021 of getting rid of the MGU-H - the motor generator unit that recovers energy from the turbo and which is central to the huge efficiency gains of these engines. But the manufacturers wanted to keep it, and the FIA was not prepared to abandon hybrid or road relevance altogether. As Liberty discovered, it was impossible to square the circle of road-relevant hybrid F1 engines without car manufacturers being involved.

The question of whether F1 can afford to ignore road relevance has become an academic one that is not taken seriously among F1 stakeholders. In doing so, the sport might be more appealing to a certain portion of hardcore racing enthusiasts, but it would also become significantly more vulnerable to questions from outside regarding sustainability, against which - under the current trajectory - F1 is working hard to insulate itself.



Though at the technological forefront, McLaren is still an advocate for cost caps

With manufacturers, there is always the threat that one or more will one day decide the sport no longer meets its needs. But in pursuing the current path, that risk is minimised. Take the alternative route, and F1 would effectively be driving the manufacturers out, because as one puts it "no manufacturer would be able to justify the outlay on an irrelevant power-train". In doing so, F1 would be creating an engine supply crisis for itself - as well as voluntarily putting itself in a very vulnerable situation.

For some, the 1970s, with a bunch of privately entered cars powered by Ford Cosworth engines against Ferrari, is held up as a panacea. But others would argue that panacea is a chimera. After all, the Cosworth was a manufacturer engine itself - it was just a single offering in the market place.

And why pick the 1970s as an ideal? Why not the 1950s, when the sport was largely Alfa Romeo v Ferrari v Lancia v Maserati and sometimes Mercedes and Lancia? Or the 1980s, when Honda, BMW, Porsche, Ferrari and Renault supplied engines? Or the 2000s, when BMW, Ferrari, Ford, Honda, Mercedes, Renault and Toyota all faced off?

The truth is that F1 has always involved manufacturers, and the draw of huge global brands such as Mercedes and Ferrari is part of its appeal.

Performance

In the past three years, F1 cars - at least over one qualifying lap - have reached performance levels never seen before, despite being heavier than they have ever been. But the racing has often been criticised as processional.

In an attempt to fix this, F1 has come up with a new set of rules, now slated for introduction in 2022. They will slow the cars by an estimated two to three seconds a lap, but it is hoped they will also make the cars more raceable by reducing the disparity



"F1 has always had manufacturers; they're part of the sport's appeal"

between teams and drastically reducing the loss of downforce experienced by one car following another.

These rules were created by a team collaborating across F1 and the FIA, and forced through by Brawn, Carey and Todt last October after months of debate with the teams, founded on scepticism among the top teams that the rules would do what was intended.

There was concern not only about the prescriptive nature of the new regulations, but also that they would produce fundamentally flawed cars, which were blighted by understeer.

Those concerns remain, even if teams are reluctant to express them publicly for now. One leading figure did say: "The new rules have very worthy objectives and are aiming for a lot of the right things, but the proof of the pudding will be in the eating, in terms of whether they have been successful or not."

The teams' concerns centre on the fragility of the aerodynamic behaviour the car is built around. The aim is to control the wake in such a way that it has the lowest possible effect on the airflow experienced by the car behind. But senior figures say that to maintain these properties, and not break the wake effect, needs something not far from a spec car.

In that sense, there is a danger that the rules will set up an inherent and unavoidable tension between the ambitions of F1 and those of the teams in trying to make faster cars. And that if the teams succeed in adding downforce to the cars, the rules are destined to become less effective over time.

To this, Brawn responds: "Help us make them better." A remark that might cause some spluttering among the top teams, who would argue that they were making this point throughout last year but were effectively ignored.

Brawn mentions the people at the centre of creating the new rules – the FIA's Nikolas Tombazis, a former Ferrari chief designer, F1's technical chief Pat Symonds, a former Renault technical director, and ex-Williams aerodynamicist Jason Somerville.

"They are all very experienced people and they've done a great job designing a car we think will be much better to race," Brawn says. "These aspects that are being highlighted may cause some deterioration of the benefits, but it doesn't lose it completely and certainly nowhere near where we are with the current cars.

"And you have to remember that if we didn't do anything, these cars would just get worse and worse and worse. I wouldn't pretend that I can guarantee these are 100 per cent perfect, but they're a long way towards being a big improvement on what we currently have."



The new-generation cars aim to tidy up the aerodynamic wake, to allow others to follow closer

GETTY IMAGES, F1

Finances and the calendar

However the new cars behave on track, they will be driven by what is an especially promising new generation of talented, likeable and relatable drivers, characteristics that have only been enhanced by the lockdown as many broadcast themselves live on the internet doing e-racing. Charles Leclerc and Lando Norris, in particular, have been social media hits, as have, if perhaps to a lesser extent, Leclerc's long-time rivals and buddies George Russell and Alex Albon.

At 35, Lewis Hamilton will probably be

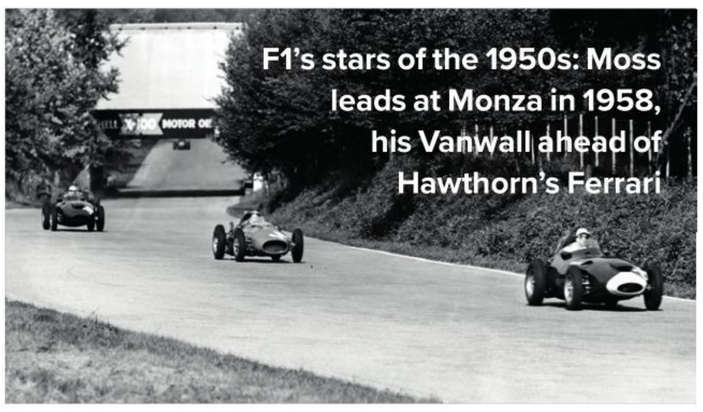


F1 was due to break new ground with a race in Vietnam this year, before the world went into lockdown

around for another three years or so, possibly more, but his successors have already emerged in the shape of Max Verstappen and Leclerc, who have both demonstrated they are of the very highest calibre.

Add to them the likely emergence into the full limelight of Norris and Russell once they get front-running cars, the jokes and sunshine provided by Daniel Ricciardo, and the handsome and engaging Carlos Sainz moving to Ferrari, and you have a set of superstars likely to keep the fans excited.

With a budget cap on teams, though, Hamilton may turn out to be the last of the super-earners – Verstappen's deal at Red Bull is believed to be less than half Hamilton's earnings, while Leclerc's new Ferrari salary is a chunk less again. And the size of teams – with more than 1000 employees at the likes of Mercedes and Ferrari – has reached its peak and is about to come down, at least in terms of those designated solely to F1.



F1's stars of the 1950s: Moss leads at Monza in 1958, his Vanwall ahead of Hawthorn's Ferrari

"It's not hard to see how the F1 calendar could creep to 25 races"

Paradoxically, Liberty's projections for the future of the sport – admittedly made before the coronavirus hit – are all for growth. It expects broadcast rights, race-hosting fees and sponsorship to remain the three biggest income streams, and for revenue to increase, particularly through a transition towards direct-to-consumer television offerings, known as 'OTT', for 'over the top'.

Another income-driver will be an increased number of races. This year's schedule would have been a record 22 grands prix, and it's not hard to see how that could easily creep up to 25. Saudi Arabia is expected to join the calendar by 2023, F1 is working hard on a race in South Africa – likely a return to Kyalami – and continuing its efforts to find a second event in the USA.

The desire will be as already stated – to retain the iconic, historic races such as Silverstone, Monza, Spa and Monaco, and add to them lucrative new events that expand the sport's global reach, and therefore its potential to increase its earnings.

How exactly this all pans out after the coronavirus remains to be seen, but F1 insists that it has no fears about the viability and appeal of the sport for the coming decades. "Inevitably we are going to be operating differently in the future than we did before this happened," Brawn says. "Just like working from home.

"Will it ever just go back to exactly how it was? I doubt it. It's a bit like security at airports. You and I can remember when there was no security at airports. Then we had all the problems and now you have to go through security. And you don't even think about it any more. It is just part of the procedures and patterns of life. And I'm sure that is what will happen. We will have to fit into that new tapestry of life and we will do things differently, but I don't see them stopping.

"F1 was making real progress in terms of the countries it was going to, the engagement of the fans, how we presented the sport. This has been a bit of a hold-up, a pause button, but we will adapt and adopt everything we need to be able to continue that trajectory."

Andrew Benson is BBC Sport's chief F1 writer

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Chris Froggatt, centre, Eddie Cheever, left, and Jonathan Hui will compete in this year's GT World Challenge Europe

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THE DEMISE OF TYRRELL

The fall o

With another historic British team seemingly edging closer to the brink, there are unfortunate parallels to be drawn between the current plight of Williams and Ken Tyrrell's crumbling empire in its final years, as **Maurice Hamilton** explains

# of giants

A contrast of fortunes: Jackie Stewart shone during the 1970s in Tyrrell machinery, before even the presence of large sponsors couldn't prevent its demise in the 1990s

GRAND PRIX PHOTO, BERNARD CAHIER/GETTY IMAGES

Tyrrell was at the height of its powers in the early 1970s. Here Jackie Stewart threads his Ford V8-powered car through the Monaco streets in 1972

Ken Tyrrell celebrates Jackie Stewart clinching the 1973 drivers' title at Monza

From humble beginnings: In 1971, the Tyrrell factory didn't look like the hub of a typical world champion squad



Danny Sullivan was always impressed with Tyrrell's operation. Here he is driving the 011-Cosworth at Monaco in 1983

GP LIBRARY, BERNARD CAHIER/GETTY

On 10 June 1983, the *Surrey Advertiser* carried a picture of a Union Flag being raised in a former wood yard deep in the countryside. It was an informal ceremony with enough significance to have the weekly newspaper devote space to a local Formula 1 team winning a grand prix. Little did the editor know, he was recording an historic moment.

This proud achievement has since become a sad epitaph marking the final victory for the Tyrrell Racing Organisation. Fourteen years later, the name would be erased completely and replaced by British American Racing (later to become Honda, then Brawn, and now Mercedes). Tyrrell became one of more than 40 entrants lost to the vicious vagaries of F1.

This particular failure to survive had been made even more poignant by a proud history embracing three drivers' world titles with Jackie Stewart in a golden period between 1969 and 1973. It was proof of how motor sport's mighty are fallen: in this case, a slow demise that had been painful to watch.

It's true that once-great names cannot rely solely on their histories to keep them afloat. Williams can relate, and there are stark similarities between the Grove outfit and the downfall of Tyrrell. Williams is currently up for sale, and has been anchored to the foot of the constructors' championship for the last two seasons. There is a real risk that Frank Williams' empire could follow that of the unfortunate Tyrrell.

at Albi in France that September, Boshier "liberated from the paddock" the Union Flag that would subsequently be the totem of success at the factory each time Tyrrell won.

It would be raised 33 times in recognition of grand prix wins that began with Stewart's victory with the Tyrrell-Matra in Holland in 1968 and ended 15 years later. Boshier had long since renounced his role on the race team to concentrate on becoming a bodywork expert. When news came through of Michele Alboreto's win in Detroit in June 1983, Boshier reached for the Union Flag and set off from home to perform his unofficial duty on the factory roof. "Typical Tyrrell," Boshier fondly recalled some years later. "I knew there wasn't a ladder at the place - I had to bring my own!"

Apart from being Tyrrell's de facto Colour Sergeant, Boshier had earned a fine reputation as an artist in glass fibre and clay, particularly the moulding of drivers' seats. Danny Sullivan was Alboreto's team-mate, the American having made his F1 debut with Tyrrell that year.

"I could not have been with a better team," says Sullivan. "Ken and [his wife] Norah created a family atmosphere; it never changed. Ken never treated anybody differently; there was no hierarchy, not even for the drivers. I never realised how much of an influence he had on my career. It was quiet teaching.

"I also learned so much from the guys who worked for him. Brilliant people. Take Keith [Boshier], who made my seat. It was the best seat I ever had in racing. [Sullivan would win the Indy 500 and CART Indycar title in 1985

"Ken Tyrrell tried to move with the times, but not quickly enough"

The warmly patriarchal - and occasionally unyielding - Ken Tyrrell had tried to move with the times, but not quickly enough in a meritocracy driven by sharp thinking, instant results - and money. There had been vital moments of opportunity, but these were missed as F1's aggressively competitive business raced on at a furious rate. A wonderful homespun spirit within Tyrrell had eventually been overwhelmed by the corporate thrust of rivals operating on a different level. That much was already evident as the flag-raising ritual was played out in the summer of 1983.

Keith Boshier had joined Tyrrell in 1967. Having served his apprenticeship with a local motor dealer, Boshier answered an advert in the *Surrey Advertiser* for a mechanic with the Tyrrell Formula 2 team. When Stewart won with Penske]. I mean, no one even came close. I used to tell the other people I drove for - you know, big names with all the facilities - about this guy in a shed in the wood yard at Tyrrell. How he made me this seat and it was just perfect. He used clay rather than foam. We spent about eight hours doing it, but that didn't matter. Keith would say: 'Don't worry. Just sit there and I'll get you a cup of tea.' That was the Tyrrell team. The most super place to be."

Despite a dogged determination to remain with normally aspirated engines and hold out against the advancing tide of turbos, Tyrrell remained a desirable team, particularly for young drivers keen to learn the F1 ropes. Stefan Bellof and Martin Brundle grabbed what opportunities they could in 1984 by respectively coming close to winning at

A move to turbocharged Renault engines in 1985 proved tricky, as Martin Brundle's abandoned car during that year's French GP attests. Note the layer of fire extinguishant

"I couldn't believe how small Tyrrell was... tiny compared to Lotus"

Monaco and on the streets of Detroit; two tracks suited to the nimble Tyrrell-Ford V8.

An inevitable switch to a Renault turbo for 1985 proved that horsepower alone was not the cure as a failure to score any points meant Tyrrell was barely mentioned in previews for the following season. Sadly, the pessimists were not far off the mark.

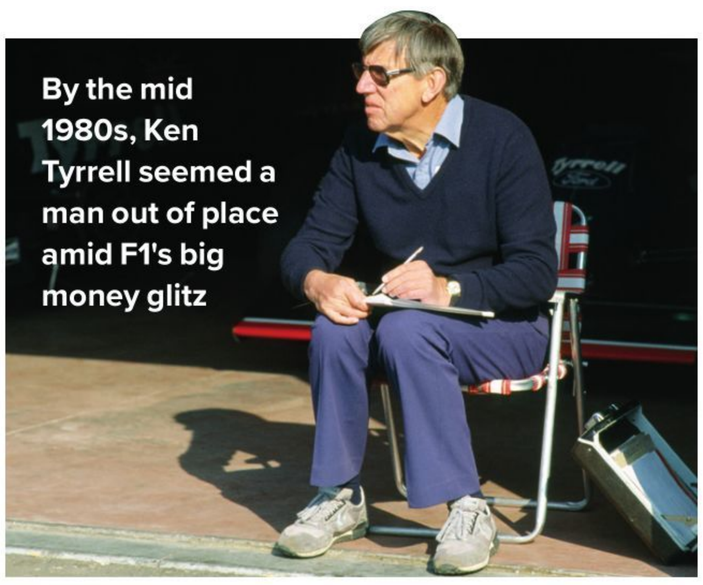
The introduction of a second F1 category specifically for non-turbo engines in 1987 would hardly be state of the art. But the Ford V8 (extended from 3- to 3.5-litres) would at least allow more reliable running than the French V6s, with Renault Sport focusing more on Lotus and Ayrton Senna at the expense of customer units for Tyrrell and Ligier. Tyrrell put in the miles, gasping behind the turbos at the head of a sparsely populated second division irreverently referred to as being 'down among the dead men' by loftier paddock parts.

Vital signs of recovery came at the end of 1988. Harvey Postlethwaite had moved from Maranello where, latterly, he had been point man for John Barnard as the Ferrari designer carried out his work by remote control from an office in England. Puzzled by an inability to use the Ferrari wind tunnel when he needed it, Barnard was alarmed - which is putting it mildly - when he flew to Italy and discovered a renegade cabal, led by Piero Lardi Ferrari and Postlethwaite, testing their own F1 car.

According to Barnard, this prototype with a distinctive high nose would look remarkably like the neat Tyrrell 018 that appeared a couple of races into the 1989 season. A shortage of funds had delayed the build, the schedule being so tight that Ken, at the age of 65 and as the holder of an HGV licence, actually drove one of the trucks to Monaco while the other waited for the second car to be completed.

The fact that the boss managed to scrape the truck against the side of a toll booth en route was seen as irrelevant collateral damage as the eagerly awaited car was delivered.

The precise parentage of 018 mattered little when it turned out to be quick - particularly when Jean Alesi finished a remarkable fourth on his debut in France. The rest of the season would be a learning process with 018, exacerbated by Tyrrell not being favoured Goodyear runners. Working closely



By the mid 1980s, Ken Tyrrell seemed a man out of place amid F1's big money glitz



Jean Alesi played a starring role in the neat 018, before he was tempted away by Ferrari

with aerodynamics guru, Jean-Claude Migeot, it was clear to Postlethwaite and his crew that the potential was there. Lessons learned manifested themselves in Tyrrell 019, a much-admired car ready for the third race of the 1990 season. But not before 018 had one last spectacular shout in Phoenix, Arizona.

Postlethwaite and Migeot had persuaded Tyrrell to switch to Pirelli. Any doubts Ken had were banished when Alesi qualified on the second row, led the race, fended off Senna's McLaren-Honda and came second. Tyrrell could hardly wait to get its hands on 019. Alesi was saying he could win at Monaco, an enthusiastic claim that doubled Ken's efforts to convince him of the need for circumspection.

Alesi kept his cool and finished a brilliant second in Monte Carlo, a car's length behind Senna. It was to be a double-edged sword. Alesi's obvious abundance of talent had not gone unnoticed and the emotional Franco-Sicilian would become distracted by the swirl of attention. By September, it was known he would drive for Ferrari. Tyrrell's moment had passed in other respects as Migeot had been lured back to Maranello and team manager Joan Villadelprat would move to Benetton.

Villadelprat's place would eventually be taken by Steve Nielsen, then in the early stages of a distinguished career that would lead to his present role as F1's sporting director.

"I had come from Lotus," recalls Nielsen. "I couldn't believe how small Tyrrell was. Bits of it were modern but, compared to Lotus, it was tiny. Saying that, everyone had the right idea and it genuinely looked like Tyrrell had a bright future and was about to take off again."

That optimism had been predicated on the latest car, 020, and backing from Braun AG, a German electronics company. A switch from the Ford V8 to a Mugen-Honda V10 finalised an impressive package. In fact, the heavier engine would turn out to be the car's undoing. The change in weight distribution produced understeer that Satoru Nakajima and Stefano Modena found difficult. Modena would put his 020 on the front row at Monaco and hold a mighty second place until the Honda stuck a rod through its side. The Italian would actually finish second in Canada, but the year was a let-down, compounded halfway through by Postlethwaite moving to Sauber and leaving the team to struggle with inconsistent Pirellis, no two tyres – never mind a full set – rarely being the same. Development under such circumstances was impossible.

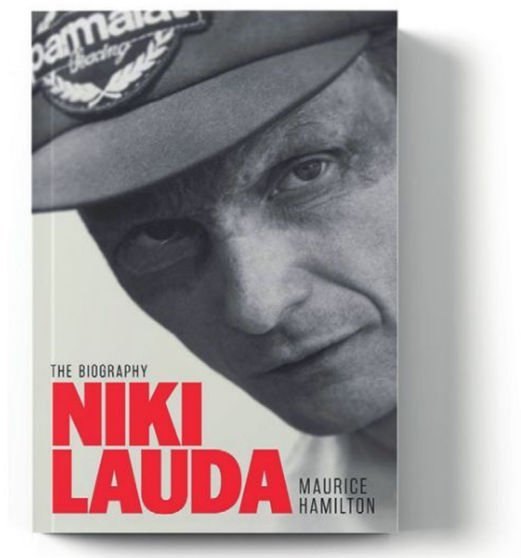
That failure to capitalise would be reflected by Honda taking its engine to Footwork, the late arrival of the 1992 Ilmor-powered car (which would lead to cooling problems with the V10) and Braun's increasing disillusionment as the team slumped from sixth to ninth (out of 12) in the championship. It would be even worse in 1993. Despite, for the first time having an F1 engine Ken didn't need to pay for, the Yamaha-powered Tyrrell scored no points.

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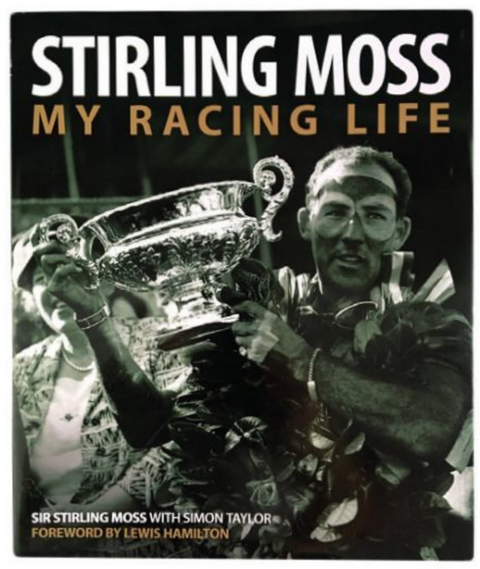
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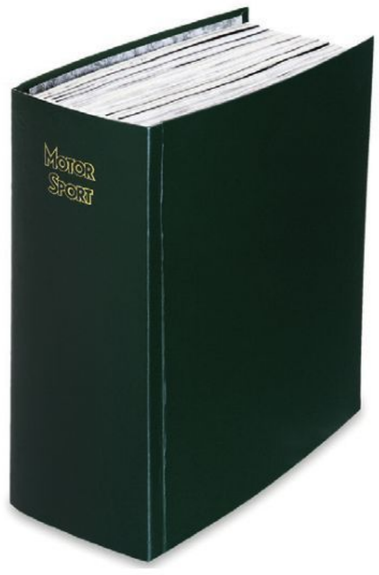
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Andrea de Cesaris wrestled the 1992 Ilmor V10 020B into the top 10 in Monaco qualifying, before the gearbox gave up in the race

"Ken wanted to be independent, a wish to be his own man"

This had come as no surprise to Ron Dennis. Two years before, the McLaren boss had prompted Tyrrell to have the benefit of the world champion's marketing strategy. It effectively meant Tyrrell's presentation and commercial modus operandi was dragged from the '70s to the '90s, more or less bypassing the '80s altogether.

"We had a hand in engineering the supply of Mugen-Honda engines for 1991 and we took over the responsibility of finding and looking after sponsorship for the team," says Dennis.

"I knew it was a bit of a shock for Ken, but he undertook the task on a clear understanding that a given percentage of the income had to be spent on marketing. I could never get Ken to understand the snowball effect: the better you are, the more money it generates. There was a point where we had improved the show by 90 per cent, and he just wasn't prepared to go that extra little bit. That 10 per cent was a value-for-money percentage, but he didn't see it. We would constantly argue, but we would always argue as friends. I think it's fair to say he had more income in those two years than he ever had. But, in the third year, he still preferred to go back to being independent even though it cost him money. I saw that as being stubborn; he just saw it as a matter of pride, a wish to be his own man."

Tyrrell had no reason to doubt his ability in 1994 as he gathered together a respectable fighting unit. Postlethwaite (assisted by a young and enthusiastic Mike Gascoyne) had returned to the fold and struck up a good working relationship with Fondmental, the Italian firm – in association with Migeot – carrying out research and aero development on a car driven by Ukyo Katayama and Mark Blundell. Sixth in the Constructors' Championship was an improvement. But it would have been better but for a series of mechanical failures and incidents. A highlight had been a podium for Blundell in Spain.

"I got picked on merit; I didn't take any funding with me," recalls Blundell. "I really appreciated that because money was tight, and we couldn't do all the things we needed to do. There were several things that should never have happened, like brakes exploding because they were old. That was very costly in terms of results. Ken was a great guy and I consider myself very lucky to have worked with him."

The potential was enough to have *Autosport* predict that Tyrrell would have 'its best season in a long time' in 1995. The Tyrrell-Yamaha 023 looked the part, the appearance of well-being enhanced by sponsorship from Nokia, courtesy of Mika Salo making his debut in place of Blundell. Katayama's presence ensured Mild Seven logos also. But it was a financial illusion. As was the thought of the





Above: Tyrrell always prided himself on independence. Left: Blundell studies times at Magny Cours, '94

PAUL-HENRI CAHIER/GETTY IMAGES

revival many wished to see for this F1 icon.

Tyrrell would end 1995 as the most underperforming team. "We spent our money very wisely," said Postlethwaite of his recollections of that season. "But we were not a wealthy team, and if you have a bad year, you will come eighth [out of nine teams]. We had to make too many compromises."

The five points (132 behind champion Benetton) were a lost opportunity that would be another pivotal point in the team's decline - particularly when disappointment turned to disenchantment in 1996. Yamaha produced a new engine that was smaller and lighter - and hopelessly unreliable. Tyrrell would post 16 retirements from 32 starts. Another finish just above the bottom of the championship was scarcely attractive to prospective sponsors.

The same could be said more recently for Williams, a team currently in financial difficulties after missing the opportunity to take advantage of a Mercedes package (head and shoulders above the rest in 2014) in what was the second-best car in the field. Williams finished third in both 2014 and '15. But it has been downhill ever since. Steve Nielsen (sporting manager at Williams from 2014 to 2017) witnessed both first hand.

"When you have the opportunity, you have to grab it," says Nielsen. "In 2014, Williams had a fleeting moment and it failed to capitalise on it. That's the thing about F1. It's forever evolving and people catch up very quickly. The following year, the decline for Williams had already started. That moment in the sun wasn't enough to keep pushing the team on.

"F1 is vicious, it keeps evolving and people catch up very quickly"

The vicious circle continued into 1997, not helped by the teams directly above - Stewart, Arrows, Sauber and Prost - fielding more competitive propositions than a Tyrrell powered by a Ford V8. The 50bhp shortfall on Tyrrell 025 meant Salo and Jos Verstappen were beaten before they had left the pits.

F1 as a whole was leaving the team behind, Norah Tyrrell making sandwiches for 'our boys' being a stark culinary contrast to the lavish hospitality springing up elsewhere. Tyrrell's workmanship was a match for any, but the end product was not quick enough, which would ultimately mean just one thing.

On Friday, 28 November, 1997, Ken Tyrrell made an announcement that was as difficult to listen to as it clearly was to articulate. Tyrrell had been sold to British American Tobacco. The good news that Ken would continue with the team he loved would be short-lived. By February, he revealed he would no longer be a part of an organisation that was moving into its 30th season of F1 racing. Although Ken would not elaborate in public, it was evident that he found it impossible to agree with BAR's plan to hire Ricardo Rosset over Ken's preferred choice, Jos Verstappen. The Tyrrell team - now in name only - struggled through its final year. For the intensely loyal personnel, it was like assisting at a wake.

Sentiment aside, there could be no denying that Tyrrell had failed to capitalise on opportunities that had arisen, albeit briefly.

"In some ways, it was the same at Tyrrell in 1991 and 1995. We had the opportunity and failed to do what we should have done. Then the moment has passed before you know it. It was a shame because the year when we had Braun on board, or the Salo year, you think this is the springboard; this has a genuine chance of taking us up. When it doesn't come, that can be a fatal blow. You don't get those chances very often.

"After Tyrrell I ended up at Renault and, looking back, I recognised that the Tyrrell just was not developed. The car was nicely put together and they were generally reliable - or, the bits that Tyrrell made were. But the car you built at the beginning was basically the car you ran all year. F1 is a vicious thing. If you are consistently at the back, something will happen to you - and it's generally not good."

"The engineering standards were those of a thoroughly professional team," recalls Gascoyne. "The problem was, people didn't notice because we were at the back. You'd walk up the grid and look at what was being done by some of the so-called top teams and think: 'Well, that's a shower of s**t.' It made you appreciate Tyrrell more. Everything was done correctly. It was just that, most of the time, we never had proper funding. I don't think people realised how little we had to work with."

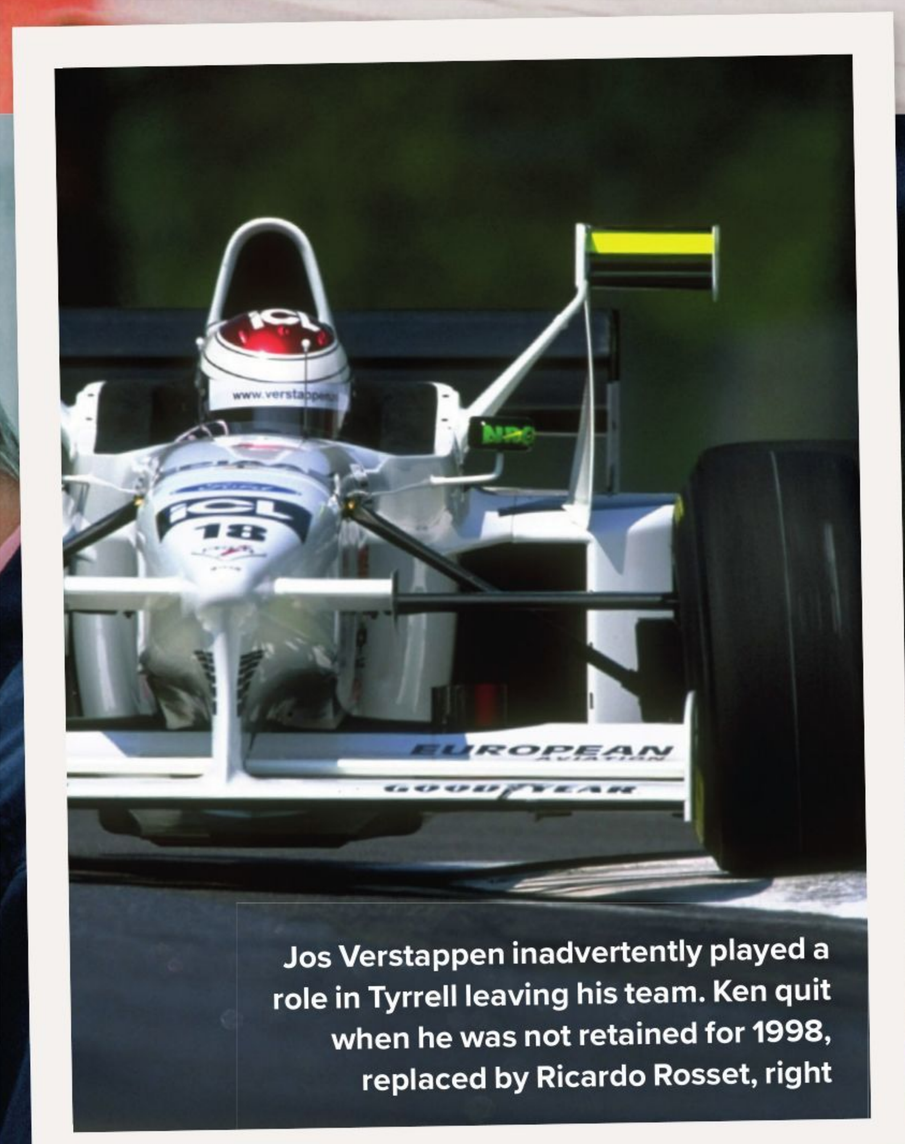
That impediment applied across the board at Tyrrell - even having to bring your own ladder to hoist the increasingly rare but cherished symbol of having beaten the best in the world.



Tyrrell having a rather 'warm' conversation with BAR's Craig Pollock in 1998

GP LIBRARY, PAUL-HENRI CAHIER/GETTY IMAGES

The arrival of star Finn Mika Salo for 1995 brought backing from Nokia and a big chance, which Tyrrell missed



Jos Verstappen inadvertently played a role in Tyrrell leaving his team. Ken quit when he was not retained for 1998, replaced by Ricardo Rosset, right



THAT'S ONE *SLIPPERY* SPEEDTAIL



Inspired by laws forged on the track, McLaren's new "hyper-GT" is a car unlike any other, as **Andrew Frankel** discovers during an exclusive test drive on British roads

SPEEDTAIL IN THE WILD

At a colossal £1.85m more than McLaren's 720S supercar, can the Speedtail hyper-GT live up to its billing?

THERE ARE LOTS OF THINGS McLaren would like you to think about when contemplating its extraordinary new Speedtail hypercar, most obviously the McLaren F1, whose three-seat, arrow-head cabin configuration it shares, along with a production run of just 106 units. How it's quicker from rest to 186mph (300kph) than a Bugatti Chiron is another. But what Woking's grands fromages will neither want nor expect you to be thinking about are 50-something-year-old Porsches. But I can't help myself.

Because when I look at the Speedtail, I see not only a stunningly modern and striking road car shape, but one that was in vogue in an entirely different context half a century ago. Cab forward, tail back, here I see a 1968 Porsche 908 using its elongated bodywork to punch through 200mph on Le Mans' Mulsanne Straight.

Clearly this is not intentional, but nor is it coincidence. McLaren's designers today were faced with the same challenge as were Porsche's back then: How to extract maximum straight-line speed on a limited amount of power. Of course, all things are relative and few indeed would feel short-changed by the combined 1055bhp created by the McLaren's 4-litre twin-turbo V8 petrol engine and the electric motor that sits between it and its seven-speed gearbox; but compared to the 1479bhp produced by the aforementioned Bugatti with double the capacity and cylinder count, you can see the same problem the 3-litre 908 faced when pitched against the 5-litre Ford GT40.

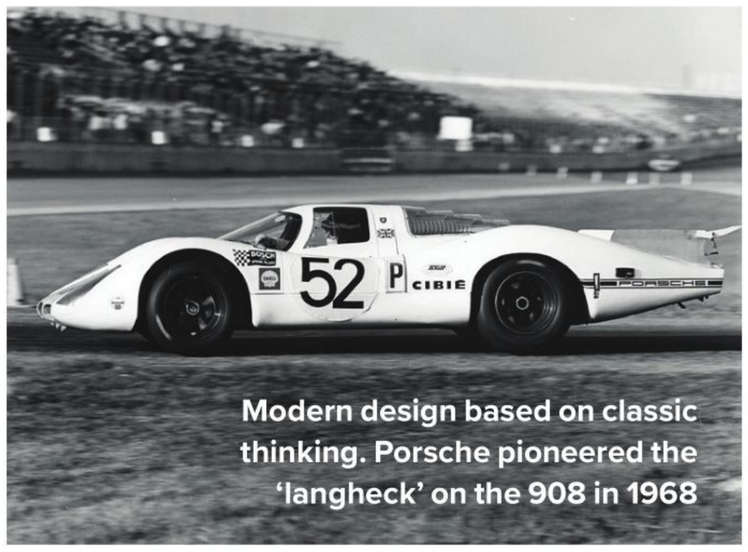
The answer then as now is to build a car that is light (would you believe nearly half a tonne lighter than the Chiron?) to help it gain velocity, and as it is not mass but drag that has the most deleterious effect on top speed, make it as slippery as humanly possible, hence the fared-in wheels, teardrop shape and bodywork the Germans would call 'langheck', the Italians the rather more romantic 'coda lunga', and us simply 'long tail'.





The cabin is gloriously uncluttered, with a trio of screens delivering the driver all of the essential information

The central-seat driving position harks back to the legendary McLaren F1, and feels a lot more natural than you'd imagine



Modern design based on classic thinking. Porsche pioneered the 'langheck' on the 908 in 1968



Beneath the sculpted carbon body lies McLaren's 4-litre V8, but this is as close as you can get to it

The secrets of the Speedtail

Under the skin of McLaren's new hyper-GT



Speedtail replaces wing mirrors with deployable cameras to reduce drag. View is panoramic, save directly behind the car which is largely obscured



Shape of fared-in front wheel covers took a huge amount of wind tunnel testing to provide maximum drag reduction without interfering with brake cooling



Power output of 1055bhp is divided between the 747bhp produced by the petrol engine and the 308bhp provided by the electric motor positioned between engine and gearbox



Side windows only drop a few inches. This is unavoidable thanks to the shape of the door into which the glass must slide, but is also another reminder of the McLaren F1



The rear ailerons are unlike any aero device seen on a road car, bending the actual carbon fibre bodywork of the car. In tests there have been over 80,000 deployments without fault



Luggage space is very generous with a large rear boot, further storage space in the nose and usually at least one unoccupied seat. Oddment space, however, is near non-existent.



Speedtail has similar suspension system to the P1, which allows it to lower its ride height while adapting 'velocity' mode, providing additional stability at high speeds

Front badge can be made from a bewildering number of materials including gold and platinum. Paint choices are enormous too, some finishes adding up to £100,000 to the price

SPECIFICATION

PRICE: £2,100,000+
POWER: 1055bhp **TORQUE:** 848lb ft
ENGINE: 4.0-litre M840T twin-turbo V8 with parallel hybrid system eMotor
GEARBOX: 7-speed dual-clutch automatic
WEIGHT: 1430kg
POWER TO WEIGHT: 738bhp per tonne
VERDICT: Unlike anything we've experienced

Downforce is designed primarily to negate lift at speed and is developed almost entirely under the car. Any more would introduce unacceptable levels of drag

Performance statistics include an unremarkable 2.9sec run to 60mph, a fairly phenomenal 0-100mph of 5.1sec and a barely believable 0-124mph sprint of 6.6sec



Despite being as long as a Mercedes saloon, the Speedtail is still half a tonne lighter than a Bugatti Chiron





McLaren caused a sensation at Le Mans in 1995 when the F1 GTR swept the board, but the Speedtail won't be going racing



And long it is: at 5143mm in length, the Speedtail is over half a metre longer than a 720S, longer even than a standard wheelbase Mercedes S-class. It even has two rear ailerons that flip up with speed to stabilise the car. No, they're not suspension actuated like those on the 908LH, nor are they mounted on a separate wing but, extraordinarily, as part of the actual carbon fibre bodywork, but the idea is the same. Long tail indeed, except inconveniently, McLaren uses the LT acronym for other cars, so the rather more awkward 'Speedtail' it is.

But you can call it what you like so long as you don't call it the replacement for the McLaren F1. Yes, McLaren is keen to make the association, but points out very quickly that while the F1 was as famous for its exploits on track as on road, the Speedtail is very much a street machine, a 'hyper-GT', whatever that is. You may counter that the F1 was never designed as a racing car either and developing it for the track was very much an afterthought; you may even look at the Speedtail's oh-so slippery shape and the quadruple-digit power out of its powertrain and wonder if therein did not lie a pretty sound basis from which to develop a car for the new hybrid hypercar race regs, but as those remain a fairly mobile set of goalposts, I'll just leave the thought with you and proceed to more immediate matters.

I'm going to dwell on the £2.1 million price, or whether it is therefore worth £1.85 million more than a 720S. Such questions miss the point. The only determinant of value for a limited-volume car is whether it sells out or not. And the Speedtail has, with some customers loading their cars with so much bespoke tailoring, jewellery and precious metals that gossip in the trade of transaction prices beyond £3 million seem entirely believable.

THE ELECTRICALLY-POWERED dihedral doors open remotely, rising gracefully to reveal an interior like no other. Your first fear, that it will be as inelegant to enter and exit as an F1, is groundless. So long as the driver's seat is relatively rearward on its runners (the others don't move), even large middle-aged blokes like me can just slide across. You are presented with a panorama of the road ahead and three screens: driving data in front of you, navigation to your left, entertainment to your right. Such buttons as there are exist out of sight in the headlining, or for those you use least, down by your knees. There is not a single switch on the steering wheel, nor is any needed. It is a stunning environment.

Yet to operate, it is like any other McLaren. Unlike its last hybrid, the P1, the Speedtail can't run on electricity alone and the engine sound is the familiar hard-edged but not particularly tuneful growl of a flat plane V8. A V12, like that in the F1, would clearly be preferable.

Tug a paddle, press a pedal and you're off, marvelling at once at how natural the central driving position feels. Thereafter the only time you realise you are always mentally compensating for being at a different angle to an apex depending on whether it is to the left or right is when you no longer have to.

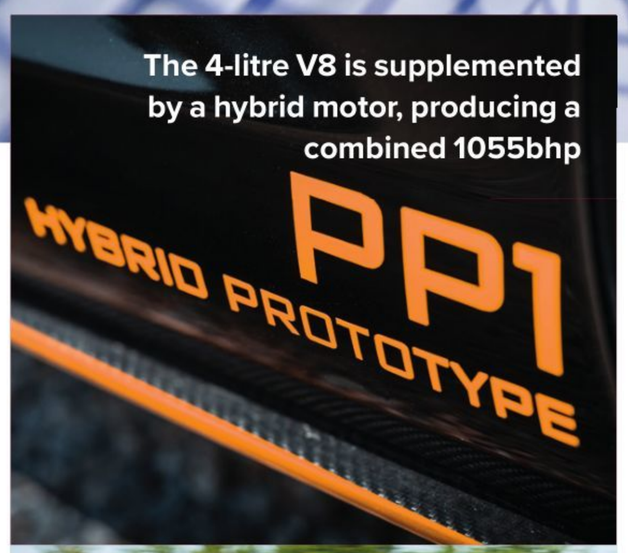
I am alone in here, which is how I'd prefer it even were it not forced upon me by COVID. Perhaps the biggest disappointment of the Speedtail is that the three-seat driving position only works if large drivers have small passengers or large passengers have a small driver. Simply put, with the driver's seat all the way back, there is insufficient space for the passengers' inboard shoulder. But I guess Speedtail owners will have several, if not dozens of other cars from which to choose for family occasions, if indeed their Speedtail is used at all. Or significant others will just be flown ahead on the jet...

> "Call it what you like, so long as you don't call it a replacement for the F1"

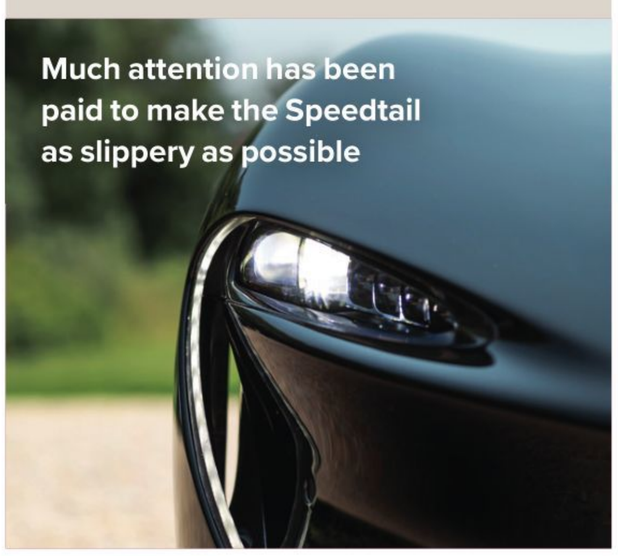
It is amazing how quickly you feel at home in here. I remember the P1 feeling quite daunting with its myriad modes, DRS and wild looks. The Speedtail does have a Sport mode (and you'll need to be in it before it will release maximum torque) and even a 'velocity' mode for those who really feel the need to see if it will do 250mph, but their buttons are up out of sight in the roof. As for that top speed, it's actually capable of far more, but McLaren limits it to 250mph so it doesn't require the heavier wheels, tyres, suspension and brakes that would be required to facilitate safely the pointless pursuit of going any faster.

And you wouldn't want to spoil a car that handles and rides like this. Because it sits on a longer wheelbase than any other McLaren

The Speedtail cockpit provides a stunning driving environment. Note the wing mirrors being replaced by twin screens flanking the dash



The 4-litre V8 is supplemented by a hybrid motor, producing a combined 1055bhp



Much attention has been paid to make the Speedtail as slippery as possible

and thanks to being fitted with the lowest-geared rack at McLaren's disposal, the Speedtail's steering is accurate, linear and perfectly weighted, as you might expect, but slower too, so there is no aggression whatever off centre, which is just how I like it. The ride is exceptional too, the best of any hypercar I've driven and better by far than that of any number of allegedly comfort-oriented saloons.

The roads open up. I'm lucky that in a still partially locked-down country, there is space enough to put this car through its paces, albeit not fully. I at least managed get a feel for its capabilities, a taste of its potential.

It is fast in a way no other road car I have driven is fast. The numbers say it's slower to both 100 and 200kph than a Chiron, but that's because those numbers are still influenced by traction, of which the all-wheel-drive Bugatti has twice as much. But by 300kph, the aerodynamic efficiency of the Speedtail starts to tell, so not even Molsheim's finest can live with it.

Most of the time it just makes you laugh as you're speared across the scenery, but that's because most of the time the Speedtail can't actually put all its power down. Unbeknown to you, your progress is being silently, seamlessly limited by the electronics.

"On full power it's like someone has ripped the horizon toward your eyes"

Find a road smooth enough and put your foot to the floor at a speed high enough for all 848lb ft of torque to find its way to the street, and the effect is as if someone has grabbed both sides of the horizon and ripped it towards your eyes. It is incredible, astonishing, almost unbelievable. But so too it is violent, disorienting and disconcerting.

You have to experience it once because it is like no other in the road car theatre, but how many owners will regularly avail themselves of this facility? Approximately none, I would estimate. It is a party trick like no other, but in no way does it feature in the routine experience of this car. It does it because it can, and owners like to know

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"The Speedtail interacts with its driver, it is an exquisite thing to handle"

that it will, even if they never do. Which is fair enough.

Truth is I'm far more interested in what it is like to drive when you're not risking merely your licence but your very liberty. And this is where I fear some may miss the point of the Speedtail. Because of the name it's been given, the four digits in its power output and that rather eye-catching top speed, there's a temptation to think of it purely as a straight-line machine. It is anything but.

Indeed and within the admittedly somewhat limited confines of the public road, I found myself enjoying it far more on roads that swung and swerved their way from place to place. With the possible exception of last year's GT, this is perhaps the first McLaren to be developed without a thought for track performance and out here on long, fast and open A and B roads, it is all the better for it.

For a start because it is quite softly sprung it has excellent traction despite all that torque and what remains a cleverly controlled but nevertheless open differential. Not only is it not deflected by every day lumps and bumps, it barely notices them. And the steering, thanks to McLaren's dogged determination not to forsake hydraulic assistance in favour of a more efficient but less tactile electric rack, is quite superb. Another reason for this is that despite all its power, McLaren has not fitted the widest possible tyres to the Speedtail, nor anything close. The rubber has been specially developed with Pirelli, but the front tyres' 235/35 width and profile are no greater than you'll find on a Ford Focus ST.

What this means is that the Speedtail is far more multi-dimensional than its most obvious traits suggest. Because it derives its pace as much from lightness and aerodynamic efficiency as it does from pure brute force it is a car that actually interacts with the driver, involving him or her in the process. I've not driven a Chiron, but I have driven a couple of Veyrons, including the 1200bhp Veyron Super Sport and these are cars that put on a performance for you to watch. And very impressive it is, too. But other than in the most literal of senses, you're not that involved. The Speedtail involves you in the tactility of its steering and the unambiguous messages fed back to your body through the chassis. It is a car for real drivers, an exquisite thing to handle.

Were the Speedtail just a beautiful car with an incredible interior and mind boggling set of statistics to go with it, I expect that would have been more than enough to ensure its success. Indeed all were sold before any of its owners got to drive one. And I know all but a handful will be closeted away and rarely, if ever, see a good open road spool out before them. But for those few owners who do decide to use their Speedtail for the purpose for which it was designed will be well rewarded, for a rare and special experience awaits. For McLaren's flagship model, nothing less should be expected.



It may look like a straight-line weapon, but its deft handling and ride makes the Speedtail a joy on flowing roads



With half a metre of additional bodywork over a current 720S, the Speedtail more than lives up to its title

Shadow founder Don Nichols stands as his designer, Trevor Lee Harris, demonstrates his concept for the AVS Mkl, which would eventually make its Can-Am debut in 1970

SHADOW

TREVOR HARRIS COLLECTION

W M A N

With a masked figure as its emblem, the Shadow team sported a mysterious air centred around its unconventional principal Don Nichols – a decorated war veteran, tough entrepreneur inspired by grand visions, and rumoured CIA operative. As a new book attempts to cast fresh light on the shade, its author **Pete Lyons** recalls his own dealings with a complex and enigmatic man

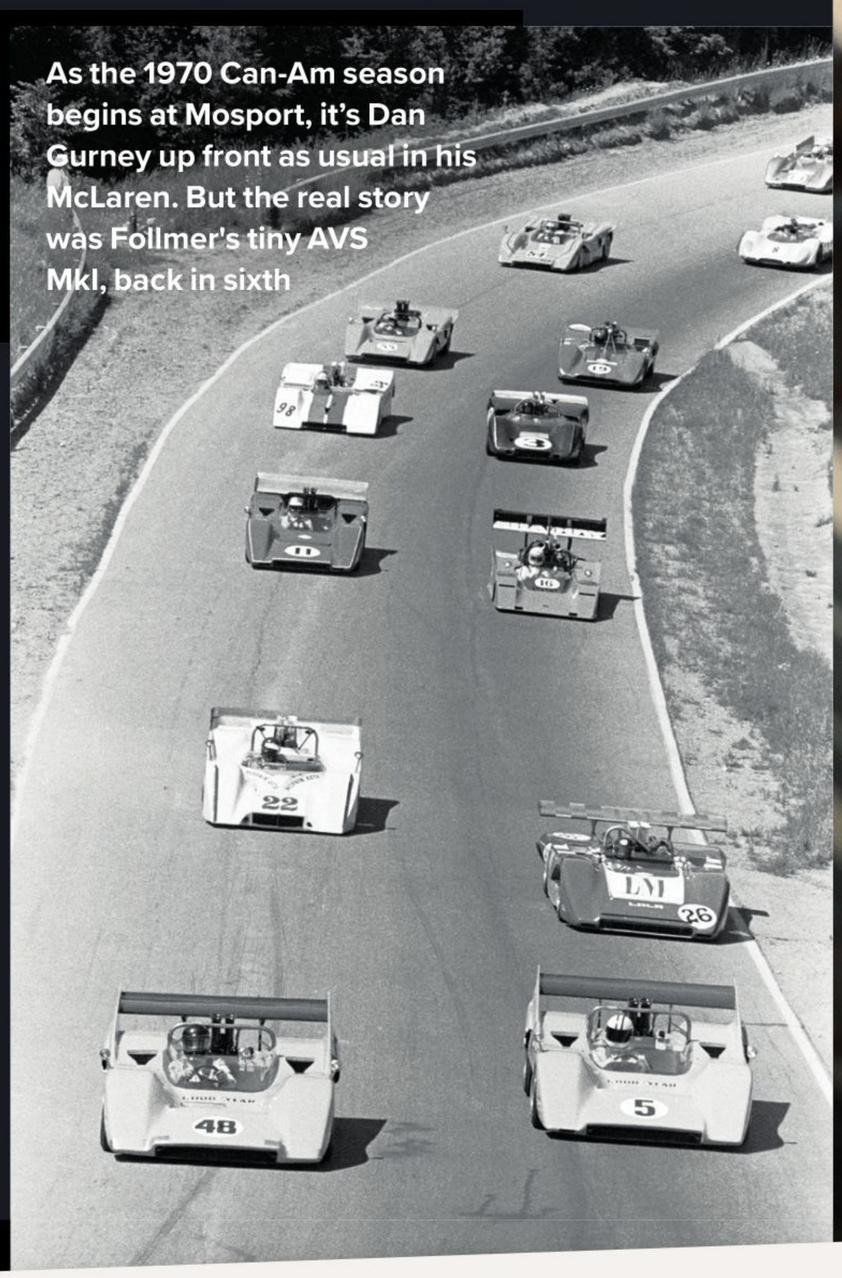
I DON'T THINK THE IDEA EVER WAS TO make money. It was to make an art piece, an active art piece which was not only attractive but high performing, and unique, and innovative. Something really innovative in an area where the innovation could be shown and proven, which of course is motor racing.

"I'm a creative of beauty. I like the hardware – I like the artistic aspect of the hardware. That's about all I can say about my motivation. It wasn't very well thought out."

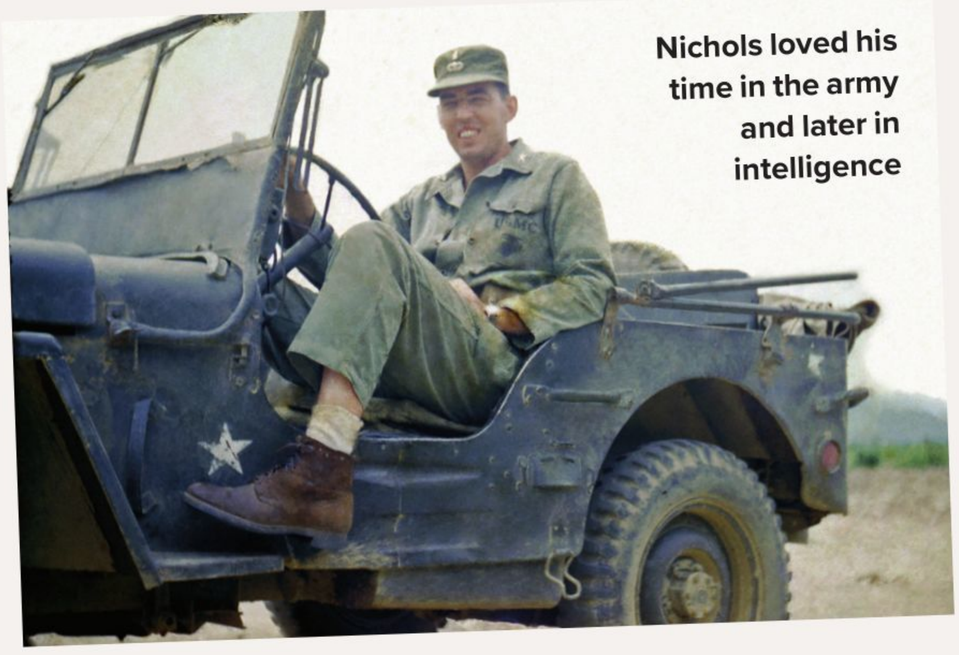
It was August, 2013, and Donald Robert Nichols was 88 when he made that remark in quiet, matter-of-fact tones. I remember thinking, well, each of us is multifaceted, and even the most combative, determinedly acquisitive of people may mellow with age.

An aesthetic sensibility, though? This may not be the first character trait mentioned by some who knew this man during his 1970s ventures into international motor racing.

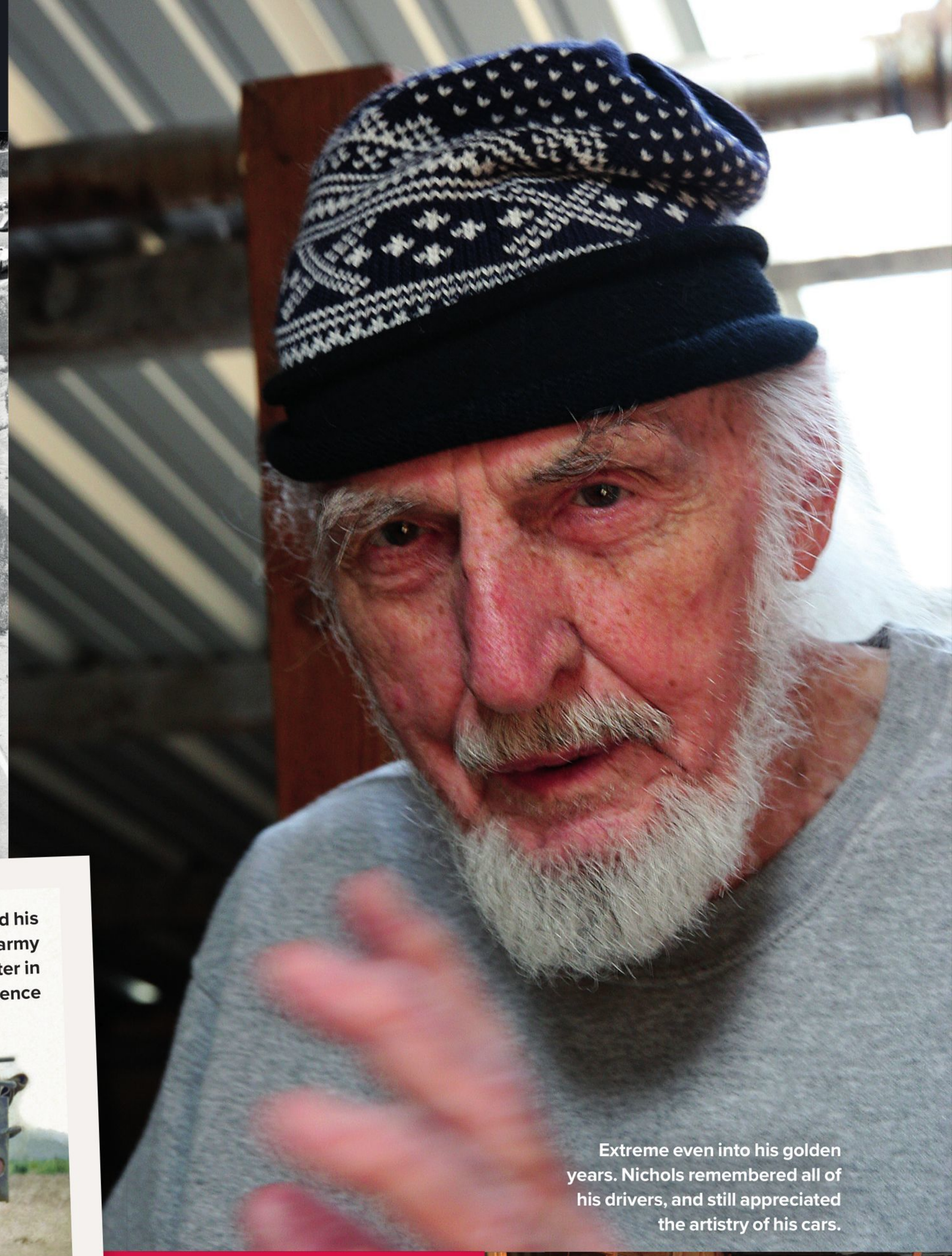
The late American entrepreneur had imagination, drive and daring, of course. Also an air of cultivated mystique mixed with courtly bonhomie, a salesman's glib palaver delivered in rather stately language, perhaps an overly stubborn sharpness of the business pencil.



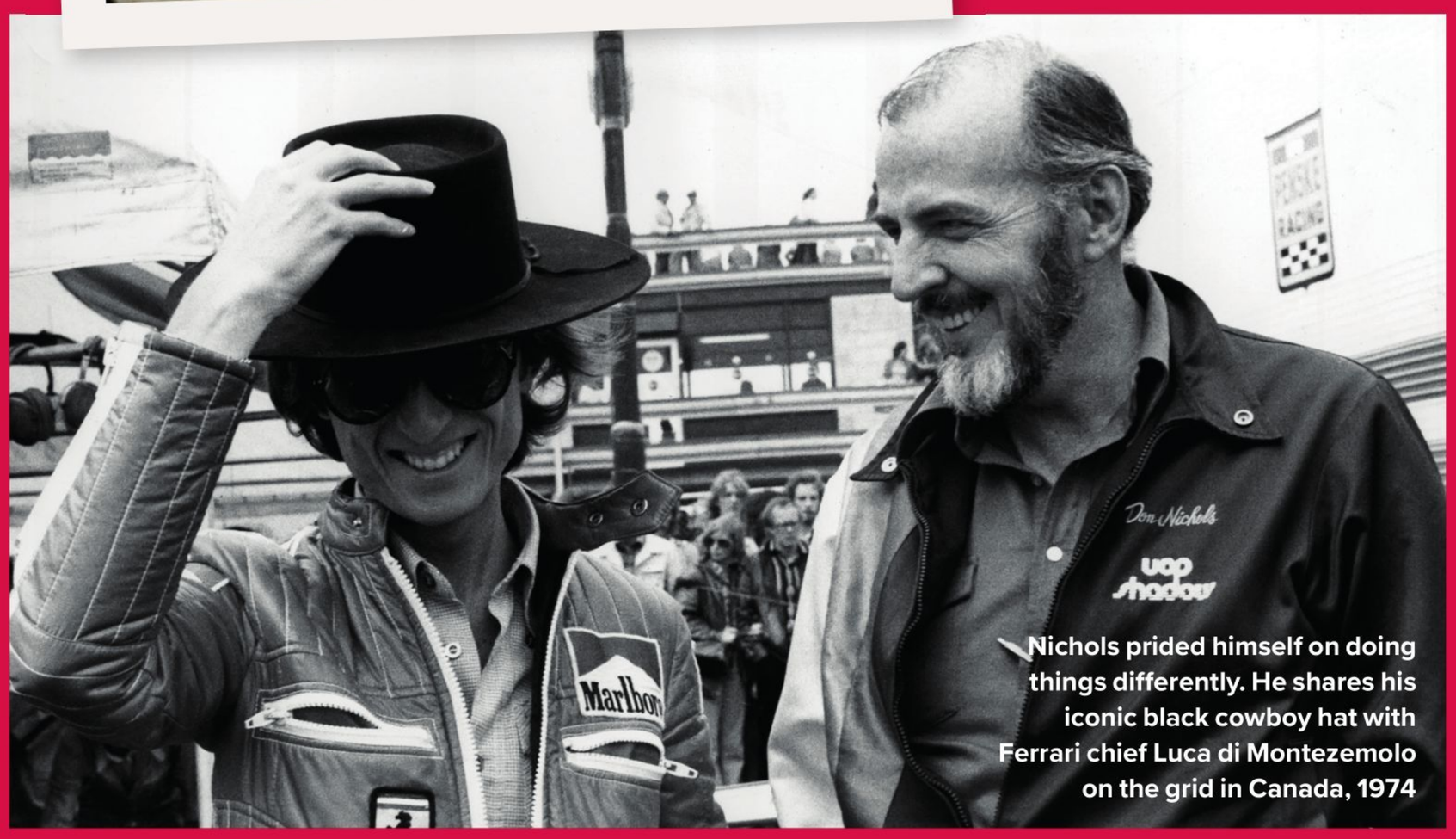
As the 1970 Can-Am season begins at Mosport, it's Dan Gurney up front as usual in his McLaren. But the real story was Follmer's tiny AVS Mkl, back in sixth



Nichols loved his time in the army and later in intelligence



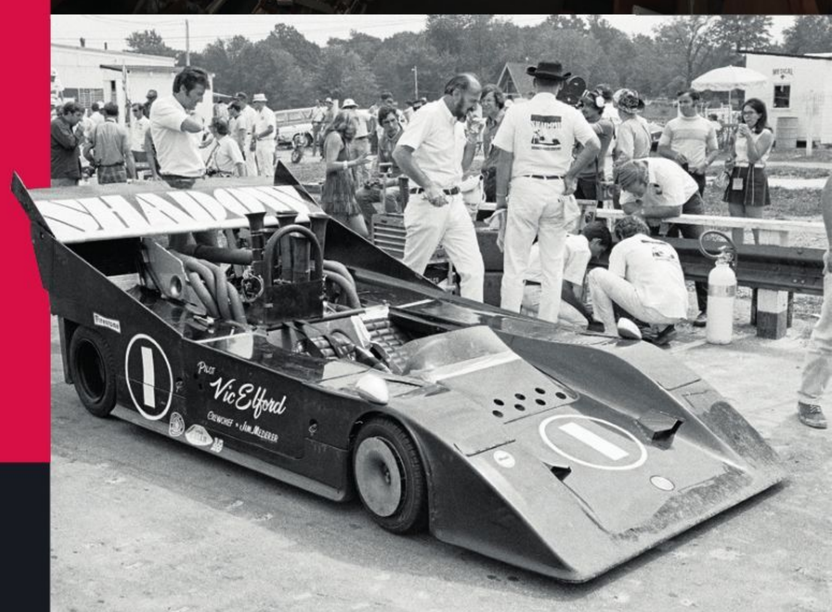
Extreme even into his golden years. Nichols remembered all of his drivers, and still appreciated the artistry of his cars.



Nichols prided himself on doing things differently. He shares his iconic black cowboy hat with Ferrari chief Luca di Montezemolo on the grid in Canada, 1974



Packed storage unit housing Shadow memories. Below: Vic Elford drove bizarre Mkl Can-Am in 1970



But an artist's soul?

Yes. Most of his Shadow competition machines were indeed beautiful creations of advanced concept, elegantly drawn and finely crafted by a masterfully talented team – often despite daunting deficits in terms of resources and time. Shadows won races in Can-Am, Formula 1 and Formula 5000, though not many. Nichols claimed to have fathered more than 100 of his beloved objects of action art, and most still survive these long decades later, reverently restored and often enthusiastically shown at speed. For their custodians today, it is mainly about the splendid racecars.

But so many of the Shadow stories such people tell circle around the Shadowman himself. Tall, taciturn, reserved in manner and restrained in emotional expression, he seemed innately enigmatic, even forbidding. Rumours swirled behind him; for many people, he might have been more talked about than spoken to. More myth than man.

Be wary of dealings with him, was the reputation he had gained.

Yet some closer associates found him congenial, even openhearted. Members of his racing team in particular seemed to rekindle the old camaraderie he had cherished back in his military career. With them he could show an impish, mischievous sense of humour that might have surprised outsiders.

Talking of him now that he's gone, one tends to find that people's opinions are bipolar; some feel admiration, even affection, while others think darkly of him. Expressions this author has heard ranged from "I love the man" to, literally, "I wouldn't piss on Don Nichols if he was on fire!"

Speaking personally, my own impressions of the man never extended to either extreme. I first met him during the Can-Am season of 1970, when our interactions were those of a race reporter speaking with a racer. This continued when Nichols took his Shadow team into Formula 1, so we would have stopped to talk in one pitlane or another around the world through 1976.

Our conversations were almost always cordial. When approached in 2013 to collaborate for my book, a book he himself had long intended to write, he was wary but finally welcoming. My wife Lorna and I spent hours that became days with him, immersed in memories.

We would meet of a misty morning at his stored old racer's warehouse, a graceless steel shed in an unlovely part of plebeian Salinas, over the hill from patrician Monterey, California. The cavernous interior was stuffed three tiers high with treasures: complete racecars or monocoques, body sections, suspension and running gear parts, engines and transmissions or their elements, racks of new metal stock and boxes of old junk, design drawings, pictures, banners, trophies, filing cabinets... thousands of keepsakes of bygone times. The Wizard's Cave, I called the magical space.

The old Wizard was lean enough – he denied himself midday meals – to claim proudly that he could still wear his old Army Captain's dress uniform. He would sit with us for hours in his shabby office, his lanky frame bent into a rickety old swivel chair, knitted stocking cap and upturned jacket collar defying the chill of his unheated space, answering our questions or trying to. Oft-times the memories came hard, sometimes not at all.

But then there would be a sudden spark and he would leap up and dash out across the shop floor to find something he had thought to show us. He knew just where it was and, much spryer than I, the 88-year-old would clamber like a young gymnast up and up through precarious levels of rough timber flooring. He gave me to think that he had erected this scaffold-like structure with his own hands 20 years before.

> "We were matter of fact. We were ready to win, so we did. Hallelujah."

In motor sports history, Shadow is not ranked among the premier teams. It did win races, but never regularly; its cars were often fast, but too often fragile; the one drivers' championship, by Jackie Oliver in the Can-Am of 1974, was a worthy achievement by a well-run team, but unfortunately came against thin opposition at the tag end of a dying series.

Asked about his fondest memory from the Shadow days, Nichols paused to consider it. The pause grew long. Finally his agelessly acute eyes refocused and he said slowly, "Maybe winning the Race of Champions with Tom [Pryce], the first F1 win for Shadow."

Ah, yes. That was at Brands Hatch in March of 1975. Despite the event's name this early-season sprint for F1 cars, together with a few F5000s, was not a grand prix, not part of the world championship, so not all GP teams and drivers participated.

But the grid did host the likes of Donohue, Fittipaldi, Ickx, Jarier, Peterson, Scheckter and Watson. Beside Shadow's team of two, there were full-on works entries from McLaren, BRM, Ensign, Lotus, Penske, Surtees, Tyrrell and Williams.

Young Shadowman Tom Pryce out-qualified them all. Then he beat them all.

It was still early in the American team's third season of international F1 racing, a season that started with exciting promise. Shadow's new DN5, its third single-seater model, showed immediate speed. In January, lead driver Jean-Pierre Jarier qualified fastest for both the two opening grands prix, Argentina and Brazil. They were Shadow's first pole positions in Formula 1.

Mechanical problems spoiled those races and also round three in South Africa, but victory at Brands Hatch was a timely morale booster even though it did not count for championship points.

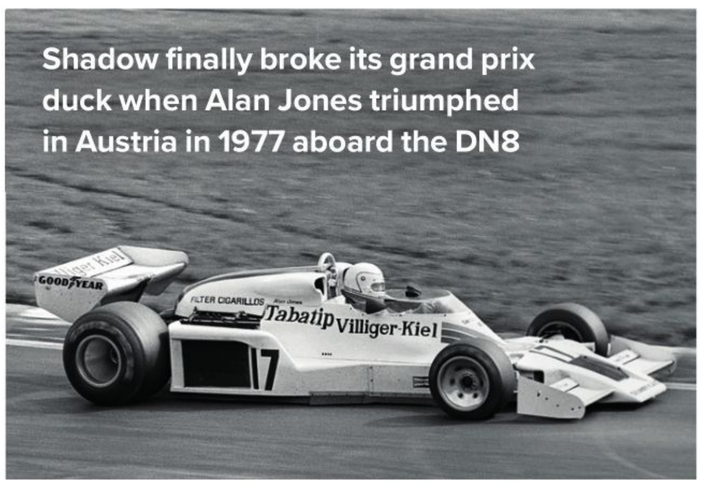
But what about Shadow's maiden grand prix victory, when Alan Jones came home first in the 1977 Austrian Grand Prix? Did Nichols remember being elated, thrilled, delirious with joy? Once again he had to stop and think way, way back. "I guess we were kind of matter-of-fact. We thought we deserved to win, and we were ready to win, so this was it, so Hallelujah. Good." Typical racer. Always looking forward, optimistic there's better to come.

Yet in motor sport there's always a worse side, dank underbellies of insecure stepping stones waiting to turn uppermost. Like other teams of the day, small fraternal bands of warriors in the treacherous field, Shadow suffered loss. Two of its drivers - Tom Pryce and Peter Revson - died at the wheel in ugly, gruesome crashes impossible to cleanse from the mind. Is the triumph worth the risk of tragedy? Every racer confronts the question sooner or later. How they answer determines whether they stay in racing.

Was Don Nichols actually a racer, though? Not from boyhood, no. He was in his middle years when the whirlwind caught him up.

But in his youth he had emerged as a born man of combat, a career military veteran who already had endured innumerable grisly World War II experiences of his own – Normandy, Holland, Belgium – without

BERNARD CAHIER/GETTY IMAGES, PETE LYONS, PENNY NICHOLS



Shadow finally broke its grand prix duck when Alan Jones triumphed in Austria in 1977 aboard the DN8

losing his appetite for battle, long before even thinking of auto racing.

So the artistic side seemed incongruous, but it definitely was there. Invited to prowl freely among the countless bits of old competition equipment strewn like timeless treasures in a hoarder's attic, Lorna and I discovered surprising gems of artisanship. These included a suspension arm of shaped and welded steel, a commonplace component but made with such skill and pride as to stand glistening testimony to race car metalwork as fine sculpture – but this one savagely bent by some terrible force.

"Look at this, isn't it beautiful," Don murmured with reverence as he displayed the discarded old part. "Bent but not broken! We had the best designers and fabricators in Formula 1."

During one of our several days of interviews, he broke off to lead us to a nearby shop where Dennis Muir, son of Shadow race engine builder Lee Muir and himself a former mechanic with the team, was completing his restoration of a DN8 Formula 1 machine. Don had prepared documents declaring that this chassis was the very one that in 1977 carried Alan Jones to victory in Austria.

We had visited the shop earlier, but this time he wanted to witness a grand moment: first fire-up of a freshly installed Ford Cosworth DFV racing engine. During preparations I noticed Don spending a long while standing in one place behind the glistening machine, gazing at it, so I joined him. "Just look at it," he said softly. "Isn't that the most beautiful thing you've ever seen?"

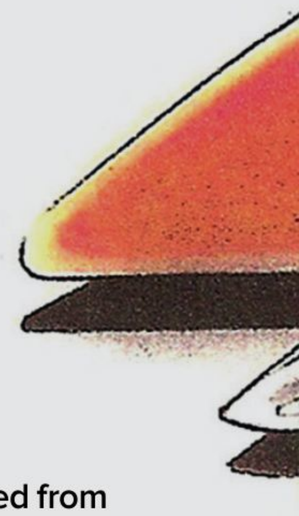
Nearing the end of our time together, I asked Nichols how he wished to wrap up our story of his years in racing. This time his words flowed easily, as if the thoughts had long been formed.

"It pleases me," the old warrior told me, "that we were able to make attractive equipment, [cars] that were extremely well received, and we were able to find sponsors and support.

"It's satisfying to recall that we had an

BERNARD CAHIER/GETTY IMAGES

AVS MkI – The Tiny One



Having left the military, Don Nichols embarked on a radical project that resulted in a miniature 'rollerskate' racer - unusual even for the free-thinking Can-Am series

Don Nichols returned to the US from his entrepreneurial years in Japan with ample wherewithal for his next adventure, and an eye out for what it might be. He spotted it in Trevor Harris's concept sketches for a radical new Can-Am race car.

Slung ultra-low between ultra-small wheels, and wrapped within super-slender bodywork meant to pierce the air like a missile, this knee-high vehicle promised to show straightaway velocities far above the reach of conventional machines of the day.

Would it actually reach them? And would straight-line gains make up for any speed sacrificed around corners?

Back then few race teams had another way to evaluate something new. Only a few of the largest automakers had computers; our effortless, ubiquitous desktop simulation was unimaginable.

Engineering experimentation carried out in the open air, where everybody could watch the craziest brainstorms succeed or fail, was the very thing that made Can-Am race cars so exciting.

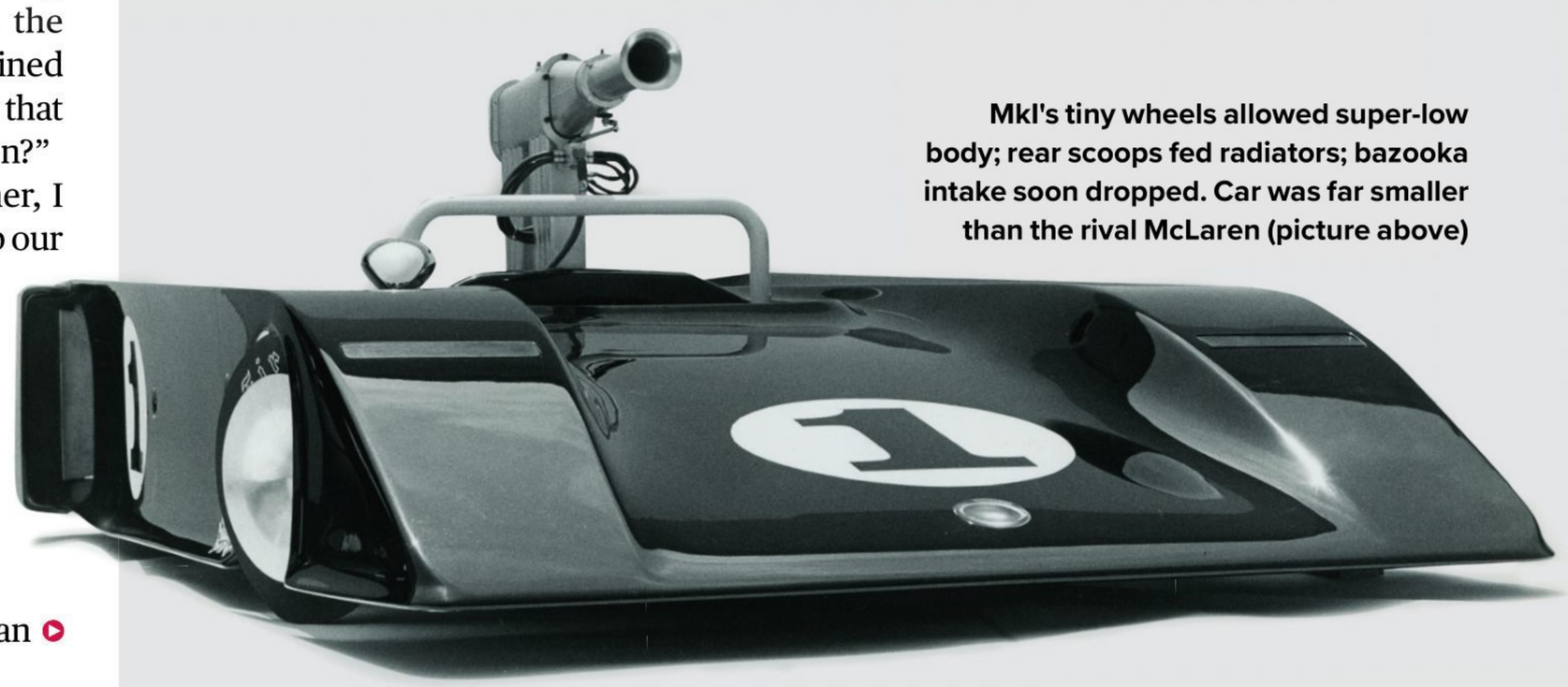
But seriously, what a strange-looking contraption. Seemingly the product of an uncontrollably inventive mind, with every detail driven by the myriad challenges of very small tyres, Harris's AVS MkI departed from convention at almost every point.

Looking back these long years afterward, Trevor freely admits that in the heat of youthful enthusiasm he made many problems for himself. His tyre choice did yield that marvellously minimalistic body profile, but it carried adverse knock-on consequences affecting braking performance, suspension layout, road-holding and handling, weight distribution, aerodynamic stability, engine cooling, transmission gearing, chassis design, fuel capacity, cockpit configuration, driver comfort and control — almost everything needed to put a competitive car on the grid.

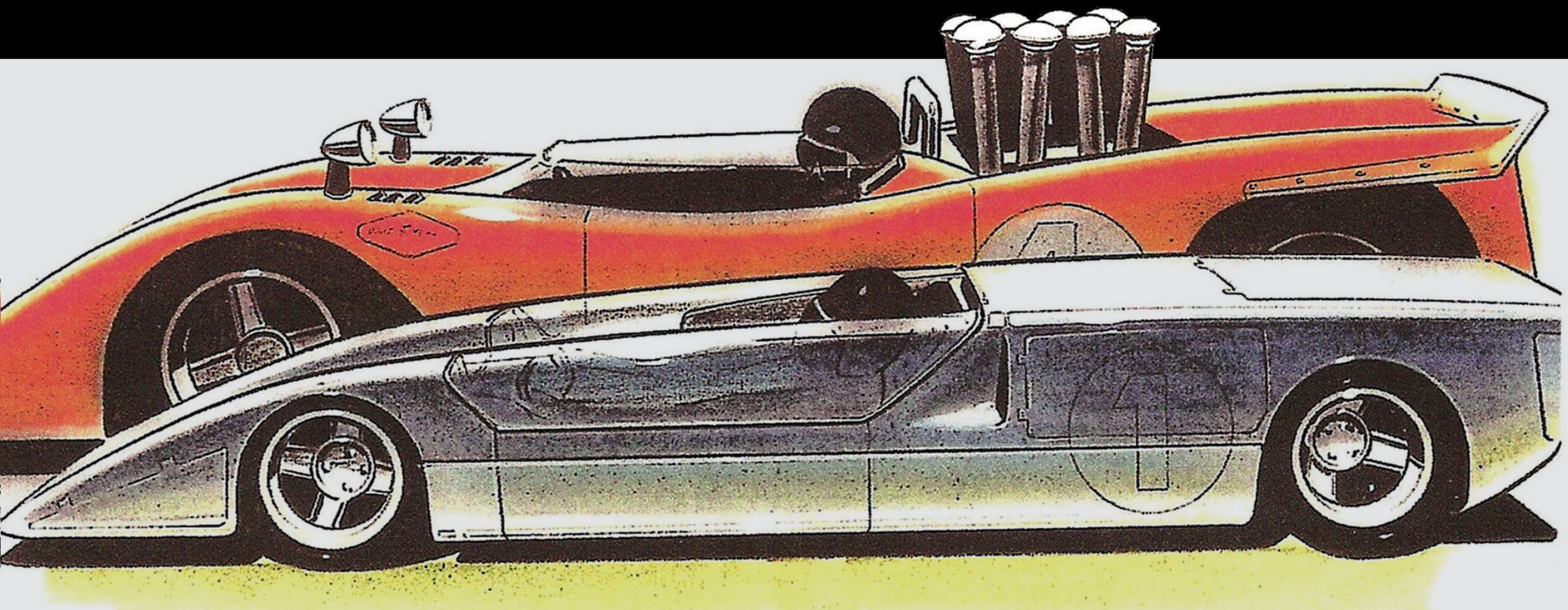
As problem after problem came to light, Harris was forced to alter just about every fascinating feature of his original design, in some cases even to abandon them.

And that burned up time, along with Don Nichols' money. AVS's original plan was to compete in the 1969 Can-Am season. But as the days ticked down toward June's opening date, reality hit the little novice team like a cold wind. The car wasn't even built.

The tiny AVS team finally made its debut on June 14, 1970 at Mosport. Driver George Follmer remarked that the Shadow was so much lower than other cars that sometimes



MkI's tiny wheels allowed super-low body; rear scoops fed radiators; bazooka intake soon dropped. Car was far smaller than the rival McLaren (picture above)



their drivers seemed unable to see him alongside. On the other hand, even with a large wing now in place, Trevor Harris's low-drag concept did yield higher terminal velocities. Along Mosport's long, uphill back straight the Shadow was easily the fastest car in the field, by some 18mph — 194mph versus McLaren's best, 176.

Remarkably, Shadow achieved that despite having the smallest-displacement 'Big Block' in the field, Chevrolet's everyday, off-the-shelf, 427 (7-litre) with standard iron block — the only spec the team could afford.

Soberingly, the Shadow's straight-line speed advantage was more than lost into and around the corners. Front-wheel braking was nearly non-existent, and roadholding frankly terrible. Trackside observers were alarmed to see the tiny tyres bouncing completely clear of the road. Yet fearless Follmer qualified the little 'rollerskate' sixth-fastest overall.

The McLaren M8D 'Batmobiles' of Dan Gurney, the ultimate race winner, and 1968 series champ Denny Hulme, his paws wrapped in bandages, topped the times. Keep note of who came next: future Shadow Can-Am champion Jackie Oliver driving the Peter Bryant-built Ti22 'Titanium Car'. Then it was Peter Revson's new Lola T220 and Lothar Motschenbacher's McLaren M6B.

Follmer's grid time was a whopping 3.1 seconds slower than Gurney's in the new McLaren. But such gaps were routinely seen in the old Can-Am. It may have been a driver's championship, but the bellowing, bestial, wildly individualistic cars were what Can-Am fans came to see.

In the race Follmer passed Motschenbacher for fifth place, but the Shadow's temperature gauge was rising and he eased back to avoid an engine failure. He knew the team couldn't afford another. Their

TREVOR HARRIS COLLECTION

> "Observers were alarmed at the tiny tyres bouncing clear of the road"

pre-race testing had been hard on their dwindling stock of tired iron engines. After only 24 laps of the scheduled 80-lap race, George finally pitted and switched off. Perhaps he wasn't too bitterly disappointed.

But Nichols and the team certainly were. This opening race was to be televised across North America, giving the distinctive orange Shadow oddity the best possible publicity. That might result in sponsorship. But when the race began, TV was still covering something else. As Harris remembers it, "They didn't start broadcasting our race until lap 25... The one right after we dropped out."

So Don Nichols' bold play did "lose big." A whole year late and many dollars beyond projections, his Advanced Vehicle Systems' ultra-advanced vehicle appeared in only three of the 1970 season's 10 rounds, showing a bit more performance than perhaps outsiders had expected, but a lot less reliability than any team can accept. Racers are risk takers, they always aim high, but bitter experience teaches them not to over reach. Not to allow what was supposed to be a competitive vehicle to become a science experiment.

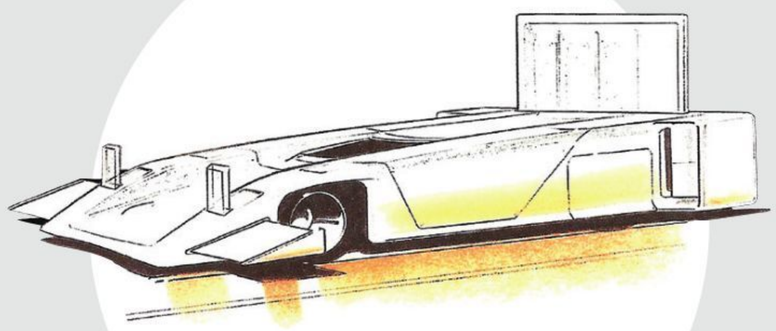
Trevor Harris would rebound from his overly ambitious Shadow Mkl experience to become one of the most sought-after creative engineers in motor sport. His long resumé of successful car designs includes championship winners for Brock Racing Enterprises, Gurney and Nissan; he also holds numerous patents for innovative designs such as bicycle transmissions and high-angle constant-velocity joints. Eventually he reconciled with Don Nichols and rejoined him for two further projects.

Versatile Vic Elford, having shown his eagerness to try something novel, got a call later that summer from Jim Hall, inviting him to drive Chaparral's similarly experimental 2J ground-effect vehicle. Unlike the tiny tyre Shadow, the Chaparral Fan Car was fast.

Tiny tyre maker Firestone had taken its best shot; now it was time to move on. The expense had probably been higher than anticipated, but supporting the Shadow experiment was a normal cost of business.

The money was well spent, in fact. The Akron race tyre engineers could in good conscience report back to their Detroit client that they had tried their hardest to make ultra-small tyres work in the red-hot crucible of auto racing. Oldsmobile could be satisfied that failure was not due to lack of effort.

And indeed, the automaking industry did not go in that direction. Styling's 'hidden wheels' idea was quietly forgotten.



Original concept included pop-up air brakes with adjustable downforce

Longstone CLASSIC TYRES



PIRELLI CINTURATO™

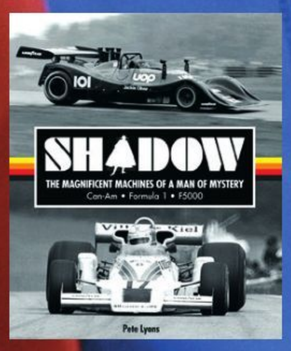
RUOTE BORRANI MILANO

166/195/212	165X15 CA67	Dino 206 GT	185VR14 MXV-P			
340/342/375 America	600X16 Stella Bianca	365GTC/GTS	205VR14 XWX			
250 Europa	600X16 Stella Bianca	365GTB/4/GTS/4 Daytona	215/70X15 XWX			
250GT Boano/Ellena	600X16 Stella Bianca	Dino 246 GT/GTS	205/70X14 XWX			
250GT Tour de France	175X400 CA67	365 GTC/4	215/70X15 XWX			
410 Superamerica	600X16 Stella Bianca	365 GT4 2+2	215/70X15 XWX			
250 GT cabriolet	185X16 CA67	400 + 400GT	215/70X15 XWX			
250 California spyder LWB	185X16 CA67	400i + 400GTi	240/55X415TRX			
250 GT Coupe Pininfarina	185X16 CA67	365 GT4 Berlinetta Boxer	215/70X15 XWX	225/70X15 XWX		
250 GT SWB	185X15 CA67	BB512	215/70X15 XWX	225/70X15 XWX		
250 California spyder SWB	185X15 CA67	BB512i	240/55X415TRX			
250 GT/E 2+2	185X15 CA67	308 GT4 2+2	205/70X14 XWX	205/55X16 P7	225/50X16 P7	
400 Superamerica	205X15 CN72	308 GTB	205/70X14 XWX	205/55X16 P7	225/50X16 P7	
250 GT Berlinetta Lusso	185X15 CA67	308 GTS	205/70X14 XWX	205/55X16 P7	225/50X16 P7	
330 America/330 GT 2+2	205X15 CN72	308 GTBi	220/55X390 TRX	205/55X16 P7	225/50X16 P7	
500 Superfast	205X15 CN72	308 GTSi	220/55X390 TRX	205/55X16 P7	225/50X16 P7	
275GTB and 275 GTB/4	205VR14 XWX	308 GTB QV	220/55X390 TRX	205/55X16 P7	225/50X16 P7	
275 GTS	205VR14 XWX	308 GTS QV	220/55X390 TRX	205/55X16 P7	225/50X16 P7	
330 GTC/GTS	205VR14 XWX	Mondial 8/QV/Cabrio/3.2/T	220/55X390 TRX	240/55X390 TRX		
365 California	205X15 CN72	228 GTO	225/50X16 Pilot Sport	255/50X16 Pilot Sport		
275GTB/4 NART Spyder	205VR14 XWX	Testarossa/512TR/F512M	225/50X16 Pilot Sport	255/50X16 Pilot Sport		
365 GT 2+2	205X15 CN72	328 GTB/GTS	205/55X16 P7	225/50X16 P7		



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GRAND PRIX PHOTO, PETE LYONS



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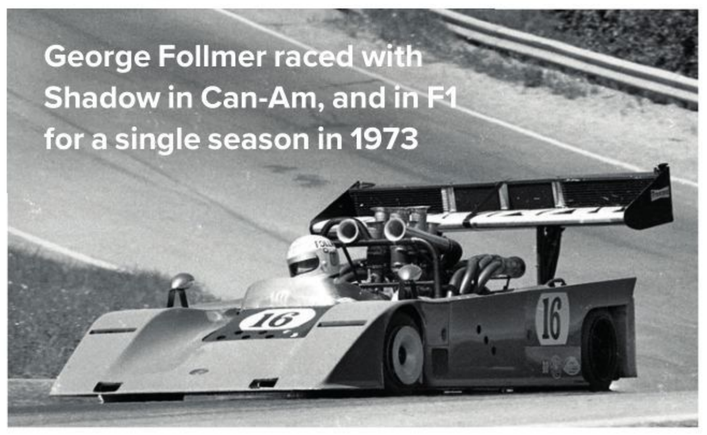
"We tried to do things in an innovative, creative, and exciting way"

opportunity to do things that we didn't always do well, but we tried to do them in an innovative, creative and, I suppose, exciting and appealing [way]. We tried to make attractive, well-decorated cars and we tried to do programmes that appealed to us, or to me. It was something I had ability to control – our participation and our expression.

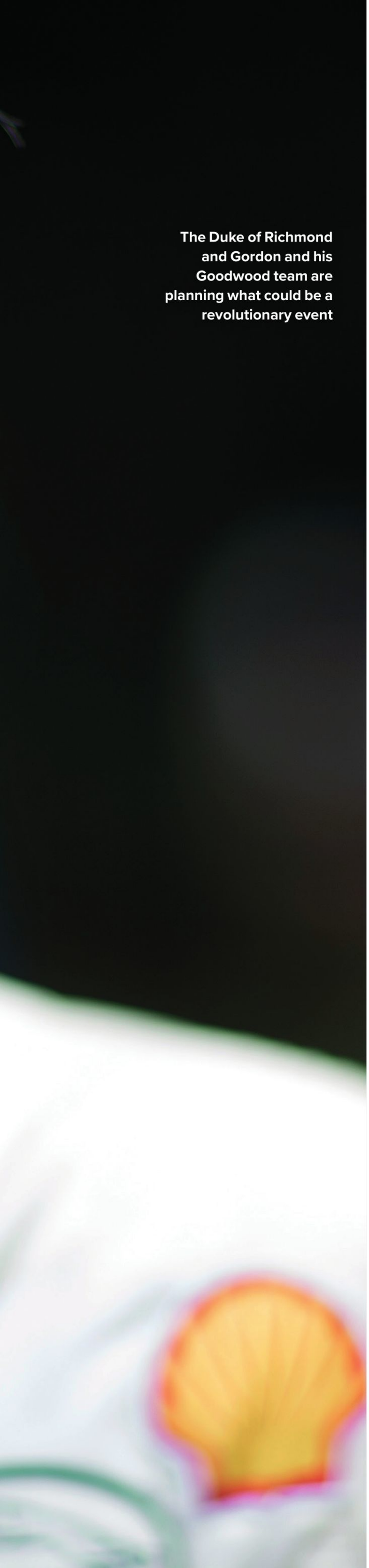
"We thought it was an artistic expression."

What a complex personality, I was thinking as I reviewed my own impressions of him. Naturally artistic, but instinctively adversarial. Man of combat, man of fellowship. A face held inscrutably impassive to conceal a mischievous wit and a wicked sense of humour. Inspirationally motivational as a promoter of his ambitions, yet ruthlessly avaricious in business, he could be genial in one circumstance, almost breathtakingly greedy in another. Abstemious in his personal habits, he was known not to drink or smoke, yet should wealth fall to him he seemed incapable of frugality. Affectionate with associates and often generous to family, but miserly at other times and seemingly coldly, even brutally indifferent to creditors. The same shoulders that warmly embraced old friends could turn icy against others. The same father of eight who, as age advanced, had great difficulty remembering their names, but who could effortlessly and proudly rattle off the particulars of every professional driver who ever conducted one of his Shadows... some 37 of them, by his tally. A teller of tales, a holder of secrets. A man loved... and loathed.

Everyone has a spectrum, but his extremes reached far beyond the norm.


George Follmer raced with Shadow in Can-Am, and in F1 for a single season in 1973

Goodwood's 'Revival on steroids' rescue plan



The Duke of Richmond and Gordon and his Goodwood team are planning what could be a revolutionary event

ANDREW HONE/GETTY IMAGES, DREW GIBSON

The Revival and Festival of Speed may have been cancelled, but in an exclusive interview, the Duke of Richmond and Gordon tells **Damien Smith** of his idea for an exciting new event that could just save the season

"EARLY SUMMER USUALLY brings the excitement of a busy season well underway, creating a hive of activity across all areas of the estate," wrote the Duke of Richmond and Gordon back in June. "Instead, Goodwood remains unseasonably quiet and we are holding our breath, hoping that the next few weeks will mean better news for all of us in light of the pandemic. Although we are deeply saddened not to be able to hold the Festival of Speed and Revival this year, as things hopefully improve, I look forward to when we may safely come together again."

No daffodils at the Members' Meeting; no chance to nose around some unearthed wonder at the Festival of Speed; no St Mary's Trophy tin-top shenanigans to make us chuckle at the Revival; no humongous grid of glittering old racing cars at Silverstone to top such numbers achieved in period... Yes, Formula 1 has found a way to be revived and the British Touring Car Championship will return thick and fast in August, but a season isn't complete without the grandee Goodwoods and the Silverstone Classic.

We've missed it all this year.

"We've missed you too!" says the Duke, speaking to *Motor Sport* exclusively just before this issue closed for press. "This year would have been the 28th Festival of Speed, which is crazy. Outside, the park looks gorgeous with lots of long grass. But it's so weird because it should have been last weekend. It was so bizarre sitting in the garden thinking 'what are we doing?'"

But happily the Duke has good news. It turns out the demise of the Goodwood motor racing season is greatly exaggerated, thanks to an audacious plan for a new meeting that will take place in October. "Goodwood Speedweek presented by Mastercard will take place at the Motor Circuit on October 16 to 18," he tells us. "It's inspired by the Festival of Speed and Revival, so what we are trying to do is to take the best, the highlights, from both and put them into one spectacular one-off celebration. Sadly, due to the ongoing problems of this bloody virus, it will be behind closed doors."

Not actually being allowed to attend at the West Sussex estate is clearly a shame, but typically of Goodwood, the team is determined to make the best of a difficult situation. And when you listen to the Duke describe the plans it's difficult not to be swept up by his enthusiasm. "This is pretty much the Revival behind closed doors – on steroids," he says. "The Revival races will be happening, including all the big races, including the RAC Tourist Trophy Celebration. But the point, for me, is to put together a really creative, unusual show, not just a live-streamed race meeting. This racing event will be going on at the circuit, but there will be all sorts of other things going on to create a once in a lifetime, unmissable three-day extravaganza. We may use other elements of the estate to do things such as launch cars. Speedweek will be optimised for broadcast, turning the lack of spectators into a positive rather than a negative, with the action transmitted live via Goodwood Road and Racing's website free of charge, and via social media channels and a range of broadcast partners."

Among the added elements is one that really captures the imagination: modern racing cars are to be let loose on the Motor



The Revival has also been called off. It will return in 2021, but who knows in what form?



Circuit for a crack at the outright lap record – and not just the official one. It's something that just wouldn't be possible if spectators were in attendance on the banks around the famous old circuit.

"Speedweek will build to a climax on the Sunday in a never-to-be-repeated competition with some of the world's fastest cars in motor sport history vying for honours in a winner takes all shoot-out over one lap," says the Duke (with a little help from the press release, which was due to go out after our conversation). "Modern cars have never competed at Goodwood, so it will be unlike anything previously seen. Without spectators present the action can be faster, more extreme and more spectacular than ever."

Jim Clark and Jackie Stewart hold the official record from Goodwood's first life, the pair both managing a 1min 20.4sec lap at the final period Formula 1 race in 1965 before the circuit's closure a year later. The mark has been well beaten in the modern Revival era, but no one has come close to the fabled lap Nelson Piquet is said to have managed during Goodwood's years as a private test track, in a Brabham-BMW BT52. Did he really dip below the one-minute mark? Whatever, it's part of Goodwood folklore and the Duke drops in that BMW can't resist sending a BT52 over for Speedweek as a nod to the claim. Details of what else will join the shoot-out have yet to be confirmed – but finally we might be about to find out just what a modern, downforce-loaded F1 car can really do around Goodwood's fast sweeps... Let's just hope the autumnal weather is kind.

The Duke reveals further Speedweek features: "Rally competition will see the cars going on, over and even under the circuit," – which sounds much like the rallysprint that had been planned for the Members' Meeting this spring – "and an inaugural gymkhana will literally take over the venue, going to places that would normally be strictly out of bounds.

"Leading manufacturers will be launching cars, too," he says. "This is really important: we want it to be a really exciting,



Speedweek will feature wheel-to-wheel racing on track as well as a rally stage (left)

The Silverstone Classic's plan to bounce back

Goodwood's events are not the only gaping holes in our motor racing season. The Silverstone Classic and its astonishing line-up of wall-to-wall races was another casualty this summer. But its boss Nick Wigley is adamant the future will still be bright despite the devastating effect of COVID-19 on an event he has masterminded with such vigour and passion over the past decade.

"We went through all scenarios and had a complete event plan for each," he says of the decision to cancel. "Behind closed doors does not work for the Classic. The heart of it is motor racing, but it's also about the crowds, the car clubs, the music and the camping. You'd have 1000 competitors with nothing to do other than race; the reason they love it is they bring their families. It doesn't work financially because the sponsors have no benefit without spectators, and you have no ticket funds, so your only income is from the grids. We decided to preserve the reputation, the dream that is the Silverstone Classic and run properly in 2021."



Silverstone Classic organisers didn't want to run a half-hearted event this year

Wigley admits the cancellation has "put us back 10 years," but you have to admire his optimism for 2021 and beyond: "We'll be back next year, it will be fab, we've got everything lined up and I hope everyone is looking forward to it. I can't tell you how much I am."

DOMINIC JAMES, NICK DUNGAN, ANDREW HONE/GETTY IMAGES

alternative, future-looking motor show as well. The industry hasn't been able to do anything for months so there is a lot of pent-up energy and we're keen to help them get the latest news out there.

"Supercars will be put through their paces, and technology will also take centre stage with the Festival of Speed Future Lab.

"Bonhams, a partner since the first FoS in 1993, will hold an online auction over the weekend. There will be viewings at Goodwood beforehand. Also, Speedweek will be broadcast in innovative ways, including putting viewers right in the racing seat for an immersive experience. We're working with some very clever people and there are some really exciting things we can do with immersive and interactive elements."

When the Festival of Speed was cancelled for 2020, statements issued by Goodwood set an alarming tone, suggesting the very future of the estate was now in doubt. The Goodwood Supporters' Association, first formed in the 1990s when Lord March, as he was then, was working to bring racing back to the circuit, has even been revived to encourage the public and competitors to contribute to the cause. Inevitably, the GSA has proven controversial given that the Goodwood Road and Racing Company recorded a profit in 2018 of £6.2 million, and the Duke himself was listed equal 537th in the 2020 *Sunday Times* Rich List on an estimated personal fortune of £228m, up £2m on 2019. But still, he claims to be heartened by the response the crisis has triggered.

"It has brought out the best in everyone, in a way," he says. "The estate at its heart is a traditional estate and the events have been unbelievably helpful in sustaining it. Without that income it has been severe. We're very involved in hospitality, the hotel and so on, along with our big events, and it's all been annihilated. That is a bit of a challenge - but it's not insurmountable and everyone has been incredibly supportive. Through the Goodwood Supporters' Association and all our partners, everyone has been right there. GSA support has been fantastic. The letters I've had have been heart-rending. It's very nice to know people feel that passionately.

> "It may be a concept that could move the racing world on a step"

"Our partners from the Festival of Speed and Revival are with us and have said we are in this together," he says of Speedweek and also of the future. "It's all manageable, but it's a big change. We have just got to weather the storm. No one wants to be beaten by this thing, so I'm really excited about next year. If there's a second go of [the coronavirus] this winter, that's a bit worrying. I wouldn't want to be in the position we are in now next year, but hopefully we'll have worked out a way of dealing with it by then."

As for the Goodwood Speedweek itself, the plan sounds like it might open up a new era for the business, despite the concept's supposed one-off status. "We're chucking a lot at it," says the Duke. Might it have a life beyond this year? "Who knows? We hope it will turn out to be more than a reaction to the crisis."

Trust Goodwood. In a time of trauma for the whole world, the Duke and his team have come up with a concept that could move the automotive and motor racing world on another step or two. It won't be easy relying solely on commercial sponsorship and without paying spectators, but if anyone can do it... Liberty Media and the F1 world will surely be watching closely to see how much it can learn from the masters of automotive entertainment - and so will we. The Duke of Richmond and Gordon isn't one to let the grass grow beneath his feet for long.



Did he or didn't he? Nelson Piquet's famed sub-one-minute testing lap has never been ratified, but might BMW try officially with another turbocharged BT52 this year?



Best moments from ‘modern’ Goodwood

A season without a visit to one of the ‘big three’… It’s almost unthinkable. Just to rub it in, **Damien Smith** reminds us what we’re missing



While the circuit was the obvious revival, the hillclimb was a glorious innovation. Here Tony Brooks and Roy Salvadori enjoy a run in an Aston Martin DB3S in 1993

They had no idea what they were starting

When Lord March, now the Duke of Richmond, assumed responsibility for the Goodwood estate, his focus quickly narrowed on bringing back competitive motor racing to the scruffy circuit that had hosted its last grid in 1966. But local noise restrictions and red tape made it a long shot. So what else might be possible? Almost as an afterthought during a track inspection, Charles March asked FIA race director Derek Ongaro to take a look at the parkland around Goodwood House. What about a hillclimb? A mouth-watering cast of old racing cars lined up for the first Festival of Speed in 1993, along with an unexpectedly large crowd of around 25,000, including a curious George Harrison who turned up in his Gordon Murray-designed Rocket. It was chaos, but charming and bewitching, too. Goodwood was on to something.

NEWSPRESS, GETTY, GOODWOOD, DOMINIC JAMES, JOHN DAVIDSON, JEFF BLOXHAM, ALAN COX

Brundle steals Button's Brawn

In 2009, Brawn GP made history by becoming F1 World Champion in its one and only season. Seven years later, the Brawn BGP 001 made its first public appearance since, as Martin Brundle ran it in the FoS. McLaren responsibilities barred Jenson Button from being reunited with his old flame. When he wandered over to Brundle sitting in the Brawn at the top of the hill, it was like he was dating his old girlfriend.



King Richard's English crown

There's something gloriously odd about Americana in an English country setting. 'King' Richard Petty was always high on the wish-list and finally made the Festival of Speed in 2006. "Junior Johnson and Darrell Waltrip told me I needed to go, and Lord March had called me three or four times," he said. His high-winged Plymouth Superbird only capped his top-billing status.



That's quick, Nick

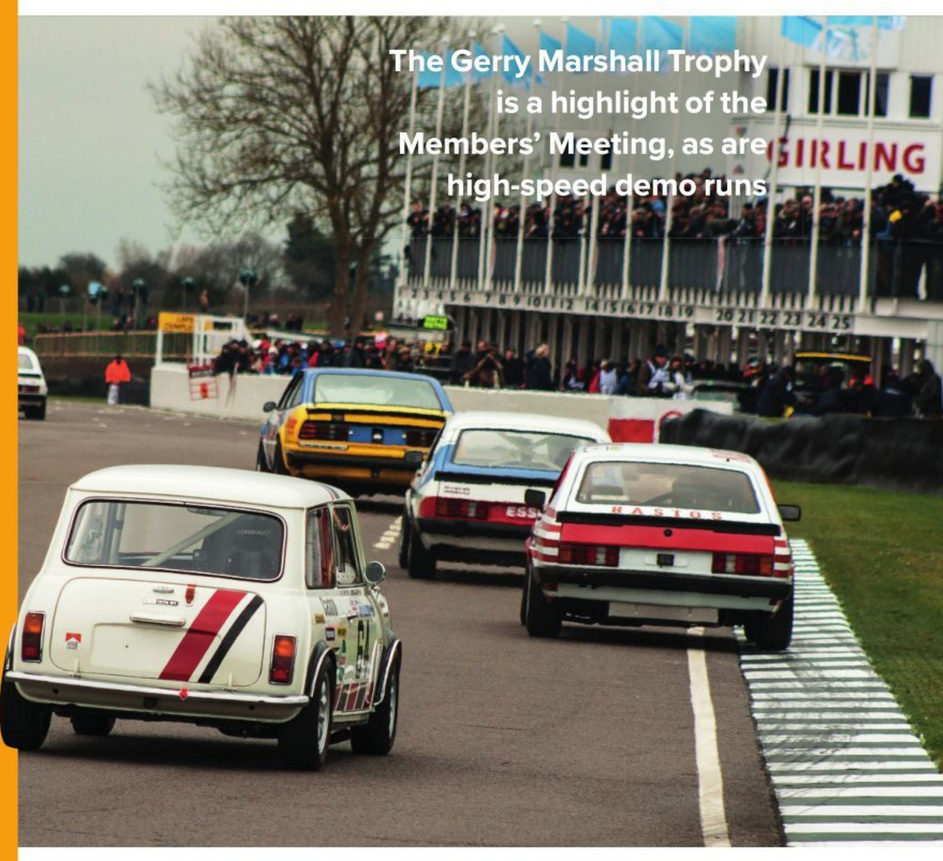
Volkswagen's remarkable all-electric ID.R has finally eclipsed the record, but we suspect Nick Heidfeld's violently edgy run on the hill in 1999 will always be the ultimate expression of FoS sorcery. The German said Ron Dennis had exerted some pressure – for the pride of Woking. And boy, did he deliver, in just 41.6 seconds.



Valentino with love

Goodwood loves its bike stars, but it took years to lure the biggest of them all. In 2015 MotoGP was racing at Assen in The Netherlands on FoS Saturday, but a plane was organised to fly the riders direct to Sussex - and among them was *the* rider: Valentino Rossi, fresh from another race win. "He arrived at the front door in the middle of the party, at about 10pm, in shorts and a T-shirt," said Charles March. "From that moment he was so enthusiastic and absolutely got it. A big moment."

Manic scenes the following day when Rossi made a papal appearance on the balcony will surely never be matched.



The Gerry Marshall Trophy is a highlight of the Members' Meeting, as are high-speed demo runs

Demonstrating new history

One of the welcome aspects of the Members' Meeting is its widening of the Revival's 1948-66 repertoire. The Gerry Marshall Trophy for 1970s saloons is often the racing highlight, but the high-speed demonstrations have further stretched the canvas. It's a matter of taste, but in the interests of diversity we've gone for the modern-era endurance racers that ran last year.



Snakes in a train

One Shelby Daytona Cobra is special. But to gather all six originals in one place at one time... it's a cliché - but only at Goodwood. The reunion at the 2015 Revival showed for the umpteenth time how persistence and persuasion pay off when the Goodwood team is on the hunt. Although these snakes had a nasty bite. It was said only an eye-watering £80,000 secured the appearance of the sixth and final car.



Art for racing's sake

The sculptures in front of Goodwood House, erected each year in honour of a great car maker, have inevitably grown in scale and ambition. British artist Gerry Judah works wonders each time, beginning an FoS tradition in 1997 with a polystyrene arch dedicated to Ferrari.



The highest low point

The planes have always been central to the Goodwood thrall. The Vulcan displays, in the days when the last of the Cold War bombers was still active, are increasingly precious memories, while WWII flypasts were almost taken for granted before legislation following the Shoreham air disaster diluted the show. Ray Hanna didn't concern himself with such red tape at the first Revival in 1998 when he buzzed the pit straight in Spitfire MkIX MH424 - below the height of the flag poles on the pit building. Watch the video clip now and if you didn't know better, you'd swear it had to be CGI.

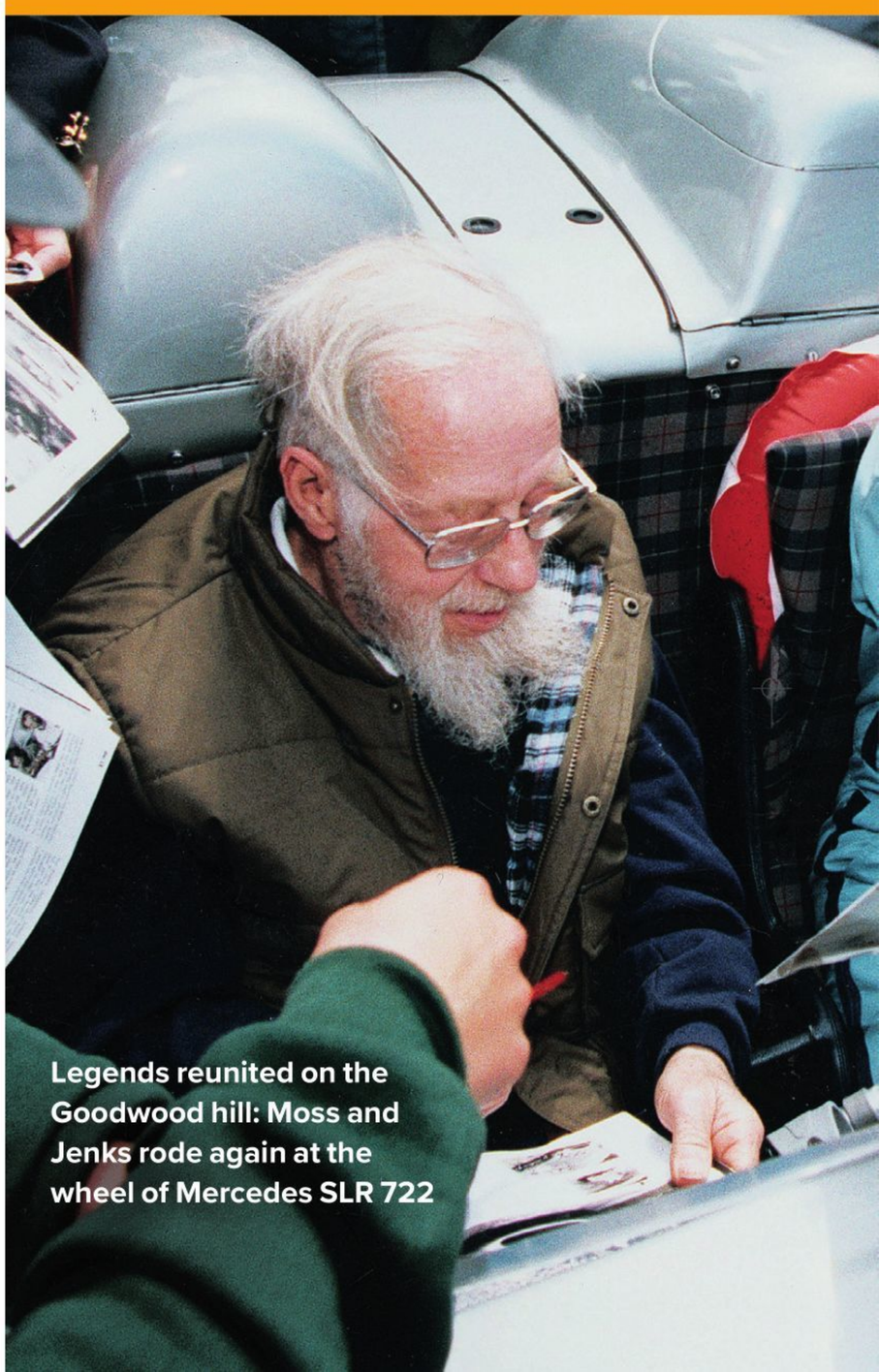




Richard burns McRae

Britain's two greatest rally stars, pitted in a head-to-head on Goodwood's hillclimb and rally stage... But for Colin McRae and Richard Burns in 1999, this was only a bit of fun... wasn't it? Burns and his Subaru team showed a craving to get one over McRae and his Ford Focus. Sure enough a well-honed set-up paid off for the Englishman. The match has taken on greater meaning now both are gone.





Legends reunited on the Goodwood hill: Moss and Jenks rode again at the wheel of Mercedes SLR 722

NIGEL HARNIMAN, GETTY IMAGES, ALAN COX, NEWSPRESS

And the flag drops again

The day most of us thought would never come. On September 18 1998, Charles March succeeded in what had appeared an impossible quest, as the Revival meeting was established to celebrate what his grandfather had started back in 1948. The Woodcote Cup took the honour of first race since 1966 and was won by Ludovic Lindsay in ERA R5B, while new traditions began as a stream of famous names from every era poured in for the RAC TT Celebration. Out on the banking, a tear or two might have been shed.





Irv the Swerve plays it straight

There were occasions during his time at Ferrari when Eddie Irvine appeared to have forgotten to take his charm pills. But it was as if he'd overdosed at Goodwood in 1996, as Ferrari made its first official visit at the fourth FoS. Irvine fired a glorious 412 T2, the last V12-engined F1 car, up the hill with genuine verve. Ferrari was so impressed, it pledged to return – again and again.

Friends reunited

This one really did raise a lump in the throat. *Motor Sport*'s celebrated former Continental Correspondent was frail by 1995, but ill health wouldn't stop Denis Jenkinson dropping into '722' beside his old friend Stirling Moss one last time. Their reunion in 1995, to mark the 40th anniversary of their fabled Mille Miglia win in the Mercedes 300 SLR, both delighted and drained Jenks, who needed a lie down on a Goodwood House sofa after their run up the hill. As for Stirling, he'd made the pass with a leg in plaster and required a cushion to drive – which explains why his head stuck out so high, while little Jenks, his famous navigational roller box on his knees, was barely visible beside him.



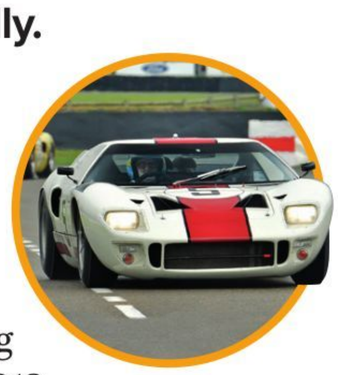
Silver shock and awe

Mercedes and Auto Union grand prix cars had featured before, but not like this. The high-speed demonstration of Silver Arrows 1930s grand prix monsters bombarded the senses at the 2012 Revival, and left that eye-watering whiff of shoe polish we'd always read about.



The trials of Goodwood life

Letting Dougie Lampkin loose within the Regency grandeur of Goodwood House seems like condoning an act of vandalism. But that's not accounting for the incredible skill, balance and dexterity of the trials riding king. In 2008, he hopped and bounced his way through the elegant rooms and stairwells, then popped out on to the roof – where a butler was waiting with a refreshing glass of champagne. Naturally.



Bräck-a-bricking it?

Swedish Indy 500 winner Kenny Bräck didn't appear to be when he twirled a Ford GT40 with gusto during a wet TT Celebration in 2013. Instead, on-board footage of him sawing away from lock to lock suggested a man utterly in his element. You can't see his big grin, but you can well imagine it.

Thunderbird is go!

Tom Kristensen suits the large cigar that has become a tradition for Revival race winners. The nine-time Le Mans winner has become a hugely popular Goodwood racer. His lairy antics behind the wheel of a 1959 Ford Thunderbird in the St Mary's Trophy in 2017 were superb.





Gurney for president

When the Festival of Speed was founded, Dan Gurney and his Eagle-Weslake F1 car was high on the wish-list of dream car and driver reunions - and it happened in 1997, 30 years after his victory at the 1967 Belgian GP. Gurney, who died in 2018, was also the subject of a special tribute at the Revival, when a tongue-in-cheek campaign from 1964 was recalled. Dan Gurney for president? There are worse choices...

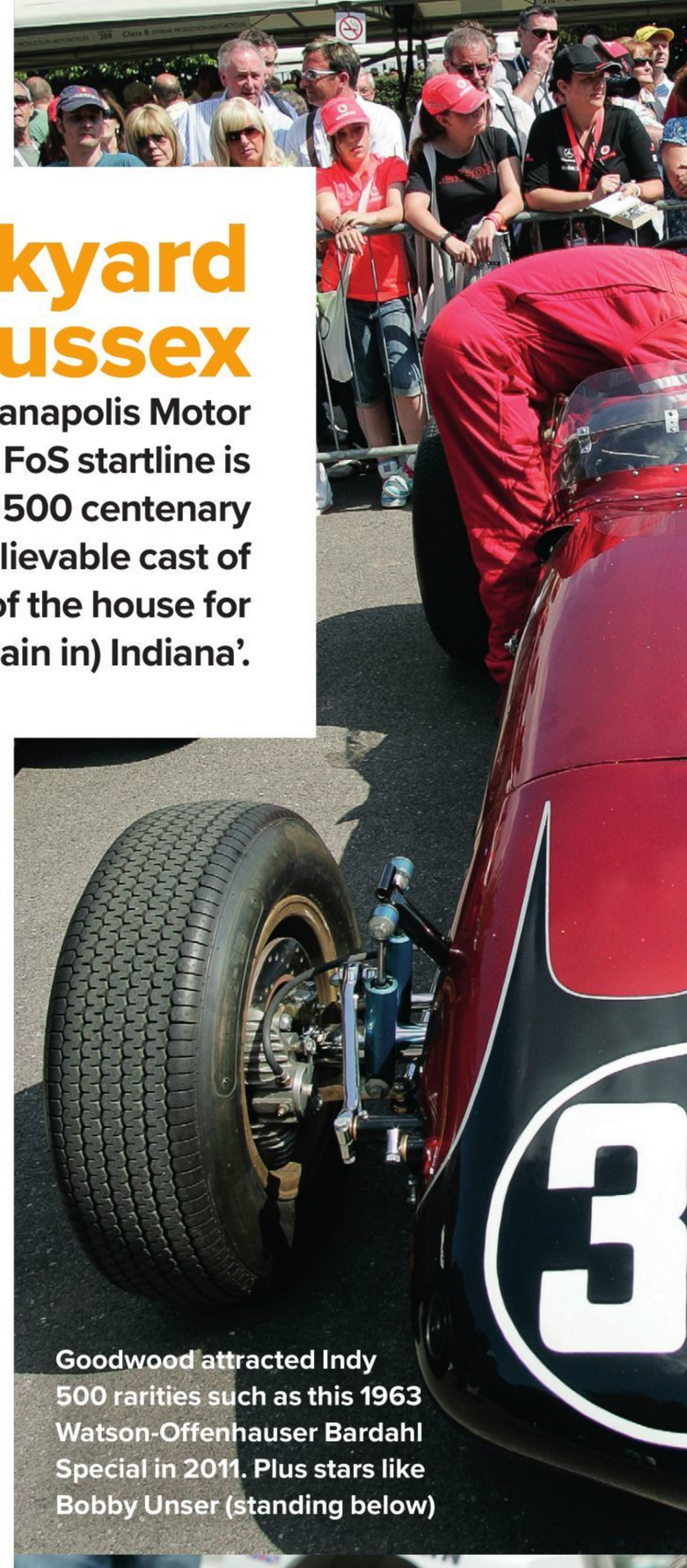


'A host, of golden daffodils'

By 2014, the Revival had become a monster. Answering calls for something more low-key and with two 'noisy days' on its annual racing licence still free for use, Goodwood revived another tradition. On that first bright and sunny morning at the 72nd Members' Meeting, a sea of daffodils established a signature look for the new spring fixture. "There are 300,000 bulbs," Lord March explained. "It's all thanks to a Dutchman we know who sends me bulbs every year. They were all planted in just one night, by a machine he won't let anyone see..."

The Brickyard comes to Sussex

A yard of bricks, straight from Indianapolis Motor Speedway's original stash, lining the FoS startline is the physical legacy of the Indy 500 centenary celebrations in 2011. An unbelievable cast of Indycars and drivers lined up in front of the house for a genuine flavour of '(Back Home Again in) Indiana'.



Goodwood attracted Indy 500 rarities such as this 1963 Watson-Offenhauser Bardahl Special in 2011. Plus stars like Bobby Unser (standing below)



The Members' Meeting was revived in 2014, and has been a popular season starter since

GOODWOOD, ALAN COX, JOHN COLLEY, GETTY, DREW GIBSON, NEWSPRESS





Top picks from famous faces

REVIVAL

Richard Attwood

The day I won both the Glover Trophy in my BRM P261, and the RAC TT Celebration, sharing an ISO Bizzarrini with Mark Hales, is one of many great Revival memories, especially as we took the lead in the TT with just two laps to go. The ones you don't expect to win are the best.

Tiff Needell

Racing the Lotus 30 in the rain. This is the car that even my boyhood hero Jim Clark said he couldn't tame and now I know why. Wheelspin everywhere, the car was never straight, but we got a podium. Goodwood is all about memories: I was there as a kid in the grandstand.

André Lotterer

I won the TT in a Cobra – that was pure joy. It's an honour to drive these cars, and now it's my favourite meeting. The atmosphere is so magical, the track is great to drive, and winning made me realise that if you have fun you do well.



Ludovic Lindsay

Winning the opening race in Remus, my ERA, at the first Revival was incredibly special. It was a tough race, very quick guys all round me, and I had some oil on the pedals, so no room for a single mistake. Sharing an E-type Jaguar with Gerhard Berger in the TT, and coming second was great, too.

Nick Mason

Sharing my Ferrari GTO with superstars like Moss and Surtees. Stirling showed me the best lines but it had little to do with going faster, it was all about how to block anyone who might want to overtake. Surtees was fantastic, I saw how incredibly competitive he was.





FESTIVAL OF SPEED



Jochen Mass

Driving Mark Donohue's Sunoco Porsche 917/30 on slicks, damp track, and 1300bhp. But what a surprise, it's such a great car, no oversteer, no understeer, the best all-rounder I'd driven over the years. No wonder he won the Can-Am championship in '73.

Sir Jackie Stewart

Goodwood is where I started with Ken Tyrrell and where I've been reunited with my Tyrrells and the Matra. Getting back into the cockpit is like putting on a pair of favourite old gloves. The Festival is also about the people, reunions with mechanics and drivers. It always brings a smile to my face.

Derek Bell

In 2013 the Festival held a tribute to my career with 26 cars, a wonderful weekend. My son Sebastian, who was just 15, drove my Porsche Carrera GTS, followed up the hill by John Surtees in the TS7 in which I came sixth in the US GP in 1970. I won my first race at Goodwood so it was a day of memories.

Bernie Ecclestone

It's a super show. Herbie [Blash] was always telling me I should go, I knew they'd got the F1 teams there. Charles does a good job, you know, all the attention to detail. And so much to see.

Sebastian Vettel

The Festival is the best toy box in the world, like a huge party with cars, and it's great to see so many fans, a way of keeping in touch with them. I had a lot of fun, did some donuts in the Red Bull. For sure, I'd like to come back one day.



Mario Andretti

It's always such a tremendous pleasure to meet all the fans, sign the photos they bring, the British fans are the best educated in the world. I would have been back this year instead of going to the IndyCar race in Toronto. It's a terrific event.

Gordon Murray

I've been to all but two Festival of Speed events. The one that stood out for me was the Jack Brabham celebration when I was reunited with so many colleagues and cars from my 17 years at Brabham to celebrate the life of a great driver, a true friend and a gentleman.

The drivers were talking to Rob Widdows

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GETTING BACK ON TRACK

On the opening weekend of July, British motor sport returned from its enforced cessation. **Simon Arron** was one of the first through the gates for a post-lockdown meeting

IT WASN'T THE RASP OF INTERNAL combustion that first marked this out as a day unlike any other in the recent past, nor that competing cars had three dimensions. Rather, it was the fact that by 7.45am there was already a sizeable queue of shaggy-haired blokes standing two metres apart outside a local barber in Horncastle, where scissors were primed for the first time in more than three months. Not quite the world as we've always known it, but a small step in the vague direction of normality.

Eight miles to the north, motor racing was likewise stirring from its lockdown slumber. There had been fragments of competitive activity in March – a motorcycle meeting at Brands Hatch, a spot of rallycross at Lydden Hill – but the UK racing season didn't truly get going until Saturday, July 4.

PHOTOGRAPHY: SIMON ARRON

It was on this day that Cadwell Park, Snetterton and Castle Combe shared the honour of being the first UK venues to host post-lockdown racing – and *Motor Sport* was on the ground to witness it.

The most striking thing upon arrival at Cadwell was a prominent notice advising spectators that there would be no admission "until further notice", a restriction circuit operator MotorSport Vision would lift at all its venues the following weekend.

Beyond the gate, Cadwell was its customarily charming, bucolic self – albeit now festooned with signage reminding people how to conduct themselves safely. The paddock café was open only for takeaways, sign-on formalities (for competitors, marshals and media) had to be completed electronically, in advance, and event organiser the British Automobile Racing Club opted not to produce a race programme, to minimise any manual exchanges. For the same reason, it also cancelled the traditional raffle that enables a few marshals to return home with a cash prize; instead, such funds were diverted to the café so that all those clad in orange could enjoy a complimentary breakfast. And the Tannoy system's siren call – "Attention paddock, attention paddock!" – rang out with extra frequency, sometimes to inform drivers that they really should be in the assembly area by now, but mostly with reminders about social distancing, the importance of wearing PPE [personal protective equipment] and the need to wash hands frequently and properly.

"I have been working here throughout, with a couple of maintenance guys," says circuit manager Paul Woodford, "just to make sure everything was ready as and when racing could return. Track days resumed towards the end of May and those have been very useful in terms of putting procedures in place, so that social distancing requirements were manageable and easy for visitors to understand.

"I found it very hard when the whole thing just stopped, because – like most people who are involved in this industry – I am at heart a committed enthusiast and absolutely love the sport. There have been some positives, though, not least that I think the lockdown period has brought all the MSV track managers closer together thanks to daily conference calls to discuss and share ideas – the kind of thing for which we wouldn't ordinarily have had much time.

"Over the winter we invested significantly in extending the asphalt area of the paddock – a financial commitment we almost certainly wouldn't have made if we'd known what was coming, but with hindsight I'm glad we did because it has helped us to lay things out responsibly. We have lost a few events as a result of the lockdown – notably our British Superbike meeting. That's a blow, of course, but we've been assured it will return in 2021 and, as things stand, we have something happening pretty much every weekend between now and the end of the season. We're further ahead than I thought we might be not so long ago, but we live in a climate of continued uncertainty and I hope people don't become complacent."

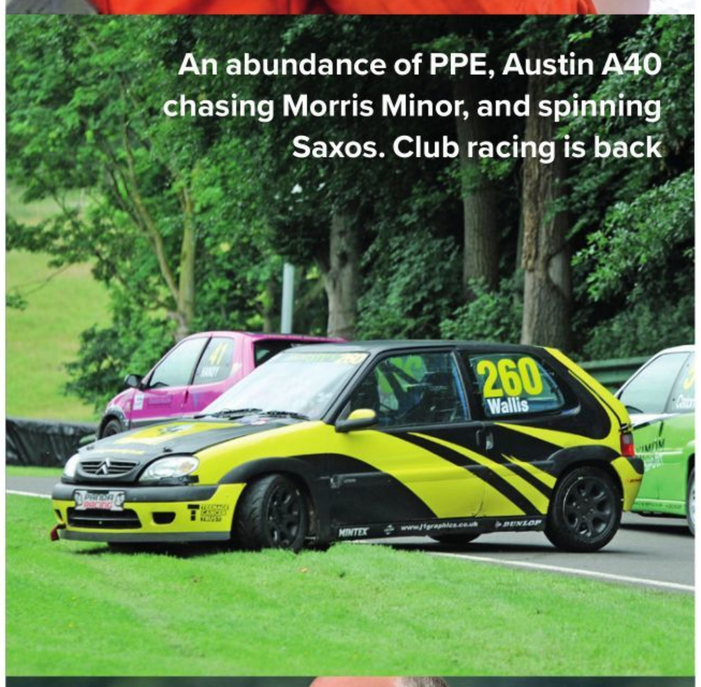
Practice has not long commenced when the distinctive purr of racing Citroën 2CVs is drowned out by the rotary clatter of an incoming Agusta 109. MSV chief executive Jonathan Palmer is on the second leg of a three-part helicopter tour – a track day at Donington Park, followed by visits to Cadwell and Snetterton.

"I have been immensely impressed by the way everybody in the business has collaborated over the past few months, to enable us to get to this point," he says. "Some of the things we've had to do – remote sign-on, for instance – will probably be adopted in the longer term, now we've seen how well they work. It doesn't seem so very different, really. It reminds me of

"We're in a climate of uncertainty, so people can't be complacent"







An abundance of PPE, Austin A40 chasing Morris Minor, and spinning Saxos. Club racing is back

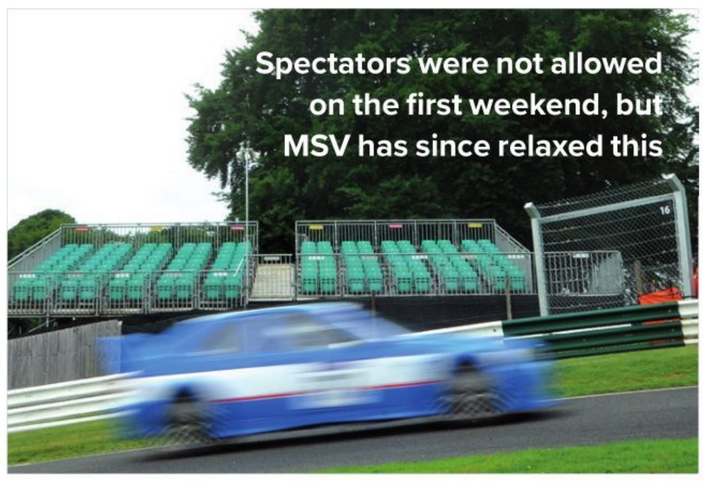


the feeling you get when you receive the keys to a new house, take a look around and think, 'Yes, after all that waiting, this is finally happening'."

For the 2CV aficionados, this could be a fairly short campaign. "We usually have four sprint meetings a year," says established racer Chris Yates, "but have already lost three of those. We're hoping to organise an extra meeting at Mallory Park, but otherwise this could be our only outing other than the traditional 24 Hours at Snetterton in August. It has been quite disheartening over the past few months, trying to keep up with all the changes and constantly preparing for the unknown, so it's nice to be back."

He is offering a helping hand to newcomer Andi Donaldson, for whom this will be a first car race of any kind. "It has been quite a wait," the newcomer says. "I had the van packed and all ready to go for what should have been my debut at Silverstone in March..."

Half a meadow away, Stuart Radford is preparing one of the engaging rarities that underpins much of British club racing's appeal – a Gulf-hued Triumph Vitesse, part of a diverse entry that includes everything from Morris Minors to Aussie V8 Supercars via Superkarts, Hillman Imps and the aforementioned 2CVs. "I raced a Triumph 2000 for years and loved it," he says, "but it was far too heavy to have a chance against Cortinas and stuff, so I built this – it's 200kg lighter. I did a few events with it last year, as a shakedown, but this was supposed to be its

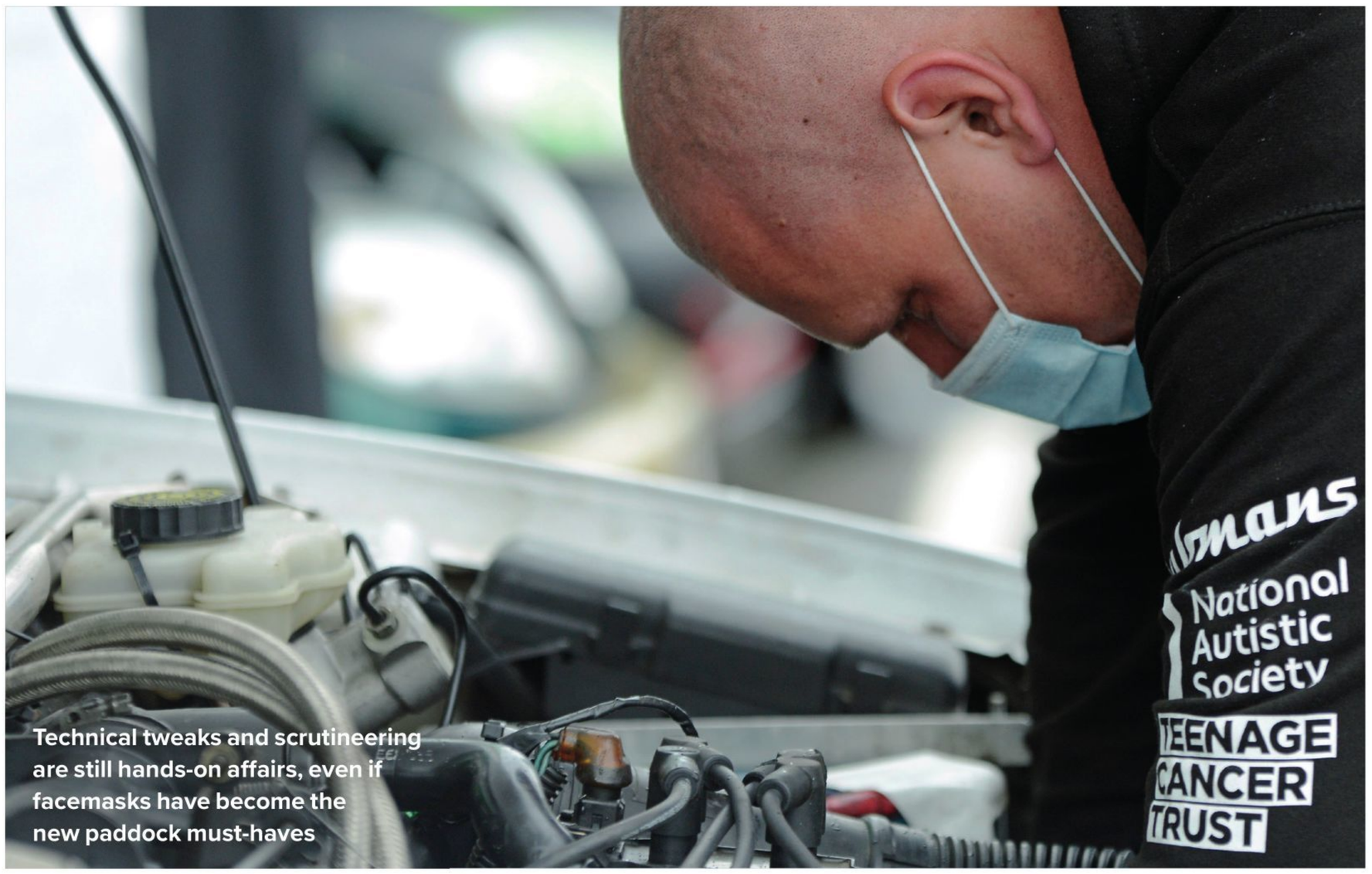

Spectators were not allowed on the first weekend, but MSV has since relaxed this

first full season. I'm pleased to be racing again and felt slightly overwhelmed by all the paperwork we've been sent – there has been absolutely loads of information and it all seems to have been very well organised."

Out on the circuit, marshals are dotted around in groups of two – and the post at the exit of Charlies, a long, sweeping right-hander, is staffed by Lesley Bull and Tony Tillbrook. Both have been working normally throughout the lockdown, she as a residential care worker and he as an HGV technician. It's the first time either of them has been trackside since the previous November.

"It's great to see everybody again," Tony says, "though traditionally we'd all sit down for a catch-up over breakfast and obviously that's not possible at the moment. Mostly, it's just a relief that we have some racing."

Lesley adds: "This is my happy place and I've been itching to get back. It's great to be reunited with what I call my orange family. The only downside is that I want to give them all a hug or a handshake, but I can't..."



Technical tweaks and scrutineering are still hands-on affairs, even if facemasks have become the new paddock must-haves

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Tommykaira became a big name in the 1990s, helped by the exposure of the *Gran Turismo* franchise

A dream from the screen

Fans of *Gran Turismo* will be familiar with Tommykaira, and now you could own a rare real-world racing example, says **Simon de Burton**

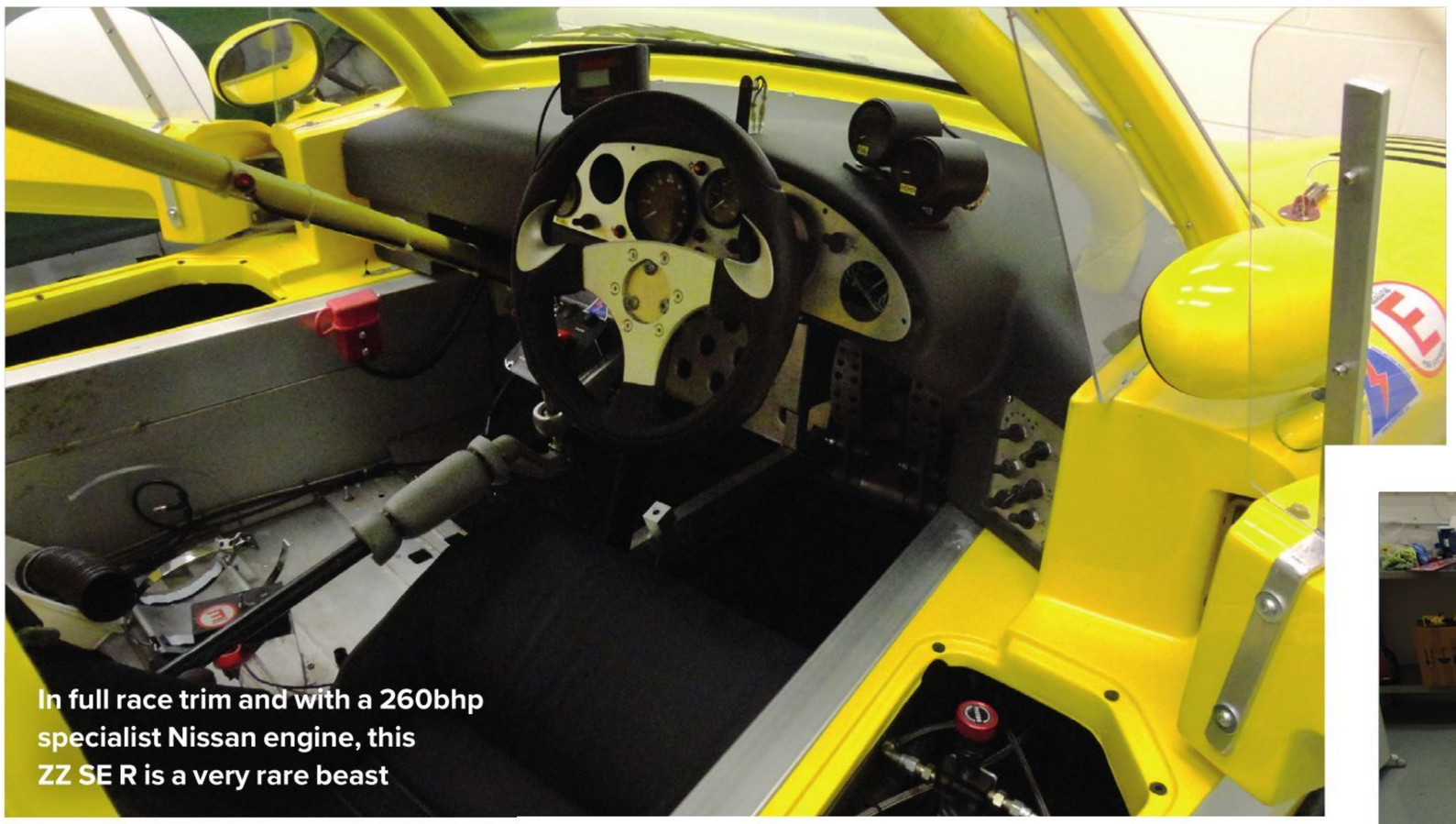
IF YOU'RE GETTING BORED WITH THE sight of *Gran Turismo* on your PlayStation, here's a chance to upgrade to a real version of one of the more popular cars from the long-running series - the Tommykaira ZZ.

Kyoto-based Tommykaira became a successful Japanese tuning specialist in the 1990s, finding particular fame with its souped-up Nissans, Toyotas and Subarus.

Although its creations were generally modified and rebranded versions of existing models, the M30 of 1988 was an almost clean-sheet design and came to be regarded as Japan's first genuine high-performance production car. That was followed in 1996 by the fully-integrated ZZ that established the niche firm's status as a manufacturer - until the collapse of the Yen three years later put paid to production.

Kyoto may be a long way from Norfolk, but that did not stop Dereham-based Breckland Technology buying the rights to the ZZ and building 257 cars before abandoning the project after Tommykaira returned to business with the ZZ2 (the one commonly associated with *Gran Turismo*).

Of the 257, all but six were exported to Japan. Of those six, one was crash tested, another sent to the US, a third was used as ▸



In full race trim and with a 260bhp specialist Nissan engine, this ZZ SE R is a very rare beast





a development car and a fourth ended up in a private collection.

Around 15 years ago, local classic and race car dealer and competitor John Timewell spotted the ZZ pictured here in a mothballed state on the roof of Breckland Tech's internal storage unit. Having seen how well the fifth of the aforementioned six examples performed on track in a 750 Motor Club Roadsports event, he decided to buy the car and rebuild it from the ground up as the first-ever ZZ developed purely for racing (as opposed to the model's originally intended role as a fun road/track car).

Despite completing the car to a high spec – complete with a rare, specialised Nissan race engine built by tuning guru Graham Dale Jones – Timewell has now decided to sell it.

With styling that hints at numerous other designs – we see a bit of Ford RS200, a bit of Lotus Exige and perhaps some Porsche 959 in the shape – this unique ZZ SE R (for Special Equipment, Race) offers something different.

According to Timewell, the 2-litre engine is similar to those used in the Nissan Primera Super Touring race cars of the '90s, and is alone valued at £25,000.

It produces around 260bhp, which might not sound outrageous by today's standards, but with a mere 650 kilos of chassis to propel, it is said to provide rather blistering performance.

Interested parties with around £45,000 to spend should contact Timewell direct – assuming they can tear themselves away from *Gran Turismo*...

TOMMYKAIRA ZZ SE R
On sale at Performance and Classic Cars, Norfolk. Asking: £45,000.
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In the market for Far Eastern racers?

Japan makes and exports some fantastic metal; here's some great Tokyo drifters



2015 NISSAN GT-R GT3. £135,000 Eagle-eyed readers will recognise this particular 'Godzilla' from British GT 2018. It's also done Blancpain GT in the hands of specialist team RJN Motorsport. *rjnmotorsport.com*



1988 TOYOTA 88C. £895,000 One of the most overlooked and perhaps best looking Group C cars, this 88C comes with full history from 1988-89, having been driven mainly by Tiff Needell and Paolo Barilla. *historicclassics.com*



1993 HONDA NSX. €180,000 This awesome NSX is one of just three built by Seikel Motorsport for the German GT Cup, and was driven by Armin Hahne. This is chassis no1 and is in its Spa 24Hr colours. *springbok.de*



2004 TOYOTA SUPRA BITURBO GT2. £POA We couldn't assemble this list without having a Supra. Originally built for French GT, this has the famed 2JZ engine – plus a Le Mans Classic entry for 2021. *ascottcollection.com*

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The F430 EVO is a rare example of GT2 machinery, and enjoyed success in the ALMS in period

AUCTION HERO

Evolution of the beast

Ferrari only built 14 F430 EVO race cars. One handled by Danish star Allan Simonsen will cross the block, says **Simon de Burton**

TO ANYONE WITH A DESIRE TO GO racing, one of the sweetest phrases in the English language must be 'money no object...'

That appeared to have been the case for entrepreneur Pierre Ehret back in 2008 when he decided to avail himself of not one, but two of Ferrari's recently-released F430 EVO GTC race cars, a mere 14 of which were built in total.

Düsseldorf-born Ehret, whose business interests include the lavish Flamingo Resort Hotel in Santa Rosa, California as well as the nearby Lion Vineyard in Sonoma County, is a familiar figure on the endurance racing scene, most recently seen competing in the popular Blancpain GT series.

One of the two ex-Ehret GTCs, chassis 2610, will now cross the block at Silverstone Auctions' live 'online only' competition car sale on August 1, forming part of a 30-strong collection being dispersed by an anonymous European owner.

All of the cars are low-mileage examples in exceptional condition, but the F430 is said to be the jewel in the crown, and, as with the other 29 from the same source, will cross the block without reserve.

Ehret paid Ferrari €435,000 for the car as built, but then spent a further €30,000 on extras, such as a data acquisition system, a quick-fill oil and water set-up and - in readiness for its maiden outing two months later at the 12 hours of Sebring - air conditioning, 24-hour race lights and upgraded brake cooling.

Running under the Tafel Racing banner, Ehret shared the drive with team owner Jim Tafel and, notably, the Danish Le Mans 24 Hours specialist Allan Simonsen, who sadly died during his seventh Le Mans in 2013.



Chassis 2610 completed the gruelling event without fault, finishing fourth overall - five places and 25 laps ahead of Ehret's other F430 which also took part.

The car subsequently contested nine further races in the American Le Mans Series and posted eight top-10 finishes, helping Tafel Racing to second place overall in the 2008 ALMS GT2 class.

Sold-on at the end of the season, it has since had a decidedly easy life, competing in a few rounds of the 2012 Pirelli Challenge before enjoying a seven-year break from the rigours of the racing life

Now, ironically, it is likely to be put to work harder than ever if its new owner decides to use it for the numerous classic competitions for which it has now become eligible, among which are events such as the Peter Auto Endurance Racing Legends series, Masters Endurance Legends and the Ferrari Challenge.

Now back in its original Sebring livery and being offered with a useful spares package, it makes an undeniably tempting proposition for anyone keen to get into GT racing.

Assuming, of course, that money isn't an object for the winning bidder.

2008 Ferrari F430 EVO GTC. On sale at Silverstone Auctions (live online) July 31. No reserve. Silverstoneauctions.com

MCLAREN MP4-24 SHOW CAR. SOLD FOR £66,000, R.M.SOTHEBY'S
The show car used to promote McLaren's 2009 F1 charger proved the top seller in this 95-lot #RaceAgainstCovid-19 sale organised by R.M. Sotheby's in conjunction with the FIA. The motor sport community pulled together to donate items, ranging from F1 drivers' race suits to artworks and experiences. The £845,472 raised will go to help the Red Cross and Red Crescent's response to the pandemic – bringing the FIA's total donations to nearly £2m.



2018 WESTFIELD ELEVEN. SOLD FOR £23,650. CCA. This superbly detailed Westfield could easily have been mistaken for a 'new, old stock' example of one of Frank Costin's Lotus originals from 1956. Built by a meticulous race engineer using £35,000 worth of new or reconditioned parts, it had covered a mere 300 miles.



2007 MG XPOWER SVR. SOLD FOR £33,750 H&H The XPower SVR was undoubtedly one of the then-ailing marque's finest achievements – styled by Peter Stevens of McLaren F1 fame and powered by a Roush-tuned, 5-litre V8 and built on a race-bred chassis. A mere nine examples were sold. This one had done just 15,000 miles.

PORSCHE LAMP. SOLD FOR $660. R.M. SOTHEBY'S
Part one of this two-part 'Lifetime of Porsche' online memorabilia sale was a reminder that anything connected to revered marques has a value. This table lamp was a promotional gift from the 1960s, it featured a miniature crankshaft and pistons. It probably ended-up in a man cave after being barred from the family sitting room...





Stuck in a state of flux

Values are down, as is the interest in online events as lockdown rolls on. Plus a tale of buyer beware, from **Simon de Burton**

WITH LIVE SALES STILL to get back on track, the true state of the market is still hard to judge. Values are certainly depleted in many areas, and the enthusiasm for bidding online that was apparent at the start of lockdown appears to have diminished somewhat - but, as ever, the right lots at the right reserves continue to sell easily.

On a separate note, we received worrying news from a successful bidder at the last sale held by Coys (in February) before the firm went into administration in April.

Having bought and paid for his car fair and square he proceeded to drive it happily for four months - until he was stopped by the police and told that the vendor had reported it stolen because Coys had failed to pay him.

The consensus is that the buyer has true title to the car, having paid for it in full and honoured his contractual obligations, meaning the vendor must seek redress through the administrators.

Nevertheless, until the vendor agrees to have it removed from the stolen vehicle database, the new owner can no longer insure it - and, therefore, can't drive it.

Caveat emptor, indeed...





1982 HONDA CB1100RC. SOLD FOR £9000 H&H With just 1500 made in order to homologate the model for production racing, original, un-damaged and un-restored examples such as this are rare, and according to classic Japanese motorcycle expert Paul Jayson (aka The Motorcycle Broker) could well soar in value.



1969 AMF PROBE. SOLD FOR $2280. R.M. SOTHEBY'S One of 53 museum-quality pedal vehicles sold by restorer Bruce Callis, the Probe featured tank-like lever steering. The sale grossed almost $150,000, with the star lot being a British J40 roadster similar to the Settrington Cup racers at the Goodwood Revival.

FOREST CASEY ©2020 COURTESY OF RM SOTHEBY'S



THE INSIDE LINE

"Buyer's fees have been around since Roman times, but they suck"

CAN WE BE UPFRONT AND state for the record that buyer's fees suck? And while you might not think that this is a controversial statement, the reasons we feel this way might surprise you.

Buyer's fees have been around for thousands of years. First recorded during the reign of Augustus in Rome when a two per cent tax was levied on auction purchases, we think the first time they made an appearance here in the UK was in September 1975 when both Christie's and Sotheby's introduced a 10 per cent rate on top of their seller's fees.

They were brought in as part of the competition all auction houses engage in for sellers; low seller's fees make a house appear more attractive to a vendor (we'll ignore the 'you get what you pay for' angle for now) so changing the name of some of those charges to buyer's fees appears to shift the burden from the seller to the buyer.

But appearances can be deceptive, because it's my experience - both as a private buyer and in running The Market - that buyers have a budget and if they're forced to stump up an extra, say, 10 per cent on the hammer price then they'll simply deduct that amount from their maximum bid.

This is hardly rocket science, but it's amazing how few sellers appreciate that a lower seller's premium doesn't necessarily equate to more money in their bank account when the dust settles. Calling them a 'buyer's premium' sounds almost benign; referring to them as 'additional sellers' fees' would be accurate, but a PR disaster.

Some sellers were never fooled but were reassured that at least their fees were open to negotiation. Not so for the poor old buyer, which means that while the auction house gives with one hand it takes with the other because every fee charged, no matter which side it comes from, is ultimately taken from the seller's proceeds.

Established auction houses love it; who wouldn't like two bites at a juicy cherry? And yet, this greed - a position that works as long as everyone plays along and no-one rocks the boat - only leads to customer dissatisfaction in the long term.

And a partial collapse of the system when someone like us comes along and refuses to charge it at all.

Why did we choose to charge only a five per cent seller's fee and no buyer's premium? It's simple; we primarily provide a service to the seller. Yes, the buyer gets to buy but we're here - as is every other auction house - to enable sellers to sell, so why would we want to charge buyers, too?

Of course, the system is sometimes a little more forgiving than that. In the good old days, when the classic car market was booming and a hefty profit was almost guaranteed, many didn't care; if you were selling a car for way more than you had bought it for then you didn't mind if that profit was partially diverted to the auctioneer via a buyer's premium - and if you were buying in the knowledge that you would turn it for a fat profit in a few months, then you didn't care about having to stump up a bit extra.

"We are here to enable sellers to sell, so why would we charge buyers, too?"

But now we have an enthusiasts' market again, prices aren't soaring and having to pay a buyer's premium hurts - so you either refuse to play or you adjust your bid accordingly. Everyone loses in the former case, while only the auction house wins in the latter - and no-one is fooled anymore by whatever euphemism is deployed to try to justify the high charges.

And that is why we don't like them, and why we have refused to charge them.

Tristan Judge is director and co-founder of The Market, the online auction platform for classic and collectable cars

Buying guide

Alfa Romeo 155 GTA

It may have been a dull road offering, but in racing form the 155 was anything but boring

When it came to the BTCC, with front and rear wings extended, the 155 caused a stir, and cleaned up

MOTOR RACING HAS A WAY of changing perceptions. Success on the track can rejuvenate the appeal of even the most humdrum of models. Racing did exactly this for the Alfa Romeo 155, a model that risked being a flop before its exploits in touring cars gave it a dose of creditability... and notoriety.

The 155 did it all: won championships, spawned homologation specials, revolutionised Super Touring and bent the rulebook as it went.

But before all that, the 155 was actually a culture shock when it was first unveiled in 1992.

Alfa Romeo needed a cash injection in the mid 1980s. Ford was willing to buy a stake, but would very likely shift production away from the home country. Fiat didn't like this idea, and instead bought Alfa Romeo entirely in 1986, preserving jobs and facilities. Sounds great, apart from that it now meant Alfa was a smaller cog in a much larger company.

The 155 was the first new model unveiled under Fiat ownership. It shared its chassis with the dreary Fiat Tempra and was switched to front-wheel drive, as opposed to the rear-drive staple of independent Alfas. Its boxy lines gave it an excellent drag coefficient, but did little else to turn heads. Until Alfa took it racing.

Over to works race team Alfa Corse, which set about stiffening the chassis by seam-welding them to within an inch of their lives, ditching any brackets or cost-saving parts Fiat had used. The first cars raced in the Italian Superturismo Championship, with Nicola Larini giving the 155 GTA the title in its first year, and there was another success in the Spanish championship. But it was when Alfa decided to enter the British Touring Car Championship for 1994 that things got far more interesting, and controversial.

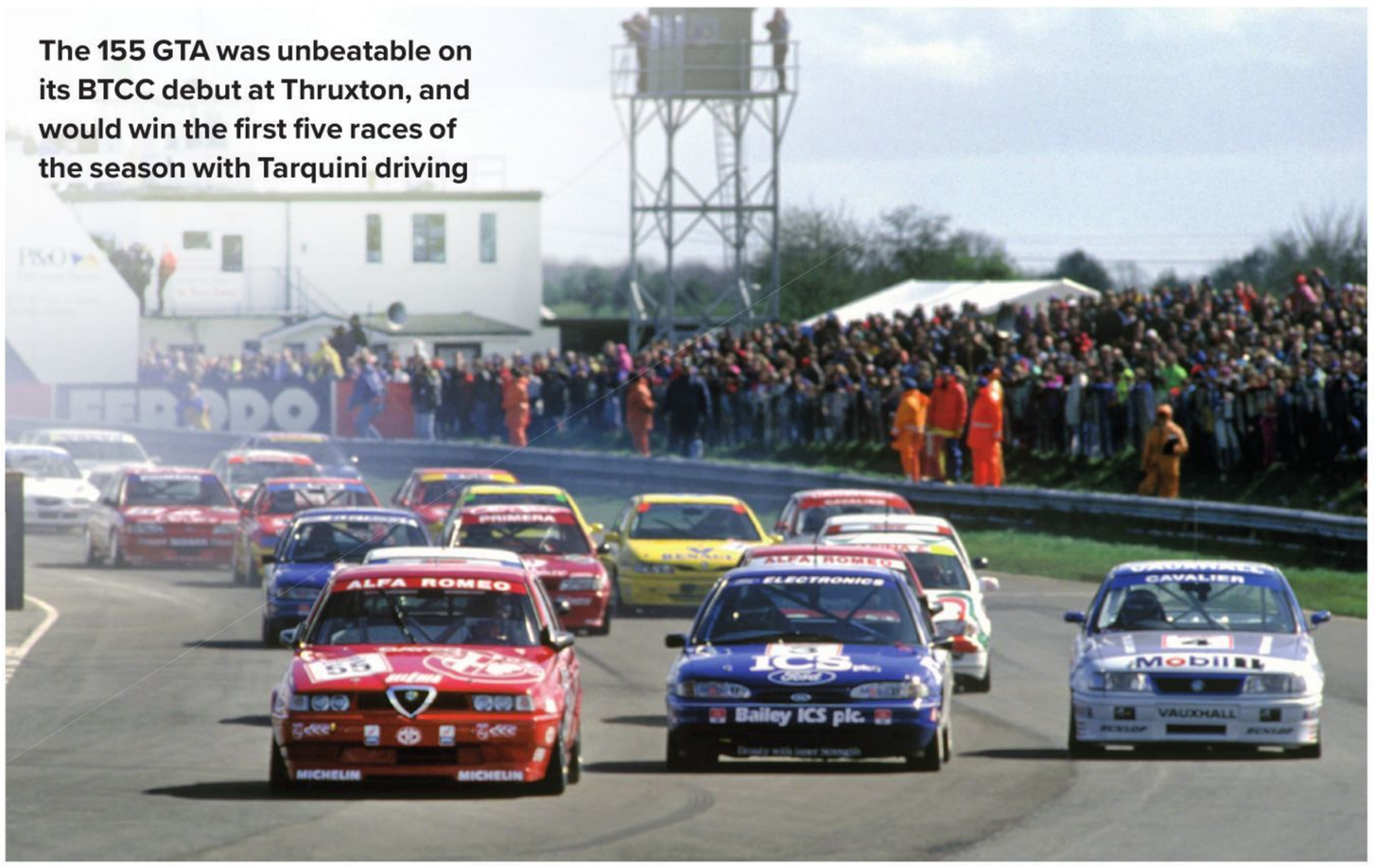
BTCC homologation regulations at the time demanded that manufacturers create at least 2500 road-going variants of the models they would race, and in that Alfa spotted a loophole.

So Alfa Corse went to work creating a new souped-up 155 called the Silverstone. It did away with the standard 1.8-litre Twin Spark engine, replaced by a block Fiat had been using in rallying, together with a modified cylinder head which was rotated 180 degrees to improve cooling and weight distribution. But the biggest change was in the aero. The Silverstone came with front and rear spoilers. Only small ones, but the clever bit was the adjustable kit that

ALFA ROMEO 155 GTA

- **Price new** N/A
- **Price now** £130,000-200,000
- **Engine** 1997cc in-line four Fiat block with Alfa Romeo 16V Q4 Turbo head
- **Rivals** Ford Mondeo, Renault Laguna, Volvo 240 Estate
- **Verdict** As sneaky as it was endearing, this Alfa made history





The 155 GTA was unbeatable on its BTCC debut at Thruxton, and would win the first five races of the season with Tarquini driving



A widened, more muscular version took on the DTM in 1993, and starred in the International Touring Car Championship

was supplied in the boot that allowed customers to make them much larger.

When fitted, the extended aero provided almost no benefit to the road car, but was transformative for the race car. When Alfa rocked up to the first round of the '94 BTCC at Thruxton with both the rear wing and chunky splitter fully extended - acting to suck the car down onto the track - more than eyebrows were raised. Gabriele Tarquini was unbeatable for the first five races before Ford finally got a look in.

Alfa's rivals accused it of 'taking the mick' and a flood of protests ensued. And then came the fifth round, at Oulton Park. BTCC officials ordered Alfa to run with the wings retracted. Alfa argued that if the road car could be adjusted that way, so could its race car. It kicked up so much fuss that the team simply packed up and withdrew from the meeting in protest. Alfa returned for the rest of the season, accepting a compromise to run with the wings in place until July, and then retract them. Tarquini won a further three races to waltz to the title.

"Alfa's rivals accused it of taking the mick, bringing a flood of protests"

TOCA made spoilers and wings commonplace for the following season, and Alfa lost its edge. The works team went back to Italy, leaving Prodrive with the now under-developed 155, which never won another BTCC race before it was withdrawn at the end of the season.

The 155 also formed the base of a DTM entry. With its bodywork widened and running a 420bhp 2.5-litre V6 engine that revved to a ridiculous 12,000rpm and powered all four wheels, the 155 V6 Ti carried Larini to the DTM title in 1993 and scored a total of 38 race wins before it too was mothballed after 1996.

GETTY IMAGES, ALFA ROMEO

Market view

The 155 thrived with its race and road specials

THE ALFA ROMEO 155 GTA IS OFTEN considered as one of the best-looking touring cars to have competed in the 1990s.

Not only did it look good, it went well too, winning the Italian Superturismo Championship, British Touring Car Championship and topping the DTM with a V6 variant. To celebrate the success, Alfa decided to explore the creation of a road-going race-inspired ultimate version of the 155, which became the 155 GTA Stradale – a 190bhp special with four-wheel drive derived from the Lancia Delta Integrale at its core.

Unable to make the figures stack up for production, only one was ever produced, which was due to be sold in 2018 with a guide of £160,000–£200,000 before being withdrawn prior to sale.

There were reportedly 20 155 GTA chassis produced but they have been elusive and sales data is non-existent. In 2016 a 155 D2 Superturismo was estimated at €110-130,000 before a non-sale, and this guide together with that of the unsold Stradale are really the only market indicators.

Based on this, we would expect a guide price of £130,000 - £200,000 if one did come on to the market in the near future.

Robert Johnson,
Classic and Sports Finance

TARGET DEAL
Alfa Romeo 155 GTA - £130,000 - £200,000

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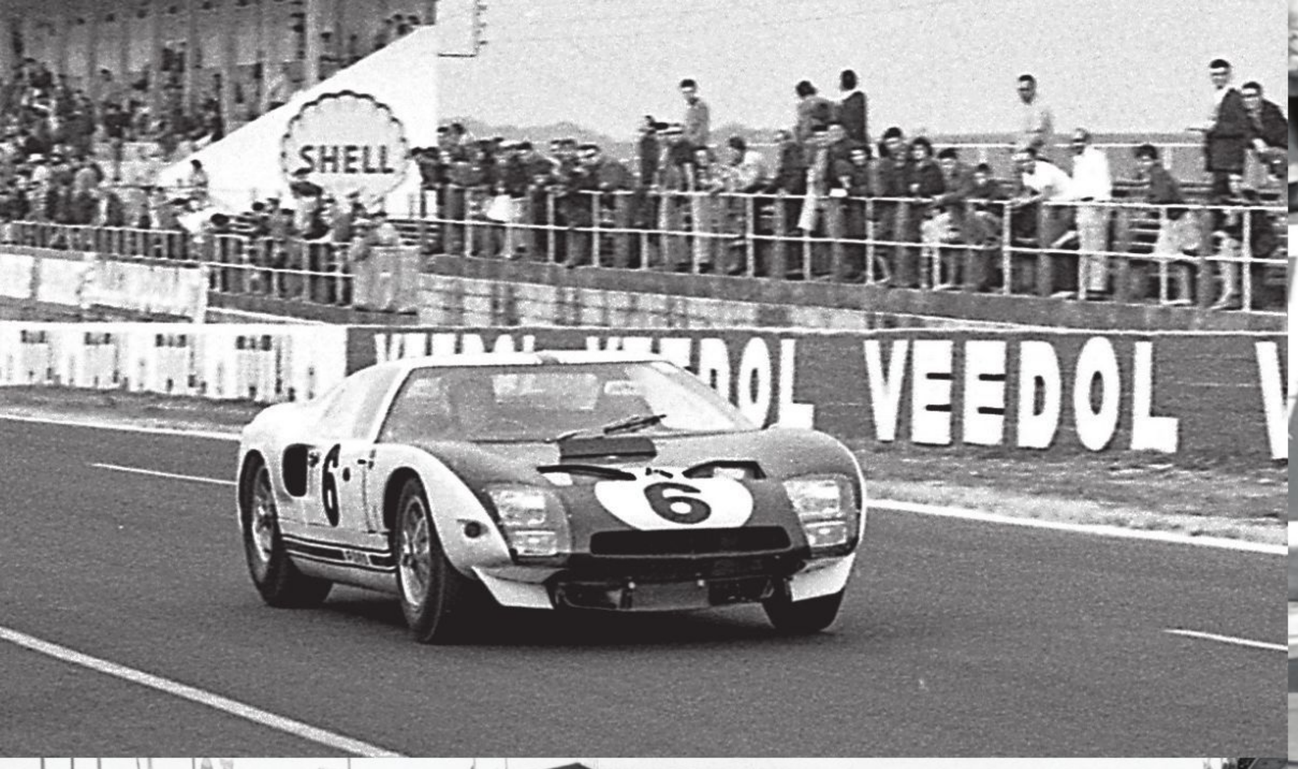
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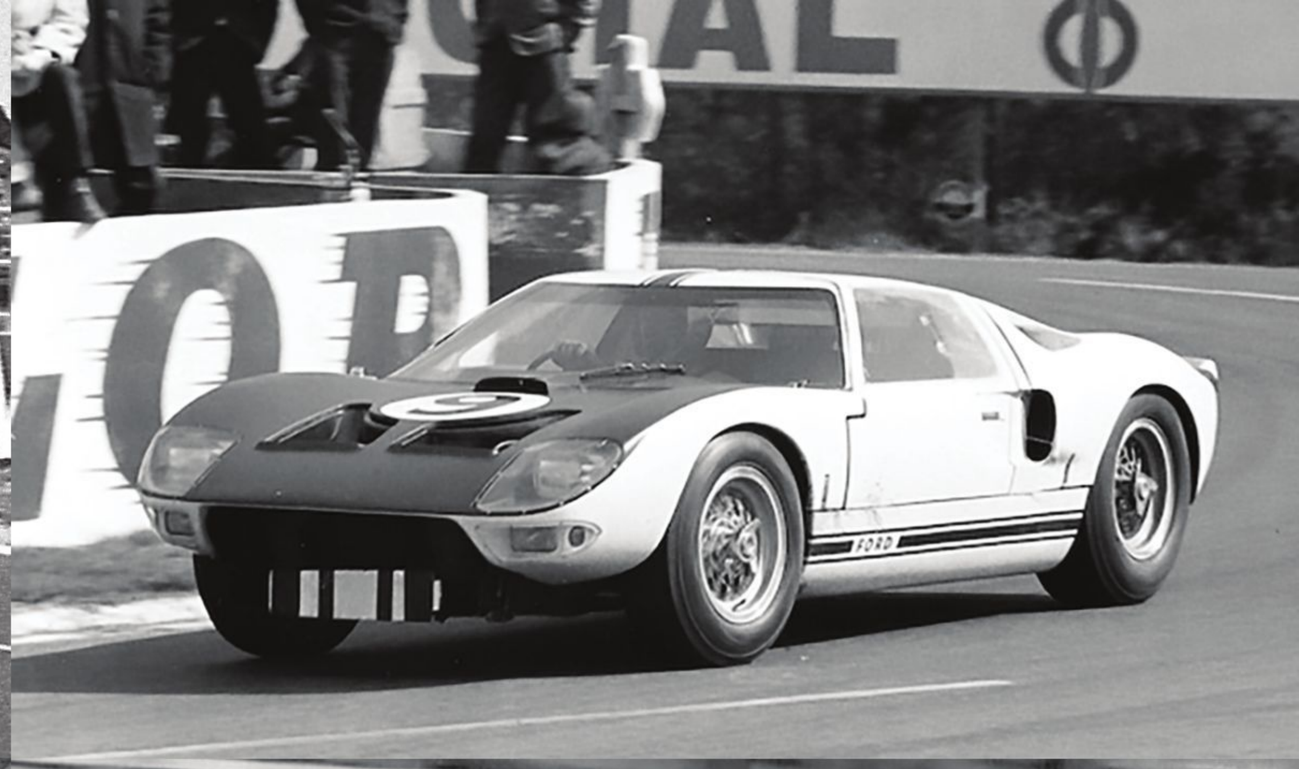
1964 FORD GT40 PROTOTYPE GT/105

Chassis GT/105 is the 5th GT40 ever produced and is one of only four factory lightweight prototype examples. It was a test, development and race car for the factory team, and was the first GT40 ever to run the 289cu/in Ford V8, ZF gearbox and iconic production bodywork. From 1964 to 1966 GT/105 competed for the factory Ford team at the Reims 12hr, Le Mans Test, Daytona 24hr and Sebring 12hr and today remains the highest mileage test and development GT40 Prototype in existence. One of the most original and significant GT40s to ever become available, GT/105 is ready to be enjoyed on the road, track, or at the world's greatest concours.

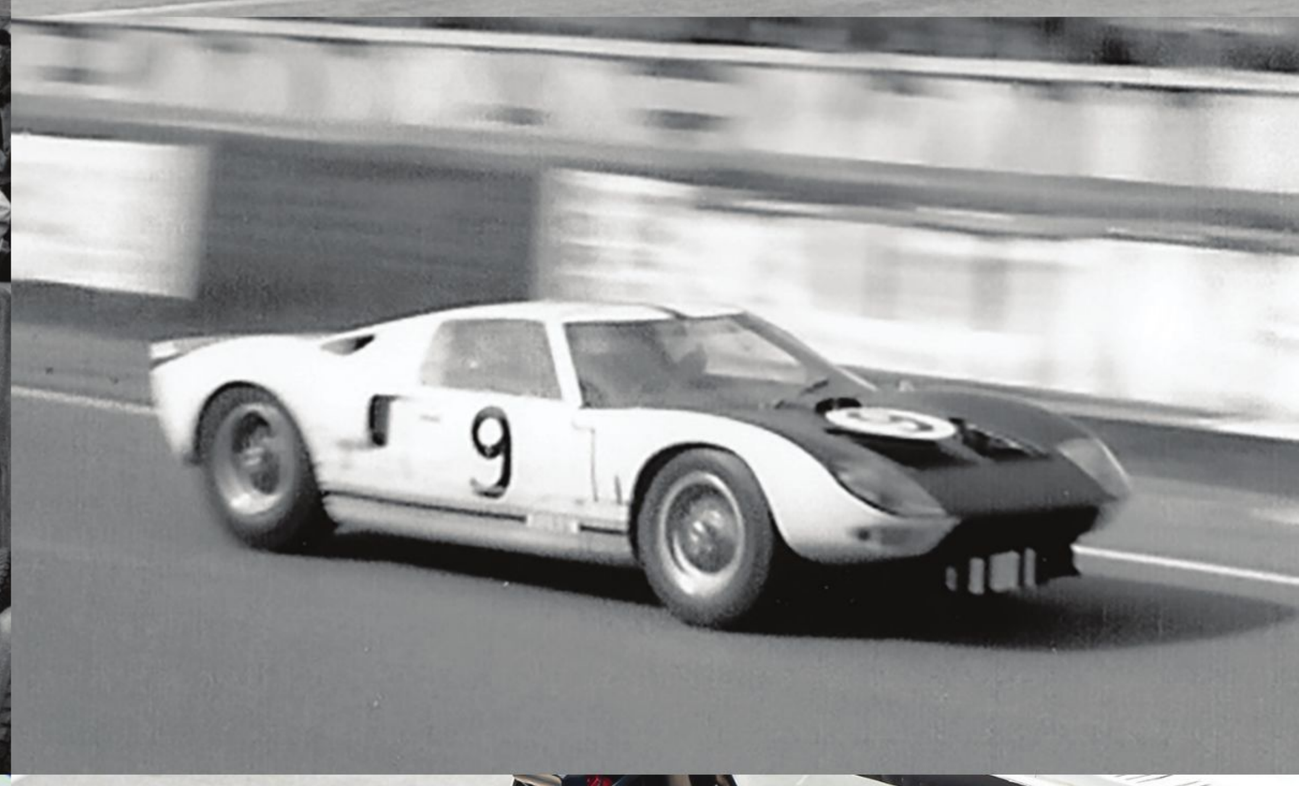
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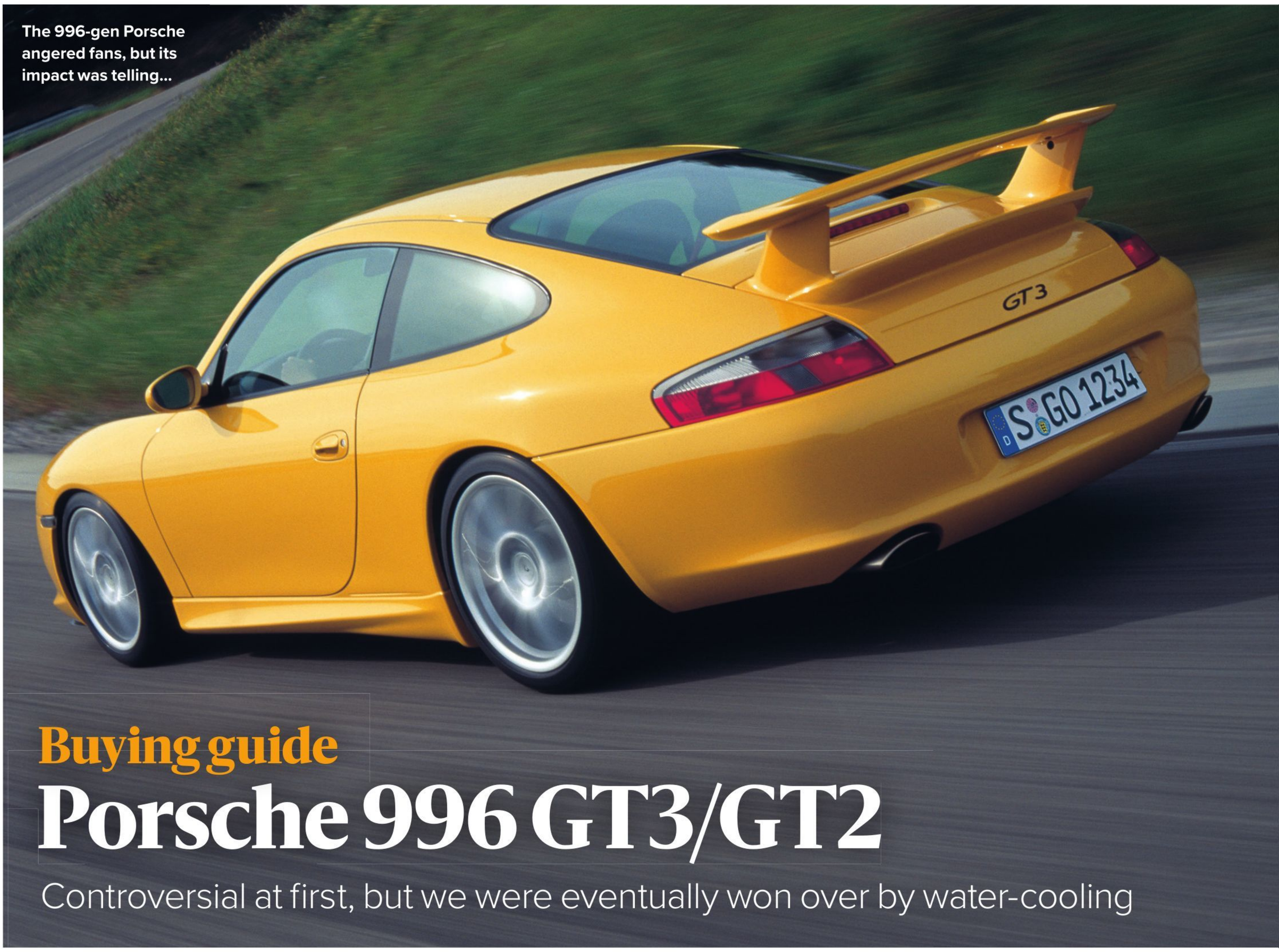






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The 996-gen Porsche angered fans, but its impact was telling...

Buying guide

Porsche 996 GT3/GT2

Controversial at first, but we were eventually won over by water-cooling

'WATER, WATER EVERYwhere, and far more trouble than you'd think...' I bet back in 1797 Coleridge did not expect his epic poem *The Rime of the Ancient Mariner* to be bastardised in this way, but it's an apt summary of what Porsche faced when it unveiled the 996 variant of the 911.

For over 30 years two things were certain of a 911: its engine was slung out the back, and said engine was cooled by air. Come 1997 and the arrival of the 996 - the fifth and most major evolution of Porsche's flagship to date - only one of those facts remained: the engine was still at the back.

Porsche took a huge backlash, accused of trampling on its heritage and cheapening its image. All because the 996 had liquid pumping around its flat-six to cool it instead.

There was reason for Porsche's direction, and while the 996 divided opinion it spawned Porsche's ultimate models of 911 with the GT3s and GT2s that still top the ranges today.

Before the 996, Porsche faced financial and technical worries. Sales weren't good. The 911 had hit a ceiling, both in development and desirability. After 34 years, its air-cooled engines had reached their limit and had little more to give (although 427bhp in the final 993 Turbo S wasn't poor). But the design was ageing, and the chassis hadn't had a major update since its birth in the early '60s.

Porsche needed to keep the 911 current, and it needed a more accessible model. Work began on an all-new platform for the 911, with offshoots of the project shared with the Boxster, which would become Porsche's entry-level saviour. Among the shared areas were the front suspension, engine derivatives, interior parts, and even its face. Designer Pinky Lai had been tasked with penning a front end to suit both cars. It duly appeared on both, but largely to the detriment of the 911.

Both cars were unveiled in 1997. And, while the Boxster came off brilliantly, giving true Porsche looks and performance for a smaller price outlay, the 996 suffered as owners questioned why their more expensive model

PORSCHE

PORSCHE 996 GT2

- **Price new** £110,000
- **Price now** £80,000-120,000
- **Engine** 3.6-litre flat-six, water cooled turbocharged
- **Power** 476bhp
- **0-62mph** 3.7sec
- **Top speed** 198mph
- **Rivals** Ferrari 550 Maranello, Lamborghini Diablo
- **Verdict** The then-ultimate performance 911s paved the way and have become modern classics



The 996 generation won praise for its flowing interior design



Arriving in 1997, variations still rolled off the line in 2006

looked the same as the cheaper offering. Why do all this development and change the engine concept, and not move the 911 to a different level entirely?

But Porsche responded. It redesigned the 996's headlights to the 'fried egg' shape, similar to those on the 911 GT1 Le Mans winner, and then tackled performance doubts with the GT3 and GT2. Tighter noise and emission demands meant the air-cooled unit was doomed anyway, so the change to water-cooling coincided conveniently. The 996 boasted a stronger, lighter chassis than ever before, and an engine more capable of pushing the envelope.

The Turbo arrived in 1999 with 414bhp from its 3.6-litre power unit, and bigger turbos brought 444bhp in the Turbo S. It already raised the bar, but there was more to come. First came the GT3. Based on the Carrera, but minus luxurious equipment in the search for performance. Early cars used a 355bhp engine, uprated to 375bhp in the 'MkII'. Then came the GT2, which owed a lot to Porsche's Le Mans effort. Boasting turbocharging, it had 476bhp, could hit 60mph in 3.6sec and nudged 200mph.

"Porsche took a huge backlash, accused of trampling on its heritage"

While production of the regular 996 models ended in 2004 with almost 150,000 cars sold, Porsche continued making GT2 and GT3 variants for a further two years to satisfy demand before the range was switched to the 997. It's estimated almost 4500 GT3s rolled off the production line with a further 1287 GT2s. By gambling with the 996, Porsche laid the foundations for the 911 to thrive.

Market view

Porsche's original GT3 could be a hidden gem

THE 996 IS THE MODEL THAT FIRST launched Porsche's high-performance GT3 line back in 1999, and at its first appearance it was priced at £76,150 (around £133,000 today, counting inflation).

Ten years ago, right-hand-drive examples were in the £35,000 - £45,000 range, but prices have since increased in line with other 911 models, figures such as £55,000 - £65,000 now being the more typical band.

Whilst the MkII GT3 is an improved vehicle over the MkI – featuring the aesthetic headlight upgrades, an extra 20bhp, better brakes and even carbon-ceramic ones as an option – there isn't a clear premium for it in the market as there is enhanced rarity in the earlier MkI car and a perception by some that it is the more original GT3 variant.

Low-mileage examples of the GT3 can easily bring asking prices of £80,000, but at this price entry-level 997 GT3s are available.

The market has woken up to the value that was offered a decade ago, but at the right price we think that the 996 GT3 is still a compelling buy.

We'd look for a MkII with under 50,000 miles on the clock for around the £60,000 mark.

Robert Johnson,
Classic and Sports Finance

TARGET DEAL
Porsche 996 GT3 - £60,000 - £80,000

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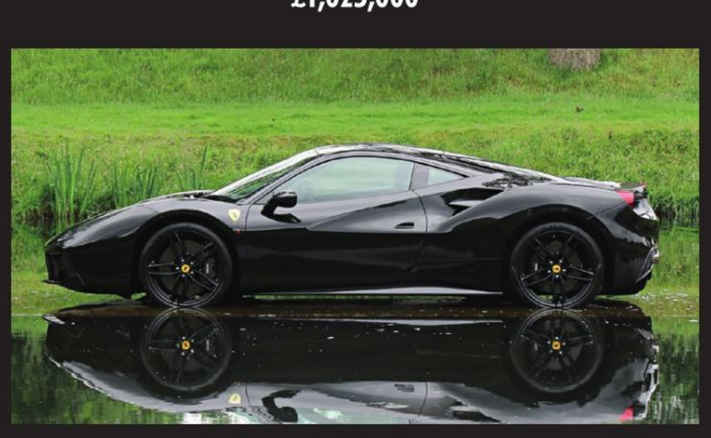
14 PORSCHE 918 SPYDER WEISSACH PACKAGE
PTS Pearlescent White With Garnet Red Leather
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£1,025,000



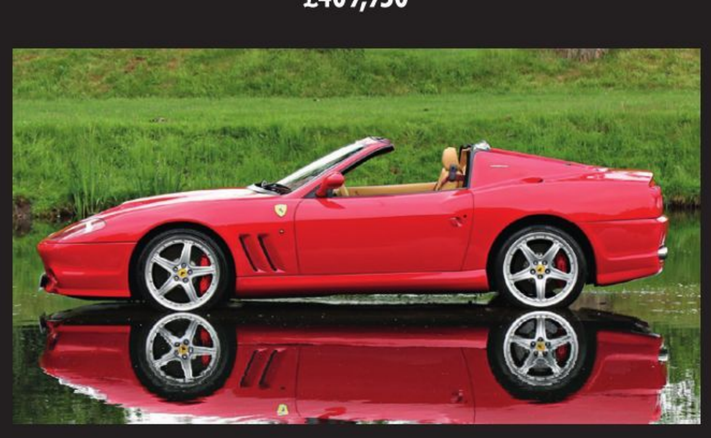
11 FERRARI 599 GTO LHD
Grigio Silverstone With Rosso Tessuto
3,500m
£409,950



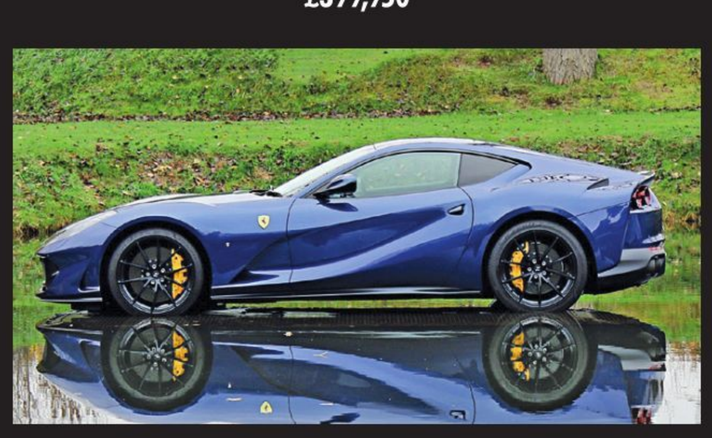
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THE EX – LEONIDAS, 8TH AT THE 1982 ACROPOLIS WRC ROUND, 2ND IN THE GREEK CHAMPIONSHIP
1981 RENAULT 5 TURBO GROUP 4

Believed to be the Calberson liveried Works Group 4 car of Bruno Saby from the 1981 Monte Carlo Rally, which was damaged during the rally and bought by Greek Renault importer and preferred client 'Leonidas' Alexandros Maniatopoulos. Debuting in Greece in 1981 with Leonidas, it went on to take 8th overall at the 1982 Acropolis World Rally Championship round, and 2nd in the 1982 Greek Championship. Continually rallied in Greece, with 200 wins. One of only a few Renault 5 Turbo to score a WRC top 10 finish. In its fourth ownership and presented in its original FINA livery with minimal use since engine rebuild.

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THE EX – LE MANS 24 HOURS, DAYTONA 24 HOURS, MULTIPLE SEBRING 12 HOURS

1976 PORSCHE 934 TURBO RSR

One of just 31 934s built, supplied new to Nicholas Koob and raced from the outset. Very successful with second owner Hans-Christian Jurgensen in DRM, DARM and World Championship rounds. Bought by Puerto Rican racer Mandy Gonzales for 1980 and taken to Le Mans where it led its class in the 24 Hours before going on to compete in multiple Sebring 12 Hours and the Daytona 24 Hours, taking 3rd in class. Upgraded to the more powerful 930/79 engine specification, subsequently fitted with interchangeable 934 and 935 bodywork and raced with many wins by Kikos Fonseca. Restored by Kremer Racing to 934/5 specification, and benefitting from being 0 hours after engine and gearbox rebuild.



THE FOUR TIME LE MANS 24 HOURS, EX – MARIO & MICHAEL ANDRETTI

1993 COURAGE – PORSCHE C30 LM GROUP C

Raced in the Le Mans 24 Hours a staggering four times, both as a competitive Group C and LMP1 Spider. With the sister car taking pole position in 1994, this was the only Courage entry to reach the end, taking an impressive 7th overall. Raced at Le Mans in LMP1 twice by Formula 1 World Champion Mario Andretti, along with Michael Andretti, Derek Warwick and Jan Lammers. Powered by the twin turbo Porsche 962 engine, it was retained by Yves Courage for 25 years and is only in its first private ownership. Restored back to its early Group C configuration by Courage and accompanied by its original C36 LMP1 Spider bodywork and spares. This is an exciting and rare entry to the popular historic Group C and potentially Endurance Legends grids.

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1963 FERRARI 250 GT LUSSO



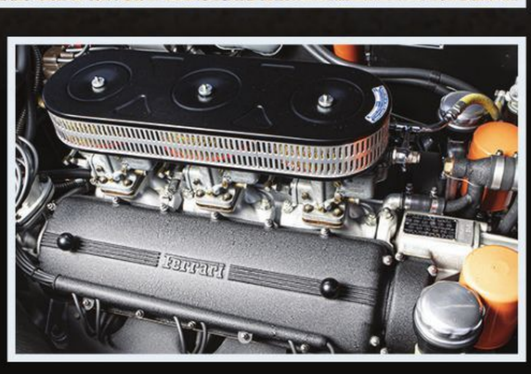








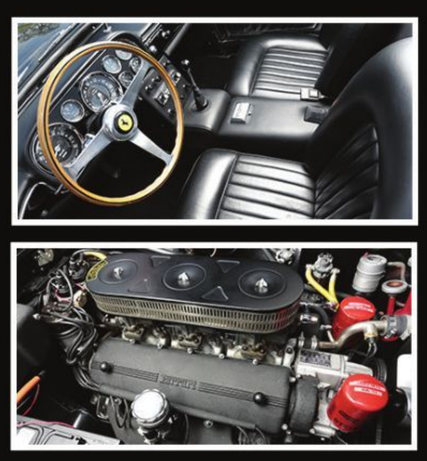






Number 176 of the 350 Ferrari 250 GT Lusso made, finished in it's original colour combination of Grigio Argento with Nero hide was subject to a full £350k restoration completed in 2017. It is part of a special collection, has had minimal use and represents one of the finest examples of the model in existence.

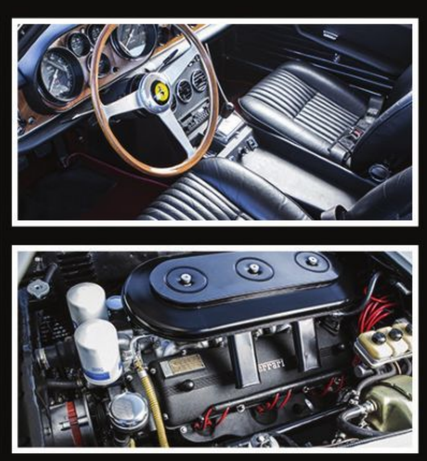
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Eligible in the Endurance Racing Legends and Aston Martin Masters Endurance Legends races.



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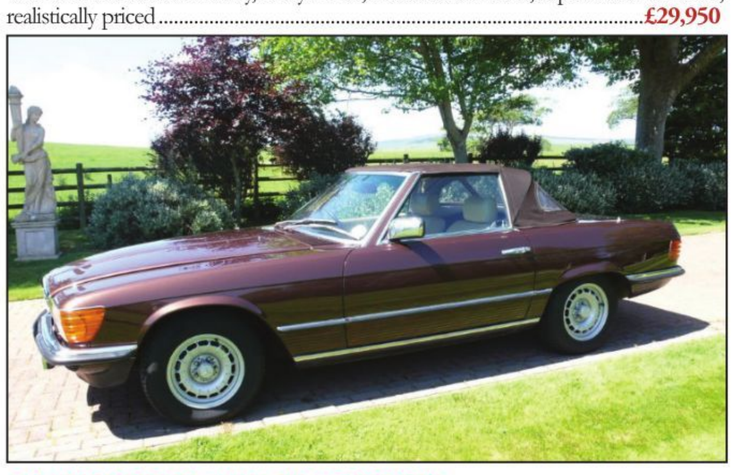
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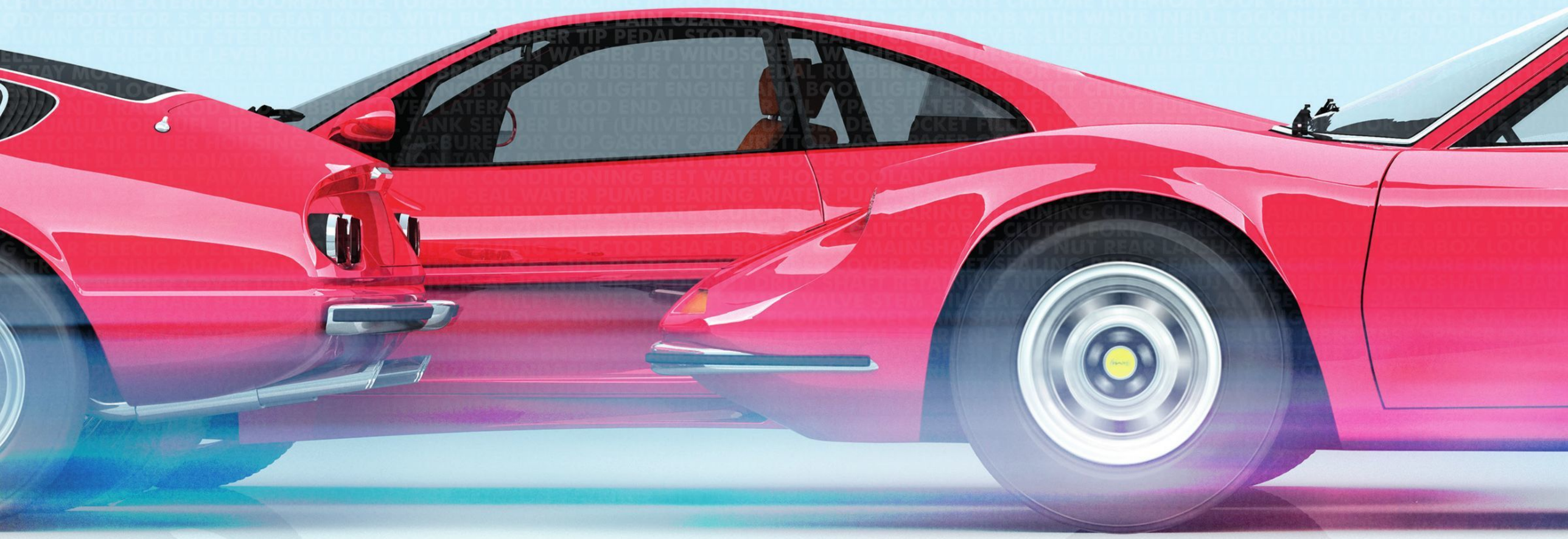
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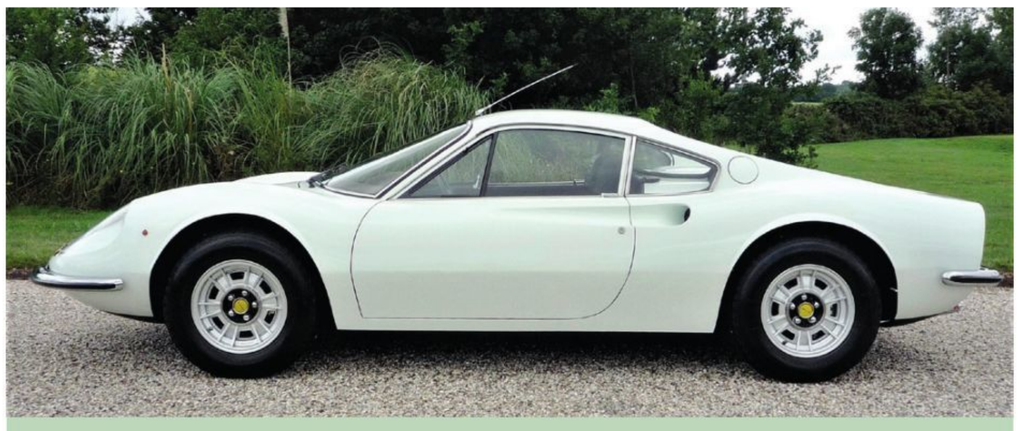
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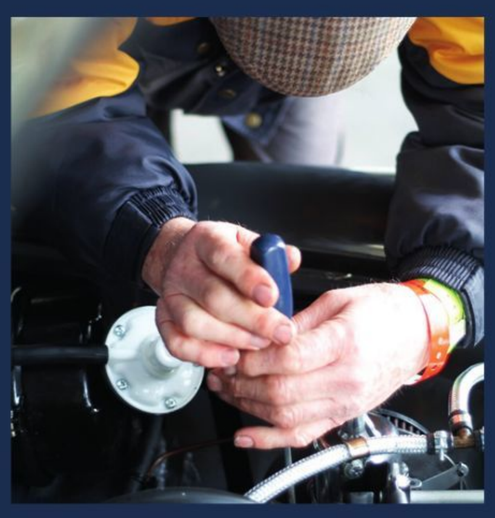
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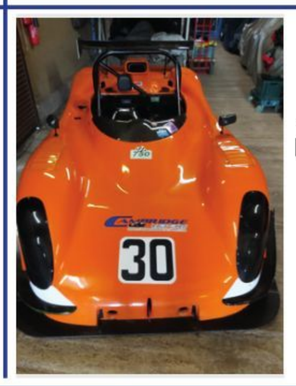
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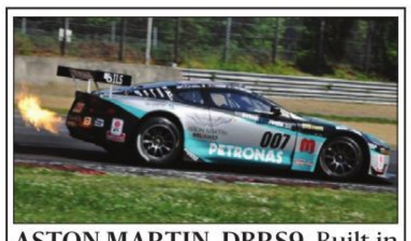
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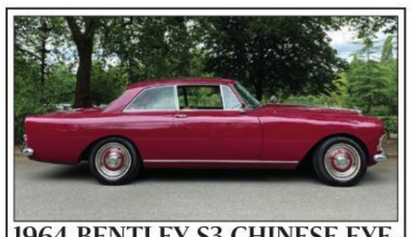


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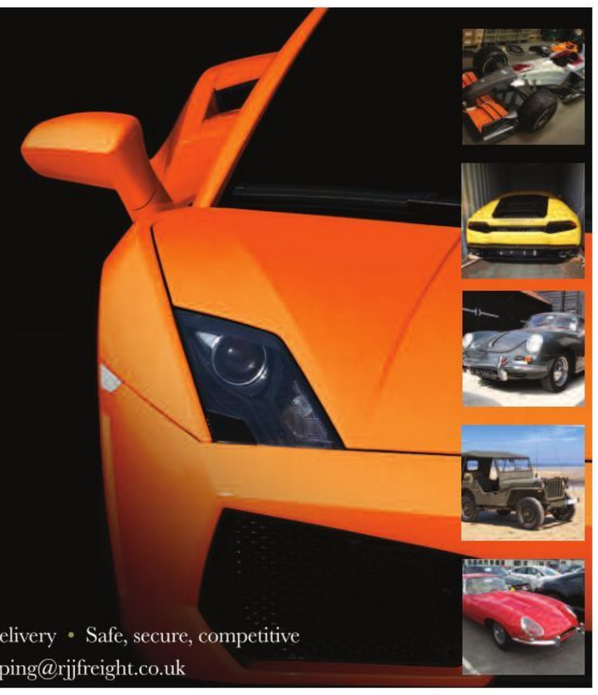
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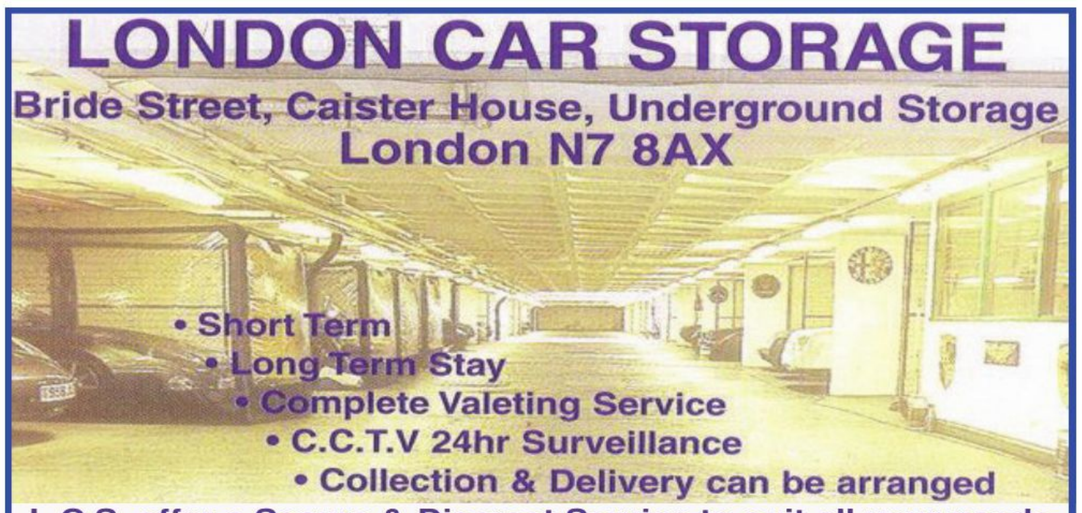


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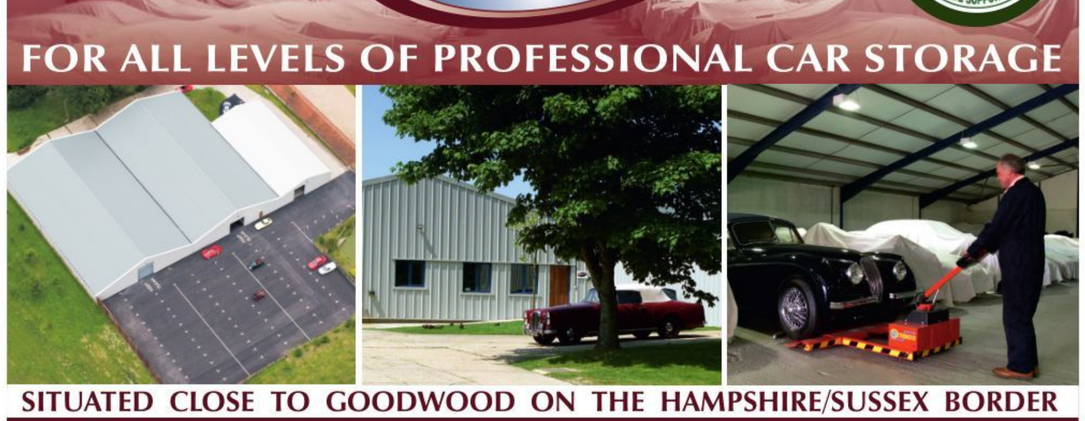
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In 1963 Mike Parkes drove the BRP GTO to a new record for the type during the British GP support race at Silverstone – and then spun into the bank

Getting into the Sixties groove

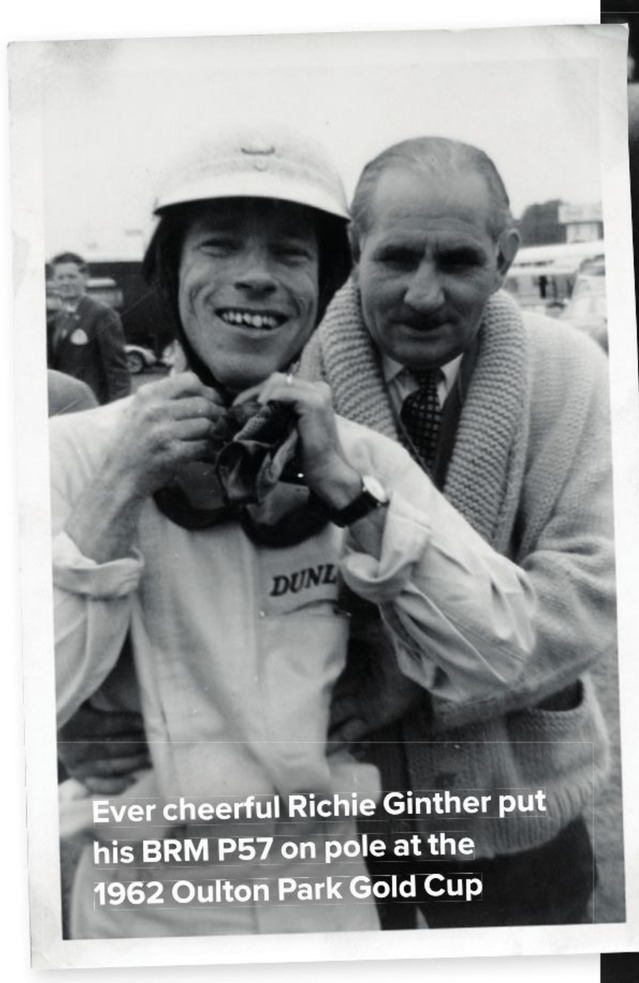
The 1960s were a key era for Formula 1, with the sport ever shifting and Britain finally coming to the fore. **Mike Aspinall** shares his collection of snapshots from around the decade



Innes Ireland (left), Dan Gurney and John Surtees engrossed in reading matter in the Brands Hatch paddock during the ’64 British Grand Prix



In 1963 Lorenzo Bandini scored two points for Scuderia Centro Sud in his BRM P57 at the British GP



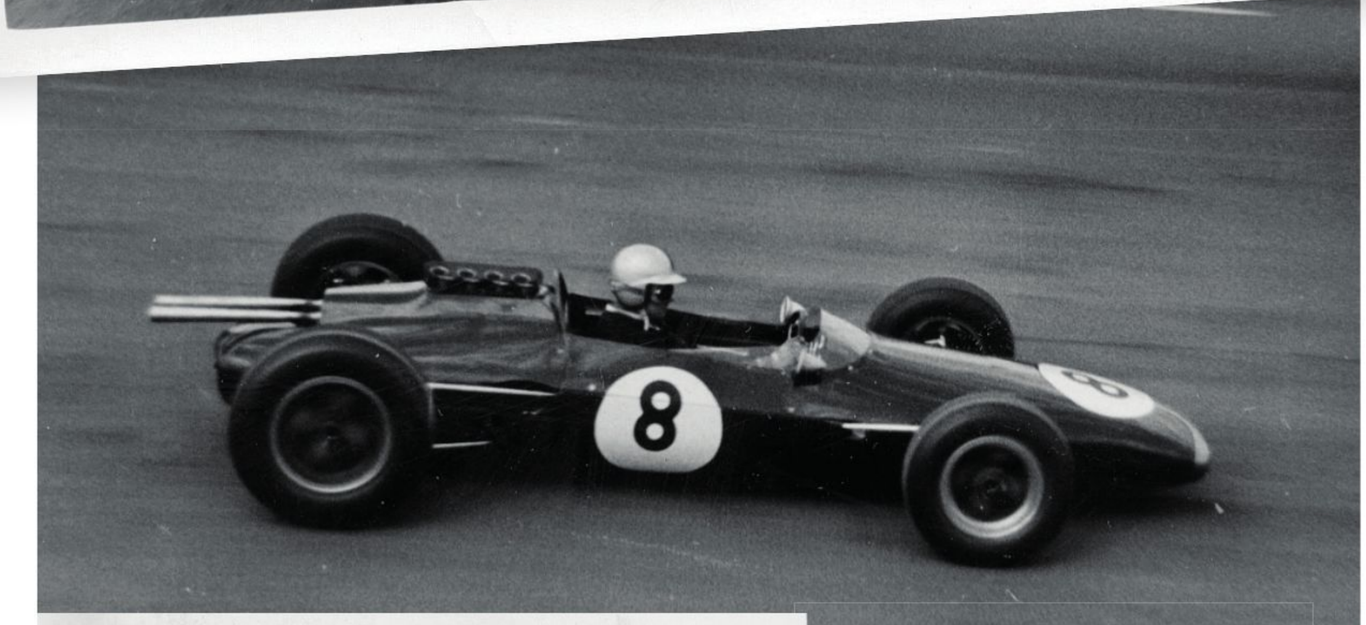
Ever cheerful Richie Ginther put his BRM P57 on pole at the 1962 Oulton Park Gold Cup



First UK appearance of Sharknose Ferrari 156, Aintree '61. "We were not disappointed," says Mike Aspinall

Porsche driver Dan Gurney in his characteristic black Bell helmet





Jack Brabham's Climax motor would fail him on lap four of the 1963 British Grand Prix

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If you have any photographs that might be suitable for ***You Were There***, please send them to: ***Motor Sport***, 18-20 Rosemont Road, London, NW3 6NE or email them to: editorial@motorsportmagazine.co.uk

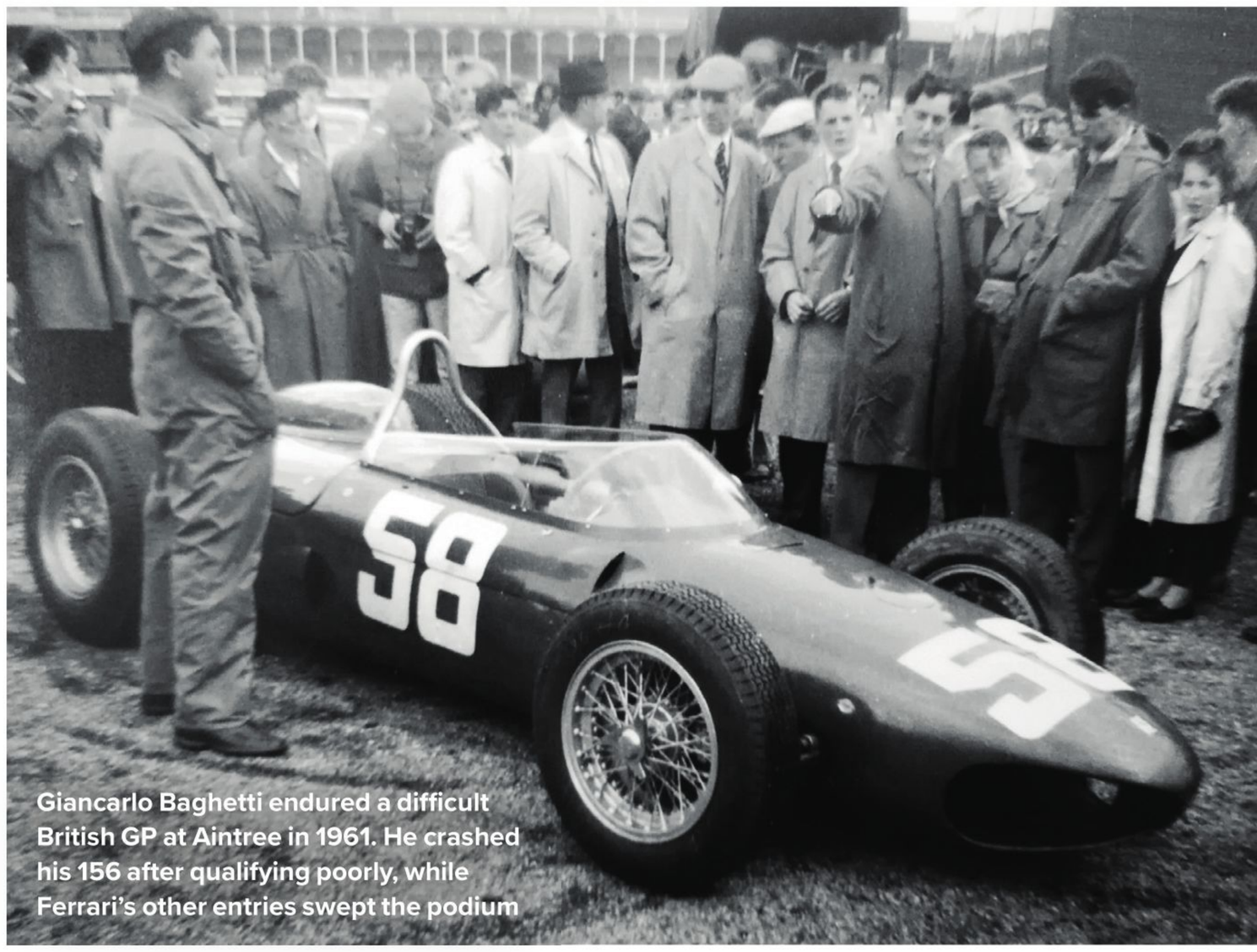




Concentration writ large on Jack Brabham's brow; both BT7s retired from the '63 British GP



Graham Hill, BRM team boss Tony Rudd (facing) and an expectant Bette Hill in the '63 Silverstone paddock



Giancarlo Baghetti endured a difficult British GP at Aintree in 1961. He crashed his 156 after qualifying poorly, while Ferrari's other entries swept the podium



GRAND PRIX PHOTO

JUNE 13, 1965
SPA-FRANCORCHAMPS

The Belgian GP was still an early part of the season – round three – but already the writing seemed on the wall. Jim Clark was at the height of his powers and, fresh from winning the Indy 500, he overcame poleman Graham Hill's BRM in tricky conditions to kick-start a run of five successive wins on his way to a dominant title with Lotus.

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2005 Aston Martin Vanquish "S" finished in Mendip Blue with Caspian blue and pale grey hide interior complimented with best quality Wilton carpet throughout. This exceptional motor car has had just 4 previous owners in its 15 year life span and from its stunning condition it is obvious that it has always been very well kept. It comes with a chronologically kept history file with invoices dating back to when it was only 4 years old and a fully stamped up Aston Martin service book with 15 service stamps. The Vanquish "S" is a very rewarding Supercar to drive and is effortless on long journeys.. The specification includes electric heated seats, a fully adjustable steering column, air conditioning, satellite navigation, diamond quilted headlining in Taylor's Grey, Chrome finish exterior door handles, rear parking sensors, heated front and rear screens and 2+2 seating configuration. We believe that the Vanquish "S" is likely to have minimal deprecation and may even gain in value over time. Currently very sensibly priced a**t £89,950**



2005 Aston Martin Vanquish "S" finished in Nero Black with matching Obsidian Black hide interior and complimented with best quality Wilton carpet throughout. This stunningly beautiful example has covered just 33,000 from new and comes with a fully stamped up service history with various service invoices to match. The most recent service was carried out at Aston Martin "Works" at a cost of just over £2,000 in 2019. The "S" is a considerable advancement on the earlier model and this one is faultless to drive. The comprehensive specification includes electric heated seats, a fully adjustable steering column, air conditioning and satellite navigation and has the more desirable 2+2 seating arrangement. Over and above the standard specification, it is fitted with Diamond quilted headlining in Taylor's Grey, red brake calipers, chrome finished exterior door handles, Powerfold mirrors, rear parking sensors and a heated front screen. In our opinion, a beautiful Vanquish "S" in this attractive and popular scheme is likely to have minimal deprecation and may even gain in value over time. Currently very sensibly priced at **£92,500**



1969 Jaguar E type 4.2 Series II Roadster finished in Carmen Red with biscuit hide interior and sitting on excellent chrome wire wheels. This stunning example was the subject of an in-depth restoration by M&C Wilkinson back in 2010-2011 with all of the relating invoices with the car. The restoration included a complete preparation and repainting of the body shell, rebuilding of the 4.2 litre engine and all of the suspension as well as the fitting of a Tremac T5, 5 speed gearbox for quieter motorway cruising. The car was subsequently looked after by Wilkinson's until it changed ownership into the hands of a gentleman based in London and during his 7 year of ownership it has been diligently serviced and improved by Steve Berry of Southern Classics based in Twickenham. With the car is a well-kept history file, describing in detail all of the work that has been done, together with previous registration documents and numerous expired Mot certificates showing a progression of mileage. With Series One E type roadsters now changing hands for sums in excess of £150,000 and more, our Series II is a very attractive buy, taking into account its extremely good condition and the excellent manner in which it drives.**£79,950**



2019 Ford Mustang Bullitt finished in Dark Highland Green Metallic with black hide interior with Recaro sports seats and Magna-ride suspension. This is a completely unmarked example that has only driven 1,100 miles in the hands of one fastidious owner. The car is in "As New" condition throughout and is fitted with most available options including a 6 speed manual gearbox, air conditioning, satellite navigation, multi-functional steering wheel, 5 spoke 19" black polished sports wheels shod with Michelin Pilot speed rated radials and red Brembo calipers. Built by The Ford Motor Company as a tribute the Steve McQueen's Fastback 289 Mustang from the 1970's film Bullitt, featuring one of the film industry's most famous car chases. These new Mustangs are great fun on the road and an effortless to drive. The invoice price of this car only 1,100 miles ago was in excess of £53,000, now offered at only **£45,000**

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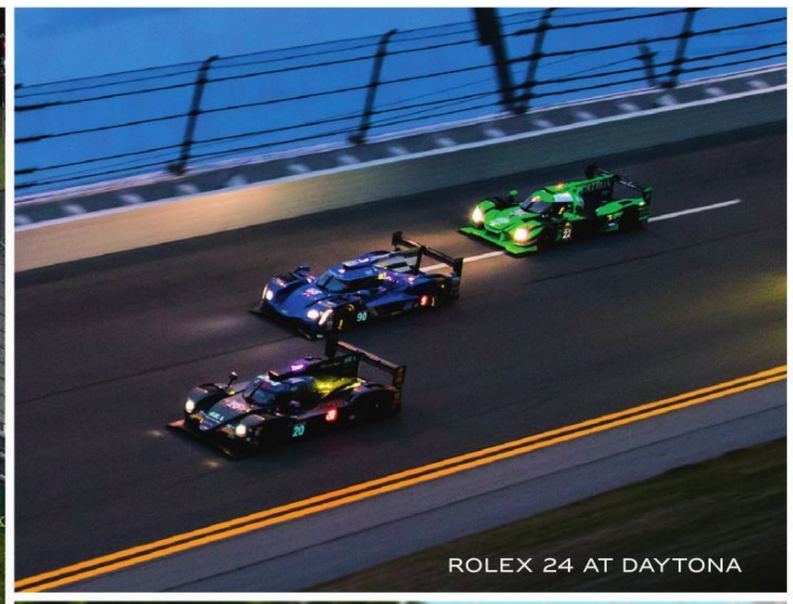
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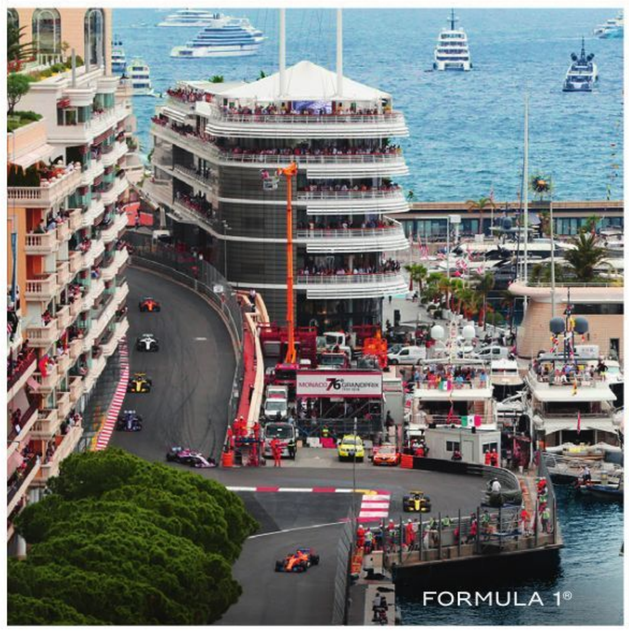
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