NOVEMBER 2020

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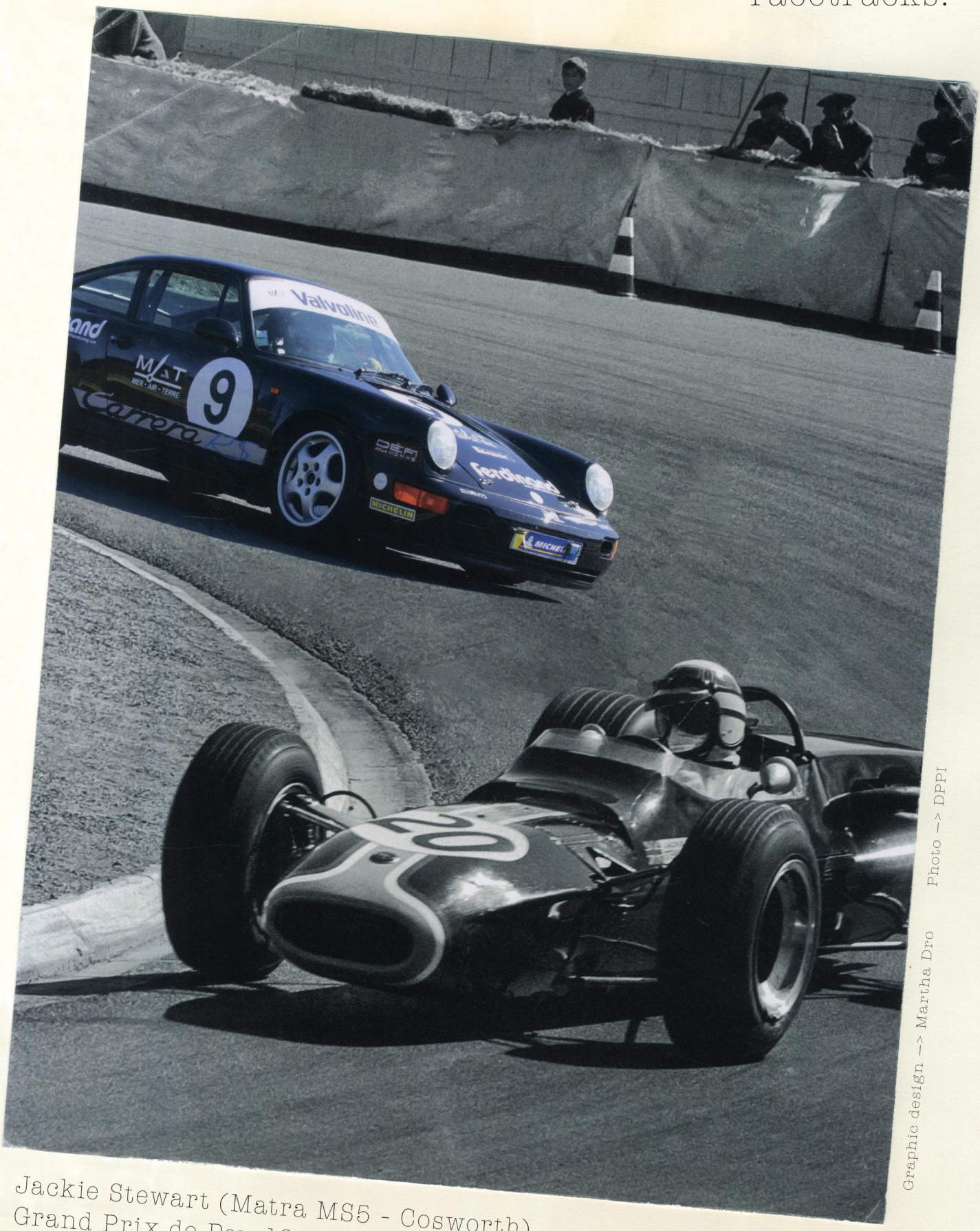




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THE EDITOR



"Did this suggest that Bernard Charles Ecclestone is back?"

"IT IS RARE TO SEE SUCH WINNING attributes in one so young, for it is not enough to have driving skill nowadays. Experience counts for a great deal, for it is that which brings the tactical cleverness and tenacity which enable one to use skill to the best advantage."

This is how *Motor Sport* reported Henri Toivonen's maiden WRC victory in the 1980 RAC Rally. The Finn was 24 years old when he romped home in his Talbot Sunbeam Lotus, more than four and a half minutes ahead of the next car, and became the youngest winner of a world championship rally. It was a record that stood for more than 27 years until Jari-Matti Latvala won in Sweden in 2008.

The 40th anniversary of that win falls next month against a backdrop of a cancelled British round of the WRC, which would usually have been taking place this autumn. And although you wouldn't guess it from our rather idiosyncratic report (it is well worth a read for an insight into the atmosphere and concerns of period rallying, and can be found via the Archive section of our website), that victory created a real moment for the sport in Britain.

As we reported subsequently: "There was more to Toivonen than just natural speed and results. He had an extra spark: a rock-star swagger with just the right amount of bad boy for his appeal to transcend the immediate environment of his chosen discipline."

That extra spark is something that we seek to celebrate in our cover story this month. We have called it 'Cult Heroes', but it could equally well be called 'Folk Heroes'. It is about those drivers, riders, engineers even, who bring that something extra to motor sport and lift it above the ordinary. Some champions have it, but not all, and it is revealing that our list features more than a few names who never quite achieved the biggest win. Perhaps there is something about unfulfilled promise that appeals to the romantic in all of us? Or perhaps those characters who possess that extra spark are destined not to fully achieve their potential? For Henri Toivonen, who died alongside his co-driver Sergio Cresto in Corsica in 1986, that was tragically true.

We will also be celebrating Toivonen and others during this year's *Motor Sport* Hall of Fame. For the uninitiated, these are our annual awards which seek to celebrate the greats of our sport. Each year we compose a shortlist of nominees across several categories and invite you, the readers, to vote on your favourite. The winners will be inducted into our Hall of Fame this December. Usually the induction ceremony is a glittering, live event, but this year we will be making the announcements virtually via our website. More details about this will be revealed soon so keep watching for updates. But for now, please visit our site to cast your vote. Toivonen is in our new Cult Hero category, and I know who I am voting for in that one...

THE SALE OF WILLIAMS TO AN AMERICAN-based investment fund called Dorilton had the rumour mills in overdrive.

It didn't take long before paddock sleuths discerned that Dorilton bought Williams through a subsidiary called BCE Limited. Did this suggest that a certain Bernard Charles Ecclestone was back in the game?

The fact that James Matthews is involved with Dorilton had many a newspaper run with the fact that he was Pippa Middleton's husband, hence brother-in-law of our future king. Racing fans were far more interested in the fact that James, the 1994 Formula Renault champion, was the son of Dave Matthews, himself a former saloon car racer whose social set would have crossed paths with Frank Williams back in the 1970s. Could there be a personal interest behind the US investment fund's acquisition of Williams?

But perhaps the best, and certainly the most blue-blooded theory I came across, was that the prime mover in the deal - which necessitated deep pockets - could be the seventh Marquess of Bute, who with an estimated fortune of £125m would have enough financial clout to get involved with an F1 team. The marquess' full name is John Crichton-Stuart, but he is better known to racing people as plain Johnny Dumfries, Le Mans winner in 1988. But where is the Williams link? Well, after leaving Ampleforth school early with dreams of breaking into motor sport, the future laird took a job as a van driver for Frank's team in order to raise money to go racing.

Like so many idle rumours, it would be nice if this last one were true.

Joe Dunn

Joe Dunn, editor
Follow Joe on Twitter @joedunn90

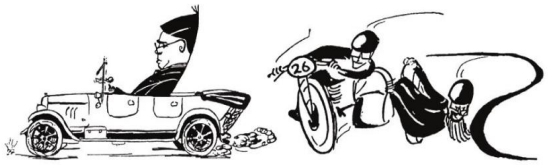


THIS MONTH'S COVER:
Illustration by Neil Jamieson

NEXT ISSUE: OUR DECEMBER ISSUE IS ON SALE FROM 28 OCTOBER

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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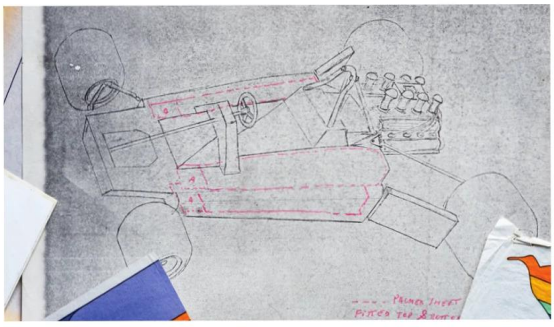
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Details matter.



When Formula 1 cars were simpler... Shown here a sketch of some modifications to a Fittipaldi FD04 monocoque, purportedly created in Brazil but in fact built in Bournemouth. It comes from the album of Cyril Malem, interviewed on page 103, whose firm CTG took on the job – for £2000. The car was rushed to Heathrow, quietly flown to Brazil and unveiled before the 1976 Interlagos race, where Emerson finished 13th.

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Ferrari puts on a show for its 1000th grand prix

Events may not have gone to plan on the track, but that didn't dampen some big celebrations around Mugello

FERRARI



The new burgundy livery reflects the colour of the 1950 125 S, the first grand prix Ferrari

Florence's Piazza della Signoria hosted a celebratory gathering of Ferrari race cars. From left: 500F2; 312 T4; F1-2000; F2002; F2008

WHILE ITS OUTCOME ON TRACK was less than ideal, Ferrari's 1000th grand prix still provided an impressive show both in and around the Maranello circuit. The team began proceedings by unveiling a special burgundy livery for its current SF1000 cars, recreating the same shade of red that was worn by the first grand prix Ferrari, the 125S, which made its debut at the 1950 Monaco GP.

Then on the Saturday evening the celebrations began in nearby Florence, where a gathering of historic Ferrari F1 cars and key players from the Scuderia's history came together in Piazza della Signoria.

Buildings were highlighted with images from the team's 999 GPs so far, and star guests included current Ferrari president Louis Camilleri, FIA head Jean Todt, former drivers Eddie Irvine, Jean Alesi, Stefan Johansson and previous team bosses Luca di Montezemolo and Stefano Domenicali.

As for the machinery, modern cars such as the F2008 and F2002 were joined by classics such as the F2-spec 500, which dominated in 1952 and '53, and the 312 T4.

While Sunday's race was less of a celebration, Enzo Ferrari's son Piero Ferrari still paid a warm accolade: "It's a tribute to the amazing Ferrari story, characterised by an endless desire to compete. Ferrari is unique, because we have the soul of a car manufacturer and of a racing team."

That may be so, but the less said about the pit-crew themed dance routine during the evening celebrations, the better.

Family F1 now a thing of the past after Williams exit

FAMILY-RUN FORMULA 1 TEAMS ARE sadly no more after Claire and Sir Frank Williams stepped back from the running of their team following the Italian Grand Prix at Monza.

In what was once a sport rich with privateers and in-house entrants, there are now no family founded and operated teams on the Formula 1 grid. Deputy team principal Claire Williams stepped down at Monza to hand control to the new Williams team owner, the private investment firm Dorilton Capital.

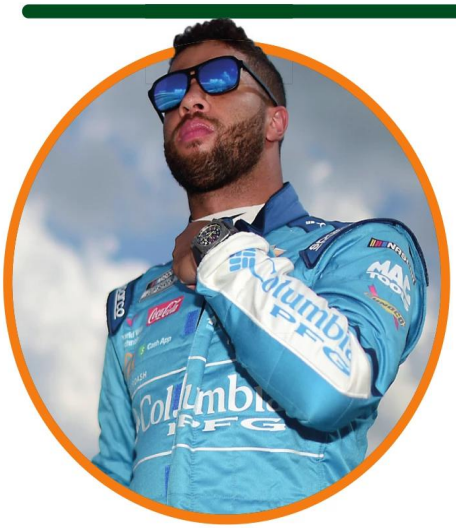
The £133.5m deal with Dorilton ended Sir Frank's control over the team after 43 years. His daughter Claire had been due to continue as team boss, but announced her decision to step down shortly before Monza.

Having run the team since 2013, she has now been replaced by ex-McLaren man Simon Roberts. Dorilton will continue racing under the Williams name.

Claire signed off by waving driver Nicholas Latifi out of the garage at Monza. She was later presented with a front wing assembly from Williams' 2014 car, which Felipe Massa and Valtteri Bottas raced to second and third in Abu Dhabi that year, recording Williams' last double podium.

Claire Williams said: "Dorilton wanted me to stay. This was my decision. The world changes and it has changed dramatically over the last few years in F1. All of the people have worked behind the scenes in order to keep our team alive and keep the fight as an independent team.

"I have no regrets, having made decisions that ensure we have retained that independence over the last few years."



Bubba Wallace on the move

AS THE NASCAR DRIVER MARKET continues to shift, Bubba Wallace's signature will likely be one of the most coveted by teams. Five top-10 finishes means he has already accrued more points than in any of his past seasons, and that has dovetailed with his increased exposure off track as he continues to push for greater diversity with the Black Lives Matter movement.

Major new personal sponsorship deals with Columbia Sportswear, Beats By Dre and Urban Outfitters have elevated his profile and value.

The 26-year-old confirmed in September that he would not be returning to Richard Petty Motorsports (RPM). Wallace was even offered an ownership stake in RPM to try and retain his services going into 2021, but Wallace will be on the market and available to some of the Cup Series' biggest teams.

Openings at Hendrick Motorsports and Chip Ganassi Racing would put Wallace in equipment capable of scoring good results on a much more regular basis.



Extreme E's 'X Prix' races will include desert, Arctic, glacier and Amazon challenges

Electric off-road series creates a buzz

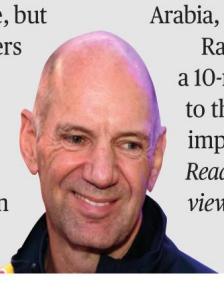


EVER SINCE IT WAS FIRST MOOTED, THE key question about Extreme E was, "Is it for real?" Even in these rapidly changing times the premise seemed far-fetched: take a fleet of 530bhp all-electric off-roaders to race in some of the world's most remote spots which have been damaged by human activity, drag along independent scientists to monitor sustainability goals and instead of flying to the location, use a ship converted into an environmental research lab.

If that sounded fantastical a year ago when the series was launched, it now appears to be plausible after a number of high-profile names signed up for the debut season in 2021.

Chief among them is Lewis Hamilton (above right), who recently confirmed the formation of his own Extreme E team, X44. It is unclear if Hamilton will drive, but he'll be involved in selecting drivers - one male, one female.

Hamilton was joined by DTM and World Rallycross champion Mattias Ekström, who will race for the ABT Extreme E team, which in turn has partnered with Cupra - the first manufacturer to enter the championship.



"Extreme E really appealed to me because of its environmental focus," Hamilton said. "Every single one of us has the power to make a difference."

Both new teams will join a glittering line-up of names from various racing disciplines that includes Adrian Newey (below left), Sébastian Ogier, Formula E champion Lucas di Grassi, Le Mans winner André Lotterer and former IndyCar racer Katherine Legge.

The Extreme E championship was created by Alejandro Agag, the founder of the all-electric Formula E series. It will consist of five meetings, with the first season scheduled to start in Senegal in January before visiting Saudi Arabia, Nepal, Greenland and Brazil.

Racing will take place over two laps of a 10-mile course. Events will not be open to the public to minimise the ecological impact but will be broadcast online.

Read about Sebastian Vettel's environmental views on page 110.

The teams to watch


Andretti United is a US/UK mix, as the livery suggests


HWA won't have seen surfaces like this in DTM


ABT was involved in Formula E from day one


Will Lewis Hamilton drive for his X44 outfit?


QEV develops electric drivetrains for motor sport

GETTY IMAGES, GRAND PRIX PHOTO



The T50s won't be following Murray's former project, the McLaren F1, left, to Le Mans

No Le Mans for Murray's new racer

GORDON MURRAY HAS ABANDONED plans to return to Le Mans with his T50 supercar, saying that current regulations prevent the lightweight V12-powered machine from entering. The announcement follows the launch of a track-only version, codenamed T50s. Instead, the designer says he is looking to set up an affordable privateer GT series where buyers of the T50 racing version can compete with owners of rival supercars.

iRacing designs having a real effect in NASCAR

IT HAS BEEN A LINE THAT HAS BLURRED further in recent years, but the world of virtual racing continues to help shape the future of the real-life sport.

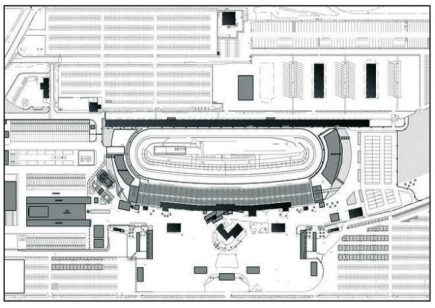
NASCAR has announced that it intends to renovate Auto Club Speedway in Fontana, California based on simulations done on sim-racing platform *iRacing*.

Currently it's one of the fastest tracks on the NASCAR schedule, but will undergo extensive changes to turn it from a two-mile speedway into a half-mile short track. The series submitted the plans to San Bernardino County early in the month.

The new track will incorporate the shape of other tracks including Martinsville's 'paperclip' layout.

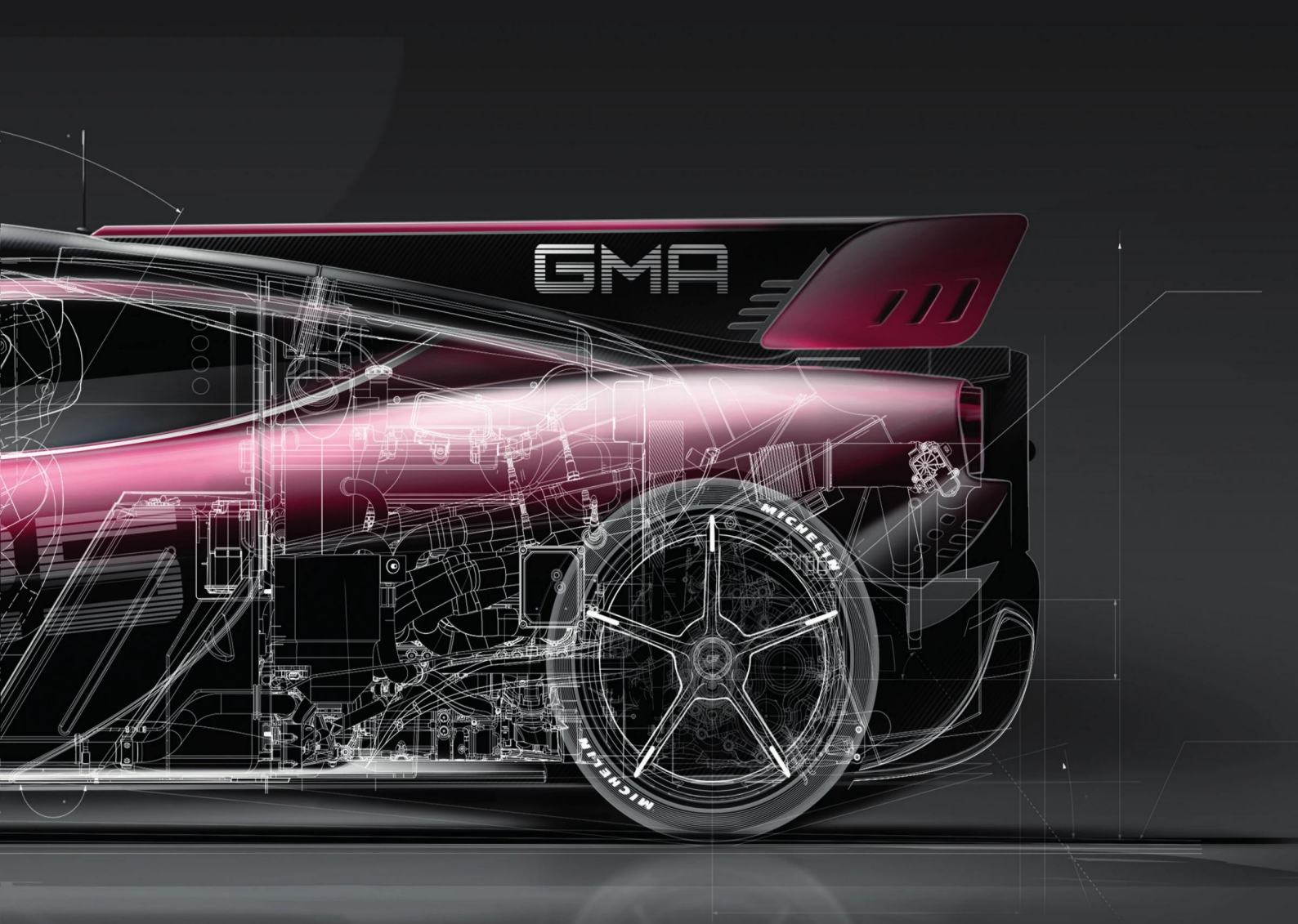
NASCAR track data files were converted to a format readable by the *iRacing* sim and from there small tweaks continued to be made virtually to end up with 18-degree corners and a roughly 19sec lap time.

The series is aiming for a 2023 race date at the altered track.



Auto Club Speedway plans will transform the oval layout through changes made in *iRacing*

AFP VIA GETTY IMAGES



"The weight limit for GT cars starts at 1200kg; that wasn't going to happen putting 300kg of weight in these safely," he said.

Murray is now in talks with Stéphane Ratel from SRO Motorsports Group, which organises the GT World Challenge and 24 Hours of Spa, to develop a competition that revives the BPR Global GT Series.

"Stéphane has a great direction, where he starts a GT1 club, and owners of these cars can race in a series, a bit like the BPR all over again, where you don't allow works teams in and it's an accessible race series. We'll work with him on that."

The BPR Global GT1 series began in 1994 before morphing into the FIA GT Championship in 1997. Production-based racing cars filled the entry lists.

"Whether we allow one pro driver and one amateur per car, or if it's the endurance format, or shorter races, those are the things to talk about," Murray continued.

A run of 25 T50s racing cars will begin production in 2023 and have more power, greater precision and better aerodynamic efficiency than the road model.

Murray says that details are still being worked out for the future of his series but that development of the T50s was shaped with an eye on its future racing prospects.

"It's worth building this car just to hear one come past on the track at 12,000 revs," he adds. "A lot of people would enjoy that."



McLaren's MTC is one of the most recognisable automotive facilities in the world

McLaren looking to sell F1 HQ

THE MOST FAMOUS F1 HEADQUARTERS IN the world has been put up for sale as McLaren looks to tie down a buyer for its Technology Centre in Woking to provide a cash injection amid the Covid-19 crisis.

McLaren had to make 1200 workers redundant after falling sales, production freezes and cancelled motor-sport events. It also agreed a £150m loan from the National Bank of Bahrain to balance its books. Despite the MTC being put up for sale, McLaren has no plans to relocate and is instead seeking to lease the centre back. The sale is expected to raise £200m, and McLaren could also look to borrow a further £275m against its collection of historic cars based within the centre.

The MTC itself gained global recognition thanks to its Bond villain-esque design, and has been McLaren's base since it was built in 2004. While it may seem like selling the family silver, a McLaren spokesperson insisted, "We plan to emerge from this as an efficient, sustainable business with a clear course for returning to growth."



MARK HUGHES

"Transforming an ailing F1 team is a longer job now than when Dennis did it"

WILLIAMS – THE TEAM relaunched by Frank Williams in 1977 after his original team was bought out by Walter Wolf – is no longer under the ownership of the Williams family.

On the eve of the Italian Grand Prix and shortly after the announcement that Dorilton Capital had purchased the team, Sir Frank's daughter Claire announced that she would be standing down from her role as deputy team principal and that she and her father (who was still technically team principal) would henceforth play no further role in the company. Commercial director Mike O'Driscoll announced his retirement a few days later.

Between the back-of-the-grid book-ends of 1977 and 2020 lies one of the most dazzling sequences of victories and glory in the sport's history. Days in the 1980s and 1990s when legends were created, when Frank and his partner Patrick Head ruled the roost in a way very few others have matched. The 1992 combination of the Williams FW14B and Nigel Mansell still stands as one of the most dominant of all time. This was the machine that in Mansell's hands was 2.7sec (two point seven seconds!) faster than the next fastest car at Silverstone. Nine Constructors' World Championships, seven drivers' titles over a 17-year glory run. Images of Jones, FW07, Mansell, barn door rear wing, heat haze rising from the super-boosted turbo Honda in the back of the FW11, Keke, Piquet, Prost, Hill, Villeneuve, Montoya...

But time exacts its inevitable toll. There was no technical succession plan. When Head extracted himself from the coalface for a well-earned semi-retirement, the pieces were not in place at a time of rapid change in the sport. The team flailed its way gently downwards until reaching ground zero.

It's not entirely clear yet whose is the money behind the purchase of the team for £136 million (including debts and the heritage collection), ostensibly by Dorilton, an American private investment company. But joining Dorilton's Matthew Savage and Darren Fultz on the board of Williams is James Matthews, the 1994 British Formula Renault champion (in a Manor Racing car) who subsequently made his fortune in private equity trading. He is the son of '70s touring car racer Dave Matthews. Whether Matthews Jr is the impetus behind the purchase or just the facilitator/advisor to a third party is an intriguing question. All will doubtless become clear in time.

Meantime, the team gets to live another life, and retains its name and heritage and its base at Grove, Oxfordshire. Williams' MD Simon Roberts – recruited from McLaren in May – steps up to the role of acting team principal but there are imminent senior appointments. The next – and crucial – question is what the vision of the new owner is. Transforming a failing F1 team and taking it back to its glory days is a longer-term job now than when Ron Dennis did it at McLaren, such is the different scale of things, but it surely can still be achieved with the right vision and financial commitment.

"The next, and most crucial, question is what is the vision of the new owner?"

The planned simplification of F1 for 2022, and the technical re-set that represents, should coincide well with the rebuilding of the team. But it needs solid technical foundations in place before then. There is much about Williams still rooted in the '90s in a world that has moved on in terms of the way things are done on the factory floor. These shortfalls are just symptomatic of the fundamental lack of empowered technical leadership, the sort that Head used to provide. It's a mammoth task to change this proud, manufacturing-led company into something sharp and responsive enough to compete with the much more modal model represented by Racing Point, which is now the blueprint for a non-manufacturer team.

Because of the way F1 has evolved, there are very few technical people with the overall grasp of the whole picture, who can pull it all together and manage it while providing inspiration and leadership to those around him. It would require someone of the highest calibre recruited not as an employee but a partner, empowered to make the necessary changes in a joint vision with the owners.

I can think of only one such person, someone who is currently taking a break. But he is that most rare of things: an engineer with great people skills, down to earth, incredibly clever, a brilliant communicator, who has overseen and inspired a group of hundreds of highly competitive individuals and got them all pointing the same way, buying into his vision, understanding his philosophy. He's also deeply competitive and understands that the game is to build the fastest car possible and that everything else – how the factory is structured, what the commercial tie-ups are – is subservient to that. He's highly in demand, has probably turned down a multiple million pound offer from Ferrari and is doubtless being tempted by all sorts of lucrative offers elsewhere.

His name is Andy Cowell, the former boss of Mercedes HPP in Brixworth. He's way more than just an engine man. If Williams could recruit and empower him, the team could have a hope of becoming worthy once more of its incredible heritage.

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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MAT OXLEY

"From lap one it was like another world. MotoGP bikes are insane!"

BRITAIN'S OLD COLONIES HAVE always punched above their weight in motorcycle grand prix racing, largely because bikers in Australia, New Zealand, South Africa and elsewhere had nothing to read except Britain's Isle of Man TT-obsessed biking weeklies. Thus most young racers in those parts of the world grew up dreaming of racing at the TT. And once they had made it to the island most of them went on to contest grands prix in Europe, where the rough and tumble of racing in rudimentary events back home made them fierce competitors.

"Our colonial upbringing had a lot to do with it," says South African Paddy Driver, who finished third to Mike Hailwood and Giacomo Agostini in the 1965 500cc world championship. "We would make dirt tracks out on the veldt, then we'd get permission from the mayor to close the roads in a local town. They'd put up straw bales and design a circuit out of a few street intersections.

"We all came from the same breed; our grandparents were settlers. In the 19th century they were brought out and dumped in the middle of nowhere with a couple of bags of seed, so nothing was ever a problem for us. That's the racetrack? Okay, we'll race on it, no problem at all.

"Out here in the colonies you had to make do. If your Norton engine was so bad you couldn't use it, you'd put a Triumph twin in there, or whatever, and go race that.

"If you broke down on the road it was the same. It's 750 miles from Johannesburg to Salisbury [modern day Harare], and the road in those days wasn't a road, it was just a twin track farm road, so it was a hell of a bloody journey. That helped us on the continent tremendously."

Since the 1970s South African riders have won several world championships in the smaller classes, thanks in part to their gritty outback spirit. However, they had never even won a race in the premier MotoGP class, until rookie Brad Binder took victory in this year's Czech Grand Prix at Brno.

Twenty-four-year-old Binder grew up thrashing dirt bikes around the veldt, just like Paddy Driver half a century before him. When he was 10 he started racing on asphalt and when he was 12 his parents brought him to Britain, where he had a few rides in the same series that kickstarted the careers of MotoGP winners Cal Crutchlow and Casey Stoner.

Binder made his grand prix debut in 2011, aged 16, in the junior 125cc and Moto3 classes, thanks to the bank of mum and dad, who had to find around £250,000 to fund his first season in Moto3.

The investment turned out to be sound. In 2016 Binder was signed by Austrian factory team KTM. In May of that year he won his first grand prix, at Jerez, from the back of the grid, the result of a technical infringement. Four months later he secured the Moto3 world title, then graduated to the intermediate Moto2 class, again with KTM. Last year he came within three points of winning that championship and signed with KTM's Red Bull-backed MotoGP squad.

"Your job is to go as fast as you can with what you've got under you"

Binder had his first serious outing on a MotoGP bike, KTM's 290bhp RC16, at Valencia last November.

"From lap one it was like another world," he said at the time. "MotoGP bikes are insane: the amount of power, the wheelies. At the beginning I was almost worried - I was like, jeez! The more laps I do the more comfortable I feel, but I still don't really understand what I'm doing."

Binder worked hard over the winter and so did the KTM team. At the season-opening Spanish Grand Prix he finished his first MotoGP race in 13th, following an off-track excursion. Analysis of his lap times revealed that in fact this was a very impressive debut - after the mistake his pace was as fast as the race winner's.

Three weeks later Binder swept into the lead at Brno and won the race by more than five seconds. His first premier-class victory was the earliest by a rookie since reigning MotoGP king Marc Márquez won the second race of his MotoGP career in 2013.

Binder has a great style on the bike - he likes to take the bull by the horns - and he is very good at working out how to ride around problems. This ability is an essential skill in motorcycle racing, where the perfect machine rarely exists.

"I believe your job as a rider is to go as fast as you can with what you've got underneath you at the time," he says. "I believe in riding the bike and letting the engineers do their job - they can do what they do, and they can see what I need."

Off the motorcycle Binder is relaxed and humble, with no airs and graces and a get-on-with-it attitude. After that debut win at Brno he struggled to take in the enormity of his achievement.

"I was quite shocked to be fifth-fastest in warm-up!" he said. "Honestly, I don't think it's ever going to sink in. The first time I won in Moto3 I was quite content with that; if that was the end of it then that would've been okay. If we look at where we are today it's unbelievable."

Binder's next target is obvious - to become the first South African to achieve the MotoGP world title and thereby join the Formula 1 legend Jodie Scheckter in their country's motor-sport pantheon.

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

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Ferrari 275 GTS

Delivered new in 1965, this 275 GTS has spent the vast majority of its life in the USA. During the 90s the car returned to Italy for restoration and has covered limited mileage since. This GTS presents in superb condition and its engine has been totally rebuilt in recent years. The car has attended a number of concours and shows in the USA, including the renowned Amelia Island Concours d'Elegance. In 2018 it was imported into the UK and has been in our care since having recently been Classiche Certified.

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Ferrari 275 GTB/4

This four-cam was delivered new to David Penske in October 1967. The car today is presented in superb restored condition and is exactly as it was delivered, being Argento with a Pelle Nero interior. Maintained by DK for the last ten years and being Classiche Certified, this is a super example of the ultimate GT Ferrari.



Ferrari F40

The collector's preference, this 'Non-Cat, Non-Adjust example' was first supplied in March 1990 and features sliding "Lexan" windows which are a rare and very sought after option. This F40 has covered just 17,400 km from new and is accompanied by a full book pack, history file and importantly a red book Classiche Certification.



Porsche Carrera GT

Fresh from a major service, this 2004 Carrera GT is presented in Dark Blue Metallic and has covered just 5,060 miles from new. This example also benefits from a lift system and has seen regular and consistent maintenance from within the Porsche main dealer network.

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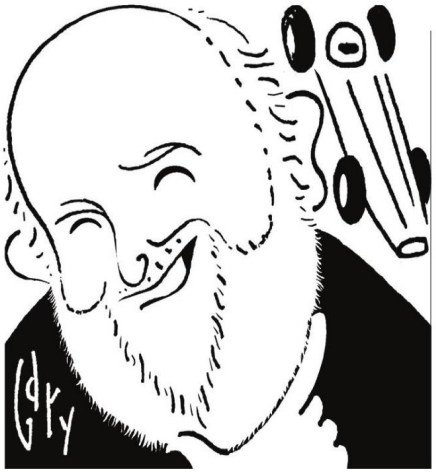
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DOUG NYE

"You'd expect Harry Potter as motivator to conjure up greater optimism..."

THIS SUMMER'S PRECIPITOUS collapse in competitiveness of Ferrari has been not only a demeaning disappointment but one accompanied by startlingly public expressions of hopeless surrender from team principal Mattia Binotto. One would expect Harry Potter as motivator to have conjured up greater optimism...

But it hasn't looked that way in this 90th anniversary year for the Scuderia. Enzo Ferrari had been the Modena-based Alfa Romeo dealer and through the early 1920s had shown such promising form as a racing driver he had been given an Alfa works drive in the 1924 French GP. But he'd suffered a nervous breakdown after initial practice. Alfa Romeo thought enough of their faltering friend to continue supporting him, back in his Modena comfort zone.

His self-confidence recovered through the later 1920s. He resumed race-driving in 1927, rebuilding his local image. In 1929 he was barely 31. Two of his Alfa customers were Ferrara-based textile manufactures, brothers Augusto and Alfredo Caniato who gravitated towards city bars favoured by like-minded motoring men. There, just as at Brooklands, 'The Right Crowd' meant anyone motor-minded, regardless of wealth or social class.

In 1929 Alfredo Caniato ordered a new unsupercharged Alfa Romeo 6C-1500 from Ferrari's office on Bologna's Via Monte Grappa. One of Caniato's friends, Bruno Biagi, president of the RACI in Bologna, encouraged him to enter it in the *Circuito delle Tre Province* race on September 1. He finished sixth. Third overall was another relative novice, Mario Tadini, a patrician Bologna-based sportswear manufacturer. Caniato and Tadini were eager for more of this intoxicating sport...

Four weeks later Baconin Borzacchini drove the Bologna-built 16-cylinder Maserati to break the world's 10km speed record on a long straight at Cremona, achieving 152.9mph. The Automobile Club di Bologna, needing little excuse for a booze-up, threw a lavish banquet to celebrate. Caniato and Tadini found themselves seated beside Enzo Ferrari and the puppeteer expounded his vision of the best way for gentlemen-sportsmen, such as they, to go racing

"Why don't we join together to form a team?" he ventured. "We shall be able to race for minimum expense; I shall look after the organisation. We'll do everything seriously."

The younger men listened intently to this established racer with his inside line to Alfa Romeo. They proved receptive, agreed to finance the project and Ferrari took them to meet the Alfa Romeo board in Milan. It was both the best of times and worst of times. The Wall Street stock market had just crashed. The Great Depression loomed. Alfa Romeo's top brass were anxious about the cost of continued competition yet wedded to its promotional allure. Ferrari's plan could relieve them of much burden while maintaining a sporting presence for the marque. These moneyed men could pay the bills. Mr Ferrari took his friends to Bosch, Pirelli and Shell – with the same grateful reaction.

"Any fan might hope there's a steely leader of men screaming"

While in Milan, Ferrari - Mr Fixit - also took his new friends to dinner with champion driver Giuseppe Campari. The roly-poly opera-singing racing star was invited to drive for the new team whenever available. He accepted, thus guaranteeing for himself a full season of potentially lucrative competition, insulated from Alfa Romeo's variable commitment to entering races. Ferrari, meanwhile, could offer otherwise less-than-receptive race promoters the great Campari, who always drew the crowds.

On December 1, 1929, Modena solicitor Enzo Levi supervised creation of the Società Anonima Scuderia Ferrari. Mr Ferrari's former Garage Gatti workshop became the Scuderia's first home. A small fleet of six Alfa Romeo 6Cs was gathered and a Citroën van bought to carry team equipment. Ferrari's mechanics would prepare, transport and run the cars. All the contributing sporting *clienti* had to do was to arrive at the right time and their cars would be there, ready for a great day's sport.

And through the Scuderia Ferrari's maiden season of 1930 - 90 years ago - the team contested 22 events, winning eight outright, backed by myriad good placings. Each one earned money. Mr Ferrari agreed a percentage split of start, prize and bonus cash that could vary from one driver to another, but the amateur *clienti* would always end up paying more than they could ever earn. Their reward was the excitement of racing in professional spheres - fame by association.

A grand dinner – first of many such annual occasions – was organised at Modena's San Carlo Hotel to celebrate that maiden season. It was evidently a raucous party, over which Mr Ferrari presided, surrounded by his peers and equals, by star drivers Campari, Nuvolari and Arcangeli, and, of course, by his supportive *clienti*. Mr Ferrari, the manipulator of men, had begun to roll...

In later years - from 1947 as a manufacturer - Ferrari's racing successes would wax and wane. Presently the latter is the case. In adversity, when The Old Man was running the show, the screaming from his office would have been heard across Maranello. One hopes that, behind a 21st-century promotional security cloak - "nothing to see here" - any Ferrari fan will be praying that there's a steely, determined leader of men screaming loud...

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



ANDREW FRANKEL

"I have no doubt that we have reached peak car. We did so some time ago"

IT'S PROBABLY TAKEN LONGER TO DAWN than it should, but I have no doubt that we have reached peak car. In fact we probably did so some time ago. Allow me to explain. For almost all my working life I've wanted cars to get better and that's what happened year after year. They both gained and shed speed more quickly and went around corners faster, too. Which was great, because back when I started doing this job in the 1980s, cars were pretty rubbish and took an age to do anything.

That's not the case any more. Today there is at least one production hatchback that will accelerate from 0-62mph in under 4sec and another that will lap the Nürburgring faster than a Bugatti Veyron managed 15 years ago. Which is impressive when you read it.

But when you think about that and the level of performance now provided by properly fast modern cars, I find it impossible to conclude anything other than that we have gone far enough, and possibly too far.

I say this because the relentless pursuit of performance is starting to spoil our fun. Acceleration is no longer invigorating, it's violent. Cornering limits are so high that most drivers of fast cars have no hope of experiencing that glorious sensation of being balanced on the limit on any public road, however quiet and open. To support the additional power that cars produce and forces to which they are submitted, they have grown bigger and heavier, which is another way of saying less fun. Common sense says it should stop now; but when it comes to such matters, common sense rarely has anything to do with it.

I APPLAUD THE BRITISH AUTOMOBILE RACING Club's attempt to adapt to this strange new world with a series which is imaginative, audacious and wonderfully simple. BARC Red invites anyone with a touring, sports or GT racing car to come and take part. As long as your car passes the usual safety checks, you're ready to race. Your car can be old or new, big or small, brutishly powerful or svelte.

Not only that, you decide the class in which you want to compete on any given race day. All you have to do is declare what you think is the quickest lap time of which the car is capable and as long as you don't go faster than that in qualifying or in the race, you'll stay in your preferred class. No one will overstate their car's pace and thereby disadvantage themselves, but nor do I think people will understate much either, because that reduces their participation to a regularity run, which is not why people tend to go racing. Best of all is that without a rulebook it's almost impossible to cheat.

Hopefully the initiative will result in variety-filled grids, peopled by those who may have given up or never got into racing because they felt they wouldn't be able to compete with guys up front who know all the tricks. Here there are no tricks, only proper racing. I wish it well.

I HAD HOPED THAT BY THE TIME you are reading this I would have travelled to Belgium for my annual blunder round the Spa Six Hours, borne as ever by the faithful family Ford Falcon. But I had also lucked my way into the driving seat of a more serious weapon, an Aston Martin DB4 owned by Bell Sport & Classic. Then I got a call telling me that the meeting had been cancelled, for reasons you won't need me to explain here.

"Best of all, without a rulebook, it's almost impossible to cheat"

I find myself more than usually put out by the news. In the main this is because my inner spoiled brat lurks close to the surface so it doesn't take much of a prod for it to rear its ugly head. I feel disgruntled by having such a gorgeous Aston Martin dangled in front me like the fruit of Tantalus only for it to be whipped away mere days before the flag dropped.

The Six Hours is a sort of end-of-term party for the historic racing world with perhaps the most varied grids outside the Members' Meeting and a fabulous atmosphere. However sorry I'm feeling for myself, I feel sorrier for the organisers who battled to keep it alive. Book your accommodation for next year the moment the date is announced. It will be a sell out.

I RECENTLY SPENT A MORNING DRIVING a Ferrari 250 SWB fairly fast on the public road. As you do. Actually whether it was an SWB or not I'll leave to you: it was created from scratch by those Ferrari fettlers GTO Engineering.

The 'SWB' looks, sounds and behaves like a 1960 original but is faster thanks to a 3.5-litre upgrade for its V12 Colombo motor. They do a 360bhp 4-litre too and while most are destined for road use, if you want a racing version with FIA papers, that's no problem. All you need is around £600,000, an ideally wrecked donor Ferrari to provide the identity and a lot of patience. About 18 months' worth.

When I've mentioned this car, a few people have turned their noses north muttering about its lack of provenance. To me, that is not the point. We know that classic racing cars are being recreated all over the place and many that compete are newer than the Range Rovers behind which they were towed to the race track. Secondly, this is a car that would be indistinguishable in all regards to an original by all but the most expert of eyes.

I expect 2020 GTO Engineering welding is better than it was in Maranello 60 years ago. All I'd say is that if I was merely very wealthy rather than fabulously rich, as someone who'd grown up in love with the Short Wheelbase but knew he could never afford the real thing, I'd give it plenty of thought. Sadly, I am neither.

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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Belgian GP Italian GP Tuscan GP

Understudies to the fore

Before this month, both Pierre Gasly and Alex Albon stood firmly in Max Verstappen's Red Bull shadow. But **Mark Hughes** watched the tide begin to turn across three dramatic races

THE BELGIAN GRAND PRIX WAS the one-year anniversary of Alex Albon's promotion to the senior Red Bull team, and the concurrent demotion of Pierre Gasly back to the junior team. As they prepared for the triple header of Spa, Monza and Mugello in their respective empowered and reduced competitive circumstances, their stocks were quite different to how it might have been imagined when that swop was made. Albon was struggling being measured against Max Verstappen and had yet to score a podium. Gasly was reinvigorated at the junior team AlphaTauri, to such an extent that questions were asked if there might be another swop in the opposite direction for next year.

Christian Horner was batting away the idea, although he was duty-bound to. But there's obvious truth in what he says about the task of being Verstappen's team-mate.

"Everybody's obviously got an opinion on this topic, but they don't have the facts," he said. "Alex is doing a good job in what's been a difficult car this year. I'd say the car's harder to drive than 12 months ago.

"When he got in the car 12 months ago, he did a much stronger job than Pierre had done up to that point in the year. I think Alex has got a lot of talent that obviously we haven't seen come to the surface yet. His racing has been very strong on a Sunday but he's struggled with the car over a single lap. And, of course, Max has been so strong at getting the most out of the car.

"You think back to some of the great drivers, whether it's a Schumacher or a Senna; being a driver alongside those guys was very tough. I think that's a similar situation that the seat alongside Max has at the moment. Alex is only going to get better. He's still pretty young and inexperienced. This is only his second season of F1 and we're doing all that we can to support and develop him. The team has confidence and belief in him, and we're happy with our choice."

Being dropped from the top team after just half a season was a devastating blow for Gasly, but his positivity of approach in being back at the Faenza squad was impressive. His breakthrough came in last year's Brazilian Grand Prix where he was superb



From glory to grazes: Pierre Gasly is caught in a Räikkönen-Grosjean sandwich during F1's turbulent trip to Mugello



Pierre Gasly's stunning Monza win was the second for Red Bull's junior team, following Vettel's in 2008. It means the Faenza team has won as many Italian GPs in the last 13 seasons as Ferrari

in the changeable conditions - and held off Lewis Hamilton's delayed Mercedes on the line for second. He's carried the confidence from that into this season when he has comprehensively out-performed that other senior team reject, Daniil Kvyat.

But at Spa, he was kicking himself for getting just a little too hard on the gas out of the chicane at the end of his qualifying lap. He lost one tenth right there. He was out-qualified by Kvyat for the first time all season - by the margin of one hundredth. Still, starting 11th he had free tyre choice and opted, uniquely, to start the race on the hard, aiming to go long and be fast at the end.

Up at Red Bull Albon seemed to be making progress. His confidence has been knocked but he was working with his new engineer Simon Rennie to find a more sympathetic set of responses from the RB16.



Hamilton led the usual Mercedes monopoly of the Belgian GP to score his 89th career win

DPPI, GETTY IMAGES

"Through my career I've always preferred a car with a lot of front end," he said, "but it's been difficult to achieve that with this car without it becoming unpredictable. Max seems to prefer even more front and so I've been working away with the team getting something that works a bit better for me." He said this having qualified fifth, still a few tenths adrift of Verstappen, but at least in the right part of the grid.

"I would say the Red Bull is harder to drive this year than 12 months ago"

Race day was all about Mercedes, as usual. Lewis Hamilton led a Mercedes 1-2, with Verstappen a distant third. They were conserving tyres by the end and being caught fast by Daniel Ricciardo's Renault. For much of the race Albon had been trying to find a way by the Renault, but was thwarted by the big straight-line speed advantage of the less draggy yellow car. Eventually his tyres did what those of the top three did, and as Esteban Ocon in the other Renault mirrored the performance pattern of Ricciardo's, he was able to make a last-lap pass on Albon, demoting him to seventh. Still a work in progress.

Gasly had made a startling pass on Sergio Pérez's Racing Point in the early laps, refusing to be intimidated by the Mexican pincering him between his wheels and the pit wall on the approach to Eau Rouge. But Gasly's hard-tyre strategy was ruined by an early safety car. He stayed out as everyone else came in and ran for a time in third place. He kept up an impressive blend of pace and tyre conservation and it took a long time before the pitted faster cars were able to get past him. He eventually pitted and rejoined near the back before charging back to eighth. He was voted driver of the day. But there was a better prize coming at Monza.

The Red Bull was at its least competitive there. It carries too much drag for this track, even with the skinniest of wings. It was all Verstappen could do to qualify it fifth. Albon was within two tenths of him, the closest he's been all year. But that progress was disguised by the ninth-place grid slot - and the presence right behind him - less than 0.1sec slower - of Gasly.

Gasly got a lucky break with the safety car this time. He'd just been pitted from 10th place a few laps earlier - ironically because on his wilting tyres he was holding up the harder-tyred Kvyat - when the pit lane was closed to allow marshals to push a stricken Haas from Parabolica back to the pits.

Mercedes hadn't realised the pitlane was closed and pitted the race leader Hamilton, incurring a stop/go penalty that would put him out of contention.

When the pitlane was re-opened most of the rest of the field pitted after two laps behind the safety car, and so Kvyat's position was artificially boosted and he was running third. When Charles Leclerc then crashed his Ferrari heavily on the first lap of the restart, there was a red flag. That put Gasly third on the standing-start restart (but second only to Lance Stroll in reality because pole-sitting Hamilton had yet to take his stop-go). After out-accelerating Stroll into turn one and watching Hamilton peel off into the pits, Gasly was leading the Italian Grand Prix!

He stayed there. He saw off steady pressure from Carlos Sainz's McLaren, his tyres were shot by the end, but he was flawless in capitalising on his lucky break. This was just the Faenza team's second victory - 12 years after Sebastian Vettel had won for Toro Rosso here in the pouring rain. Gasly stood disbelieving on that podium. He didn't want it to stop and stayed up there on his own after the celebrations.

"Gasly was flawless in capitalising on his lucky break at Monza"

He later reflected on it: "I managed to turn that negative energy into something positive and I knew last year what happened, deep inside me, obviously I felt hurt and I didn't feel it was fair to myself and I really wanted to make a clear point in that moment but look, I know I'm fast, I know what I can do, I know I can believe, I've been fighting for victories, for pole, championships in my early years, in my career and that's what I want in F1. I really worked very hard with the team and I knew that with them I had everything in my hands to show my potential. After, I just tried to focus on my own performance, not really looking at the others, taking race after race, looking at what I can improve on my side, what I can improve with the team, with my engineers, just to extract more from myself and more from that package and combination and yeah, honestly

Deadline day blow

A late contract call cost Pérez, and saved Vettel



Vettel's arrival at Aston Martin has pushed Sergio Pérez out into the cold for next year

Sebastian Vettel will lead Aston Martin's new F1 programme next year. The speculation began before the season, from the moment the announcement came that the Vettel-Ferrari partnership would not continue beyond this year. There was no place at the Scuderia for the four-time champion. No place at Mercedes or Red Bull, either.

But Racing Point? With Aston Martin branding from next year as befitting its new identity under the ambitious ownership of multi-billionaire Lawrence Stroll? The Racing Point's strong form in the early part of this season further encouraged Vettel. Stroll saw the marketing dream of a multiple champion leading the new Aston Martin programme and is said to have been the driving force behind making it happen.

Which – with one car driven by Lance Stroll, the boss' son - obviously meant there would be no place there for Sergio Pérez, who has delivered some great results over his seven years there.

Pérez tried to ignore the rumours, but knew the reality. He waited, knowing that the deadline of any triggering of the release clause in his contract was fast approaching. On the eve of that day – Wednesday, pre-Mugello – the release clause was triggered. "I got a call from Laurence just telling me they'd decided to go in a different direction," he said.

There are other teams keen on him, but not necessarily ones he'd want to drive for. Just as the team he was driving for was on the verge of something big, he's less than enthusiastic about fighting further back. Asked if Red Bull could be interested, Helmut Marko said, "As long as Alex Albon keeps improving there's no need for Sergio Pérez at Red Bull." McLaren's Zak Brown has already said he would be very keen to explore IndyCar options with him.

For Vettel, it's the chance to extend his career and not have it peter out under the difficult Ferrari circumstances of this year.

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I can't be happier with the team I have at the moment. They are doing an amazing job; they are giving me everything I need to be competitive every single weekend."

Later on he took a call from French President Emmanuel Macron.

Albon? He got hit at turn one, damaging the floor and crippling its performance for the rest of the day. He was nowhere. Knowing that Gasly had just won the race can't have made for a comfortable feeling.

That's how they were poised on F1's first visit to Mugello, Gasly flying high, Albon still feeling the pressure. The Red Bull was quick here - and Verstappen and Albon qualified third and fourth. Alex was still a couple of tenths adrift, but that's tolerable to Red Bull. Being Verstappen's support is all that's required of him at the moment. Someone to form part of the team strategy, or to step up if Verstappen has a problem. Verstappen did have a problem - within seconds of the start a software glitch lost his engine a whole heap of power and he exited the first turn in the midfield. He didn't make it to the next turn, as he was taken out... by Gasly!

The hero of Monza had been quick throughout the practices but some undiagnosed aerodynamic bodywork damage had caused his car to understeer diabolically in qualifying and he failed to make it out of Q1. That's what he was over-anxiously trying to make amends for in the opening seconds of the race when he tried for a gap that wasn't really there as he arrived and was pitched into Verstappen ahead. Hero to zero.

Albon meanwhile lay fifth in the safety car queue. An almighty crash towards the back of the pack on the safety car restart caused a red flag. His getaway from the second grid wasn't great but he knew he had the pace to put himself in his rightful place - just behind the two Mercedes. He picked off Pérez, Leclerc and - after Stroll crashed out in front of him - Ricciardo. From there he pulled away, and even went on to apply a bit of pressure to Bottas' second-place Mercedes.

Finally, the long-awaited first podium. It was the clean, fast race he needed. "I feel like I can breathe now," he smiled.

DPPI

Word on the beat

Rumour, gossip and news from the F1 paddock

● The **RACING POINT** brake duct appeal was finally dropped during the weekend of the **ITALIAN GRAND PRIX**. Ferrari is satisfied that the FIA's latest directives restricting the possibility of reverse engineering of rival cars will prevent the possibility of any repeat of the creation of future clone cars, as embodied by the current **'PINK MERCEDES' RACING POINT RP20.**



● **RED BULL'S CHRISTIAN HORNER** has reiterated there is no intention of switching back **PIERRE GASLY** and **ALEX ALBON** between AlphaTauri and Red Bull. "Pierre has done a fantastic job," he said. "Since taking the step back into what was Toro Rosso, he's found his confidence, he's driving incredibly well. **ALPHATAURI** are doing a great job with him. It's good to see that's working out for him. As far as Red Bull Racing's seats are concerned, we're focused on Alex Albon. We want to try and give him the best opportunity to retain that seat. It wouldn't make sense to switch the drivers back. AlphaTauri is now a sister team rather than a junior team. **FRANZ [TOST]** is happy I believe with Pierre. The final decision will be made later in the year, but there's no push from our side to reverse the current situation."

● A long-running dispute between **LIBERTY** and the **HAAS** team regarding a claim for FOM money on the basis of **RACING POINT** initially retaining Force India's payment status when it bought the team out of administration has been settled in arbitration.

● As **WILLIAMS** gets new owners but retains its name, the Renault team retains its owners but gets a new name for next year – **ALPINE**. The Enstone team is rebranding the squad to align it with a marketing push for its sporting sister brand, partly in anticipation of the future full electrification of its mainstream range.

● **LEWIS HAMILTON**'s controlled victory in the Tuscan GP at Mugello has moved him to 90 career grand prix victories, putting him one behind **MICHAEL SCHUMACHER**'s record tally of 91. Hamilton can equal the German legend next time out in Russia, and potentially set a new milestone in Schuey's home turf of the Nürburgring in the Eifel GP on October 11.

● **FERRARI'S CEO LOUIS CAMILLERI** (above) was an unsatisfied spectator during the brand's 1000th Formula 1 Grand Prix at Mugello. On what should have been a weekend of celebration for the Scuderia, it had to settle with Charles Leclerc and Sebastian Vettel trundling home in eighth and 10th respectively. After watching the race, Camilleri said: "Listen, we're in a hole now, and we know we're in a hole. It's a confluence of factors, but anything I say will come across as excuses, and we're not into excuses. What matters is getting back to our rightful place."



Analogue wonderland

In a world controlled by modern gadgetry, is there still room for the humble Caterham Seven? **Andrew Frankel** says... absolutely!



While the limited-edition SuperSprint sold out in hours, this Super Seven is a full production model

JUST BEFORE I GOT A JOB DRIVING cars, I bought a Caterham Seven. In retrospect it would have been better if I'd waited and actually learned how to drive the bloody thing. This was about 1987 and the car was a red Super Sprint with a 135bhp four-cylinder Ford engine breathing air through two K&N air filters that stuck out of the side of the bonnet. I loved that car even though I didn't know how to drive it, as I found out when I reversed it into the bank at the exit of the Goodwood chicane on my first ever track day.

It wasn't quite written off (which was more than could be said for my helmet which split wide open on the little roll bar) but I couldn't afford to repair it so sold the wreck back to Caterham for buttons. Wind forward 33 years and I'm back in another little Caterham, also powered by a 135bhp four-cylinder Ford engine, with those filters still standing proud of the bonnet. But this is not some classic car intended to fling me down memory lane, it's a brand-new product.

It's called the Super Seven and like 2017's SuperSprint, is designed to recall Caterhams of yore. Unlike the SuperSprint which existed to celebrate the Seven's 60th birthday and which was therefore limited to just 60 units that sold out in seven hours flat, the Super Seven is a standard production model. But it comes with those lovely touring wings, a rear-mounted spare wheel, Smiths instruments and a Moto-Lita wood-rimmed wheel. And in the place of my old 1.7-litre pushrod Kent crossflow motor sits a new twin-cam 1.6-litre Sigma unit (though its design has been knocking about in one form or another for the last 25 years), its K&Ns attached not to twin Weber carbs as per my old car, but Jenvey throttle bodies instead.

It has been years, possibly decades, since I last drove a Caterham with so little power. All those I've driven recently seem to have been top-spec supercharged lunatics that try to pull you out through the back of the car every time you put your foot down. This one would be very different.



Everything has been designed for sheer simplicity, from the dash and dials to the classy steering wheel

And it was: exquisitely different. If you ever wondered how tenuous was the relationship between fast and fun, one drive in this and you'd wonder no more. The way Caterham has preserved the essence of this car down the ages speaks volumes for both its original design and the skill with which it has been developed. Whereas a Morgan 4/4 felt like a quaint old nail until it was finally put out of its misery earlier this year, the feel of this least powerful of modern Sevens is instantly enticing and thrilling despite its relative paucity of power. The car feels stiff and you feel superbly located within it, slotted into that low-slung narrow channel that leads down to its perfectly positioned pedals.

I love, too, the way the switchgear is so simple, with everything you need during normal driving - indicators, wipers, flashers, horn and so on - operable with no more than an extended finger. It adds to that sense of purpose and immediacy.

And that is what it is all about. The Super Seven is one of those cars that reminds you why you fell in love with driving in the first place. It takes all the best driving sensations and boils them down to a concentrated shot with all the slack and vagueness removed. Because it is so accurate and immediate,



"If you ever wonder how tenuous the link between fast and fun is, a single drive in this will tell you"

driving it becomes a partly subliminal experience. You may not be aware of it, but we're always correcting and making allowances for modern cars because their weight, size and softness means they respond only in an approximate manner. The Seven always does what you ask it and goes where you point it the instant the instruction has left your limbs.

But its charm extends far further than that. More technically the feel of its steering, the action of its gearbox and the weightings of its pedals are beyond serious criticism. It's not just some light little thing, it is a beautifully engineered and deftly judged car, too. And perhaps most of all because it is so usable. Yes, I mean it. I took it to the mountains for obvious reasons and after a few hours of fun the skies darkened and the heavens opened. So I drove home with the roof up, heater on, screen electrically demisted, snug, dry and as happy as could be. I love Ariel Atoms, but they can't do that. The Seven even has some stowage space behind the seats.

Sadly however it is terribly expensive: £33,495 if you have no extras and don't mind building it yourself. You could turn that into a £40,000 bill easily, which is lot to pay for such a small and simple car. Unless of course you take the view that it's not very much at all for one of the finest driving machines you can buy for any amount of money; not the fastest, but that's got very little to do with it.

There was a time about 25 years ago when Caterham feared the Seven would simply become an outdated relic - it's why they tried to make a modern car resulting in the near stillborn Caterham 21. In fact history has proven quite the reverse: in these days of high and heavy, turbocharged, paddle-shifted, all-wheel-drive cars micro-managed to the nth degree by electronic units, the Seven stands today in stark relief, a beacon of how a proper driver's car should perform and feel. O

CATERHAM SUPER SEVEN 1600



- **Price** £33,495 (kit form)
- **Engine** 1.6 litres, 4 cylinders
- **Power** 135bhp ● **Weight** 540kg
- **Torque** 122lb ft
- **Power to weight** 250bhp per tonne
- **Transmission** Five-speed manual, rear-wheel drive
- **0-62mph** 5.0sec ● **Top speed** 122mph
- **Economy** n/a ● **CO_2** n/a
- **Verdict** Takes you back to why you fell in love with driving. Superb.

Taken for a spin

All-electric Polestar 2 packs a punch but laundry feel persists



The China-built fastback has the good looks of its Volvo co-owner, and now leads the Polestar range

REMEMBER THE POLESTAR 1, THE near-600bhp hybrid quasi-supercar with which Volvo and Geely launched its new performance brand? Good. Now forget it. That vehicle has gone and this, the Polestar 2, is the company's first properly representative product. It's a medium-sized all-electric hatchback aimed directly at providing the Tesla Model 3 with some long-awaited competition.

It is beautifully built and its interior crafted with far more environmentally aware materials than those of many models. Like the Tesla, information is provided via a large central tablet display, but unlike the Model 3 you also get basic information on a screen in front of you - thank goodness.

Like most electric cars, its straight-line performance from rest is startlingly strong and devoid of occasion. It just gathers speed. It is also rather heavy, though this car had the £5000 performance pack, which comes with massive Brembo brakes, adjustable Öhlins dampers and stiff springs. It handles quite well given its two-tonne mass, but the price is paid with a somewhat lumpen ride quality. My bet is you'd be better off without.

Otherwise there's little not to like. To me, electric cars still feel too much like white goods in automotive form but that's the fault of the format and this is one of the better ones: if it were a washing machine, it would be a Miele.

POLESTAR 2

● **Price** £51,900 (including performance pack) ● **Engine** front and rear synchronous electric motors ● **Power** 402bhp ● **Weight** 2048kg ● **Power to weight** 196bhp per tonne ● **Transmission** single-speed direct drive, four-wheel drive ● **0-60mph** 4.7sec ● **Top speed** 127mph ● **Economy** 3.2 miles per kWh ● **Range** 292 miles (WLTP) ● **Verdict** High-end white goods

Age and experience

Revised Jaguar F-type R grows old gracefully with a GT revamp



WHEN SOME CARS reach their mid-life facelift they can still feel so fresh you find yourself wondering if it's even needed. The Jaguar F-type is not one. The good news is that this update is timely and effective.

I'll leave judgement of its appearance to you (I really like it) but inside, the highlight is a modern infotainment system arrived not one moment too soon, and what feels like a little more space. The range has also been radically revised. All V6-powered cars have been dropped, replaced by a detuned 444bhp V8 with either rear- or four-wheel drive, while the four-cylinder model remains as an entry point, leaving this 567bhp all-wheel-drive F-type R at the top of the tree. The manual gearbox is no more too, not that I'll miss it.

The R is, of course, monstrously fast and comes with a brawny soundtrack. But the comprehensive suspension overhaul has introduced more of a GT feel to the car than that of the out-and-out sports car it was meant to be. In this regard, its progression is following the E-type half a century ago.

It's also plenty of money. Truth is that before these revisions, the lighter more-affordable four-cylinder F-type was the best car in the range, and at a little more than £50k rather than a little less than £100k (not to mention 223kg lighter), I'd be amazed were that not equally true today.

JAGUAR F-TYPE R P575

● **Price** £97,315 ● **Engine** 5-litre, 8 cylinders, supercharged ● **Power** 567bhp at 5000rpm ● **Weight** 1743kg ● **Power to weight** 325bhp per tonne ● **Transmission** eight-speed auto, four-wheel drive ● **0-60mph** 3.7sec ● **Top speed** 186mph ● **Economy** 26.4mpg ● **CO_2** 243g/km ● **Verdict** Facelift was needed. It's pricey but the exhaust rumble is wonderful

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HORTONS BOOKS

A genuine collectors' item

The ROFGO collection is one of the most famous around, and this book highlights its wonders, says **Gordon Cruickshank**

A LIST OF CARS IN A COLLECTION doesn't sound like the most promising premise for a book. However, this is no ordinary collection, and no ordinary list.

We've all watched with envy as Roald Goethe gradually added any car that ran in those wonderful Gulf colours to his stable, and now that he has surely obtained every possible vehicle from Le Mans Porsches to a transporter to a modest Formula Ford, and the ROFGO Collection has its own impressive new home, it's time to take stock - and the stock list is stupendous.

Like so many of us, Goethe was captivated as a youth by the striking blue and orange livery of the GT40s and Porsche 917s as they streaked down Le Mans' legendary Mulsanne Straight.

Like so many of us, he had a Gulf GT40 model on his shelf. Unlike most of us, Goethe ended up in the position of being able to buy a real GT40, and to help acquire it he went to Adrian Hamilton, well-known historic car dealer and son of Le Mans winner Duncan. Soon he possessed not just any old GT40, but one of the JWA team cars, and began wondering if there was a theme he could build a collection round.

Well, the theme was obvious and with Adrian's help, knowing all the right people in the business, he assembled more than 30 cars with Gulf history. Not that they're all in pale blue with the orange swoop down them; some, such as the Brabham BT25 that Black Jack raced at Indianapolis, merely have delicate little roundels here and there. But all have a Gulf connection, which is appropriate for Goethe as his business is oil, though not with the same company.



ROFGO Collection
Doug Nye
Porter Press, £75
ISBN 9781907085673

Don't imagine that this comes under the heading 'catalogue'. It's more than that. It's a beautifully compiled book of individual life stories written by eminent historian Doug Nye, illustrated with very fine static photos of every car plus of course the period shots from their past lives as front-line racers. Luckily they didn't have to go very far to take the photographs - ROFGO's spacious new home (also now Hamilton's base) is dramatic enough to provide strong backdrops, and the quality of both image and reproduction is excellent. In addition the book's design is crisp and appealing, with tastefully sparing use of orange and blue.

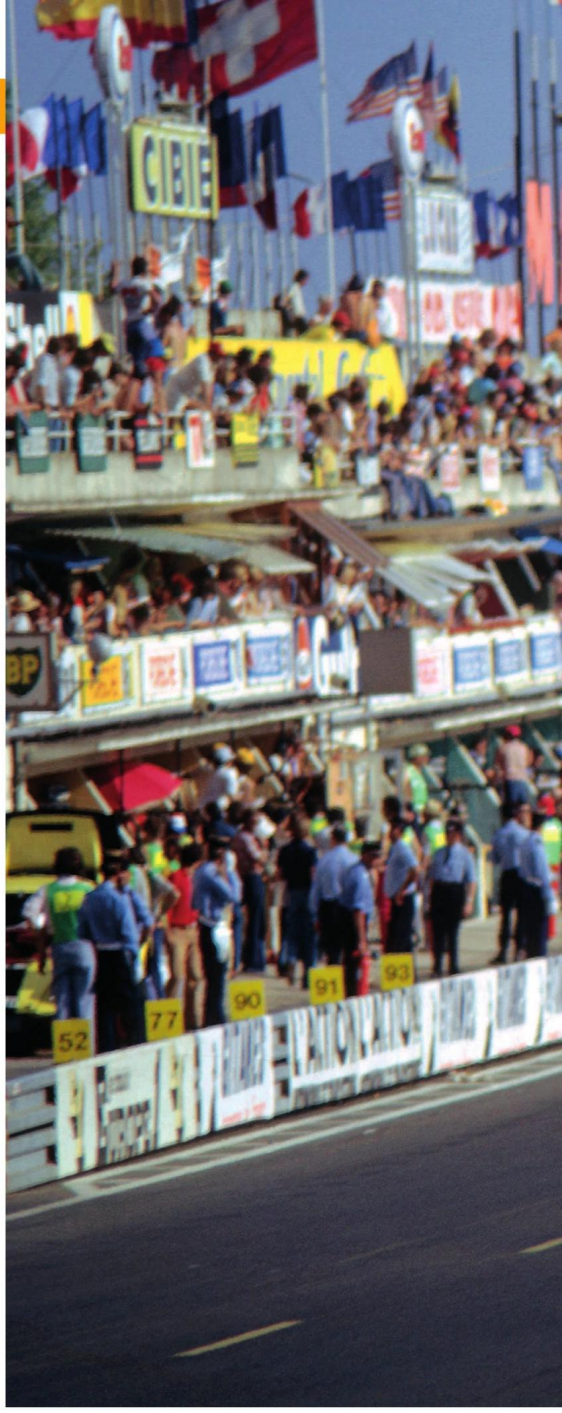
With Doug at the keyboard you know you're going to get the real story, and he doesn't come up short. It would be easy to look up a history for each car on the net but what you wouldn't get is the background, the development, how the regulations of the time affected the design, and the human stories of trying to build the best racing car. To take the McLaren-Offenhauser M16B as one example. We get not only the story of this car, a works team chassis driven by Peter Revson, but how the M16 design developed, a type which took three Indy wins, its variants, and the fact that having shown the rest of the Indy teams how to do it with its all-new concept, there was already an improved version waiting in the wings.



Roald Goethe's collection was sparked by the acquisition of a classic John Wyer-run Ford GT40

Similarly the Formula 3 Ralt-Alfa Romeo RT3 includes designer Ron Tauranac's story, while the chapter on Audi's R8 sports-prototype explains just why the company switched from touring cars to the most prestigious arena of all - Le Mans, and the impressive successes it garnered over a remarkable five-year career.

Not that they are all old-time racers. Having left the field for a while Gulf came back into sports car racing in a big way later



GETTY IMAGES, DPPI



The Gulf colours adorned a huge array of racers, from F1 to Le Mans via F3. This is the Gulf GR8-Ford of Derek Bell/ Jackie Ickx at Le Mans in 1975

"Like many, Goethe had a GT40 model on his shelf; unlike many, he was later in a position to buy the car"

on in the 1990s, which means the collection includes a Kremer K8, McLaren F1s of both long- and short-tail forms, Audi R8 and Courage LMP machines, and GT contenders from both Aston Martin and Lamborghini.

Goethe has even obtained the ultra-rare and ultimately disappointing Aston Martin AMR-One with its 2-litre six-inline motor. While that car's impact on motor racing history was hardly profound - the two of them barely completed six racing laps of Le Mans in 2011 - Doug gives it credit for attempting in a very short timeframe to use new ideas to give it parity against the all-conquering diesels. Whether Goethe, who races many of the cars, is likely to be seen out in it, I'm not sure...

There's a couple of cars here you wouldn't expect to see in the livery: a 911 Carrera RS, which contested Italian rallies in Gulf livery in 1979, and even a Formula 1 car - a Tyrrell 007 entered by a privateer in a couple of events in 1976. It is the only Formula 1 car ever to run in full Gulf colours, although the ROFGO Collection includes a couple of grand prix McLarens (M14A and M19A) and a Brabham BT26A.

Oddities include the Howmet-McKee TX turbine car - firing up that whistling wonder brought everyone outside at the lavish launch party - and the towering Mercedes truck that transported Porsche's works team cars and then the JWA machines. A chapter on racing many of the ROFGO cars and a comprehensive list of entries, results and specifications for each chassis wrap up the book, while a brief contents list at the beginning makes it straightforward to find a particular car. As the collection is not generally open to the public, this hearty volume is the next best thing to a visit.

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Alberto Ascari speaks with Enzo at Monza, while Mike Hawthorn reads alongside

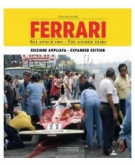
Pages from history

Ferrari's legend endures but, as **Gordon Cruickshank** finds, for some the greatest era was while Enzo himself ruled the ranch

THERE'S SOMETHING INITIALLY a little sad in calling this book *The Golden Years*, especially as its chapter headings range from 'On top of the world' to 'Approaching the final finishing line', almost as though Ferrari's glory has been gone for the last 30 years. You have to open it to discover that it's Enzo's years it covers, finishing as it does with the death of the man whose name the cars bear. Since then there have been many triumphs, although the hectic leaps and plunges of the Scuderia's success chart have been almost as exciting to follow as watching a Ferrari winning at Monza. While there were barren years and terrible tragedies between 1947 and 1988 too, golden things did happen while the man himself was in charge and they're dramatically captured in this enlarged and revised edition of a book first published in the marque's 70th year.

It's a big, heavy volume, and the sheer size and number of images might make you feel that this is entirely photo-led, but there is text in between the images, consisting of succinct but readable summaries in English and Italian of the firm's competition activities decade by decade. What makes it a pleasure to leaf through, though, are the photos themselves, mostly taken by Franco Villani. Some are terrific action shots but more involving are the trackside, paddock or factory images, casual and often intimate pictures of the men and the era: a tactics discussion with Romolo Tavoli, Carlo Chiti and Giancarlo Baghetti; Baghetti with a camera snapping Phil Hill climbing out of his car; a powerful portrait of Enzo and Tazio Nuvolari in animated discussion before the Mille Miglia. Most are in black and white but there is some fine colour too: an atmospheric shot of John Surtees on Monaco's waterfront flagstones with an almost empty harbour behind made me sigh for simpler days. On the other hand a shocking picture of the utterly shredded remnants of Eugenio Castellotti's car after his fatal crash reminds us why safety colours all today.

Figures central to the legend get their slots too, whether designers, managers or mechanics, so that mentions of Chiti, Ermanno Cuoghi or Franco Gozzi have their context. And if captions are sometimes a bit hard to connect to their photos, it's an excuse to linger longer in a golden era.



Ferrari – The Golden Years (Enlarged Edition) *Leonardo Acerbi* **Published by Giorgio Nada Editore. £75. ISBN 9788879117340**

BENTLEY: LAST OF THE SILENT SPORTS CARS 1938-9

Ian Strang & John Boothman

The last book purely on the overdrive Bentleys, considered the prime Derby cars, dates back 25 years so this not only updates owner records, picturing every car with its history, but also adds research unearthed since. Among the story, the authors mix colourful chapters about the world around these cars – the clothes, the clubs and the life of those who could afford them, about high-speed motoring, plus the resurrection of the lost Corniche. Very readable even if you're not a coachwork nut like me. **GC**

Published by Ian Strang & John Boothman. £95. ISBN 9781527246157

EXCEPTIONAL CARS: FERRARI 857S, THE REMARKABLE HISTORY OF 0578M *Ian Wagstaff*

Often overshadowed by Ferrari's V12s, the 1950s four-cylinder sports-racers offered prodigious power and great results. This covers one chassis, 0578M, with a fine record – driven by Hawthorn, Phil Hill and Maglioli among others in 1955, before being raced in New Zealand and Sweden. Confusingly it also raced with different engines as a Monza and a Mondial, as well as two chassis numbers, before being factory-altered into an 875M, and this aims to clarify things. Neatly presented with generous imagery plus inserts on significant figures and a lavish 23-page gallery. **GC**

Published by Porter Press. £30. ISBN 9781913089085

THE FRED OPERT STORY

Peter R Hill

Fred Opert was involved in motor sport across the USA as driver, importer and entrant before managing European F2 outfits and, briefly, an F1 team – storm-tossed ATS. This little book depicts a character described both as "likeable" and "aggravating", who had an eye for talent-spotting – he ran Alan Jones, Alain Prost and Keke Rosberg – and building a good team. Many first-hand tales add colour. He once collected Rosberg in a Model T Ford. **GC**

Veloce Publishing. £16.99. ISBN 9781787115651

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Product of the month

And... action!

The British designer behind Hollywood's vehicle concepts has branched out into handmade automotive sculptures

DAVE CLARK DESIGNS AUTOMOTIVE SCULPTURES

You may not have heard of British engineer and designer Dave Clark, but chances are you've seen his work even if you didn't know it. When he's not busy creating vehicle concepts for movies, he also does a fine line in automotive art, too.

Having worked on such Hollywood big hitters as *Ready Player One*, *Mission Impossible: Fallout* and *Terminator: Dark Fate*, there's certainly some pedigree to Dave Clark Designs, the firm he established just over a decade ago from his workshop in Bedfordshire. He's now able to make a whole range of products to order, from automotive-themed lounge chairs, to engine tables, aeroplane sculptures and more. But what really interests us is his range of silhouette car sculptures, which are guaranteed to grab interest.

Using the lines of any specific race or road car design, all of the key design elements are 3D modelled, precision laser cut from steel and then hand-formed to create the 1:8-scale skeletal shapes of the cars we know and love. Each is then hand-painted to ensure the correct livery and mounted on a solid-oak, carbon or road-effect base.

While there's already a range available – from classic cars, to modern GTs via Can-Am monsters – you can have any model you like, as Dave takes commissions. Some of our favourites include the Gulf-liveried Porsche 917K and a variety of McLarens.

From £495, daveclarkdesigns.com

BOWMORE ASTON MARTIN DB5 EDITION

Aston Martin isn't hanging around with its collaborations. First we had helicopters, then motorcycles and now we have this first instalment of a new tie-up with Scotch whisky distillery Bowmore. This batch, Black Bowmore DB5 1964, is the first release as part of a new collection. The lovely dark-brown liquid is a 31-year-old single malt, aged in a walnut brown oloroso sherry butt. It was a significant year for the brand, given that 1964 was the year its first modern steam boiler was installed, bringing the distillery into the modern age of whisky making. Just 27 bottles have been created, with a genuine heritage DB5 piston part of each.
£50,000, bowmore.com





AIRFIX RALLY MODELS

Best known for its military and aircraft build-it-yourself models, Airfix has been known to branch out into four-wheeled kits from time to time. Coming soon is a new Small Starter Set collection of famous rally cars, including Carlos Sainz's Ford Focus, Petter Solberg's Subaru Impreza and Marcus Grönholm's Peugeot 206. Each consists of 28 parts and will be 1:43-scale when assembled and painted. They can be purchased separately or as a three-kit Rally Car Collection display set. Fancy something a bit different? The Peugeot 205 T16 Paris-Dakar challenger from 1987 is also on the way (*left*). Suitable for ages eight and over. Pre-order available prior to a winter release.
£12.99 (individual), £34.99 (three-car set), airfix.com

FERRARI GAMING HEADSET

With the esports boom, gaming accessories are becoming bigger business, and that's led to a host of new tie-ups between leading manufacturers of both the real and virtual racing worlds. Take this new T.Racing Scuderia Ferrari gaming headset from Thrustmaster as a prime example. Modelled on Ferrari's actual F1 team headsets, you can let your inner Mattia Binotto shine as you shout expletives into the microphone as you go off for the third time on your out-lap... or perhaps that's your inner Arrivabene talking? Either way it features high-quality surround-sound speakers with memory foam padding to ensure the upmost comfort and a fully adjustable unidirectional microphone.
£90, store.ferrari.com



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£76, dogkings.co.uk



NASCAR DOG STUFF

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From £9, athleticpets.com



The HERO Challenge may be more gentle than some other events, but still pack a competitive punch

HERO of the southwest

Novice, intermediate or master? All are welcome for this classic rally event around picturesque Somerset and Devon

HERO Challenge Three, 10 October

An amalgam of tests, regularities and resplendent views are all part of HERO's Challenge Three event, set-up to allow drivers and crews of any skill level to enjoy around 150 miles of British countryside.

As opposed to HERO's usual offerings of both domestic and trans-European marathons, the gentler challenge events have been designed to give amateur and novice crews a taste of the action on the national stage, whilst also offering more advanced tests for the more experienced. Fully adapted to meet COVID-19 restrictions, this one-day event celebrates pre-1986 machinery of all shapes and sizes, with the likes of 1925 Bentley Supersports, Alfa Romeo Giulietta Sprints and '67 Ford Mustangs all ready to set off from the event's base in Taunton, Somerset.

A simplified routebook takes away the usual complications of plotting, allowing competitors the freedom to enjoy every aspect of the predetermined scenic route, as well as a selection of competitive tests and regularity challenges along the way. There are also masters categories available for the more experienced competitor.

Each category will be separated by vehicle age and engine capacity, and will be scored against one another accordingly, with a host of awards to be won.

The Challenge Three event includes six tests and seven regularities, a morning coffee break, lunch and dinner, with an evening awards ceremony to cap off the day. The event welcomes drivers and crews from all over. And last month's Challenge Two event showed its all-inclusive nature by hosting the youngest-ever HERO/ERA podium visitor, as a 14-year-old navigator made it onto the rostrum.

The quieter country roads of the southwest are the perfect choice for a relaxed and enjoyable afternoon behind the wheel.



HERO Challenge events are held over a single day boast a huge variety of classic machinery

WRC RALLY ITALIA SARDEGNA

8-11 October

Four different winners in four events has made for an intriguing World Rally Championship season, with the Toyota duo of Sébastien Ogier and Elfyn Evans depriving reigning champion Ott Tänak from having things all his own way with Hyundai. Will we see another new winner when the series arrives in Italy?

FORMULA 1 EIFEL AND PORTUGUESE GRANDS PRIX

9-11 October, 23-25 October

A return to the Nürburgring for the first time since 2013 is the second not-originally-scheduled part of the season. It would be fitting for Lewis Hamilton to equal Michael Schumacher's 91 wins total there. Then it's on to Portugal for the first grand prix there since 1996.

BRITISH TOURING CAR CHAMPIONSHIP

Croft Circuit, 10-11 October

Round 7 takes place at Croft, with Colin Turkington and Ash Sutton locked in a head-to-head battle for the title. Croft tends to be a rear-wheel-drive haven, so it's a good thing both title contenders are mounted in a BMW and Infiniti respectively. This one's wide open.

MOTOGP ARAGON AND TERUEL GRANDS PRIX

16-18 October, 23-25 October

MotoGP stages its third double-header of an unorthodox season in Aragon. An unpredictable season has led to surprise winners like Miguel Oliveira and Brad Binder, and a title race that is far from settled. Can any rider assert themselves as title favourite?

BRITISH SUPERBIKES

Brands Hatch, 16-18 October

Brands Hatch plays host to the triple-header finale of BSB. A single race on Saturday before back-to-back races on the Sunday will decide the 2020 champion, as the likes of Josh Brookes and Tommy Bridewell attempt to overhaul Glenn Irwin's points lead.

MORE OCTOBER EVENTS

October 2/3	IndyCar, Illinois
October 3/4	British GT, Snetterton
October 11	NASCAR, Charlotte
October 18	NASCAR, Kansas

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*Helmet shown is not 1:2 scale helmet, illustrative purposes only

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Keke Rosberg, one of our shortlisted names in the F1 category, firing on all cylinders at Spa in 1985

GETTY IMAGES



Cesare enjoyed a distinguished career as a team boss, while his son Alex, below, took the driving approach

RACING LIVES

Cesare and Alex Fiorio

Straddling both the worlds of Formula 1 and rallying, the Fiorio family has had a sizeable impact upon both. Cesare found his feet in rallying as a driver first, and then most notably as head of Lancia's World Rally Championship during the 1970s, where he was closely involved with the legendary Stratos. He then moved to F1 and attempted to unite Prost and Senna at Ferrari, before going on to join Ligier and finally Minardi. He's also raced powerboats and was even on the board of Juventus football club. His son, Alessandro (Alex), stuck firmly to the stages, making his WRC debut in 1986 before going on to rack up 51 starts and 10 podium finishes at the top level.

Interviews by James Mills

CESARE: "My father was running the family leather business and raced as a hobby. But during this time we had the world war, and toward the end of that our factory become the central meeting point of the *partigiani* resistance movement. By the end of the war, which we managed to finish how we wanted it to finish, the family business was no longer a good business, so he found a job with Lancia, running the press and public relations.

He had a lot of responsibility. The image of Lancia passed through his job, so it was a big effort and he was a busy man. But he kept work and home life separate. As a boy I wasn't aware of Lancia.

Both Alex and I started in competitions without involving the family. In fact, except for my father, my family was against my idea of racing. I began my competition in 1959 or '60, with the Cinquecento, and I managed to win two times the 12 Hours of Monza, and there were 80 Cinquecentos in this race! I started rallying when I bought a Fulvia Zagato from a private competitor in Genoa. I did this for three or four years, while at the same time working for a Lancia garage where I handled all the after-sales. But then I understood that if I wanted to get on I needed to have a lot of money, which I didn't. So I thought I could organise it for somebody else, people who would trust me to run their car, and that led to founding the Lancia team, HF Squadra Corse, in 1963.

At the time, Lancia didn't have a good competition car, and rallying wasn't very popular in Italy, so I started in France, taking on René Trautmann - the '63 French champion - and he drove a Lancia Flavia, and with him we won the French championship immediately, and the following year too.

LIGHTROCKET VIA GETTY IMAGES. FIORIO FAMILY COLLECTION

Then we took on Finnish driver Pauli Toivonen and found Sandro Munari, and the three were doing well and, little by little, as we brought good result and good publicity, the factory found a small budget for us. After a couple of years, Lancia took us in, gave me a small place with two ramps and two mechanics, and that's where it all started.

The HF name, for High Fidelity, already existed within Lancia, for the best customers who bought six or more. I added the Squadra Corse to the HF name, and Gianni Lancia already used the elephant symbol on his racing cars, including Ascari's [D50] F1 car.

I remember during this time one of the biggest decisions I had to make. At the 1969 European Championship, Harry Källström was competing on the RAC Rally and his engine had a serious problem. We had one hour to repair it, which would need a very big effort, but we didn't have a spare part to fix it, so I had to decide whether to take the part out of Timo Mäkinen's engine. I made the decision to do it, and Källström won the rally and the championship. Lancia was now a serious contender.

"I have signed already with Senna. If he doesn't join, I must leave Ferrari"

When Fiat purchased Lancia, I was very nervous. We were beating Fiat all the time! I was called by Fiat's director of personnel, and sure enough, he fired me. He wouldn't listen to my arguments and thought that they could run things better. I was in a bad mood. But then a week later, he called me back and said, 'We want you to run everything through Abarth, for Fiat and Lancia.'

This is when I made the decision to create a bespoke rally car and build the Stratos. For me it was really a big effort - my best effort, I feel - because there was a party in Fiat Group who didn't really want us to complete this car, but we managed to do it.

This was a great time for Lancia, and then came motor racing as well. In 1989 I was at the Portuguese Rally and my press officer came running over saying, 'There is an important phone call for you.' It was the CEO of the Fiat Group, and he summoned me back the next day to Milan, even though we were leading the rally. 'We need you to lead Ferrari,' he said. This was fantastic - I had always wanted to go there. 'When do I start?' I asked him. 'Tomorrow!'

When I arrived, I was pleased because I overheard two old mechanics talking. One asked the other, 'What do you think of this new man we have?' And the other man answered, 'It is said he only eats bread and motor sport,' so I felt I was accepted!

I brought in Alain Prost but I also wanted Ayrton Senna. So I set about making secret negotiations. I went to his house in São Paulo and later his house in Monaco, and we made a contract. It surprised me that it was done just between me and Ayrton - no managers, no agents, just him and me. He was very interested in coming to Ferrari.

Prost was not happy about this. So he used good connections he had in the top management of Fiat to stop Senna joining. I said, 'I have signed this already with Senna. If he doesn't join the team, I have to leave.'

This is one of only two regrets I have from my career; not having Senna join Ferrari. It was very bad. It changed life for three people. It changed the life of Senna, because he didn't come to Ferrari and died with Williams. It changed the course for Ferrari, because it didn't win the championship, because Senna was competing against us. And it changed my life, because I quit the team.

When Lancia closed its motor-sport team, it was sad. But the people running it wanted too much budget and weren't delivering. I lived and breathed it, but those after me were good technicians but not politically involved in Fiat Group, something I was good at.

Alex didn't start to compete with cars. He started with skis because we come from Cervinia on the Italian side of the Matterhorn. He pushed a lot in sport, to a high level, and he won the Italian downhill junior championship, but then he hurt himself and that's why he switched to cars.

The first thing he did was the Italian ice-racing championship. Then he switched to the Italian Fiat Uno Rally Championship. When he did, I said, 'I'm okay if you want to do this, but if you arrive in place 38 or 42 or something like that then you abandon immediately!' But he won seven races out of eight and became the Italian champion. It was a good place to practice for him because it followed the national rallies of Italy. With my background, though, it was a big problem for me and also for him, because he was my son. If he hadn't had my name, he would have had better chances. I couldn't put him in the works Lancia team, it wouldn't have looked good. So he joined the Jolly Club team, which had links with Lancia, Alfa Romeo and Fiat.



Cesare with Mansell and Prost during his second year as team manager in 1990

By 1987 he was the [inaugural] WRC Group N champion, and I was proud of him but again, if he was not my son he could have been put in the official Group A team the following year but it was just not possible. It was not a good move in my time, but today you see it a lot.

Today I have my farm, an agri-business, and we welcome tourists here, in Ceglie Messapica, Apulia. Some people come for the Fiorio story. But many other people only find this when they arrive, such as in the Ferrari room. Then they realise, 'Ah, it's you! I didn't realise it's your hotel.' But generally it has been much more relaxing than running a motor-racing team! My other regret is not putting Alex in an official car. He was competitive, he was very fast. He deserved it absolutely."

ALEX: "Dad would drive me all over the place for the ski races, and there would be a lot of snow on the road, so he would be driving sideways everywhere, in a Fiat 131 that was a special project car. Sometimes we'd get stuck in a snowdrift and would have to push the car back onto the road! I had never been to a race or rally up to that point. It wasn't until the Giro d'Italia Automobilistico passed by close to our house that I went to see a rally. It was nice to see it but I was still into skiing and had no real interest in it, personally.

Dad was travelling a lot and busy with work, of course, but when I was racing at the weekend he would always be there. He was always present for us - I have three brothers - and there were times when drivers would come to our house. I remember Andretti, Bettega, Biasion, Alén and Röhrl, and later when dad worked in F1, I remember Berger, Alesi, Mansell, Prost, and even Villeneuve visited when the Giro d'Italia was on.

My first experience of rallying was an ice race. My father knew nothing about it. I went to do it in my own car, an Abarth A112, as it was possible to do it without a rollcage, and I won. But I had no idea what I was doing. I asked the guy from Canonica, who was supplying tyres to all the competitors, whether he'd give me four tyres. He said he'd do it if I put many stickers all over my car. *Auto Sprint*, the weekly Italian magazine, wrote up a story about how the son of Cesare Fiorio had won a race. When my father saw it, he called me to his office, handed me the magazine, and I was a little scared but that's when he made me the offer about the Fiat Uno Championship.



Alex carved himself a successful World Rally Championship career, here in full flow in his Lancia Delta Integrale on the 1988 Sanremo Rally. He'd finish second to team-mate Miki Biasion

PAUL-HENRI CAHIER/GETTY IMAGES. McKLEIN

When I started in the Uno, I didn't think about my father's reputation or worry about the pressure of performing and expectations. Of course, having a father like him helped me get a car and get into the sport in the first place, but once you are in that car it doesn't help you at all. You are in the car, alone; if you don't press the throttle you don't make the time. I was one of the youngest drivers at the time to win the world championship. [Aged 22, Fiorio won the Group N production class of the 1987 WRC, driving a Lancia Delta Integrale in the newly introduced FIA Cup for Drivers of Production Cars].

However, my father's name could get in the way. For example, when driving for Ford [in 1991], I called Toyota and said, 'I would like to have a meeting to talk about coming to Toyota next year,' and they came back to me and said, 'No. You can't come to our team to find our secrets and tell them to your father.' So sometimes it was frustrating.

That year, with Ford, the Sierra Sapphire Cosworth was very unreliable. And I had a new team-mate who nobody knew but he was really, really fast. That was François Delecour. He was so fast on Tarmac, faster than me and Malcolm Wilson, but not on gravel. At the end of the season Ford changed me for Miki [Biasion] and Miki had the same problem with matching François! After winning Group N, the following year, I moved up to Group A and finished third in the championship, and second the following year, in '89. But that season ['89] was a bad one. It started with the accident at Monte Carlo [Fiorio's Integrale left the road after a hard landing and killed two people] so once we got to Portugal the feeling for driving was not good. The accident affected me through the season. I was thinking to go fast but I was not going fast. You think you are doing your job as a driver, but there was something deep inside holding me back.

I did another year with Lancia and the Jolly Club and then in 1991 I decided to go to Ford. Why? Well, it's not good to admit it but to be honest it was about the money. The pay at Lancia was a quarter what I got from Ford.

Also, I knew Ford had a good car. But once I got there I realised that Ford was really slow to respond and make improvements to the car. For example, I remember we had a big problem with the differential in Greece. That was the beginning of June. I had a call from Peter Ashcroft [Ford's competitions manager] saying a new design of differential wouldn't be ready until San Remo in September, and he wouldn't be sending me to any of the rallies until then. Ford had a fast car. I won eight or nine special stages in Greece. The problem between the Italian Lancia team and Ford was that when you won a stage the Italians would give you love and charge you up; when I won nine stages with Ford and got back to the service area they acted like I'd just come in 20th. It was the same atmosphere whether you won or lost. There was no motivation.

At this time my father was very busy with F1, so it was not so easy to talk with him and ask his advice. So I approached the only other factory team in the world championship, Mazda. Achim Warmbold and I talked and in December we agreed to sign a two-year contract together, in January. Then Mazda announced it was pulling out of rallying.

I had always said to myself, 'I'll race until I'm not a paid driver. When that happens, I'll stop driving,' and that's what happened. It was the moment to stop.

When I look back and reflect on our family and what we have achieved in motor sport, I feel proud. It was a big scare when Dad had his cycling accident, when he was hit by a car just 7km from here. I'm just pleased that he is now recovered and we can focus our time on the *masseria*, with all the family helping run it so that he can step back and take things gently." ○

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LUNCH WITH

Johnny & Damon

Brilliant sportsmen both, who formed two parts of the most talented group of their generation. But are they now really Formula 1's answer to Ant & Dec? **Damien Smith** finds out

PORTRAITS PAUL MARC MITCHELL

LUNCH WITH *Johnny & Damon*

DUMB AND DUMBER. THAT'S HOW Sky Formula 1 presenter Simon Lazenby once chose to refer to our guests for lunch this month. The question is, which one is which? Let's find out! Johnny Herbert and Damon Hill have been friends for 35 years and counting, dating all the way back to their Formula Ford days when they first sized each other up as rivals on motor racing's devilishly slippery nursery slopes. Such bonds forged during lives and careers that became interwoven have led to a natural chemistry that Sky has tapped into as part of its F1 TV coverage. They have become something of a double-act on the box - "F1's answer to Ant & Dec" as they describe it - and have gained a reputation for, let's say, the lighter moments of race broadcasts. It's not that they don't take media work seriously - heaven forbid - but with a shared 261 grand prix starts behind them, not to mention 25 wins and one drivers' world championship, they're at a stage where they don't take F1 life too seriously - or at least most of it. "The pressure is off for us now," as Damon puts it. "We're lucky, we've made it through the tough bit."

Off the back of the TV double-act, the duo have now decided to produce a book together that takes a light-hearted poke at the sport both of them love. The clichéd title *Lights Out Full Throttle* gives you some clue to the tone they set, as does the sub-head, *The good, the Bad and the Bernie of Formula 1*. Ba-doom! But while there's plenty of fun and self-deprecating mickey taking, there's inevitably plenty of thought-provoking insight from two vastly experienced and respected aces. Hill has just turned 60, Herbert is happy to lag behind on this one at 54. They recorded their chats with ghost writer James Hogg in a 15th-century Elizabethan house by a roaring log fire, before the world was spun off its axis. Cosy. Certainly more than our conversation conducted over Zoom. Each, of course, has dined with us before, without the other, Hill in 2007, Herbert in 2008. And with career stories that are both branded into motor-sport lore, we've chosen to take a leaf from their book and skip around some themes. Inevitably the lunch involves much mirth, many chuckles (mostly from Herbert) and, like the forthcoming book, some tasty nuggets.

Speaking of nuggets, their choice of lunch is suitably lowbrow. Damon goes for a peanut butter and jam sandwich, Johnny for a wrap: "Turkey and Emmental cheese stuffed in a microwave. Warm it up, get it out, stick some humous on top, roll it up, quick and easy." "Stick it in the bin and have a packet of crisps," fires back Hill. "You know me so well!" giggles Johnny. This could be a long lunch.

So how did they meet? "All I know is I've got a picture of Johnny kissing my wife when we were all very young, in 1984," says Damon. Johnny remembers it (no surprise there). Last time we lunched, Herbert suggested he was a little more serious in his youth, although Damon almost chokes on his peanut butter at the suggestion. "Serious? No, not really," admits Johnny. "But I was shy and that sometimes came across in an arrogant way. When we had fun away from the track that wasn't the case. I knew of Damon when he raced motorbikes, so I was aware of him. Then you did the Formula Ford 2000 winter series."

"Yes, at the end of 1983," says Damon. "Everybody knew because it was on *News at Ten*... and I was this sad kid who'd be thrown in this boiling pot of Formula Ford 2000 with Martin Donnelly. I was totally out of my depth."

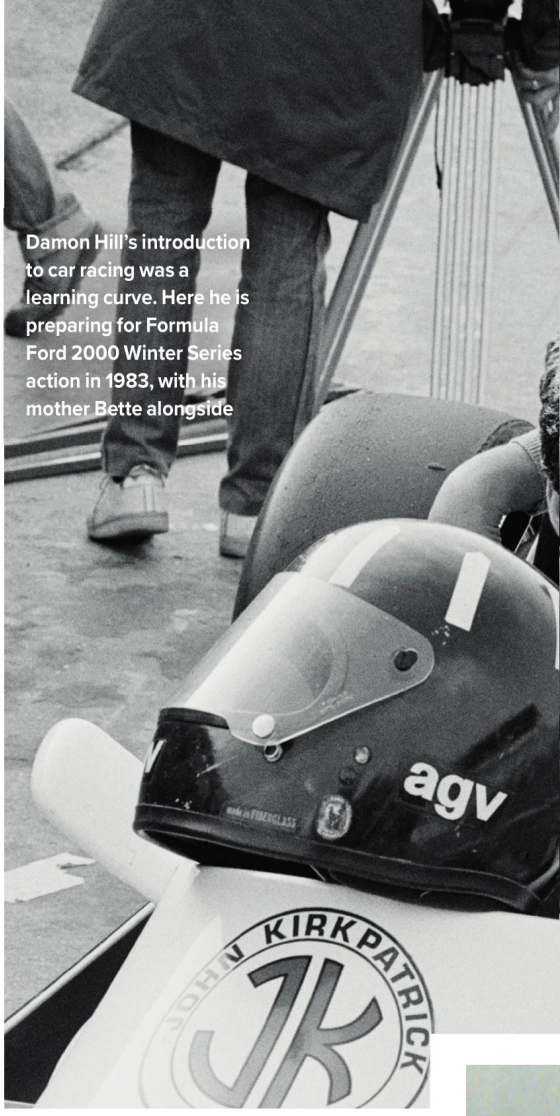
Herbert admits he held some negative preconceptions about his future mate, the son of a late and much-missed double world champion. "I thought at the time he was just living off Graham: coming into the sport, using the name, getting sponsorship to go motor racing," says Johnny. "How wrong was I. That definitely wasn't the case. He had to fight all the way through his career. I thought he had the silver spoon, but that wasn't the way. Good on you, matey."

"I can understand you thinking that," says Damon. "I came from bikes, but I was a fish out of water because I think they all thought I should be in cars! I would turn up in my van and speak with my very nice public-school accent and they'd think, 'You've got the wrong sport, mate.' Then when I ended up in cars I had to get to know all these guys and find out who's the opposition. And here was this chap Johnny Herbert, he's skipping around with golden locks and everyone thinks he's wonderful. This was the guy to beat. But he completely wiped the floor with us at the Formula Ford Festival in 1985, coming from the back, and showed us what he'd got. After that I was chasing his tail."

"I thought Damon had the silver spoon, living off the name"

The pair were part of the 'Brat Pack', a gifted generation of British racing talent, their in-it-together bond away from the tracks not a million miles from the band-of-brothers comradeship Graham Hill enjoyed with Jim Clark, Jackie Stewart and the rest during the 1960s. Mark Blundell, Martin Donnelly, Julian Bailey and Perry McCarthy would all make it to F1, too - just, in the case of the latter. "We were quite lucky when we were doing F3," says Damon. "There wasn't the pressure the guys today are under. We had an opportunity to go and race all over Europe and really enjoy ourselves doing what we loved. I don't see that around so much now. They are controlled in every single direction they operate, although someone like Lando Norris and others like Daniel Ricciardo have the attitude that this has got to be fun. That's good."

"We had fun," agrees Johnny. "But once we got on the track it was a different scenario. Damon doesn't get the credit he deserves because I'd been karting from 10 years old and got into cars when I was 19. Mark had competed in motocross and scrambling. But Damon hadn't got any background apart from his bit of bike racing - except his dad was an F1 world champion. He had to learn very quickly at a more mature age, because he didn't have that experience. But even in 1985 at the [Formula Ford] Festival final, it was Jonathan Bancroft on pole position, Damon Hill in the middle and me third. So even there you could see this raw talent. He says he was trying to work out who his competitors were - he was one for me. He was always there, always consistent. When you raced against him I suppose in the early days I could outfox him, but that changed. He developed very quickly. But the fun factor was important as well and the most important thing was the respect between us all."



Damon Hill's introduction to car racing was a learning curve. Here he is preparing for Formula Ford 2000 Winter Series action in 1983, with his mother Bette alongside


GETTY IMAGES





The looks and locks of a superstar: Johnny Herbert was a standout racer on F1's junior slopes

"We bonded in Formula Ford and then we went to F3, bumbling along together," says Damon, who spent three years in British F3, first with Murray Taylor followed by two seasons with Intersport, learning to win when he could and finishing third in the championship in 1988. By that time Herbert was already in Formula 3000, having blazed to the British F3 title for Eddie Jordan in '87. "We were being attacked all the time by Brazilian drivers who would turn up with a lot of fire power," says Damon, "so there was a sense of feeding off each other, looking at the others and thinking, 'I know I can beat him. Therefore I'm ready for Formula 3000.'"

Herbert made it to F1 first, just seven months after the F3000 accident at Brands Hatch that almost cost him a foot. He knows, Damon knows, we all know, it changed everything for a man some tipped as Britain's new Jim Clark. Benetton team manager Peter Collins, long convinced of Herbert's potential, kept the faith and signed him for 1989 at a time when Johnny could barely walk. The fairy-tale fourth place in Rio, only a little more than 10 seconds down on winner Nigel Mansell, remains one of the great F1 debuts, especially given the state of Herbert's terribly mangled feet. But by July Johnny was out, sacked by doubting new boss Flavio Briatore in the wake of a string of poor results. Herbert has long admitted he can't blame the Italian retail specialist for making the call.

Those painful months, both physically and psychologically, lead us to the expectations placed on drivers. Those on Herbert changed dramatically before and after his accident, while Hill faced a series of different pressures wrought from being the son of a famous father to landing the best F1 seat on the grid on little more than his dependability as a test driver.

Johnny first. "Everything I'd gone through after my accident and then getting my chance in F1, all the issues I was having on the track... I always tried to put it all in a box, put it to the back of my mind," he says. "I couldn't speak to my wife; I for sure couldn't speak to Flavio Briatore. I always had to do things in a secret way, and then deal with everything else that goes on in the F1 paddock, the expectations



After Formula Ford, Herbert starred in F3 driving for Eddie Jordan's team

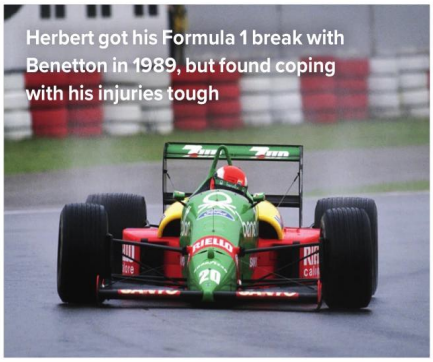


Ant & Dec or Dumb and Dumber? As pairs go Hill and Herbert are finding their own broadcasting niche... and wear their achievements lightly

and pressures. My feet were very painful at every single grand prix, usually with about 15 laps to go. Also I didn't have the same feel and touch I'd had before, again something I couldn't discuss with anyone. So I dealt with two separate things. One, how I got around driving the car and the pain I had probably in 95 per cent of the races. Second, what everyone deals with: the racing itself, trying to get results and stay in a team or move on. But that's life. It was unfortunate what happened to me at Brands Hatch. I was lucky I even had a career, to be perfectly honest. I was fortunate that I was in that era, that I had Peter Collins who helped get me into Benetton and later into Lotus. If it happened today I would not have had a career in F1, and very possibly even in sports cars. If I look back, I did do a good job. But in my head it was always about winning races and being world champion. I won three races" - two on his second spell at Benetton in 1995, one for Stewart at a rain-affected Nürburgring in 1999 - "but I'd wanted the world championship since I was 11 or 12 years old. Didn't happen, but hey: I didn't have a bad one considering."

For the only time in our conversation, the laughter has stopped. "There was no doubting his talent," says Damon. "That's the hard bit for Johnny. Clearly he had the talent to be a world champion, he might have been a multiple world champion. He still had fantastic performances, but we're mindful of how the element of luck has played in our careers."

For Herbert, he would live with a new expectation for the rest of his long career following the shunt: was he really up to it? "Damon did F3000 and got a lot of pole positions, but was very unlucky and didn't get the wins he deserved," says Johnny. "So I always thought that when he got his chance at Brabham and then Williams he was always having to prove himself. Because of his dad he always had to try and impress people, and so was I, but because of the injury. I thought people would look at me and say, 'He's damaged goods.' The only way I could change that was by getting results. The fourth place in Rio was very important. Even today people still remember it. But when I was up against Mika [Häkkinen] at Lotus it was all about me trying to beat him because he was the new golden boy coming through. Whoever your team-mate is and wherever you are on the grid, that is what you have to do. But because of my injuries I felt I was having to prove myself in the cockpit. One of the most important races I ever did was Le Mans in 1991" - which he won driving the banshee-like Mazda 787B, sharing with Bertrand Gachot and Volker Weidler - "because it was a tough 24-hour race I thought I could then take it to the following F1 race and say, 'There you go, I can do that. I'm OK.'"


Herbert got his Formula 1 break with Benetton in 1989, but found coping with his injuries tough

"At least people thought you were the greatest thing since sliced bread at one time in your career!" interjects Damon, puncturing the serious bubble. "I don't think anybody thought that of me at any time in my career."

"That was a stab at me, wasn't it?"

"Stop moaning about it! It's only your feet!"

Hill's F1 story is and always will be among the best of any driver, not simply because of the astonishing chain of events, but also because of the intense, slightly vulnerable, complex nature of the character at its centre. How he went from a Brabham that finished four laps down on Mansell's winning Williams at Silverstone in 1992 into Nigel's seat for the next year, beside Alain Prost; finding himself paired with Ayrton Senna for 1994, only for the fastest driver of his generation to die at their third race as team-mates; how Hill then stepped up, just as his father had done at Lotus in '68 in the wake of Clark's death... and found himself facing a new force, the like of which had never been seen before. With hindsight, we now know Damon was facing statistically - at least at the time of writing - the greatest racing driver there has ever been. Schumacher.

"Johnny clearly had the talent to be a world champion"

"Ayrton was bemused by Michael," he says. "Who was this guy? Ayrton was the top dog, Alain had retired and he was supposedly undisputed. Then along comes Michael - this was a new thing. He had no regard, no respect for who was there. It was a bit of a shock. We didn't realise he would go on to win more championships than anyone. I was one of his first victims, I always think. It was tough. But if you are in a team like Williams, which was used to winning, I couldn't jump out of the car and say, 'D'you know, he's really good! He's going to become the greatest of all time!'"

That 1994 season was one of turmoil. Beyond the shock and bereavement for Roland Ratzenberger and Ayrton Senna, the season ▶

GRAND PRIX PHOTO, McKLEIN

Waking the dread

How Herbert poked a wasp's nest with his pranks

WHEN JOHNNY HERBERT FIRST DID Le Mans as partner to single-seater rival Bertrand Gachot in 1990, a year before their famous win, he played a practical joke on the fiery Belgian that could have left him with new injuries beyond his damaged feet. In the new book, Johnny explains how, after he'd retired their car from the race, he realised Gachot was still sleeping in their quarters. So what did he do? He burst in, shouting at his partner that he was late for his stint, that the team was going spare. Gachot woke in a blind panic, then realised the truth when he spotted a creased-up Herbert on the floor. The man who would spray CS gas at a London cabbie a year later in a traffic dispute, earning himself a jail term that cost him his Jordan F1 drive, was less than amused.


Herbert (left) chats with Gachot as Volker Weidler watches on

"When I see him now I still mention it and he does laugh," says Johnny. "He didn't at the time, I think he wanted to kill me." But Johnny, of all the drivers to poke... "Yeah, I know! I still try and do it today when I see him. Nothing has changed."

"He's a lovely bloke," pitches in Damon. "I had a fantastic time talking to him when we shared a flight coming back from southern Spain where he lives, talking about old times. He went through a lot, including going to jail. Life has got many twists and turns, but a lot of our group from those days made it to F1."

was pock-marked by knee-jerk rules changes and a series of disqualifications and bans for F1's apparently arrogant new *wunderkind*. That Schumacher won his first title with a notorious professional foul on Hill in Adelaide was bad enough, but his success was earned within a thick fog of doubt about the legality of his Benetton - a fog that still hasn't lifted, to the exasperation and annoyance of Rory Byrne and Pat Symonds, both of whom nearly walked away from F1 disenchanted in the wake of the unproven allegations. Early that season, Senna was convinced Schumacher's car was running traction control, which had been banned ahead of the new season. Today, what does Damon think? Was he beaten by a driver in a bent car?

"What does this squiggly line mean? Help me beat Schumacher!"

"Zoom time is up!" says Damon with a grin, then pauses before giving a considered answer. "There were a lot of people who were thinking, 'What the hell are they up to?' There was in our mind the idea that Benetton were doing tricks of some sort, and that may have been self-defeating in some respects, because we needed to not think like that. But the fact of the matter is they did get disqualified from races for certain things they did. They were prepared to do quite a lot to push the boundaries. I don't think that is in dispute."

Herbert found himself parachuted into Benetton at the end of the season, just over five years after the team had dropped him, as the steam ran out of Team Lotus. After one race for Ligier, which Briatore had just bought, he ran the final two races of '94 as Schumacher's team-mate and then raced on for a full season in '95. Suddenly like his friend, Johnny was in an A-list seat in which he would win first the British GP - after Damon had helpfully taken out Schumacher while fighting for the lead - and then the Italian GP at Monza. The expectations had ramped up, but so too had Herbert's. His experience beside Schumacher remains a bitter-sweet memory.

"I suppose the biggest difference I saw from Lotus to Benetton was Ross [Brawn] and Pat, their strengths and experience, plus the work ethic they had with Michael," he says. "They had total belief that he was the best, and they would do anything and everything to give him what he needed. I was dragged in at the end of '94 for the constructors' championship [which Williams won], but overall 1995 was a similar thing. The focus was on one driver.

"It's frustrating when I look back, but it's understandable why Flavio wanted to give Michael everything because he handed it back with those two world championships. Then you see the strength with Ross on strategy and the organisation that he had within the team in the engineering room. And then there was Pat and the relationship and understanding he had with Michael. Then you throw Rory Byrne into that mix. They all understood what he needed and they were very good at supplying it, which isn't easy. Look at Ferrari today. You know what you need to do, but supplying it is another matter."

Symonds has always poured cold water on Herbert's claim that he was ostracised at Benetton, while maintaining a fondness for his old driver - how can you be cross at him? But Johnny remains adamant that he felt pushed to the periphery. "Any driver who does their own negotiations for a contract knows the team principal will always tell you what their expectations are, but there's also what comes back to you as a support mechanism," he says. "When we were negotiating it was all about 'we're one team, we need to work together, it's important to get the constructors' title, so we need to be able to give you what you need'. Before the second race weekend had finished that had all evaporated. The focus was all on Michael. That was very difficult mentally, and this is where Damon had the strength after Ayrton's crash. I probably didn't deal with it very well, but then I didn't have anyone to talk to in the team. Sometimes when the data was shown to me it was in the corner of my eye, as the meeting was going on. That's not how this thing should work. On the other side of the table [Michael] was looking at his own data, but also mine at the same time. Their expectations were still the same, but they were not giving me what they promised."

"Johnny, you could have always asked me for help," cuts in his partner once more. "'Damon, what does this squiggly line mean? Help me beat Michael Schumacher!'"

"Mr Hill, there were times when we were walking down the paddock, I'd see you going one way and I'd be going the other and I'd say, 'Morning Damon,' and you'd blank me and go straight off," Johnny chuckles.

"Sorry. Don't take it personally. My mum always used to say lift your head up, look where you are going, because I always used to walk along looking at the ground."

Hill always was an introvert at the tracks with a pressure-cooker intensity, in stark contrast to his sunny friend. In the book, they discuss self-belief and Hill talks about a session with an American sports psychologist, Mary Spillane, that changed his outlook and helped improve his state of mind after his poor season in 1995. He credits the session as a major contributor to his world championship in 1996.

"When top sports people go to see a sports psychologist what they notice is how people who are very good at what they do are highly self-critical," says Damon. "They don't doubt themselves, they always believe, but they want to know why something specific didn't work, how can I get more? They are always looking to strengthen up their weak points. I don't think you can go into this with real doubts because otherwise you wouldn't do it. What you've got is questions about how far you can go with what you've got, and given a bit more, how much further could you go. You are looking for gains all the time, and I'm sure that goes for every driver. They all believe they can be Lewis Hamilton, if they just have a little bit more of this, that or the other."

The reference turns the conversation to Britain's six-time world champion. Both Hill ▶



The best of enemies? Hill's Williams collides with Schumacher's Benetton at Silverstone in 1995

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Hill and Herbert both have deep respect for Lewis Hamilton and his quest to be the best

Lights out, Full Throttle by Damon Hill and Johnny Herbert is published by Pan Macmillan on October 15.

Copies are available from the *Motor Sport* shop priced £20

and Herbert profess a genuine respect for Hamilton. Criticism and what's best described as pure hatred on social media is something neither had to face during their own careers. "It's a good thing they didn't have Twitter when I crashed into Michael at Silverstone in 1995!" points out Damon. As Hamilton approaches Schumacher's win and championship records, Hill offers a fascinating comparison, not to his old rival but to another past master. "Even when he's off the boil he's as good as anyone," he says. "Spa this year was ridiculous: he turned Spa into a go-kart track. Now he's matured as well, so he's got the confidence and knowledge which makes him stronger than he has ever been. I was thinking about Fangio, who negotiated to get the best car and then to be number one in each team. You think maybe being 38 [his age when he travelled to Europe to begin his grand prix career] he was able to do that more than if he'd been 20 years old. Lewis is at a stage where he can see which way the wind blows and can make his own choices."

There's a sizeable portion of public opinion that has no time for Hamilton's campaigning against racism. Were Hill and Herbert on the grid today, it seems they'd have no second thoughts about taking the knee. The general perception is motor sport doesn't have a racism problem, which is why there was surprise and not a little anger when Hamilton challenged that position. "When Lewis talks about racism, how do we know?" says Damon. "We're white. We have no experience what that is like in a predominantly white environment when you are black. The other thing is, with sport and politics, I think there comes a point when great champions find a cause to fight for, like Muhammad Ali did. Ayrton was passionate about helping underprivileged children. Great sports people find they have this talent and feel they have to use it for something else. Lewis has that motivation. In some ways he's now got a reason to demolish everyone, because now there's a point to it all. Otherwise it's a very selfish thing to do, to win everything."

Their media roles in the paddock have kept them close to the F1 coalface. Would they swap their time to race in this one? "For me, no," says Johnny. "The challenge I liked was driving between the white lines, knowing there was the kerb, grass and a gravel trap and if you got it wrong you were going to pay some form of penalty. Now on the circuits as they are that's not really the case."

"I'm glad we didn't have Twitter when I crashed into Michael in '95"

Damon's response offers a characteristic snap shot of the strong-willed independence that drove him through his career. "I wouldn't want to be told about how to drive by the engineers," he says. "Something grates about that. I want to know information, but to be told 'stay here, don't go too fast', that doesn't feel right. Doesn't a racing driver choose a direction and go their own path? The guys before my era usually went against their parents' wishes to race. They didn't take instructions from anyone."

Pity any producer trying to cajole Damon Hill into any TV stunt he doesn't want to do. Dumb and Dumber? Don't believe everything you see and hear on the telly. ●

GETTY IMAGES



Catch this Drift

Influenced by muscle cars and '60s endurance racing, new US manufacturer Gorilla is all torque with its Fastback Drift range

I FIRST MET OCTAVIO GARCIA BACK IN 2012 when he was almost a decade into a stellar, 15-year stint as the creative head of Audemars Piguet. Much of Garcia's recognition came from his work on expanding the Royal Oak range – a tricky task considering the original 1972 design by the late, great Gérald Genta is widely regarded as a masterpiece of 20th-century horology.

One of the more unusual takes on the model required Garcia to work with Michael Schumacher to create a limited-edition watch to the F1 star's exacting standards. It was a project that Schuey became involved in as a result of asking Audemars Piguet in 2010 if it would be possible to make a chronograph, specifically designed for motor-sport use, that would enable the measurement and recording of an extended series of sequential lap times.

Work commenced, which necessitated the development of a movement with two indexing systems on a single chronograph, each with an independent 'memory'. But in 2013, before the design was perfected, Schumacher had his skiing accident. His family, however, asked Audemars Piguet to continue the project as they believed it would be his wish, and in 2015 the Royal Oak Concept Laptimer Michael Schumacher was unveiled.

Chicago-born Garcia left the company shortly afterwards, leaving many to assume that he would soon crop up as the chief creative at a rival. No one expected that he would return with his own brand, Gorilla.

Inspired by the American muscle car, Gorilla set out to use high-tech materials, such as carbon, ceramic and titanium, to create funky watches with an automotive bent. The first model, the Fastback, was made in 500 units and sold exclusively online in order to establish the feasibility of the business. Since then, a swathe of limited editions have been introduced, all of which have quickly sold out.

One of our current favourites is the Fastback Drift Mirage that features a 'wandering hours' movement by the Swiss manufacturer Vaucher. With satellite discs and a chapter ring made from aluminium and hand-applied indices in black Super-Luminova, the watch pays tribute to the '60s Gulf-liveried Ford GT40s through its blue and orange scheme.

As with all Gorilla models, the Fastback Drift Mirage is limited to 250 pieces. Variations include the Drift Elise in the familiar green and yellow of Lotus, and the Modena, which celebrates the Ferrari marque with a black ceramic case, and yellow and red detailing. Most watches can be specified with one of a wide range of strap colours and materials. *Gorilla Fastback Drift Mirage, £3175; Drift Elise £2770; Drift Modena automatic, £1150 (all prices excluding tax), gorillawatches.ch*



Now in its 16th year as the official timekeeper of both the IndyCar Series and the Indianapolis 500, TAG Heuer has released this special version of its quartz-powered Formula 1 model in a 1,500-piece limited edition. The 43mm chronograph carries the Indianapolis winged wheel motif, along with a print stripe inspired by the Brickyard's famous paving-block start/finish line. IndyCar fans may have spotted the watch on the wrist of driver and brand friend Alexander Rossi in August's event. *TAG Heuer Formula 1 Indy 500 2020 Special Edition, £1750, tagheuer.com*



Former Morgan designer Matthew Humphries launched his own watch brand in 2014 and has created numerous automotive-inspired models. The latest range takes its cues from cars of the '20s and '30s, such as the Bentley 3-litre, Bugatti Type 35 and Alfa Romeo 8C, with the first to be released being, logically, the Type 1. Just 100 will be available, each with an exoskeleton stainless-steel case. A Japanese Miyota 9130 automatic drives the hands and power reserve display and you get two calf-leather straps, one in black, one in tan. *MHD Type 1, £745, mhdwatches.com*

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LETTERS

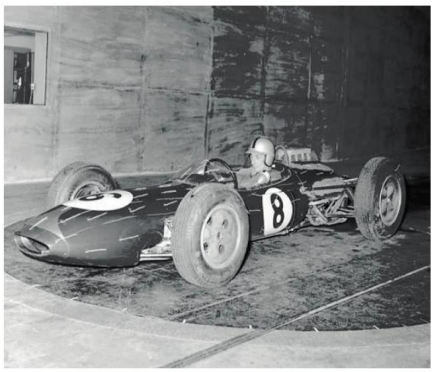
WHAT AN EXCELLENT ARTICLE ON RON FLOCKHART. I REMEMBER WELL, AS a teenager, listening to the odd BBC broadcast with Raymond Baxter - "Here we are at Le Mans, with Jaguars leading..."

Flockhart and his co-driver Ninian Sanderson could do no wrong as far as I was concerned. Oh Lordy, how I wanted to be part of it all! Yet just 10 years later, in 1964, I was at Le Mans, a lowly mechanic with the two Deep Sanderson cars entered by Chris Lawrence. Absolutely wonderful! Early in the week, Chris asked which of us had not been round the circuit. I and five others all piled into the works 'hack' Mk7 Jaguar tow cars, and with Chris driving (three in the back and three in the front, with Terry Hopson sitting on the handbrake in the middle) we set off for a couple of laps.

It was dark and the Jaguar's dash lights didn't work, so going down the Mulsanne Straight, I kept lighting matches and passing them to Terry, who held them up to the speedometer.

"Eighty, 90, 100!" called Terry. "Let's see if it will do 110." Then the exhaust fell off! Chris slowed right down and we crept back to the paddock. Happy, happy days.

JIM GAVIN, WARRENPOINT, CO DOWN



Designer Ron Tauranac tunnel-tests a Brabham BT7 at MIRA in 1963. But what was the date?

I HOPE THAT YOUR READERS MIGHT BE able to assist. It is 60 years since the opening of the Full-Scale Wind Tunnel at MIRA, still the only full-scale automotive tunnel in the UK, and I have been interested in its history since I began testing there in 1991. I attach a picture (above) that I have not been able to date. I believe this is Ron Tauranac in a Brabham BT7 in 1963, but the Classic Team Lotus website has similar pictures of the 1963 Lotus 29/1 at MIRA, and I wondered which might have been first.

Further reading pointed to the possibility of Dan Gurney being a link between the two. While driving for Brabham in F1 in 1963 it seems Dan was effectively the instigator of the rear-engined Team Lotus Indycar via Ford and appears to have been 'loaned' to Lotus for that first Indianapolis campaign. Any information on these photos and the possibility of Gurney linking the two would be appreciated.

GEOFF LE GOOD, NORTHWICH, CHESHIRE

LIBERTY DESERVES OUR PRAISE AND thanks for rescuing Formula 1 in this memorable year. A flexible approach has paid off. We can now look forward to new challenges such as Portimão and, apparently, an oval at Bahrain. Imola has always been a favourite, despite its history, and Turkey with that never-ending Turn Eight will be a special challenge for the tyres.

Now I wonder how Mr E would have tackled the situation?

MARK WATSON, VIA EMAIL

I ENJOYED THE ARTICLE CONCERNING RON Flockhart, and I recall the occasion he gave a talk to Cambridge University Motor Club in, I believe, 1958. He was an entertaining and charming raconteur and referred amusingly to his experience driving Prince Bira's Maserati 250F when he rolled it on his second lap at the British Grand Prix at Silverstone in 1954. He remarked that the moment it turned over a second time was when he lost control. True sang-froid!

JEREMY WILLINGS, EASEBOURNE, WEST SUSSEX

GLAD TO SEE THE ARTICLE ON RON Flockhart but I am surprised at only a passing reference to Ron's third place in the 1956 Italian Grand Prix. To quote from my book *Formula One: The Real Score?*, "Through all that came the Connaught of Ron Flockhart which had started on the back row and had overtaken nine cars on the opening lap! He was only lapped once and his only stop was a precautionary one for fuel on the penultimate lap. This was the first World Championship podium finish for a British F1 constructor. No fluke either as, although he'd only qualified at 118.92mph he averaged 125.67 for the race itself. An improvement of 10sec per lap!"

I first went to a motor race in October 1957 for the Gold Cup, and at that point Flockhart was a big name through Le Mans. He finished fifth from 15th on the grid.

I do feel that Monza should be regarded as a milestone in British F1 history. Okay, neither Ron nor Connaught became big players, but paired up with his Le Mans victory earlier, it shows what a wasted talent was Ron Flockhart.

BRIAN HARVEY, VIA EMAIL

THE MULSANNE ARTICLE IN THE October edition was a joy to read, as were the accompanying images to look at. One can only imagine the feelings of both terror and joy when hanging onto the wheel at maximum speed. The images show quite clearly the roller-coaster nature of the straight, something I had no idea about until I rode down it on a GPZ900R motorcycle on the Thursday morning of race week (the roads were briefly opened to the public) while attending the 1999 Le Mans 24 Hour event.

Happy days!

ROB GENT, SPALDING, LINCOLNSHIRE

THANKS FOR A GREAT OCTOBER ISSUE. Lunch with Jonathan Palmer took me back to my first grand prix abroad at Jerez in 1987. My wife and I met Jonathan at the bar in the hotel where the Tyrell team were staying. He was happy to answer our questions for some time, and when we entered the dining room we found ourselves seated between the Tyrell and Lotus tables.

Not being used to the habits of grand prix teams, we were surprised to find ourselves dodging flying bread rolls as an inter-team battle took place. Great days, and he continues to do an excellent job at MSV including our local circuit at Oulton Park



A 3.5-litre Renault V10 at full chat was spine-tingling to hear, with its ear-piercing 19,000rpm red line

GRAND PRIX PHOTO

where we had a great weekend at the recent Gold Cup meeting.

As a Lotus enthusiast, I couldn't help but notice the error in your *Parting Shot* photo in the same issue. It's actually a 1969 car, which is given away by the exit ducts in the nose and the brackets on the roll hoop for the high rear wing supports. The wings were banned at the previous race in Monaco after Hill and Rindt crashed at Barcelona. The confusing feature is the rear spoiler, which looks similar to the '68 car but was actually a rush job for Monaco and was replaced by a proper wing for the Zandvoort race, so your photo must have been taken during practice.

DAVID BOOTE, NANTWICH, CHESHIRE

I FOUND PAUL FEARNLEY'S WEBSITE article on two-stroke-engined cars very interesting. Currently I run a V8 two-stroke complete with CVT transmission in hillclimbs and sprints in the UK. The engine is a 3.6-litre F1 Evinrude outboard from a race boat giving about 350hp and 380lb ft of torque.

Just completed last year, the project took me three years to put together, running in a Prosport 3000 chassis with Darrian body bonded on. Installing it with the crank horizontal instead of the original vertical layout gave a few problems.



Take one racing Evinrude outboard motor, lay it down and build a racing car around it...

I'm awaiting calls from the F1 teams - there aren't many two-stoke fanatics left in this county.

PETER HUBBARD, THARSTON, NORFOLK

READING YOUR ARTICLE IN THE LATEST edition of *Motor Sport* on Jonathan Palmer reminded me that in 1975-77, I worked as a tyre fitter for the Sydenham branch of Firestone. We used to fit the racing tyres for the small team that prepared JP's Marcos as well as various Davrian Modsports cars. It was nothing for a race car to turn up outside our premises, having been driven round from the garage used to prepare the car, with a set of slicks for fitting.

One day, Mr Plod appeared in his Allegro panda car. Looking very bemused at this Davrian, he uttered the words, "I assume it's taxed and MOT'd?"

"Of course, officer," I replied. He smiled and drove off. It was local policing when the Old Bill had a sense of humour!

CHRIS FARR, VIA EMAIL

I AGREE WITH FRANC WELLS ABOUT Formula E but the sound of the current V6 turbos is okay - gruff and purposeful. What foresight by Bernie E and others eight or nine years ago for F1 to have hybrid engines and make the formula relevant to production cars. Despite the perceived dash for all-electric, hybrid road cars are the future for many years to come.

I very much liked the lovely sound of the pre-mid-1980s turbo era, the long-lived V8 DFV and Ferrari V12 but the 19,000rpm V8 and V10s, before the current V6 hybrid era, at times created more pain than pleasure to the ear.

JAMES THACKER, WARWICKSHIRE

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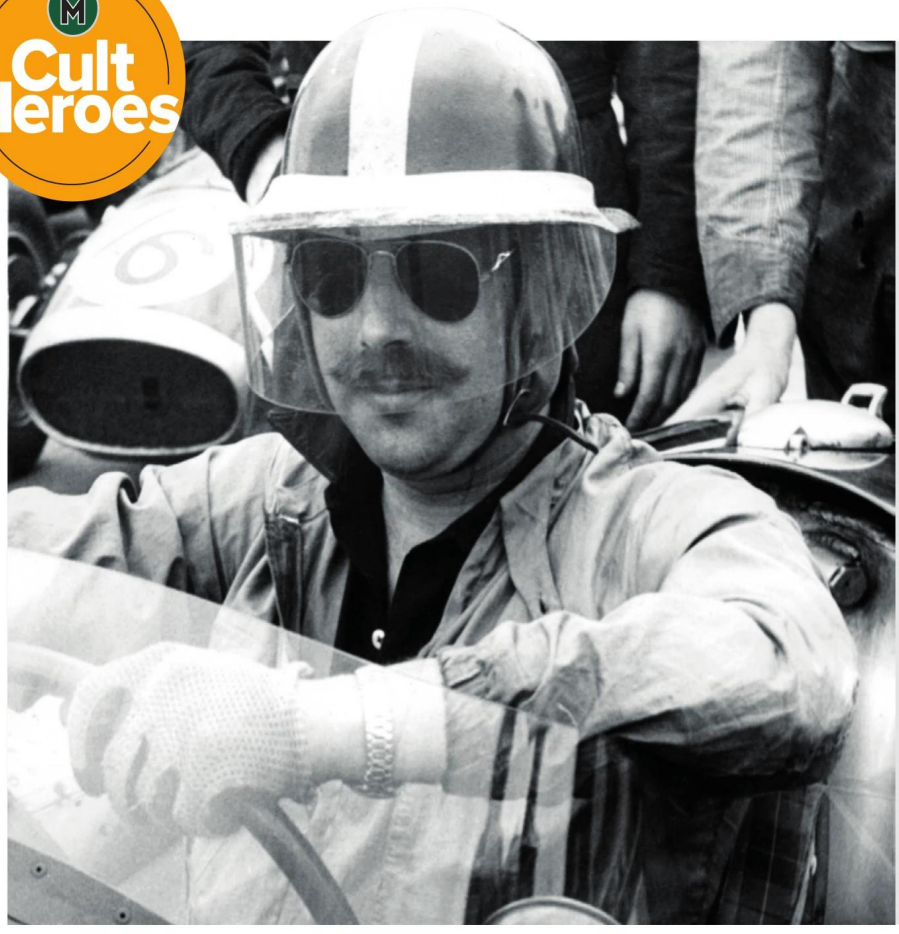
Cult hero *(noun)*

a sportsman, musician, artist who is *greatly admired* by a relatively small audience or is influential *despite* limited commercial success.

ILLUSTRATION: NEIL JAMIESON

What makes a cult hero? Perhaps it is easier to start with what doesn't. When we sat down to ponder this feature we quickly decided that we were not looking for a list of champions, nor a rundown of the 'best' drivers, engineers, team managers or innovators. Being a cult or folk hero was different. Skill was paramount, success perhaps less so. Charisma trumped championships and personalities beat points. But crucially we debated names which have resonated with the racing public, the media and hopefully you, the reader, down the years. We discovered that the names we came up with had certain things in common. They're the hard-chargers, the never-give-uppers, the ones who brought a bit of flair and elan to their craft even, perhaps especially, when the odds were against them. They are unique characters that only motor racing could forge and that true fans deep down admire because they possess some ineffable quality that marks them out. To deploy a neologism: if you know, you know. To celebrate these characters and allow you to have your say too, we have created a new Cult Hero category for this year's Hall of Fame allowing readers to vote for their favourite. Visit the website to join the debate and watch out for updates over the coming weeks. For now, dive in to our choice of some of the most incredible and talented characters any sport has ever produced.

Cult Heroes



30

Archie Scott Brown

Never let his handicap hold him back

He would likely have been appalled at any suggestion he was a pioneering 'champion of disability', because popular, ebullient Archie Scott Brown spent most of the 1950s ignoring his own physical disadvantages. The Scot was born with a severely deformed right arm, legs and feet and had to fight his entire life. Scott Brown, always flamboyant behind the wheel, proved fast for Connaught in F1, but it is with Brian Lister's Jaguar-powered sports racers that he will forever be most associated. Twice a winner of the British Empire Trophy at Oulton Park, he died after crashing at Spa's La Source, naturally while battling for the lead.



29 Guy Moll

A 'freak' talent, cut short

"He was the only driver, together with Moss, able to be placed alongside Nuvolari." Enzo Ferrari's verdict still resonates. Urbane René Dreyfus described Guy Moll as "a freak talent; another Rosemeyer, a Villeneuve." Algerian-born Moll burst on to the scene in 1931 and by '34 had earned an invitation to join Ferrari's team of Alfa Romeo P3s. On his debut at Monaco, he inherited victory when team leader Louis Chiron crashed, but his finest day was at AVUS where, in a P3, he shocked Auto Union on its home turf by defeating Hans Stuck. That summer, Moll's story was cut brutally short by a fatal crash at Pescara. A GP winner at 23, lost by 24.



28 Parnelli Jones

Champion turned team boss

"Parnelli was the quickest guy in a race car I ever saw," said Rodger Ward of an Indycar folk hero who, like AJ Foyt, successively straddled the roadster era and the 1960s rear-engine revolution. His single Indy 500 win, in 1963, was coated in controversy after his Watson-Offy trailed oil in the closing stages. Had officials black-flagged him, Jim Clark's Lotus would have won – so they didn't. In '67, a $6 bearing cost him a second win after dominating in the four-wheel-drive Granatelli Pratt & Whitney turbine. Also a winner in NASCAR and a Trans-Am champion, Parnelli enjoyed success as a team owner in F5000, but failed to crack F1 with Mario Andretti in the '70s. A rare shadow on a wonderfully diverse life.

THE ENTHUSIAST NETWORK, GAMMA-KEYSTONE VIA GETTY IMAGES



Toivonen held the title of youngest WRC event winner until Jari-Matti Latvala won aged 22 in Sweden in 2008, some 28 years after this RAC success

27

Henri Toivonen

The youngest champion who never was

F1 had Gilles Villeneuve, rallying... you know the rest. The stages breed natural-born, free-wheeling heroes – they always have, always will. But above Walter Röhrl, Markku Alén and the rest sits Henri Toivonen, uncrowned king of a sport he grabbed by the scruff in the early 1980s. From his first successes in a Talbot Sunbeam Lotus, including an RAC Rally win in 1980 aged 24 that made him the youngest WRC winner at the time, Toivonen pressed on as only he could with Lancia through the Group B era. He was quick on the circuits too, but the world lost the chance to see what more he could achieve when his Delta S4 plunged off a Corsican road, the subsequent explosion killing both Toivonen and co-driver Sergio Cresta. Something more than two talented young men died that day. Yes, it was the end of Group B, but it also ripped the heart from the sport. Like the aftermath of Ayrton Senna's death, in rallying nothing was quite the same again after.

26

Marshall hustling Baby Bertha at Silverstone in 1975, and below, enjoying a drink with James Hunt



Gerry Marshall

As familiar with big-engined beasts as he was with a bar, he became a national hero

Gerald Dallas Royston Marshall. Where do we possibly start? 'Big Gerry' (some called him other names) started out in Minis of all things, deep in the heart of the mid-1960s. But it was in the next decade driving for Dealer Team Vauxhall where he really showed why no one could touch him for talent – in his opinion. Bill Blydenstein's heavyweight Big Bertha ("handles like a double-decker bus around Woodcote") and more successful Baby Bertha Super Saloons added to his notoriety, in the wake of celebrated antics in a Viva GT and a potent Firenza, which Marshall revelled in nicknaming 'Old Nail' – Vauxhall's most prolific race winner. But he'd race anything anywhere if there was a win to be had. More than 600 were clocked up between the odd pint and running race – he was seriously fast, goes the legend – in everything from one-make Escort Mexicos, in which he beat a young Jody Scheckter to the inaugural title in 1971, to in later years Marsh Plant Aston Martins and TVR Tuscans.

An annual star of the Goodwood Revival, he naturally dived headfirst into the historic racing boom, but in 2005 his heart gave up the fight while he was testing a Camaro at his beloved Silverstone. He was 63. At his funeral, Wild Willy Barrett, collaborator with John Otway, played him out after his final drive in the Alvis Grey Lady, which he'd thrown around Goodwood with signature gusto. The perfect send-off for a man who was larger than life in every sense.



25 Georges Boillot

A pioneer who was hard to like

Vain, brash, arrogant. France's great pre-World War I hero might have been hard to like, but who cared when he was hustling Peugeots to their limits on the rutted, bumpy roads where the sport's first dusty chapters were written? The trained mechanic won the Targa Florio in 1910 and set speeds just short of 100mph on his Indy 500 debut in 1914. His legend was set as he chased a French GP hat-trick in 1914. Against a trio of Mercedes, his ego drove him into single-handed combat that left him weeping when his Peugeot finally cried enough on the last lap. Two years later, he picked another unwinnable battle, a lone dogfight with enemy planes above the Western Front.



24 Gian Carlo Minardi

Far more than an F1 outsider

"I spent an amazing 21 years in F1 and the difficult moments I don't remember. The beautiful ones I do!" said Gian Carlo Minardi in a rare interview with this magazine in 2013. He never did learn English, so beyond Italy, Minardi was sometimes dismissed as a peripheral F1 figure, just like his minnow team. But when the name finally disappeared from the grid in 2006 as the team became Toro Rosso, there was a genuine sense of sorrow. Beyond fantastic coffee, Minardi's team offered flavour and character to the paddock, the boss a modern-day Don Quixote. Everyone loves an underdog and Minardi played the role with dignity and style.



23 Robin Herd

The designer who rocked F1

Much Advertised Racing Car Hoax. That's what some unkindly folk reckoned March stood for, rather than an amalgam of the first letters of the founders' surnames. But Robin Herd, youthful design genius and the heart of one of the world's best production racing car manufacturers, proved them wrong right off the bat. Seemingly out of nowhere, his 701 grand prix car qualified first and second for its first F1 race, then won its next three. In truth, March never had it so good again, at least at the pinnacle, but through two decades Herd's cars proved winners around the world, in F2 and F3 in Europe and emphatically during the 1980s in IndyCar.



Siffert's battles with Rodríguez in Porsche 917s epitomised the daring and deadly early 1970s sports car era

DPPI, VAUXHALL, ALAMY, GETTY IMAGES

22

Jo Siffert

Success in both F1 and sports cars

For Rob Walker, there was only one driver with whom he forged a bond close to the one he had with Stirling Moss. 'Seppi' first starred in Walker's blue colours when he beat Jim Clark in the non-championship Mediterranean Grand Prix in 1965, but it was his famous '68 British GP victory in a Lotus 49 at Brands Hatch that really fused the association. Then it's in sports cars, specifically JWA's Gulf-Porsche 917s, where he showed his true potential. His intra-team rivalry with Pedro Rodríguez and their famous side-by-side duel into Spa's Eau Rouge was the stuff from which the era's golden status shines. He died in a crash at Brands of all places, in the meaningless World Championship Victory F1 race of 1971, just months after Rodríguez succumbed at the Norisring.



21 François Delecour

WRC's first flamboyant Frenchman

The Jean Alesi of rallying? It's a cheap and easy comparison, but only because there's probably some truth in it. Delecour shot into the WRC stratosphere with Ford in the early 1990s and soon proved to be more than just another French asphalt specialist. He hit his pinnacle in 1993-94 in the new and exciting Escort Cosworth, Delecour winning three rounds in the first season to finish as championship runner-up, then in '94 clinched the Monte Carlo victory he'd chased for so long. Spectacular accidents, a flashing temper and a flamboyance amounted to cult-hero status above the world titles that might have been possible in the right car at the right time.



20 Bob Wollek

Endurance specialist

'Brilliant Bob': a nickname earned during three decades and 30 Le Mans starts. The touch and balance must have grown from the skiing that came first, before injury switched his focus. Famously, he would never win Le Mans; but, as with others here, such a glaring hole only added to his legend, even if four runner-up finishes, the last in 1998 for Porsche, surely stung. The 11 World Sportscar Championship race wins, four Daytona 24 Hours victories and a roster of other titles highlight the consistency of this campaigner. Wollek was still racing into the 2000s, only to be knocked off his bicycle and killed while riding from the track at the 2001 Sebring 12 Hours.

Ron Tauranac made his name working alongside Jack Brabham, hence each car's 'BT' designation, before going solo and founding Ralt. Right, with Tim Schenken in the Brabham BT33 at the 1971 German GP

BERNARD CAHIER/GETTY IMAGES





19

Ron Tauranac

As well as being the man behind Brabham and Ralt, he was an inspiring engineer

Rory Byrne, one of the most successful racing car designers of the past three decades, credits Ron Tauranac as the man who inspired him. "I learnt a huge amount from working with him on the Ralt RT2 in 1979," says Byrne. "He was an incredible engineer. He had such a wide engineering knowledge that I didn't have. He was based just south of London and I was living in digs, working long hours like he was. He used to invite me home for Sunday lunch. A really fantastic and absolutely straight guy who called a spade a spade and was really helpful."

That Byrne went on to design the Toleman TG280 that dominated the European Formula 2 Championship in 1980 says much about Tauranac's selfless (some might argue naive) attitude that in this instance benefited someone who would become a direct rival. Tauranac, while famously abrupt and not a man to suffer fools, was no cut-throat businessman, which is why he sold Brabham so cheaply to Bernie Ecclestone and thereafter kept away from F1.

What he was, as Byrne says, was a brilliant engineer who designed some of the finest customer racing cars, under the guise of both Brabham and Ralt, over three decades. In partnership with Jack Brabham, Tauranac, who died in July, built racing cars that teams and drivers could depend on. The same principles remained when he worked under his own steam as Ralt, and a long list of drivers, from Mike Thackwell to Ayrton Senna, owed him a debt.

18

Ronnie Peterson

SuperSwede cut down in his prime

It's all about the magic when it comes to 'SuperSwede': teetering on the edge through Woodcote in a Lotus 72; the blue skid-lid with yellow peak; the blond locks, quiet reserve and easy smile. For a generation, Ronnie Peterson represented the very best of motor racing. Sure, he fell short of becoming World Champion, but his liquid gold natural ability and press-on approach always meant more. Ronnie's last season showed the best of him, in the Lotus 79. He accepted Mario Andretti was number one – if only in contractual terms. That they became solid friends under such pressure spoke volumes. After the tragedy of Monza in 1978, the champion knew what he'd lost: "There's such a hole in racing now."



17 David Purley

Courage and talent combined

Through the downhill sweepers after the pits at Rouen, Purley said he used to take a leaf from bayonet training in the Paras by screaming into his helmet to give him courage. Not that he needed it. None were braver than the man who desperately tried in vain to save Roger Williamson from his burning March at Zandvoort in 1973, an act for which he was awarded the George Medal. Purley's most memorable moment in F1 was briefly leading in the rain at Zolder in '77, only to earn the wrath of Niki Lauda for holding him up. After a huge accident at Silverstone, this daredevil raced again, then turned to stunt flying. He died flying his Pitts Special in 1985.



16 Gwenda Hawkes

Triumphed in a man's world

A 1958 issue of *Sports Illustrated* said of British driver Gwenda Hawkes that she smashed speed records as some wives break dishes. Although Hawkes competed in races, including Le Mans in 1934 and '35, she was happiest challenging records for speed and endurance. In 1935 at Brooklands she took the ladies lap record reaching 135.95mph in her Derby-Miller and was a regular at Montlhéry near Paris, taking the outright lap record of 147.67mph in 1934. In World War I, Hawkes was an ambulance driver on the eastern front and due to this was a stickler for appearance. Her mechanics wore pristine white overalls; it's believed Hawkes footed the laundry bills.



15 Rodger Ward

An Indy and oval racing hero

A two-time Indy 500 winner and IndyCar series champion during the fabled roadster era, Rodger Ward is considered one of the great oval racers. With that in mind, it seems wrong that the first of his two appearances in an F1 grand prix should stand out for its ignominy – but that's because he turned up at Sebring in 1959 in a Kurtis-Offy midget dirt racer with a two-speed gearbox. In fairness, he had just beaten a field of road racers at Lime Rock in it, but the United States GP was another matter. Still, it gave this racing raconteur plenty of ammo for stories, added to his experiences in Indycar roadsters that included victories at the 500 in 1959 and '62. He died aged 83 in 2004.



Kubica scored just one grand prix win from his 97 starts, but his sheer fighting spirit belittles such a stat

14

Robert Kubica

Racing's comeback king

When Robert Kubica scored his first grand prix win, for BMW in Canada in 2008, the easy prediction was it would be the first of many. Considered an equal among Lewis Hamilton, Fernando Alonso and Sebastian Vettel, what might this understated Pole have achieved had he kept away from off-duty fun in rally cars? The accident in a Skoda Fabia on the obscure Ronde di Andora Rally in February 2011 almost cost him his right arm, and his life.

A long and painful recovery followed, and Kubica's fighting spirit eventually pulled him back to the sport that had almost killed him. Winning the WRC2 title in 2013 was dumbfounding, but when in 2017 he impressed Renault in an F1 test suddenly a miracle looked on. The comeback for the fallen Williams team was a wince-inducing anti-climax, but that should not tarnish Kubica. That he came back at all is more than enough.

GRAND PRIX PHOTO, ALAMY, GETTY IMAGES, BETTMANN ARCHIVE



Donohue played a pivotal role in the rise of Team Penske. Here he sits in his Can-Am Porsche 917/10 in 1972

13 Mark Donohue

The Can-Am legend who inspired one of America's greats

Roger Penske's friend and first racing 'muse' is always in the mix among the roll-call of great motor-sport all-rounders, given that he was comfortable in everything he got his hands on, most notably high-powered single-seaters, sports cars and Trans-Am 'sedans'.

Mark Donohue emerged from the national SCCA scene to become a racing star, first with a Lola, then a Penske-run McLaren M6A. He lead Penske's Daytona 24 Hours victory in 1969 with a Lola T70, won back-to-back Trans-Am titles and made an impression on his Indianapolis 500 debut, a race he would win for Penske in 1972 at just his fourth attempt. He won in NASCAR, dominated the 1973 Can-Am series in a Penske-run Porsche 917/30 that was so potent it killed the series, set a closed-course speed record and then was coaxed out of a surprise retirement by the 'The Captain''s offer to switch to F1.

Even with his formidable skills in developing racing cars, the Penske PC1 was uncompetitive in 1975 and the team switched to running a March. During practice at the Austrian GP, Donohue crashed through a barrier, killing a marshal, and suffered head injuries to which he succumbed two days later. For all the successes Penske has subsequently enjoyed through the decades, Donohue remains the team's archetype of what a racing driver should be.



12 Derek Minter

A rebel on two wheels

Derek Minter only contested 25 grands prix in his career, but Mike Hailwood considered him the greatest rider he raced against. "For my money, out of all the names one could conjure with – Geoff Duke, Giacomo Agostini, Jim Redman and so on – the one that stands out as being the hardest of all to beat was Minter," said Hailwood. Minter never took GP racing or factory teams that seriously, realising he could earn more cash racing borrowed machinery at home. In 1962 Honda lent him a bike for the 250cc TT and told him to let their full-time riders win. Minter ignored the order, won the race and never got another Honda ride. He didn't care.



11 Tommy Byrne

A talent that wouldn't conform

Was he genuinely faster than Ayrton Senna? The 1982 British Formula 3 champion certainly had a precious gift, but the reality was that rough-and-ready Irishman Tommy Byrne was never going to fit in the constrained, uptight world of F1. Too irreverent, too stubborn, just a shade too wild... F1 people like Ron Dennis, for whom Byrne famously tested in a fabled run in a McLaren at Silverstone, were always going to turn their nose up. Their loss – and ours. But such 'what might have been' stories are the stuff upon which motor-sport fans gorge. Byrne's story, how he was 'swindled' out of an F1 future, then scraped his way into drives and a new life in America, is among the best.



10 Chris Amon

Ferrari's unluckiest F1 star

Notorious for his awful luck and poor judgement on whom he should drive for and when, Amon should be remembered as one of the greats, not only of his era, but of any – despite that annoying albatross of never winning a championship grand prix. In 1968, in the wake of Jim Clark's death, he was the fastest (even team-mate Jacky Ickx held his hands up), qualifying on the front row in eight of the 11 races. At least three wins were lost through unreliability. Clermont-Ferrand in 1972, when he dominated for Matra only for a puncture to rob him, was the killer blow. Charming, self-effacing and wonderful company. Wins and titles? They rarely tell the full story.



This season, Raikkonen is set to surpass Barrichello's record of 322 grand prix starts

THE ENTHUSIAST NETWORK; PAUL-HENRI CAHIER VIA GETTY IMAGES

9 Kimi Räikkönen

Short on words, big on staying power

The 1000-yard stare, the refusal to play ball in interviews, the insouciance that can also be labelled plain rudeness... Kimi Räikkönen doesn't give a damn, which is precisely why so many love him. But he must care about motor racing. The Finn has been an F1 driver since 2001, albeit with a short break to go rallying in 2010 after he was let go by Ferrari, then hired by Lotus in 2012, returning to the Scuderia in 2014.

It's been a strange career, especially given that for long spells his performances have been average. But when he was good, Räikkönen was great: Suzuka 2005 – racing from the back to steam past Giancarlo Fisichella to win – stands as probably his finest moment. His 21st F1 win at the US Grand Prix in 2018 made him the only driver to win in the V10, V8 and hybrid V6 eras. He's certainly persistent.

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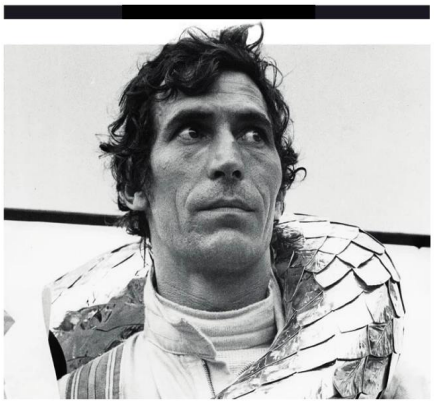
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8 Dave Coyne

Formula Ford's stand-out racer?

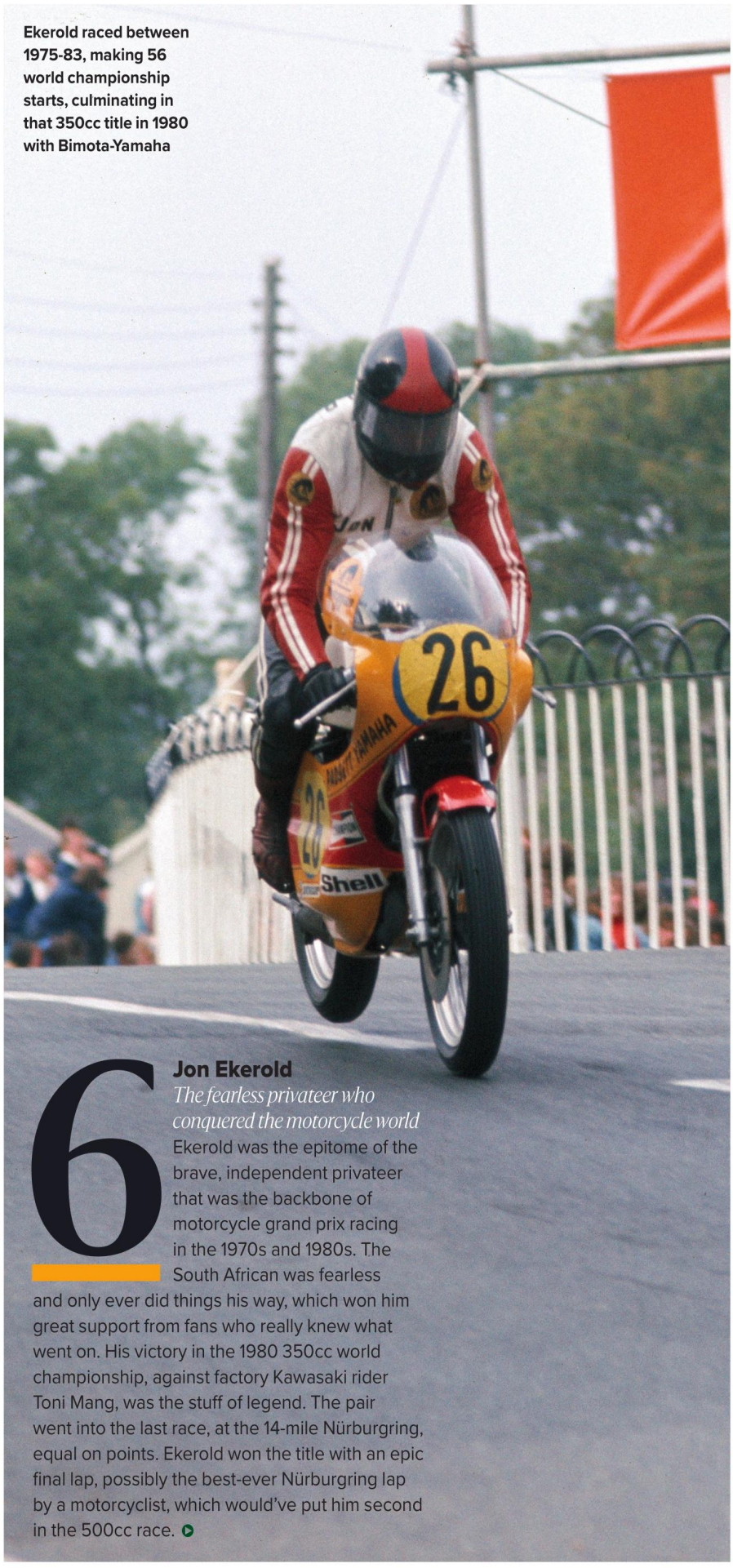
A car dealer who never was exactly snake slim, Dave Coyne could have been Michael Schumacher... Well, apparently he was high on Eddie Jordan's list for Spa 1991 when Bertrand Gachot had been jailed, until Mercedes bankrolled the German into his debut. But as unlikely as it sounds, Coyne probably wouldn't have been out of place. A prolific winner in Formula Ford through the 1980s, he nearly always astonished when he had a shot at F3 or F3000, in which he was particularly handy in the 1991 British series. Coyne's greatest moment was his scene-stealing victory in the works Swift at the 1990 Formula Ford Festival, but it failed to lead to the big break he deserved.



7 Vic Elford

Race, rally, endurance... he did it all

With a face like the side of Snowdon and mental fortitude to match, Vic Elford represented British versatility on track and stage in the 1960s and '70s. His first love will always be rallying, and it was largely thanks to 'Quick Vic' that Porsche discovered the 911's competition gene. In 1968 he won the Monte Carlo Rally in one, crossed the Atlantic and stormed the Daytona 24 Hours in a 907. He then won the Targa Florio in heroic style after a puncture, and the Nürburgring 1000Kms. He always was handy around the 'Green Hell', as he'd proven on the gruelling 84-hour Marathon de la Route. He shone in 917s, yet never won Le Mans. But neither did Brian Redman.



Ekerold raced between 1975-83, making 56 world championship starts, culminating in that 350cc title in 1980 with Bimota-Yamaha

6 Jon Ekerold

The fearless privateer who conquered the motorcycle world

Ekerold was the epitome of the brave, independent privateer that was the backbone of motorcycle grand prix racing in the 1970s and 1980s. The South African was fearless and only ever did things his way, which won him great support from fans who really knew what went on. His victory in the 1980 350cc world championship, against factory Kawasaki rider Toni Mang, was the stuff of legend. The pair went into the last race, at the 14-mile Nürburgring, equal on points. Ekerold won the title with an epic final lap, possibly the best-ever Nürburgring lap by a motorcyclist, which would've put him second in the 500cc race.

ALAMY, BERNARD CAHIER/GETTY IMAGES, MORTONS ARCHIVE



5

Stefan Bellof

The boy wonder who pushed the boundaries of sports cars

"Fast, fast, fast." That's how Hans Stuck describes his old Porsche Group C team-mate. Half a dozen years before Michael Schumacher broke through, most agree Stefan Bellof had it in him to become Germany's first Formula 1 World Champion – with the right direction and in a team that could harness his raw ability. A Formula Ford contemporary of Ayrton Senna, Bellof broke through into F1 in the same year, most famously charging up behind the Brazilian in their wet-weather chase of Alain Prost at Monaco. Would he have won were it not for Jacky Ickx's red flag? Irrelevant given that Tyrrell would eventually be excluded from the whole campaign over an alleged use of illegal ballast.

Whatever, Bellof and his team-mate Martin Brundle were full of youthful vim that 1984 season in the normally aspirated Tyrrells, but during '85 tension would brew between Bellof and team boss Ken Tyrrell over his continuing dual campaigns in Group C sports cars. He'd first shone in '83 driving for the works Porsche team, a stunning pole position lap around the Nürburgring Nordschleife in 6min 11.13sec standing as a beacon of his talent forever after. That he crashed spectacularly in the race with victory almost clasped in his hands was the other side of the coin with this effervescent charger. In '85, now driving for the privateer Brun Motorsport team, Bellof went for an unlikely move on Ickx at Spa that ended in a head-on collision with a barrier. He didn't stand a chance.

Just 22 days after Manfred Winkelhock's death at Mosport Park, Germany now found itself mourning two of its brightest young sporting talents.

PAUL-HENRI CAHIER/GETTY IMAGES, DPPI



4

Ari Vatenen

Rally star who immortalised a hillclimb

Charming, urbane and almost once an FIA president, the contrast in Ari Vatanen couldn't have been more stark whenever he climbed behind the wheel of a rally car. World Champion in Ford's Escort in 1981, the Finn's flamboyance was perfectly suited to the monstrous Group B era that was just about to dawn, and across '84 and '85 he won five rallies in a row in Peugeot's 205 T16 – only to then suffer an enormous somersaulting accident in Argentina. How he survived and then recovered over the following 18 months is testimony to his remarkable competitive spirit.

Four victories in five years on the Paris-Dakar and that unforgettable short film *Climb Dance* filmed at Pikes Peak in the Peugeot 405 T16 all combine to make him an everlasting crowd favourite. Others won more rallies and titles, but few could match Vatanen's aura and style.



Got five minutes you need filling? Give *Climb Dance* a watch and marvel at Vatanen's control of the 405 Turbo 16



Villeneuve scored just six grand prix wins from his 67 starts, but he was about so much more than numbers. His exuberant driving style won him legions of fans



PAUL-HENRI CAHIER/GETTY IMAGES

3

Gilles Villeneuve

The often-sideways Canadian who became an F1 revelation

"I must tell you, he was not dangerous for other drivers," said René Arnoux, co-combatant in F1's most famous duel, at Dijon in 1979 – for second place. "For himself maybe yes, but he was never happy in a straight line — he liked oversteer, the sliding. He had to race at the maximum, not 100 per cent, but 105 per cent." That day, as the Ferrari and Renault slithered side by side, through and occasionally over the turns, Arnoux knew his rival was the only man he could trust this far over the edge. Gilles Villeneuve raced hard, relentlessly on every lap, but he also raced fair.

When you get to the nub, Villeneuve is what it's all about. The cool little bloke in the slab-shaped Ferrari personified the perfect racing driver: flat out, edgy, brave, total faith in his own ability. He had the lot. Six wins, no world titles? That didn't matter. In fact, somehow it's better that way. The only thing that came easily for Villeneuve was his pure speed. Everything else he had to fight for.

The out-of-control lunatic is a lazy stereotype (although the hair-raising stories of his antics on the road sure don't help the reputation). Those victories at Monaco and Jarama in 1981, the latter when he 'managed' a string of cars behind him in a hound of a turbo Ferrari, were the best of Villeneuve. Could he have been World Champion? He would have had a decent shot were it not for the red-mist madness of Imola that spilled over to that horrible day at Zolder in '82. But this was a driver living out of his time: he should have been born earlier, to race in the 1950s and '60s when perhaps his sense of fair play might have served him better. Then again, perhaps he was just driving for the wrong team. Heresy! But the Old Man's machinations were destructive for such a man. This side of the sport was one thing – the only thing – Villeneuve wasn't equipped for. Had he raced for Williams or McLaren, with whom he made his unforgettable debut at Silverstone in '77 and the team it's said he might have moved to for '83, he'd likely have thrived.

Jody Scheckter understood the team-mate who became his friend better than most: "For Gilles, racing was a romantic thing. My preoccupation was in keeping myself alive, but for him the thing was to be fastest, every race, every lap. I believe he was the fastest racing driver the world has ever seen. If he could come back tomorrow and live his life over again, I'm sure he would do it the same way, and with the same love. That was the right word. More than anyone I've known, Gilles was in love with motor racing."

Who is your cult hero?

This year's Hall of Fame will celebrate our cult heroes and give readers the chance to vote for their favourite. The annual *Motor Sport* Hall of Fame awards celebrate the best of the best in categories including F1, Sports Cars and Motorcycling. Past winners include Ayrton Senna, John Surtees and Jim Clark. For 2020, a shortlist of nominations from our Cult Heroes list will create a new and unique category. To have your say, visit our website and cast your vote. The winners will be inducted into our Hall of Fame in December.



2

Bernd Rosemeyer

One half of a pre-war power couple, and a fine racing driver of a conflicted era

Cult hero or hero of a cult? It might seem somewhat uncomfortable to the wider world to deify a man whose career was sponsored by the most evil regime in human history. The Nazi influence casts a long shadow over 1930s grand prix racing, but its darkness still can't mask the mesmerising motor sport that came out of this murky era. Mercedes-Benz, Auto Union and the brave aces who drove for both carry the blemishes of association, but to 'cancel' them, to borrow from modern parlance, would be a mistake. We'd lose too much to brush away one of the sport's most important, influential and exciting decades.

Bernd Rosemeyer is among the most fascinating figures from the time, frozen in black and white, forever young with his dashing good looks. In a hotel at the 1980 German GP, Gilles Villeneuve was intrigued when an elderly gentleman told him he put him in mind of Rosemeyer, and so the comparison stands: fast in an otherworldly manner and beyond brave – too much, it seems, for either to live into old age.

Rosemeyer's star shone bright, but burned out in a few years. Signed by Auto Union for 1935, he made his debut at deadly AVUS. That would have been daunting for anyone else. At the Nürburgring's Eifelrennen he passed Rudi Caracciola's Mercedes and even if he didn't win, he'd served notice that here was the man around whom Auto Union's challenge would now be centred. The pair would become intense rivals, the younger man aiming to dethrone the established master, but with a charm that won over all who would meet him. And the whole nation.

At the final race of 1935, the Czech GP, Rosemeyer took his maiden win and met his future wife Elly Beinhorn on the same day. Germany's answer to Amy Johnson was then more famous than he, but together they became society's most famous couple. While their romance drew attention, Rosemeyer went to work, dominating the 1936 season to become European champion. On the Nordschleife he won both the German GP and the Eifelrennen, the latter against Tazio Nuvolari's Alfa Romeo in dense fog, driving a 520bhp six-litre V16 that would shoot him into a permanent place in the racing

Cult Heroes

1



Jochen Rindt

The posthumous world-beater who will always be 28

The golden boy of an evil empire, an unearthly talent lost too early, or both? Bernd Rosemeyer's story is one of the most fascinating from perhaps the sport's most turbulent time

There's something about these so-called 'cult heroes'. It's certainly not true for all of them, as our collection highlights, but a high percentage never got to go grey, bald or gain a belly. Those that didn't make it remain as they were in their prime, in photos, on film and in our minds. To us, and sadly to those who knew and loved him, Jochen Rindt will always be the guy with the unkempt hair, looking cool in his shades and Gold Leaf overalls, having a chuckle with his mate Jackie Stewart or with beautiful wife Nina on his arm. He'll always be just 28 years old.

It's not how he died that should be remembered, 50 years ago this autumn, it's how he lived that mattered. Turn the page and David Tremayne will take you, with the help of old friends who knew the man, behind the cult-hero image. For all the myth-making around a career such as his, the truth is always more fascinating.



ULLSTEIN BILD VIA GETTY IMAGES; DPPI

firmament. But such success also brought unwanted attention. He was made an *Obersturmführer* in the SS, but he point-blank refused to wear the uniform. Those who knew him insisted he was no Nazi.

Rosemeyer scored what would be his final GP victory at Donington in 1937 and then embarked on the fateful autobahn record runs dreamed up in a twisted nationalist zeal to showcase German superiority. In October he would set new records at 242.09mph for the mile and 233.89mph over 10 miles – think about that for a moment. But on January 27, 1938 his streamlined Auto Union was caught by a crosswind at 280mph. How pointless. He was just 28 years old.



Nerves of steel were needed to face the rain and poor visibility at the washout 1968 German Grand Prix. Rindt managed a podium finish

Born to be king

Fearless throughout his short life, 1970 F1 world champion Jochen Rindt was the embodiment of the fighting spirit and became a folk hero to many. **David Tremayne** tells his story



PAUL-HENRI CAHIER/GETTY IMAGES



Driving a Lotus 72 in the 1970 French Grand Prix, a surly Rindt was victorious despite the pain of a stomach ulcer aggravated by his relentless smoking and the g-forces of the circuit

HALF A CENTURY AFTER HIS untimely death at the Italian Grand Prix meant he became Formula 1's only posthumous world champion, Jochen Rindt's influence smoulders still in a certain quarter of the paddock.

There, at Red Bull-Honda, his old friend and partner-in-crime Dr Helmut Marko remains, for ambitious up and coming race drivers, one of the most important yet fearsome figures. Often when a young man has been less favoured than a team-mate, or has been dropped for being too slow or insufficiently committed, frustrated observers have wailed, "He can't do that!"

But those who expect leniency and an understanding shoulder for a young man to cry on understand nothing about the school of hard knocks in which Marko was educated. And Rindt was its leading pupil.

His parents Karl Rindt and Dr Ilse Martinowitz ran Klein & Rindt, the family spice mill in Mainz, and were a modern couple. Ilse was a liberated woman who smoked, skied and drove cars. Her son inherited her rebellious genes. Karl and Ilse did not live to see these develop, however. In July 1943 they were in Hamburg when the RAF and USAAF unleashed the firestorm bombing raid Operation Gomorrah. Rindt was later raised in Graz by his maternal grandparents Dr Hugo and Gisa Martinowitz, and would fervently regard himself as Austrian, not German.

Hugo was a solicitor and the young Rindt lived comfortably. He was a happy and popular child but his fierce independence and headstrong character got him into trouble during his early school years, where he hung out with a bunch of fellow moped riders who did all the things one would expect of teenage boys.

Of his friends, Andy Zahlbruckner's father was a doctor, Stefan Pachanek would become a six-day trials rider and Helmut Reininghaus' family owned a brewery. But Rindt's soul brother was Marko, an electrical dealer's son. "We were in school at Graz when we got our Wombats - motorcycles," Marko recalls. "Whatever we did on them was competitive."

Rindt borrowed his from a policeman who lodged with his grandparents, and often broke bones riding it.

He and Marko were both expelled from the Pestalozzi School in Graz. "Let's put it this way," Marko explains, "if we left, they would give us a positive report. If not, we wouldn't make it. So it was an attractive offer. We were a wild age and we really didn't fit in this system of nice boys. So we went to a boarding school called Bad Aussee in the

"We were a wild age and we didn't fit in this system of nice boys"



Jochen, right, with his grandparents and aunt at Kitzbühel in 1956

BERNARD CAHIER/GETTY IMAGES, UWE EISLEBEN

mountains, and that was a really crazy time because whatever you had to do, you had to organise yourself. Climbing out of the windows during the night... Jochen was a very good skier but one day he broke his thigh. It was the second time he had broken that leg so the healing took longer."

Rindt eventually inherited the spice mill, but had to wait until he turned 21 before he could access any money. He persuaded his grandfather to let him use an ancient Volkswagen to get to and from school, having learned to drive while living near Goodwood in Sussex, where he had been sent after being thrown out of another school. The car smelt of pepper. He drove it without a licence for 18 months, and then got caught the day before he was eligible for one. Yet again, the patient Dr Martinowitz stepped in on his behalf.

"The old Beetle had no synchronisation on the gears and the throttle was a little button," Marko laughs. "The brakes were operated by cables. Jochen quickly found a solution, telling his grandfather that we had someone who had a licence in our class, so we were saving him money because he could send home the chauffeur. You know of course how this story ends!

"We had a car, no licence and we managed to go nearly every weekend to Graz where we had our parties. The system was like this... Everybody gets a drive but only as long as he doesn't make a mistake. A mistake means he was not on the limit, so he was judged by all the others. And let's say some wild driving started! To survive this era was already an achievement. It was unbelievable! There are so many stories."

In time, Rindt acquired a Simca Aronde and when Marko decided his Steyr-Puch was too slow he took to 'borrowing' his father's Chevrolet for their nocturnal adventures. Often they would try to persuade unsuspecting civilians that the roads between Graz and Bruck were closed for an 'official test'.

The agreement was that Marko could only attempt to pass Rindt in corners, as the Chevrolet had such a clear power advantage on the straights, but one night events came to a sticky end. While trying to overtake, Marko encountered a truck and immediate action was needed to avoid a collision. The Chevrolet ended up teetering on the edge of a precipice, down which it slithered as Marko tried single-handedly to rescue the situation as his friends jeered and laughed.

This is where Marko's legendary tough approach to young drivers and refusal to wet-nurse them was forged. "We belonged

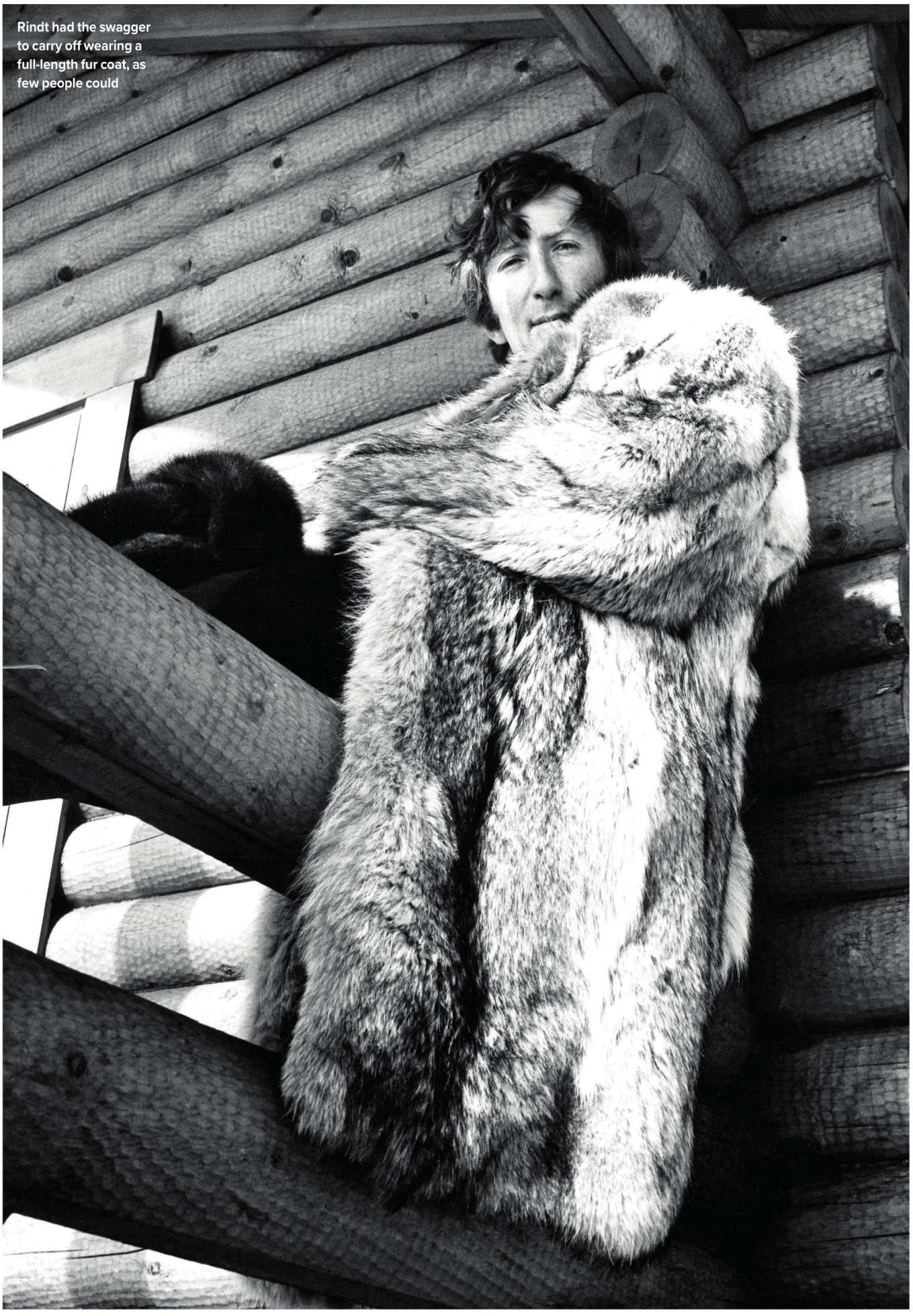


Rindt, right, with half-brother Uwe, in the Austrian mountains, 1955/56

"A mistake meant he was not on the limit, so he was judged"



Helmut Marko and Rindt were close friends from school days. Both were fans of German driver Wolfgang von Trips



Rindt had the swagger to carry off wearing a full-length fur coat, as few people could

GRAND PRIX PHOTO, UWE EISLEBEN

to the same gang but were not considerate to one another," he explains. "Being oversensitive was regarded as a weakness, so if you got into trouble you were on your own. Nobody dreamt of asking for help."

Rindt took up racing almost by accident. "We had our final examination," Marko recalls. "Jochen was 19, I was 18, and Jochen said now he wants to go racing. He made a deal with his grandfather and started rallying in airfield races because we didn't have a permanent circuit in Austria at this time."

In August 1961 they went to the German Grand Prix together in Rindt's Simca. Marko laughs as he remembers the trip. "Jochen forgot his wallet and by the time we reached Mainz we were out of fuel and out of cash. So without batting an eyelid, Jochen knocked on the door at Klein & Rindt. The night porter was unimpressed, but Jochen insisted that he rouse a secretary, who gave us some money to continue.

"That was a trip of 14 hours or so, and at that time the roads were like a racetrack, and we enjoyed that," says Marko. "So when we arrived we went to the Schwalbenschwanz [track section], where we laid on the grass with a blanket and fell asleep. Not even the noise of the Ferraris could wake us up. So that was our first contact with Formula 1."

They had gone to see Wolfgang von Trips, the young German aristocrat known fondly as 'Taffy'. He and title rival Phil Hill were thrashed that weekend by Stirling Moss in Rob Walker's Lotus. Marko says the other point of note that weekend was that Rindt confided in him his ambition to race in F1. "We were hanging on the fences and Jochen told me, 'I want to do that.' So I said, 'Okay,' like somebody was talking in a bar in the evening. But there it was, the first time from him, very clear, 'I want to do that.'"

It was fitting that it was Trips who inspired Rindt. The German was a snappy dresser, who often drove faster than was wise. He was the perfect role model for a young man who liked wearing red jumpers and pink trousers.

Rindt and Marko were on their way back to Graz from a hill climb the day Trips died at Monza. "At that time there was a light writing on a building, which gave you all the headlines, and it was evening otherwise we wouldn't have seen it. And there was the news about Trips' death at Monza. That was where we learned about it."

As Rindt swiftly ascended the racing ladder, Marko was impressed and inspired. "He immediately was fast and he got some support from the local dealer in the second year when he got an Alfa Romeo, and with that he won nearly everything. He was always looking for the competition and when he saw that there was nothing which was anywhere near him in Austria, he went with the Alfa Romeo to Italy and some European races.

"When he got a Formula 2 car he quickly found out again that there was no opposition for him. He had to go to England. Being an Austrian, our English was mainly from schooling, a very low level, but he made his decision and went, as you say, to the place

"Trips drove faster than was wise, so he was the perfect role model"



Champagne for Rindt and wife Nina after setting a lap record during practice at Brands Hatch in 1970



of the lions. And that was brave. That was typical of Jochen's character. Where is the biggest opposition? I want to beat them all. That was his attitude.

"Some mistook that for arrogance, but he was just confident. I never would say he was arrogant. Through the language problem, maybe it sounded a little bit like that, but he never was. He was faithful and you could rely on him, handshake quality and all that."

The pair remained close as Rindt's career quickly burgeoned. After his studies, Marko established himself as a competent racer, winning Le Mans in 1971 and was racing hard for BRM in the French GP at Clermont-Ferrand in 1972 against Emerson Fittipaldi and Ronnie Peterson when he was blinded in one eye by a stone thrown up as they fought over fourth place. "Personally, I would never have done what I did, had the confidence to go into international racing, without Jochen," he admits. "But I saw what he did so I said, 'Oh good, I'll do this too.'"

Had he lived, Rindt's influence would also have been felt off the track in F1, as his close friend Bernie Ecclestone's control developed in the '70s. They had met in 1965 when Rindt was going to drive for Cooper in F1, after ◉



The last race of 1965 was in Mexico, with Rindt driving for a struggling Cooper. Left, Rindt moved to Lotus in 1969 but had voiced his concerns about its safety record

BERNARD CAHIER/GETTY IMAGES, DPPI, BENTLEY ARCHIVE/POPPERFOTO

MOTOR SPORT

RACING COLLECTIBLES

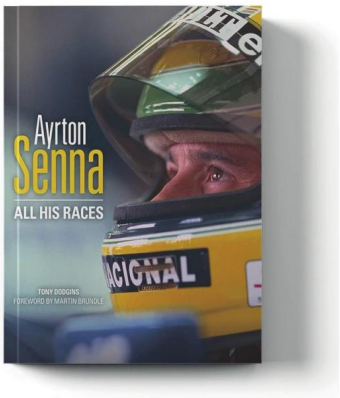
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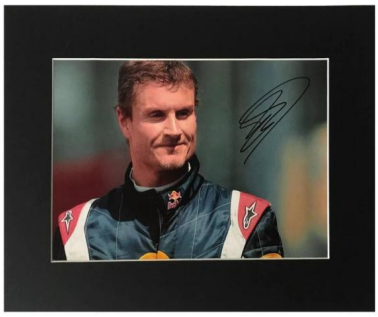
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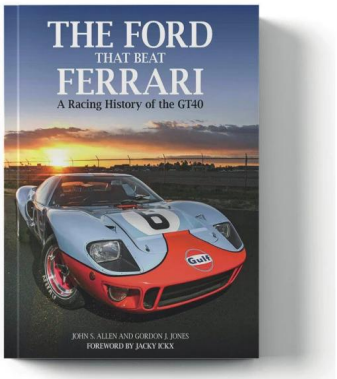
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his sensational arrival in European F2 in 1964, thanks to Bernie's friendship with team boss and former racer Roy Salvadori. Rindt and Salvadori didn't get on, but Ecclestone and Rindt were on good terms.

"I have no idea why," Ecclestone laughs. "We just clicked. I used to look after everything financially for him, except we ran the Lotus F2 team together as partners. I used to do the deals and Jochen used to collect the money and drive the car. He had a key to my house and would come back maybe at three o'clock. Knock on the bedroom door. I'd go down to the kitchen and play gin rummy." Again, he chuckles at the thought. They would play all the time, in airports, on aeroplanes, in the paddock. "It was for money and I think we were about as good as one another."

Ecclestone enjoyed Rindt's honest, outspoken manner. "He'd call a spade a spade," he says. "I could trust him with anything, you know. He was thoroughly trustworthy. To me, that's important."

History remembers Ecclestone as Rindt's manager, a point he qualifies. "I never managed him, but I always managed him. Nothing was ever official, we were just mates. When he had the contract with Lotus, I did the deal for him. In those days that was the best deal there was."

Rindt's first year with Colin Chapman was fraught. Their relationship never had the warmth of the Lotus chief's with Jim Clark, and Rindt spoke his mind. He was furious after rear-wing failures caused him and team-mate Graham Hill to crash in the 1969 Spanish GP, and wrote to the specialist media, which incensed Chapman.

Ecclestone grins at another recollection. "At Zandvoort they were not happy. Jochen didn't want to use the four-wheel-drive Lotus 63. Colin used to phone me in my room, and he would say, 'Tell Jochen this.' I would then ring Jochen and say, 'Colin says this.' The relationship improved a little after Jochen and Colin had a long talk at the Nürburgring.



Rindt with friend Bernie Ecclestone before the 1970 British Grand Prix, Brands Hatch

"Colin was okay," Ecclestone says. "Jochen only argued with him about the way the cars were built, their strength and frailty. I know they spoke at length at the Nürburgring and things quietened down a bit. Jochen was that confident in himself that he didn't have to get angry.

"He always knew that if he was driving for Lotus, the chance of having a serious shunt was a lot more than if he went back to Jack [Brabham] for 1970. I suppose in a way I wanted to put him off, but he had a strong desire to win the championship and he thought that was the best chance."

The road to the 1970 title really began in Monaco, where Rindt eventually won in stunning style, taking the lead on the last lap after Jack Brabham locked his wheels and skidded on a bend. But there had been drama even before the race.

"We were sitting on the pit counter with Colin," Ecclestone recalls. "Here is Jochen in his racing suit, everyone knows who he is. And this policeman started on him, so Jochen took his armband out of the front of his overalls and put it round his ankle. When the policeman grabbed his leg and made as if to remove it, Jochen kicked him in the face. So we all hopped over to the car, and Jochen, me, Colin and all the guys strong-armed the police out of the way. That's how it used to be.

"I told Jochen not to come into the pits unless he was on foot, and I admit that for a while he was asleep in that race. But then he woke up."

That victory came in the Lotus 49C, but from Francorchamps on, Jochen had the revised 72, and won four races in a row - the Dutch, French, British and German grands prix. Unknowingly, with his victory at Hockenheim, he had done enough to cement a title he would never live to see.

The death of his close friend Piers Courage in the Dutch GP had made him think of stopping. "It was a bad time," Ecclestone says. "We brought Sally [Courage] and Nina

> "He had done enough to cement a title he would never live to see"



The front row of the 1969 Dutch GP found Rindt alongside Jackie Stewart and Graham Hill

GRAND PRIX PHOTO



GRAND PRIX PHOTO



A blistering battle between Rindt and Jackie Stewart in the 1969 British GP ended prematurely after JYS warned his friend Jochen of his broken wing endplate

[Jochen's wife] back in the plane to London, and he was just terribly upset about the whole thing. He was talking about quitting immediately afterwards, but I don't think he would ever have stopped."

And then came the Italian Grand Prix. "The night before we went to Monza, I'd gone to Jochen's house and we were going to drive down with Nina," Ecclestone says. "We had a guy we were trying to get to do some sponsorship. We got in the sauna, and the guy didn't want to be in there. It was getting hotter and hotter, and we'd ladle some more water on. We were talking to this guy, 'Can we do a deal?' 'Yes, yes.' 'Okay, shake hands.' The guy would have given us his factory just to leave. The next day we jumped in the car and headed to Monza, and we laughed about that. We rarely had the chance to be as relaxed as we were then."

On the Saturday afternoon during practice, Jochen crashed his wingless Lotus approaching the Parabolica curve at 180mph. Its wedge nose dug under the Armco and as the arresting force torqued the car anticlockwise, Jochen submarined in the cockpit (he hated doing up the lap belts).

"Somebody said there'd been an accident, so I ran to the corner," Ecclestone says. "It's not a nice thing, but I remember carrying his helmet back. I didn't see him; by the time I'd got there, he'd left. They told me where, so I jumped in the car and went to the hospital. I was informed by people there that he'd been in the medical centre and they'd tried to revive him. He wasn't dead for sure when they first put him in the ambulance. Whether he was dead at the scene or died on the journey, I don't know. He was certainly dead when I saw him in the hospital."

Ecclestone helped to safeguard Chapman, whom the authorities threatened to arrest. "Somebody had to do something," he says. "The shock at the time doesn't hurt you as much as afterwards, because there's so much going on, you have to do so much... You just get swept along."

He had discovered this with Stuart Lewis-Evans' death following an accident at the Morocco GP in 1958, and adds quietly: "They were both close with me, those guys. That's when I decided that maybe I would take a bit of a break. I tried to distance myself from getting close to drivers after that, but it's difficult when you are with nice people and they are friends. It's hard. All my drivers, I've been good friends with. It's hard to distance yourself, much as perhaps you'd want to. I was lucky to know good people like Stuart, Jochen, Pedro Rodríguez, Carlos Pace, Ayrton too. Friends, very good friends."



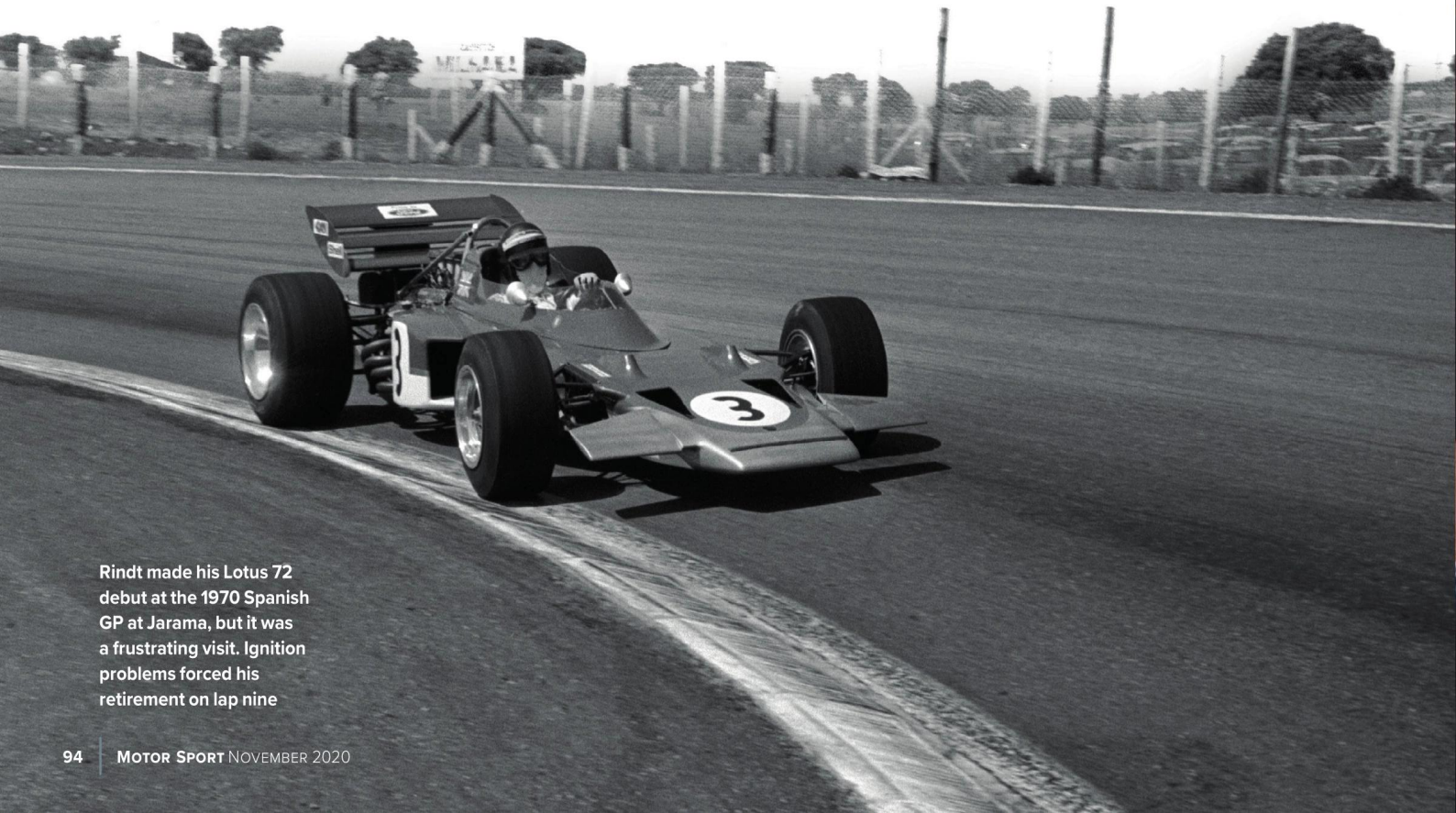
Practice session at Monza, 1970. This is one of the final pictures taken of Rindt

He pauses again, and adds, "Thank God it doesn't happen now."

As a driver, Ecclestone thought Rindt was the best of his era. "Without any doubt, he was in the top five guys that have been around. As quick as Jimmy [Clark], sure. He never rammed it down people's throats, but in himself he knew there wasn't anybody out there that he wouldn't be able to blow away. I spoke to a doctor once. You know when a bird can swoop and pick a fish out of water? He said that Jochen's eyesight was exactly the same. I wish he was around now, same age as he was then. He'd give these guys something to think about, I'll tell you!"

UNIVERSAL IMAGES GROUP VIA GETTY IMAGES, GRAND PRIX PHOTO

"Somebody said there'd been an accident, so I ran to the corner"



Rindt made his Lotus 72 debut at the 1970 Spanish GP at Jarama, but it was a frustrating visit. Ignition problems forced his retirement on lap nine



The 1969 United States Grand Prix at Watkins Glen, New York was Rindt's first F1 victory. More than 100,000 spectators crowded along the 2.3 miles of trackside

SHOCK & AWE



The terrifying moment when the wreckage of Franco Morbidelli's Petronas-Yamaha flew across the path of Valentino Rossi during MotoGP's Austrian Grand Prix



AWE

With world champion Marc Márquez sidelined, the sparks are flying in the 2020 MotoGP season. **Mat Oxley** ducks the wreckage to weigh up the competition

GIGI SOLDANO/DPPI MEDIA

NATURE ABHORS A VACUUM, SO when reigning MotoGP champion Marc Márquez crashed out of July's season-opening Spanish Grand Prix, ruling himself out of the title fight, everything changed.

Márquez's absence has transformed MotoGP, upsetting the balance of power and bringing new riders and manufacturers to the fore. At the opening five races there were two rookie winners and a first victory for KTM.

Like Formula 1, the 2020 MotoGP season bears little resemblance to normality, with 14 races at nine European circuits over 19 weekends. And no one knows if the championship will go full distance because Covid, not rights-holder Dorna, is in charge.

The lure of an empty throne and the intensity of a tightly packed, uncertain championship has done something to the riders. The first few races were fraught with crashes, collisions and harsh words.

The Austrian round at Red Bull Ring was marred by one of the scariest accidents seen in motorcycle racing. The incident was triggered when Johann Zarco and Franco Morbidelli collided at the 190mph Turn Two left-hander, their cartwheeling bikes coming within inches of skewering Valentino Rossi and Maverick Viñales at the Turn Three right.

Zarco was controversially punished for his part in the accident, although he claimed innocence. The previous weekend at Brno, the Frenchman had been sanctioned for a collision with Pol Espargaró, which caused the Spanish rider to crash. That punishment also caused controversy and Zarco couldn't understand why he had been penalised.

"We are supposed to be warriors!" he shrugged. "This is racing, not dancing."

Next time out at Red Bull Ring, Espargaró collided with fellow KTM rider Miguel Oliveira. Both crashed and engaged in a war of words.


Marc Márquez broke his arm at the Spanish Grand Prix


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At the Austrian GP, Morbidelli and Zarco tangled on the straight nearing 200mph...
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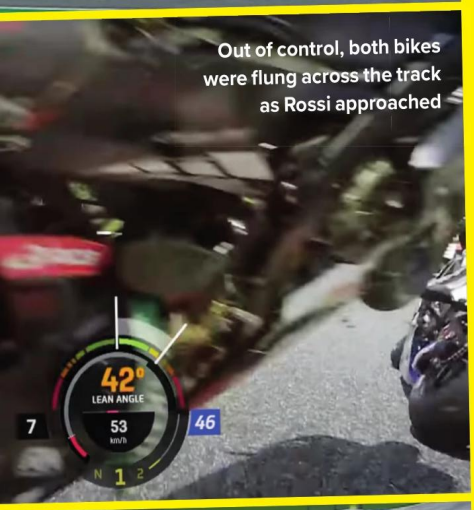

Rossi missed wreckage by inches and after the race appeared shaken
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AFP VIA GETTY IMAGES, MOTOGP, RED BULL CONTENT POOL







Out of control, both bikes were flung across the track as Rossi approached







Pol Espargaró had the fastest lap at the Styrian GP and finished third in a nail-biting finale

"We are supposed to be warriors! This is racing, not dancing"

"If I was Pol, after two incidents with the same character, I'd start to think if I am approaching racing in the right way, because at the moment that seems questionable," said Oliveira. "Not everyone is born with the same intelligence."

That enraged Espargaró. "I would never say that we have not all been born with the same intelligence," he replied. "It is pretty hard and especially because the bike he is riding is the bike I have been making since KTM entered MotoGP in 2017. Imagine if I had his intelligence to make a bike. We would've been winning last year already! What he said is a huge disrespect."

The MotoGP paddock hasn't been so febrile since the notorious finale to the 2015 championship, when Márquez, Rossi and Jorge Lorenzo fought for the title.

The first rider to fill the Márquez vacuum was Fabio Quartararo. The 21-year-old Frenchman, who came close to beating the Spaniard on several occasions during his rookie season last summer, took back-to-back victories at the Jerez double-header. Those successes marked him as clear championship favourite.

People were getting ahead of themselves though: Quartararo was in trouble when MotoGP crossed Europe for the next three races, one at Brno, two at Red Bull Ring. The youngster rides for Petronas Yamaha and is armed with top-spec YZR-M1s, identical to those used by factory riders Viñales and Rossi. As usual Yamaha is down on horsepower, so while Quartararo was in his element at Jerez, where corner speed is everything, they had nothing for the more powerful Ducati and KTM V4s at the next two tracks. Quartararo struggled to seventh at the Czech GP and eighth and 13th at the Austrian and Styrian rounds, his title lead shrinking to three points.

Honda is in even bigger bother. The brand that won six of the last seven MotoGP titles, thanks largely to the otherworldly skills of Márquez, is enduring its toughest season since the early 1980s, when it went racing with the fabulous but flawed oval-piston NR500.

Honda and Yamaha have dominated MotoGP ever since Honda parked the NR and became more pragmatic about grand prix racing. Since 1983 the two Japanese factories have won all but four of the 74 MotoGP rider and constructor world titles. Finally, this duopoly is under threat.

KTM won its first MotoGP race at Brno, with rookie Brad Binder, and its second, with Oliveira, at the Styrian GP, when he was the beneficiary of a last-corner clash between Espargaró and Ducati's Jack Miller. When they climbed the podium it was the first time since the 1973 Swedish GP that no Japanese manufacturer had been in the top three.

Does this represent a sea change in MotoGP's technology race? Possibly, possibly


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Little has changed since then. Montgomery duffle coats are still tailor made in England, and quality is still paramount - a philosophy that is as important today as it was when we made our first duffle coat over one hundred years ago.
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At the Red Bull Ring, Oliveira, right, became the first Portuguese winner, but the field remains wide open

not. Ducati has occasionally rattled the cages of the Japanese manufacturers since it created its Desmosedici MotoGP bike in 2003.

KTM seems to be a greater threat to Japanese hegemony. The part-Austrian, part-Indian owned brand enjoyed grand prix success in the smaller category before entering the class of kings in 2017. Thus it's taken a little over three seasons to better Honda, Yamaha, Ducati and Suzuki. This is astonishing.

KTM test rider Alex Hofmann, who previously raced for Ducati and Kawasaki, believes the company has a different approach to its rivals. "They are as precise as the Japanese, but not so complicated, and they are as passionate as the Italians, but not blinded by passion," he says.

KTM's RC16 is powered by a pneumatic-valve, 90-degree V4 engine designed by Kurt Trieb, formerly of Porsche and BMW. Ducati and Honda also race 90-degree V4 machines, because the configuration's superior straight-line performance more than compensates for its poorer cornering abilities in most race situations. Yamaha and Suzuki use inline-four engines, which produce less power but are more rider-friendly in the corners.

This year's RC16 is KTM's first major redesign. The motorcycle still uses a tubular steel frame, very different to the aluminium beam frames used by the other factories, which somehow combines the advantages of a V4 and an inline-four. "Normally with a V4 engine the bike makes less corner speed," says Espargaró. "So before this year we used more of a V-style cornering line: going to the apex, picking up the bike and using the power to exit

"The best KTM, Ducati, Suzuki and Honda were covered by 1.8 seconds"

fast. But now we have a good feeling with the front, which allows us to release the brake a bit earlier than we used to, stop the bike where we need and carry on for more corner speed."

KTM also seems to have made the best job of adapting to Michelin's 2020 spec rear slick, which has a softer construction, deflecting more under load, for a larger contact patch. The Ducati and Honda V4s require a more muscular riding technique, upsetting the delicate balance between front and rear tyres.

Usually Ducati and Honda riders like to kick the rear sideways to turn into corners, but the latest tyre's extra grip makes this more complicated. "I can't ride in a good way like in the past, when I was able to brake hard, control the slide to the middle of the corner to be a bit wider, then come back to the apex and pick up the bike," says 2019 MotoGP runner-up Andrea Dovizioso, who nonetheless won the first race at the Red Bull Ring thanks to his Ducati's straight-line advantage.



Viñales jumped from his bike at the Red Bull Ring after his brakes failed

Although Suzuki has the smallest budget of the Japanese manufacturers, its GSX-RR has taken another step forward this season. The bike isn't as quick as the V4s but it's strong in the corners, which helped young Spaniard Joan Mir lead the second race at the Red Bull Ring, until another red-flag incident.

"The Suzuki's acceleration is not as good as ours but they exit corners with more speed," explains Dovizioso. "We can accelerate much more from the middle of the straight to the end, but if you lose some metres in the first part of the straight it takes a lot of metres to gain on the Suzuki."

At the end of the Styrian GP the best KTM, Ducati, Suzuki and Honda were covered by 1.8 seconds, with the best Yamaha 3.7 seconds adrift. Such tight racing between numerous manufacturers hasn't happened by chance.

Over the past 10 years or so Dorna has overseen numerous rewrites of the technical regulations that have equalised performance across the grid. At the same time Dorna has increased payments to the independent teams, helping them compete with the factory set-ups. Now it is entirely normal to see the first 15 riders separated by less than 30 seconds at the chequered flag.

GIGI SOLDANO/DPPI MEDIA, MOTOGP

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Metal guru

You may not recognise the name but you know his work. Cyril Malem's part in Britain's racing history goes back a long way and he kept a photographic record of it all. He opened his archive for **Gordon Cruickshank**

PORTRAITS: MATT RICHARDSON

YOU'RE WANDERING ROUND THE paddock at Oulton Park looking at, say, F2, F3 and F Junior cars. You probably think you know who built them - it says so on the badge. Brabham built that BT16, Chevron constructed the B8 over there. And that FJ Lotus - you have a vague memory that early on Chapman outsourced chassis to another firm. Some little business under the railway arches... What was it called?

If you're already shouting, "Arch Motor! Everyone knows that!" then have a coconut. But who was involved in Arch Motor? One answer is a man called Cyril Malem, and amazingly he not only did contract work for Colin Chapman at the end of the 1950s, he's still, at the age of 82, producing chassis. Not for racing cars now; today it's rare motorbikes. In fact, bikes have been the major part of his life. But we'll get to that later, after we've worked our way through why Bruce McLaren, Ron Tauranac, Jim Clark and Emerson Fittipaldi were all grateful that Cyril was around when they needed him.

Today Cyril lives in Bournemouth, and no, he didn't go there to retire. He went there in 1968 to work with another metal guru, his best mate Len Terry, architect of so many Lotuses, Eagles, Ledas and a whole lot else aside, not forgetting the Fleur de Lys vintage-style lorry.

When we're making arrangements for a (pre-lockdown) visit Cyril says, "Come the day after my chemotherapy, I'm at my best then." And he is; not too mobile but ebullient, cheery, proud of all the metal that's passed through his hands. Despite the time that's passed, he can recall the day some stranger looked in to the workshop under those arches and asked a question that would link Cyril to a famous name.

Trained as a toolmaker, Cyril soon found his way to Hornsey in London where bike racers Bob Robinson and Ted Young had rented arches near the Tottenham ground and started Arch Motor. Cyril joined them. Which is where that stranger appeared.

"I thought he was a time-waster," says Cyril. "I said, 'What do you want?' when he rolled up. Then he asked if we could make some wishbones."

The link with the well-known time-waster Colin Chapman expanded into parts and then chassis for the Lotus 6 and 7, Formula Junior, and even parts of an Indianapolis winner. "Arch went a long way with him, until he moved to Cheshunt [in 1959]. We didn't build the F1 cars, but later I made bulkheads for the 38 Jim Clark won Indy with." The connection was the 38's designer, Len Terry. Having met in Len's Lotus years, Cyril and he would later be constant collaborators. They were a matched pair - independent, strong-minded, resistant to authority.

The way Cyril tells it, he had no patience with spiky disagreements; he just upped and moved on. Similarly Terry, who twice walked away from Lotus and managed to fall out with Dan Gurney over his Eagles. Both worked best as independents, but were successful collaborators on many projects and Len's name comes up often as Cyril recounts his times. Len died in 2014. "I miss him so much," Cyril says, looking at a photo of his friend.

But it was under those arches where the firm carried out so much contract engineering, as well as building sidecar outfits, Cyril's speciality. Arch soon gained a name for quality and drew interest from the wider racing world.

"Chapman was a hard taskmaster, but I enjoyed doing his work because he was so innovative," Cyril says. "There were times when I had to pull him up short, but I wasn't afraid to. He wanted me more than I wanted him." He digs out a blueprint with Lotus printed across it. "This is the last thing I did for him - a quick-flow fuel can. He rang saying it was a rush job. He sent a van with the stainless steel and drawings. That was at Christmas time too, but we got it done. Saved his bacon!"

Another contact was Bruce McLaren. "He was a genuine guy, a great driver and clever too. He had the ideas and had Robin Herd to draw them. We got on like a house on fire, and if he had a problem I'd talk to Len about it. We'd sort it out for him."

Brabham's Ron Tauranac was another: "Ron was a guy I really got on with, a natural designer." Many a Brabham/Motor Racing Developments frame of the mid-60s carries the letters AM. Cyril recalls: "The BT21 F3 was the most successful. We built 121 of those." And much later when Honda proffered their F2 engine for the works Brabhams, "Ron made me testing manager".

He chuckles at recalling a historic meeting in New Zealand where he enjoyed pointing out to their owners the AM initials on Merlins, Brabhams and Lolas.

"I enjoyed doing Chapman's work – he was so innovative"





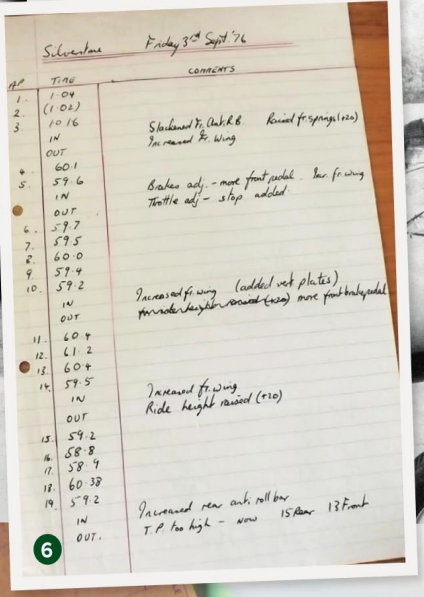




1. Not always just a metal man, Malem was a handy driver at sporting trials, too, here competing with his Cannon.
2. Arch Motor was founded beneath a railway bridge in London... Wonder where they got the name?
3. A big contract to produce Lotus 7 chassis got the ball rolling for Arch Motor's big move to Huntingdon.
4. Success Stateside. Lotus may have constructed Jim Clark's Indy 500-winning 38, but Cyril had a hand in it.

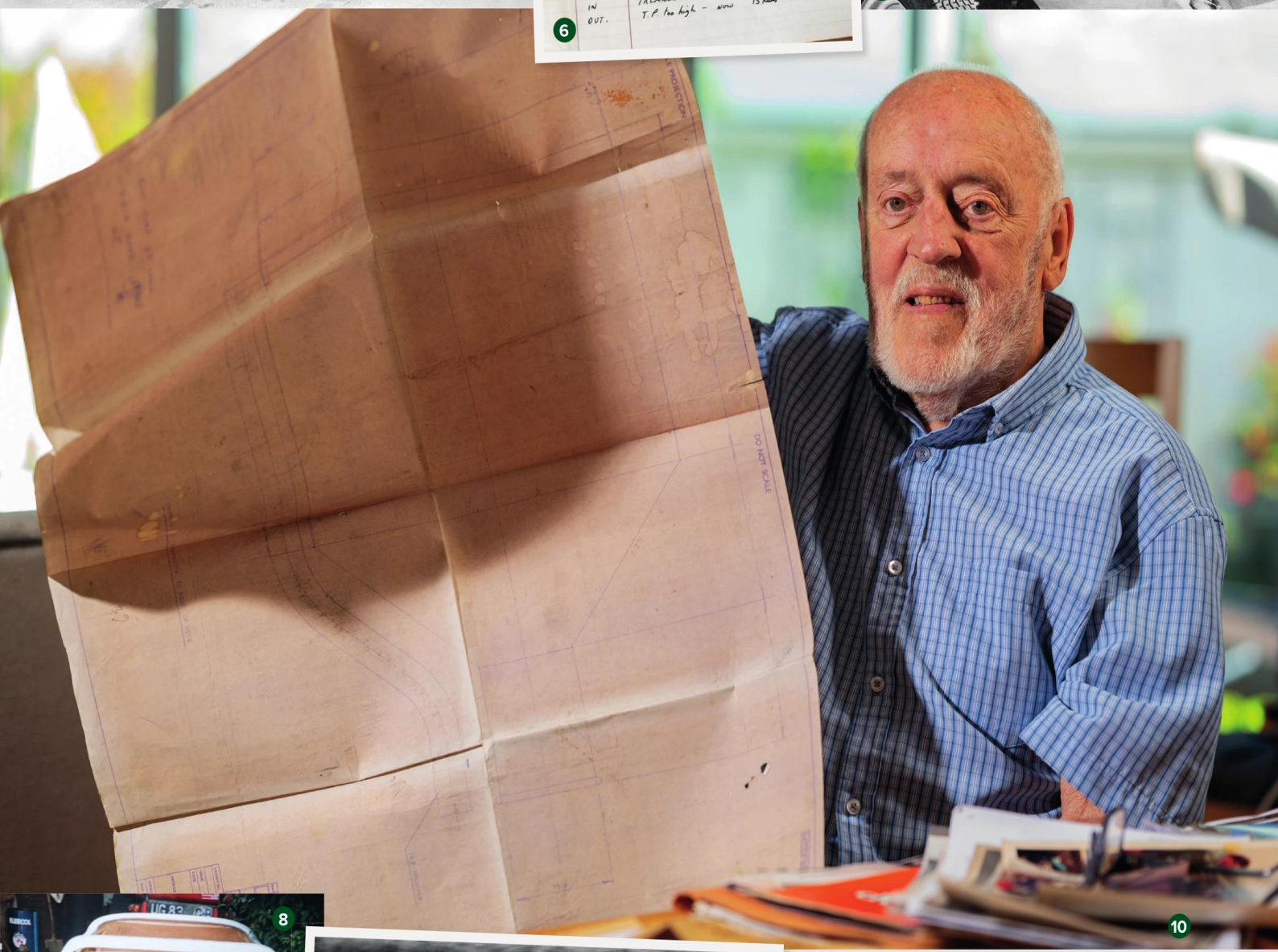
CYRIL MALEM, ARCH MOTOR, GETTY IMAGES, DPPI




Silverstone Friday 3rd Sept '76

AP	TIME	COMMENTS
1.	1:04	
2.	(1:02)	
3.	10 16	Standard fr. Arb. K.B. Raised fr springs (+20) Increased fr. wing
	IN	
	OUT	
4.	60 1	
5.	59 6	Brakes adj. - more front pedal Rear fr. wing
	IN	Throttle adj - stop added
	OUT	
6.	59 7	
7.	59 5	
8.	60 0	
9.	59 4	
10.	59 2	Increased fr. wing (added vert plates)
	IN	Rear roll bar height raised (+20) more front brake pedal
	OUT	
11.	60 4	
12.	61 2	
13.	60 4	
14.	59 5	Increased fr. wing
	IN	Ride height raised (+20)
	OUT	
15.	59 2	
16.	58 8	
17.	58 9	
18.	60 38	
19.	59 2	Increased rear anti roll bar
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	OUT.	





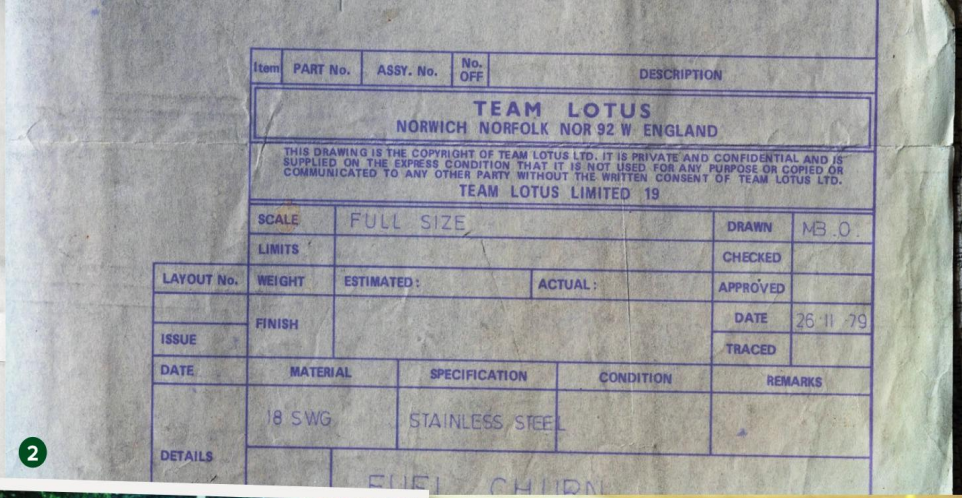




5. Viking TH1 F3 car of 1976 for Tore Helle was a Terry/Malem project. Ljungfeldt took the Swedish F3 title in one.
6. Malem has kept many documents: these are set-up and testing details for CTG FF2000, built by his company.
7. Cyril, left, built this Formula Junior in a beer cellar for Jim Keo, right. "A convenient place."
8. It's not all racing cars: this 1928 Alvis got a brand new frame too.
9. Tony Lanfranchi was another client. Malem built a replacement frame for his F5000 after a major crash. Here in a Brabham BT21 he tries an oddball aerofoil helmet.
10. After almost 70 years of active service on racing and road cars, as well as motorbikes, Malem still has a lot of his original blueprints.



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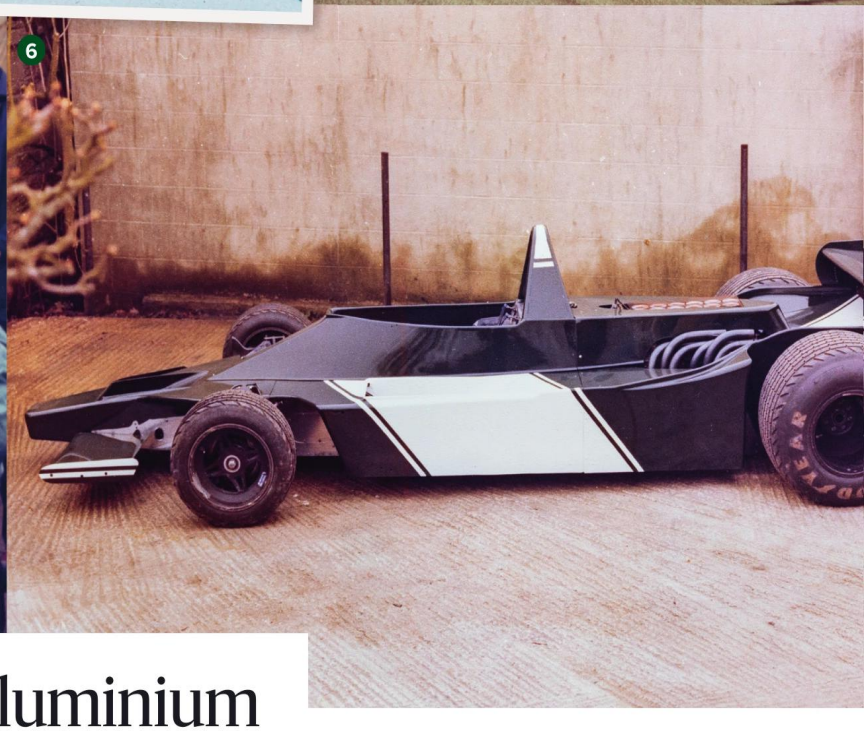
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5



6

"Having everything in aluminium was fine... until you hit something"

"Lola were on the same site as us [in Huntingdon]. We built all the single-seaters – Formula Junior, Formula 3, Super Vee." Mind you, his memory of Eric Broadley differs from most: "A very easy-going man and we got on well."

All this history is pouring out of Cyril as he flicks through albums of cars and bikes and it's hard to try and pin it to a timeline. Now he's showing me bikes. "Heard of an Egli-Triumph or Egli-Vincent? I built my version of Fritz Egli's innovative design – over 100 of them. These two are in museums, and we sent another off to New Zealand just before Christmas."

He's been doing this since the 1950s but even though someone else now does the physical work and despite his continuing medical challenges, proper retirement isn't on the agenda.

In 1965 Arch Motor left its arches, and London. "It got so big it needed to expand and I was offered a rent-free factory in Huntingdon on an out-of-town development scheme." Specialised Mouldings went too, the well-known maker of many a racing car body. "We were hand-in-glove. They bodied the cars we built. It was a really good time; the firm got up to 48 staff and had a huge contract for Lotus 7 frames."

Chevron was another marque to knock on the door. "I became very good friends with Derek Bennett. He was the whole package. He'd design and build the car, test

1. Graham McRae was successful in F5000, even if his GM1 car was rather 'creatively engineered'.
2. Paperwork for the final job for Colin Chapman, a Christmas panic for a fast-flow fuel churn.
3. Malem ready to race a classic 500cc Horex bike
4. CTG built Chevron B16 frames and parts. This is the Brian Robinson, Hugh Kleinpeter and Fred Opert car at Daytona in 1970.
5. Testing with BRM's V12 P207 Formula 1 car at Donington: Cyril, kneeling, talks to driver Neil Betteridge, who would race one in Aurora F1.
6. The BRM P230 was the team's final car in 1979, but never made it to a race before a messy dispute ended BRM. The single chassis later turned into the Hepworth GB1 Can-Am car.
7. Cyril's first complete car build, for Clubmans racing.
8. Fabricating the Fittipaldi FD04 F1 monocoque, but in Dorset, not Brazil as the PR machine implied...
9. Stirling Moss tries a CTG Formula Ford 2000 for size. The firm built FF2000s from 1977-81.
10. Cyril with Paul Palmer, his collaborator on 4-valve Vincent heads, in a FWD supercharged Alvis.
11. Designed by Len Terry, the P207 contested only one F1 race, the 1977 Brazilian GP where it was driven by Larry Perkins but retired with overheating. Despite eight more attempts with three different drivers, it never qualified again.



CYRIL MALEM, GETTY IMAGES

it himself and modify it, then bring it to us to make. We bounced ideas off each other. Later we made quite a few B8s, then the B16, F3 and Formula Vee cars. We did all the suspension for those. I enjoyed that."

Less enjoyable was a dispute among the workforce, and in 1968 Cyril baled out. Arch Motor, of course, still continues building Caterham and Ariel chassis and other car components in Huntingdon under Bruce Robinson, son of founder Bob.

"Len started Leda cars in Bournemouth and said he'd love to have me so I moved the family down here. But really I wanted to be on my own so I started CTG. I was inundated with work, from Chevron and Ron Tauranac, and I built my own CTG F2000 cars."

These raced from 1977-81, winning several races with drivers including Neil Betteridge, who would go on to link up with CTG again.

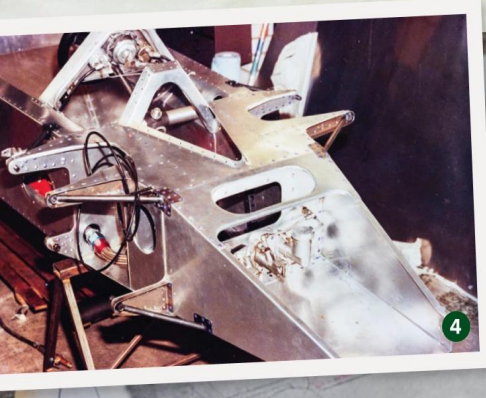
More photos cascade from folders onto the table. "That's an F5000 car I built for Tony Lanfranchi, sponsored by the Steering Wheel Club [a nightclub in West Bromwich] - my own chassis design after he crashed the original Lola. Oh, and this is one of three Viking Formula 3 cars I made for a guy in Sweden called Tore Helle. Len designed that. It was unusual because everything was aluminium, even the uprights. Worked very well until you hit something." Which was what happened at Monaco in 1976 when having won one heat Conny Ljungfeldt was running second in the final and an upright broke. Still, he collected the Swedish championship in his Viking that year, but the Rotel sponsorship had evaporated.

"Helle went bust owing me money so I took the damaged F3 car and a Novamotor engine. I built Toleman's first F3 car out of it. They called it a Technic, which Rad











1. A 2-litre Can-Am design, penned by Terry and fabricated by CTG.
2. "Cyril Malem – superchassis builder" says the legend.
3. This Porsche-powered spaceframe silhouette Mini was created for Swedish racer Tore Helle, who also had a handful of F3 cars made. The engine came from a 935.
4 & 5 Letters from team manager Jo Ramirez ordering two chassis for the Copersucar Fittipaldi F1 team dated 1975, with other documents and drawings for the car (4).
6. The team at work on a one-off two-seater road car tub, schemed by Malem's colleague, friend, and design inspiration Len Terry, on the right.

Dougall drove at Monaco." (In '77 - it didn't qualify.) More pictures, of a mid-engined Mini with Porsche power, spaceframe by Len and Cyril, also created for Helle.

There are plenty of images of Cyril in bike racing leathers. He raced in TTs for 15 years, including the troubled Norton-Cosworth, a project he subsequently bought over. There's a further bike diversion as Cyril finds photos of MVs. "I imported those - sold 23 of them. I was chairman of the MV Club. Look at this weird bicycle - I made that, too." As a cycle enthusiast, I know it's a copy of a Dursley-Pedersen with a bizarre triangulated frame. He just knocked that up for fun, like the spaceframe Escort he can barely recall.

A picture of Graham McRae's F5000 GM1, another Terry design, throws up more tales. "That was such a cheat! McRae was fanatical about lightness - the bolts had to be titanium, no overlaps in the monocoque, all butt-welded. And the roll hoop should have been 3mm thick but he had it made in 20 gauge, which weighs nothing. For the testing we puddle-welded round a hole and smoothed it so it measured 3mm thick! When you see him racing he has the rear wing up like a barn door. He could get away with that because it was so light." New Zealander McRae and his 'creatively engineered' car were highly successful in F5000 in 1972 and '73.

Now we have Formula 1 photos on the table. "My crème de la crème. I built two cars for Emerson Fittipaldi. Here's the letter from Jo Ramirez." Sure enough, the team manager's letter orders two monocoques, the first at £2000, "the second considerably under..."

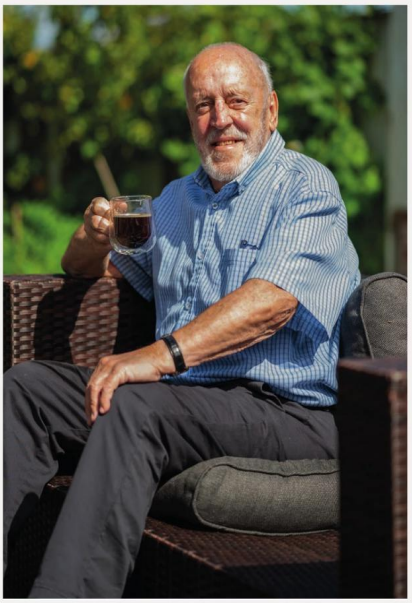
They only had six weeks for this, the FD04, and there was a catch - it had to appear a purely Brazilian project for the Copersucar sponsor. "So it was all hush-hush. Here's the car at the airport ready to be flown to Brazil for the presentation as if it was built there."

In 1976 Emerson qualified the FD04 fifth at Interlagos, though it didn't shine thereafter. But Cyril is proud to add that on a recent documentary the Brazilian champion was interviewed in front of the FD04 he keeps at his home. And then he remembers walking through the Monaco paddock and being hailed by Fittipaldi: "Cyril, we have a problem!" He sorted their complex welding difficulty, and Emerson asked what he owed. "I said I didn't want money, get me two pit passes. He took his own off and grabbed one from a team member. So we watched the race from the Rascasse braking area and bits of rubber kept landing in my chicken."

Graham Hill was another customer, though Cyril promised not to say what work he had done for him, and is sticking to that even now. "He was a lovely man, a real character. He invited me to the launch of the last Embassy car [Embassy GH2] saying, 'I'm trying to give something back to the sport.'"

Someone who didn't think that way was BRM's Louis Stanley, living high on the hog in his suite at the Dorchester while his

> "I told Fittipaldi I didn't want money, get me two pit passes"



once-strong team scrabbled for funds. When he landed sponsorship from Rotary Watches for 1977, he got on to Len Terry about designing a new car. "Len asks who's going to build it, and Stanley says, 'We will,'" recalls Cyril. "Well, I ended up doing it. It was shown to the press at the Dorchester, and I remember pushing it down Park Lane between all the buses.

"I went to see him - he was known for his trick of keeping a light shining in your eyes - and asked, 'What about this new engine you've promised Rotary?' He said, 'We don't need one. My engine is much better than a DFV.' I tried to talk about the money. He said he had £75,000 but it turned out that he owed £30,000 of it to the Dorchester." In fact the sponsorship was much more than £75,000, but Big Lou had a habit of economy with the truth.

The reasonably conventional 207 ran with BRM's delicate V12, "and a rod went through the block while Teddy Pilette was driving. Stanley told me, 'Don't worry, we have plenty of engines.' Next time out, there was a patch on the block... Nice engine, though." Still, it only qualified for a grand prix once, in Brazil driven by Larry Perkins, then overheated on lap one. A second car raced in the 1978 Aurora F1 series with Pilette at the wheel, a fourth its best finish.

The last throw of the BRM dice was the almost mythical 230, a ground-effect design by Terry, monocoque built at Cyril's Ferndown, Dorset workplace and assembled at Bourne. It had a single shakedown run at Donington.

"Stanley didn't want anything to do with it," says Cyril, "because Derek Bettridge paid for it, for his son Neil to race in the '79 Aurora series. But Stanley wouldn't release his engines, so Derek sued him and put him out of business."

There was indeed a tangled ownership dispute, which ended with John Jordan buying Stanley-BRM, and later passing the 230 on to hillclimber David Hepworth who built it into the GH1 single-seater Can-Am car. Danny Sullivan tried it in 1980 but crashed. Restored, it appeared at the 2017 Goodwood Festival.

CTG finished in the 1990s when Cyril began to have medical problems, but he kept a workshop going. And the tales keep coming too - parties on Ted Toleman's yacht at Monaco with James Hunt and Barry Sheen, the *Dr Who* car he built for the TV series, meeting the famous Wood brothers Indy pit crew when the restored Lotus 38 ran at Goodwood, Len sorting a problem for Chapman on the Lotus 91 for a paltry £250, getting Broadley to sort Jim Crawford's set up at Indy.

In between, Cyril took up trialling with a Cannon, and went on racing bikes into the historic racing era, always with more projects in his active mind. For someone with little formal education, he made quite a mark in our world.

"I've been fortunate to earn a living doing what I wanted to do," Cyril grins. "And I loved everything I did." That's not a bad thing to be able to say. O

CYRIL MALEM



GROWING PAINS

Once Formula 1's boy wonder, now the four-time world champion finds himself in a different part of the field. Could it be due to external distraction? **Mark Hughes** caught up with him



GETTY IMAGES

IT'S VERY EASY AT THE MOMENT to feel that the world has become a worse place than it was. A global pandemic that has merely punctuated a climate emergency, an economy on the verge of annihilation, increasing sections of society on the streets either protesting or living, racial tensions as though the civil rights movement of the '60s hadn't happened. Sport has long been an escape for fans from bigger world problems, motor sport no exception.

As crunch time approaches, it cannot ignore the environment in which its bubble exists - which is not a popular view among many fans. But it's one that even F1's biggest stars are confronting, none more so than Lewis Hamilton and Sebastian Vettel. The process is particularly illuminating with Vettel.

Here is a guy steeped in cars, racing and competing since childhood, who was absolutely as blinkered and focused as necessary to succeed in this incredibly demanding sport. Vettel has enjoyed enormous success and yet still remained in love with what he does, even now as his career seems to be caught in a downward vortex, swirling him around below the surface over which he used to skim from one success to another. But as that has happened, as he has matured and his horizons have expanded, he has taken on other concerns, bigger ones. Here is a mature, intelligent man struggling to make sense of the world, like many at this momentous time. Except he's in the spotlight. We are seeing him - and Hamilton - evolve in front of our eyes.

Many may not like it, but it's happening regardless. Here are two poster boys for a sport that used to almost celebrate its ostentatious wastefulness on the altar of free will and chasing performance for its own sake, for the sheer beauty and thrill of it. But the world's problems are crowding in and here's a man caught in the middle of that conflict, a four-time champion still in love with the sport, but with a young family growing up in an increasingly troubled place. He understands the charges of hypocrisy that

"There are ways to make the world better now and for future generations"

GETTY IMAGES, DPPI, GRAND PRIX PHOTO



Fresh faced: At BMW in 2007, left, and here in karts, 2001







A string of early successes, from his Italian GP win with Toro Rosso in 2008 (above), to karting, and even owning Nigel Mansell's Williams



Vettel's victory in the 2008 Italian Grand Prix sent shockwaves through the sport, and sealed his place at Red Bull's top table. But a lot has changed in 12 years...

voicing his concerns will elicit. But feels he must speak out regardless.

"Yes, people will call me a hypocrite because racing in F1 is probably the opposite of the direction the world needs to be taking," he says. "The climate crisis is overwhelming. The scientists tell us that even if we switched off [industrial activity] for good we would still need more than that, we would need to be doing [carbon] captures. I'm not racing to damage the world. It's my passion and I ended up by accident to be racing. But I do believe there are ways to make the world better for us all now and for future generations. I believe there are solutions where we don't have to relinquish certain things. We are clever enough that we can work this out, where we can find a solution and still have the joy and passion and maybe make it even more exciting. But we in F1 should be doing a lot more. We have a great responsibility towards society, the planet, our own consciousness."

Motor Sport caught up with Vettel at Monza, where 12 years earlier he'd won his first grand prix, almost as a miracle, for the little Toro Rosso team. Life was a lot simpler for the 21-year-old, who'd beaten the world's best in the top teams.

"It's completely normal that bigger things caught up," he says. "I've been on this planet for another 12 years and you get to see a lot of stuff, learn a lot of stuff inside racing, outside, in the car, out the car, but also in life. When you compare yourself between 20 and 30 there's a lot happening."

The racing came first, picked up from his dad. "He did amateur hillclimb racing and as a family we were always travelling together. I think it was by accident that his go-kart thing came up. We went to a go-kart track and when Christmas came around - aged three - I had my first go-kart under the Christmas tree. It was a one-wheel powered, one horsepower, little tiny go-kart. I started off in the back yard going up and down and then we bought another kart, which we shared with my sisters, but I wasn't very good at sharing. I always finished the fuel tank and never let them run so they lost interest and I kept it. Then we went to that track again and there was another boy doing practice laps on a mini kart and we saw, 'Oh, you can do laps,' and that's how we stumbled into racing."

It's never let go of him since. His passion for the sport is total, something reflected in his unusual (for a driver) interest in its history and immersing himself into the technology of cars and motorbikes. He has a scattered collection of bikes, road cars and race cars, including his hero Nigel Mansell's Red 5 FW14B. "It's not that I'm nostalgic and just like collecting old stuff," he laughs. "Well, I am nostalgic in the sense that I like old cars and bikes. They are like a vaccine. You have the vaccine for life. But I like the old stuff because new stuff is boring, just too perfect

and everything hidden. You look at an old bike or under the bonnet of an old car and what you see are the working parts, not just some plastic covers and cables. But yes, the aesthetics of the old times were better, with the cars. Some of those shapes, you couldn't do them now because of the safety legislation. Something like a Ferrari Dino 246, just beautiful. But you wouldn't be allowed to sell it now.

"Driving, the same. Modern supercars are just too perfect and you have to go too fast in them to feel. They are too easy - anyone can drive them. Which is good because they're not supposed to kill you but if you step into an F40 - I have one - you have some respect. No aids, the car's a nightmare to drive by today's standards. You can't be lazy or not careful otherwise you will have an accident."

So what else has he got? "The oldest is a 1958 BMW 507. I also have two Fiat 500s, a normal one and also the funny one with the

> "We empower the wrong way, while not paying attention to the right way"

wicker-basket body. I was looking at a Mk1 Golf GTI. I have the cabriolet one, called 'the strawberry basket' in Germany because that's what they look like. I have some modern Ferraris but I don't drive them that much. But I look at the machines like some look at a work of art, except you can use them, too. Bikes... I have a pre-war Scott. The challenge with that is to get it running. It takes a while. I have a Vincent Black Shadow. That's a beast. Those bikes were really quick in their time in a straight line but cornering them... I only ride them when the weather is nice. My bum gets sore after a couple of hours."

The conflict for such an enthusiast with the concerns he has taken on is obvious. "Where I am in life now? Okay, I'm married only for a year but I have kids, other things as well, there's a lot of things you see and you can't unsee. Sometimes it would be nice to be so naive - not stupid, but just naive so you were not aware of a lot of things, whereas now you are, you just can't look back. You don't want to not see it because it's important. But sometimes it would make life easier. I often think, 'How did I not see that then?' I think that's normal. It really started to click with me about seven years ago that the climate situation is not good."

So what is the great solution? "I don't know. But what amazes me is that we know the problem now, we know that the world is not sustainable like this. We know that. But still we don't attack the problem properly. If this was a racing problem and you knew how to go faster, it would be stupid not to do it. We have solutions. They may not be perfect yet but that's no reason not to develop them. We continue to empower what we know is the wrong way while not paying attention to the right way. That's crazy. We need to do so much more. Coronavirus is serious but it has taken away the spotlight from climate change. But the climate hasn't stopped changing."

It's not a popular view with many in the motor-sport world, but he feels it can no longer be left unsaid. "It used to be that sports stars or pop stars didn't get too involved because it might be bad for their image or popularity. Subjects like climate change or the fight against racism are so big that you cannot afford any more to be apolitical. It's not like you *have* to take a stand, but you should.

"If you have fans with a certain view of the world that are different from yours, so what? You should care about what's right, not about whether they might like you or contribute to your business. Why should that stop you making a stand? Making progress is all about discussing views and moving forwards. So long as the big profile people like Lewis resonate with people and lead them to adapt these messages to their everyday life, you can have an impact. It's not just about saying, but doing it. It's fine me wearing a black shirt and saying we should stop racism. But I have to act like that as well when the camera is off. That's making the difference, and that's something we can all do. If I felt I was being used or pressured, I just wouldn't be doing it."

The behavioural psychologist Professor Donald Hoffman has proposed the following: 'Any organism that wastes its perceptual energy or time on the truth will not be able to out-compete organisms who are only spending their energies on the fitness pay-offs that help you win the game.' That, he argues, is what has skewed the





Taking the knee next to Hamilton, right. This year has shown the development of both world champions speaking out. Below, surrounded by fans during happier times at Monza in 2017







The German is also known for his love of motorcycles, but does this clash with his environmental views?





Vettel's time with Ferrari is soon to end, with him making the move to Aston Martin for 2021

world in favour of 'winning the game' rather than truth. It's something that might be applied to the backdrop of climate change, but equally it poses an interesting question about whether someone in as intensely competitive a sport as F1 could combine competing with addressing the bigger issues outside their sport.

Lewis Hamilton's current form - amid his constant battles to highlight racial, environmental and mental health causes, both in person and through his huge social-media following - seems to suggest it is more than possible. But Vettel's recent struggles might be cited as evidence of the opposite. "I think it's probably true that it can take away from 'winning the game'," he says. "Sometimes it's actually quite helpful not to get involved, not to see the problem because you just get on with the game. But I don't think it makes it impossible to be at a very high level. There's also the merit in wisdom and experience. The perspective is different from when you are young and it's up to the user to use the knowledge and make it a strength. It's not easy."

Despite all the concerns about the future, Vettel remains resolutely optimistic. Not everything is worse than it was. Talking of George Floyd, the black man infamously killed by a Minneapolis police officer kneeling on his neck, he says, "It's not a nice truth, but things like this happened before and were swept under the carpet. We are living in the most transparent age ever. That became the issue it did - and rightfully so - because someone filmed it on their phone and released it to the world. It was right that it blew up the way it did, and if this is what it takes to reveal what's been going on for years, decades, centuries and we've not acted or implemented enough change to get rid of it, then it's up to all of us to take command and stop it."

When we first speak, Vettel was still a few days away from being confirmed alongside Lance Stroll at Stroll Senior's Aston Martin Racing Formula 1 revolution. At this point in time, Vettel is coy about what happens beyond his final few races with Ferrari, but he's well aware of the rumours flying around at the time, which would ultimately prove true, and cost Sergio Pérez his spot at the team. Instead, what can he do with his current, rather recalcitrant, Ferrari?

"You have to sometimes live with it [the car] not optimised while still focusing on where it needs to go. It's not the easiest situation, and it's one I've been struggling with for the last couple of years."

A few days later he's happier to talk about his move: "It was not an easy decision," he says, adding that there were two main considerations. "One is believing in the team to do well, which has already been proven by the track results this year and I believe there is more to come. And second is my own future: is it time to stop or time to keep going? And I made my decision. I have more to give and I am looking forward to the task with a new team, a new environment and a new spirit."

He could add 'a new challenge'. Because it is clear that both in the car and out of it Sebastian Vettel is not done yet.

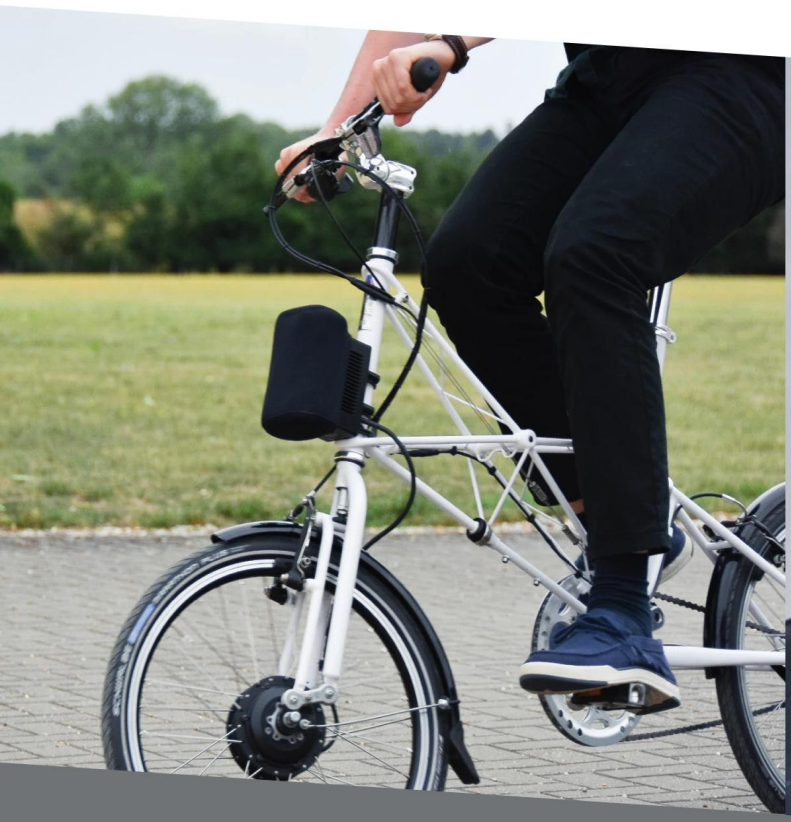


"It's not an easy situation, and it's one I've been struggling with in recent years"

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Sophia's choice



In 2018 came *that* Macau crash. Now fully fit, Sophia Flörsch is focused on making her mark among the men. **Anthony Peacock** speaks with Formula 3's female trailblazer

NURPHOTO VIA GETTY IMAGES



Flörsch was 17 when she crashed at 170mph at Lisboa Bend in Macau, leaving her with a spinal fracture that required hours of surgery

If you happen to follow Sophia Flörsch on Instagram - and you'll be in the company of 370,000 other people if so, which is more followers than a couple of this year's Formula 1 drivers - you'll see on her biography that she describes herself as "Just a normal girl racing against the clock and the boys."

That's not entirely true, as Flörsch, a 19-year-old racing in FIA Formula 3 this year, is far from normal. Instead, what the world wants to know is just how different she is.

Not unexpectedly, maybe on account of her German passport, Flörsch comes across as pragmatic. Her racing career and the challenges she faces are logical problems to be solved in the most efficient way possible.

She doesn't shy away from striking a pose on those Instagram pages because she knows that this is what people like to see, which in turn raises her profile when it comes to sponsorship. No other Formula 3 driver comes close in terms of visibility. It's just a question of trying to use every opportunity and extract the maximum advantage from each single element. Which is what every racing driver does.

Most of all Flörsch is refreshing, as despite all of that, she's not one to politicise the whole 'women in motorsport' subject. In fact, you get the impression that she's slightly bored of talking about it and has a distinct horror of being defined by it. Her view is that she's a driver who happens to be a woman, rather than a 'woman driver'.

And if there were a magic way for her to remove that whole context, to allow her just to drive with no other questions asked, she'd probably be happy to take it.

But that's never going to happen, so why should Flörsch discount her looks or her gender? Better to embrace it, make it work for you. And that's exactly where she's at with her personal marketing.

"Social media is important and fun: it's what sponsors are looking for," she points out. "Of course, sometimes you get haters, let's call them that, or people who don't support you, but that's normal. Nobody has only lovers or haters. I can cope with it."

With the first elephant in the room despatched - as motor sport is now an increasingly politically correct place - let's move onto the second: *that* crash.

Flörsch's accident in Macau two years ago made headlines all over the world, with the sort of high-speed flight straight out of the movies. Unfortunately it was very real, and everybody who saw it instantly had the sickening realisation that she wasn't going to be walking away from this, and that the injuries were likely to be multiple.

Miraculously, she survived - but sustained a spinal fracture that required a full 11 hours of surgery to correct. Yet, she was back in action within a few months. Although the consequences were minimal ▶

"Sometimes you get haters. I can cope with that"







From top: a guest on German TV show *Menschen 2018*; return to Macau 2019; F3 racing at Silverstone in July

GETTY IMAGES

Eighteen months after Macau, Flörsch became the first female racer in the remodelled FIA Formula 3 Championship

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compared to the size of the accident, the objective fact is that she was still badly injured. Everyone forgets about this, firstly because it seems incredible that Flörsch is still alive, and secondly because she herself does her best to minimise it.

It's a similar attitude to the one she has towards the 'women in motor sport' theme. She sees it as slightly embarrassing, attention she would rather not have if it detracts from the focus on her driving. But if it's there, she may as well make the most of it.

"Macau is now part of my life," says Flörsch. "I can't rip that page out but at the same time, I don't want to be just the girl who had the crash. I want people to be talking about me because of good races, good results and then the crash. That's my main point to be honest."

That attitude led her to the conclusion that if the page can't be ripped out, it may as well be read aloud. Following the accident, Flörsch embarked on what felt like a never-ending tour of talk shows and interviews. On that side of things, she says, "It's not something I can be sad about. All the attention after the crash was certainly a lot higher."

She genuinely sees what for most people would be a life-changing event complete with post-traumatic stress disorder as no big deal. Anybody who ever doubts her intrinsic core of sheer grit needs to spend only five minutes chatting about Macau to realise what Flörsch is made of.

"Everything is completely recovered, just a few scars and that's it," she says. "There's something in my blood that makes me a positive person, and it could have been a lot worse. The important thing is that I can continue racing."

Flörsch's father Alexander raced Formula 3 in Germany. "He started when he was too old and never had the money," is how she describes his story, which will sound depressingly familiar to many amateur racers. Instead, Alexander realised that the family's best racing hopes lay in his daughter, who started racing karts when she was eight and idolised Michael Schumacher.

From then on, everything fell into place and Flörsch rose through the ranks of karting, Ginetta Juniors (becoming the youngest driver to win a race), Formula 4 (becoming the first woman to score points) and all the different iterations of Formula 3, ending up in the FIA Formula 3 Championship that supports Formula 1.

It's a steep learning curve, but Flörsch isn't one to shy away. You have to confront your challenges, deal with them one by one, she firmly believes. And with a few races under her belt, Flörsch is already certain about where she needs to improve.

"Qualifying is my weakest point," she says. "I think I need to work on that, because in F3 it really sets the tone for your whole weekend. My starts also need to improve. Especially with the hand clutch [a spec component in the latest-generation F3 cars] - it's my first time using it - but you need to adapt quite quickly. So I think those two points are going to be important for me across this year."

One stepping stone that Flörsch famously didn't take is W Series, the all-female championship that goes against her ideology by putting the accent on the difference between male and female racers.

Another supremely refreshing thing about her is that she's happy to slip the bonds of political correctness and speak her mind, even if that might upset a few people.

"I'm against W Series but there are different reasons," she points out. "The goal for me was always to be the best in my sport and not just the best female driver. I want to win and lose against the boys, not some other girls. What W Series is doing wrong is that they're saying they're going to bring the next woman to F1, which in my opinion is not right because the car they're driving there is Formula Regional and you still have

> "I want to win and lose against the boys, not some other girls"



FORMULA 1 VIA GETTY IMAGES

Flörsch drives for Campos Racing, founded by former Minardi F1 driver Adrián Campos in 1997. Fernando Alonso made his racing debut for the team in 1999

two or three steps between this and F1. So, saying that they're going to make a new F1 driver is, in my opinion, completely wrong. Look at [reigning W Series champion] Jamie Chadwick. She's a good driver but now she's doing Formula Regional with Prema. You know, at some point she is going to have to do FIA F3 and then we'll see."

Flörsch is already there, trying to fast-track her progress. There's a clear plan. She will do F3 again next year before progressing to F2, and from there aiming for F1. A few top-10 finishes in F3 this year would be beneficial. Then she wants to build on that next year to be challenging at the front. Ultimately, she believes that there's no physical reason why a woman can't drive an F1 car as well as a man.

She isn't affiliated to any team. Flörsch is racing for Campos in Formula 3, but has informal connections at Mercedes, which could prove to be a big asset in the future.

Her learning curve is accelerated because she's doing a European Le Mans Series campaign in parallel with F3 this year, as part of an all-female team with F2 driver Tatiana Calderón and sports car racer Katherine Legge - whose season got off to a tricky start when she broke her leg in a practice crash at Paul Ricard. So, if the F1 dream doesn't work out for Flörsch, there are always sports cars or Formula E. It's important to have a plan B. In the meantime, she's in for a busy year, also squeezing in as many promotional opportunities as she can in the perennial search for budget. There's no time to ponder philosophical abstractions about the role of women in motor sport. She's too focused on making it happen.

"Budget is probably the most important aspect of our sport," points out Flörsch. "Being here without the same sort of budget as the others and fighting for a seat each year is mentally not easy. You can't always have the best car but you always have the pressure to perform, otherwise it's all over. That's part of the deal, though."

Surprisingly, there's only a small team behind Flörsch. Her dad is her constant supporter and "sort of manager". Former racer Facu Regalia from Argentina is her driver coach. Thomas Strerath, a well-known marketing expert from Germany, helps look after the commercial side.

This year, the pressure will be on. "What makes Formula 3 special is that we are 30 drivers who are all really quick," Flörsch points out. "It's so close, which means that you need to work at your best, and also the car needs to work at its best. Just one tenth can make several positions, and you only realise that when you're there and doing it."

There's no place to hide. But Sophia wouldn't want it any other way.

"You always have the pressure to perform. That's part of the deal"





The view from trackside

Racing coach Regalia is pushing the German teen to make the grade

Facundo Regalia is an Argentinian racing driver who competed in the forerunner to the current FIA Formula 3, GP3, and is Sophia Flörsch's driver coach. He heads up the Road to Success driver coaching and management programme, and has worked with Flörsch since 2018.

'Facu' assists Flörsch not only through practical sessions but also trackside. "I have a bike and I go out and watch her at various points on each circuit," he says. "You learn a lot about a driver just by watching. I always have a video camera with me, so I record her compared to the fastest people in the session, and then we analyse and compare afterwards."

Regalia already has a clear picture of Flörsch's style. "Her biggest strength is her consistency in race pace," he says. "She's strong in that area and there's no doubt for me that her pace is top 10. But she's new to F3 and there are areas to improve, which is important because the margins in this championship are small. We're working on aspects and you can see the benefits are coming already."



Flörsch is part of the first all-female LMP2 team with Richard Mille Racing

As well as Formula 3, Flörsch is also regularly driving an LMP2 car, which she will use on her Le Mans debut this year.

"Normally, I would say that jumping between two cars makes life harder," adds Facu. "But the LMP2 car actually has a lot of downforce, so you end up driving it in a similar way to a formula car. It's more seat time for Sophia this year, which is really positive for her future development."

XAVI BONILLA/DPPI, FACUNDO REGALIA

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The 507 may have been viewed as a costly failure in its day, but is now hugely sought after

BONHAMS

A folly no longer

BMW sold only a handful of its handsome roadster in period but collectors fight for them today, says **Simon de Burton**

IT'S USUAL FOR RARE CARS THAT ENJOYED notable success in period to command big money today - but those that failed first time sometimes carry a stigma, thus reducing demand and therefore value.

Not so BMW's 1950s folly, the 507. Built at the behest and encouragement of the American-based auto importer extraordinaire Max Hoffman (who played a part in the development of the Mercedes-Benz 300SL and the Porsche 356 Speedster, among others), the 507 was meant to challenge the SL for US sales

But by the time it had been developed and produced, the beautifully engineered roadster with its aluminium body designed by Albrecht von Goertz needed to be priced at more than $9000 to be anything like viable - and even then BMW was still losing money. As a result a mere 252 507s were built, and inevitably they were only bought by the super-wealthy, meaning that the car attracted a disproportionately large number of celebrity owners. Two- and four-wheel champion John Surtees bought one with money given to him by MV Agusta for winning the 1956 World Motorcycle Championship, with hill-climb meister Hans Stuck and motorcycling legend Georg Meier being among other leading racers to own these handsome cars.



BMW had a ready-made V8 to fit in the 507, giving it 150bhp and decent performance





Perhaps more famously, Elvis Presley had two (and gave one to Ursula Andress) while Fred Astaire, Alain Delon and the Aga Khan also bought them. So it's no surprise that HRH Prince (later King) Constantine II of Greece was the first owner of this 1959 model due to cross the block at Bonhams. He ordered his 507 with dark silver paint and the options of a Nardi steering wheel and a Becker radio - complete with state-of-the-art electric aerial.

The fate of the car in decades that followed his exile from Greece as a result of the military coup of 1967 is unknown, but it was discovered in badly neglected condition by the current owner in 1989 before being treated to a three-year, six-figure restoration in the early 1990s.

Still painted silver when found, the car was refinished in the current '*Federweiss*' and during the past 25 years it has become a familiar sight on the international classic car scene having taken part in numerous events, including the Mille Miglia, the Ennstal Classic and the Tour Auto (as well as appearing at eight international BMW 507 gatherings).

In 2018 Bonhams achieved a record £3.8m for the ex-Surtees 507, which had remained in his ownership until his death the previous year, following-up five months later by selling the von Goertz car for £2.3m.

Those cars, however, had exceptional provenance having belonged to key figures in the automotive world - and, of course, that was then and this is now.

But even if it doesn't make a king's ransom, Prince Constantine's former carriage certainly won't go cheap...

1959 BMW 507 ROADSTER
On sale at Bonhams, Zoute, Belgium. Oct 11. Estimate £1.7m–£2m

In the market for under-appreciated classics?

Here are some other 'flops' of their day that are finally getting recognition



2005 ALFA ROMEO 147 GTA. £19,995 They look great and Alfa Romeo only sold around 5000 of these 3.2-litre V6-powered hatchbacks worldwide, meaning prices are now on the up. *alfaaid.co.uk*



2002 MAZDA RX-7. £55,000 Mazda's answer to the Porsche 911 was just as expensive as its German rival, and nowhere near as successful. The third-generation car is still a beautiful thing though. *contemptoconcept.com*



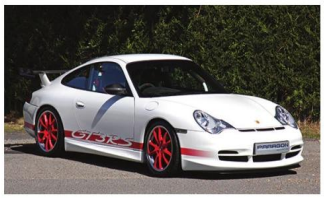
1985 ROVER SD1. £10,995 The SD1 was supposed to be a world-beater when it was launched, but had a fair few flaws. Now, of the 304,000 built, only around 310 remain registered in the UK. *cranerclassics.co.uk*



1966 ALFA ROMEO DUETTO. £40,250 Launched in 1966, Alfa's Spider is a very underrated little roadster. It's fantastic to look at, drove brilliantly and this one has already been lightly restored. *vsoc.nl*

BONHAMS

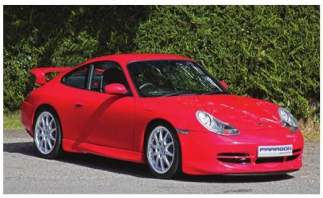




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£79,995



911 Turbo (997 GEN II)

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

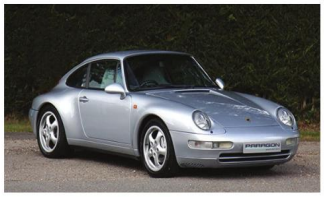
£67,995



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 Carrera 4 (993)

Polar Silver • Marble Grey Leather Sports Seats • 285 BHP VarioRam Engine • Air Conditioning • 17" Cup Alloy Wheels • Four-Wheel Drive Electric Sunroof • Cruise Control 61,913 miles • 1996 (N)

£59,995



911 Carrera 2 (991)

Carrara White • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 20" Carrera Classic Wheels • Previously Sold & Serviced by Paragon • 37,285 miles • 2012 (12)

£49,995



Boxster Spyder (987)

Jet Black • Black Leather Sports Seats • PDK Gearbox with Paddles 19" Black Boxster Spyder Wheels Sport Chrono • Sport Design Steering Wheel • Full Leather Interior • 14,528 miles • 2011 (11)

£44,995



Cayman 718

Basalt Black • Bordeaux Red Leather Heated Sports Seats • PDK Gearbox with Paddles • Switchable Sports Exhaust • 20" Black Carrera S Wheels • Bluetooth Phone & Music • 6,882 miles • 2019 (19)

£44,995



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)

£39,995



928 S4

Marine Blue • Linen Leather Seats Piped Blue • 17" Cup Alloy Wheels Electric Sunroof • Air Conditioning Cruise Control • Sports Steering Wheel • Previously Sold & Serviced by Paragon • 51,736 miles • 1989 (F)

£34,995



911 40th Anniversary (996)

GT Silver • Natural Black Leather Sports Seats • Manual Gearbox Satellite Navigation • No. 743 of 1,963 Cars Built • 18" Carrera Wheels • Previously Sold & Serviced by Paragon • 45,721 miles • 2003 (53)

£34,995



Boxster S (986)

Arctic Silver • Boxster Red Leather Heated Sports Seats • Tiptronic S Gearbox • Full Leather Interior Cruise Control • Previously Sold & Serviced by Paragon • 57,951 miles 2001 (Y)

£11,995

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The E-type Reborn programme follows Jaguar Land Rover's Range Rover Reborn

AUCTION HERO

The first of the new

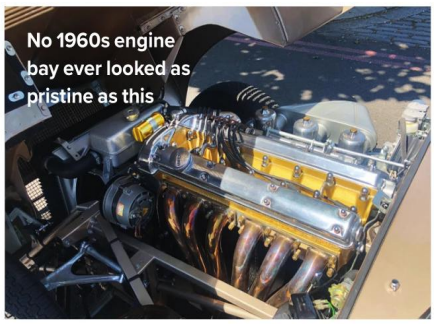
Rebuilt to the finest standards, Jaguar's Reborn E-types are limited to 10 examples – and one is ready, says **Simon de Burton**

"LET ME TELL YOU ABOUT THE very rich. They are different from you and me. They possess and enjoy early..." F Scott Fitzgerald's oft-quoted and maybe misquoted remark to fellow author Ernest Hemingway is no less true today than it was almost a century ago, and it could be applied to the owner of this Jaguar E-type recently consigned for sale with Graeme Hunt.

The Series 1 3.8-litre fixed-head coupé is the very first to have been commissioned through the E-type Reborn programme, introduced by Jaguar Heritage back in 2017, and the third example of these to have been completed.

At a cost of more than £295,000, the 10 cars originally slated to be rebuilt into 'as-new' condition (better than being actually new) were only ever of interest to the very rich, all of whom, one might assume, would relish the opportunity to get behind the wheel of their gleaming, showroom-fresh time machines.

In reality, according to Hunt, this car is likely to be the only one that has actually left the factory since completion, having been displayed at events such as the Le Mans Classic and the Goodwood Festival of Speed to promote the Reborn service to a captive audience of potential buyers. As a result the odometer shows a mere 400-odd miles, most of which were put on the car by the Le Mans star Andy Wallace.


No 1960s engine bay ever looked as pristine as this

Built from a donor car originally supplied by Jaguar New York to a Californian buyer, the E-type had but one further owner before being bought back by Jaguar Classic for the Reborn treatment, during which it was finished in its original Opalescent Golden Sand paint with a light-tan interior.

Undoubtedly rebuilt to a far higher standard than any E-type that left the Coventry line during the '60s, this one also benefits from modern upgrades such as a tubular exhaust system, better brakes and suspension, and a classic-looking stereo that features Bluetooth connectivity and other 21st-century gadgets.

Being sold with a comprehensive photographic record of the restoration including before pictures as well as a signed book from the team who built it, the car is described by Hunt as potentially "the best fully restored E-type on offer anywhere".

There's no denying that it looks superb and probably drives even better, so if you're in the market for a 'new' E-type, don't want to wait for Jaguar Classic to build you one and happen to have acquired a taste for some of the more unusual colour schemes of the 1960s, then this example could truly be a golden opportunity.

1964 Jaguar E-type Reborn. On offer at Graeme Hunt, London SW1. Asking £287,500 graemehunt.com



2001 FERRARI 550 GT1 PRODRIVE. SOLD FOR £3.6M. RM SOTHEBY'S
This truly historic Ferrari racing car was the second of a dozen 550 GT1s built by Prodrive for Care Racing Development. Its string of successes included victories in the 2004 FIA GT championship and the 2004 Spa 24 Hours. Owned by Care Racing Development from new, it was sold complete with an overhauled and rebuilt engine from the Spa win in 2004, ready to take part in events such as the Masters Endurance Legends and the Le Mans Classic.



1960 DODGE POLARA. SOLD FOR £78,250. GOODING & COMPANY
If you were looking for a 'people carrier' in 1960, they didn't come much better than the Polara station wagon, with seating for nine and a potential 100 cubic feet load space. This is thought to be one of five left from 1768 built.



1990 NORTON F1. SOLD FOR £25,312. H&H
This is the road-going version of the rotary-engined race bikes that achieved success during the early 1990s, most notably in the 1994 British Superbike Championship. This immaculate example carries its original JPS livery and has covered fewer than 7000 miles from new.



1955 TRIUMPH TR2 WORKS CAR. SOLD FOR £152,760. RM SOTHEBY'S
Still carrying its correct registration mark, this TR2 was one of three works racing cars built by Triumph for the 1955 season. Although its racing career was short, it achieved fifth in class and 14th overall at that year's fateful Le Mans 24 Hours.

Saleroom goes viral

Amid COVID-19 concerns, US auctioneer Gooding & Company proves that online auctions can still make motoring history

AS THIS ISSUE GOES TO PRESS, many people involved in the classic car business would ordinarily be resting up after the madness of Monterey Car Week in California - but not this year. Gooding & Company, the official auctioneers for Pebble Beach, formally postponed this year's sale until 2021, holding instead its first 'Geared Online' live internet event, which proved to be a £10.9m success. It resulted in the highest price yet achieved for a car sold online when a 1966 Ferrari 275GTB Long Nose realised £2.3m. Other sales included a 2003 Ferrari Enzo for £1.8m, a 1995 Ferrari F50 for £1.6m, a 1992 Ferrari F40 for £1.2m, and a 1934 Duesenberg Model J Town Car, with less than 40,000 miles on the clock, for £758,400

Gooding & Company became the first house to suffer a major setback due to Coronavirus when it was forced to postpone its potential £45m 'Passion of a Lifetime' auction shortly before it was due to take place in London on April 1. The event was subsequently salvaged and occurred on September 5 at the Concours of Elegance at Hampton Court Palace, shortly after this issue closed, but we look forward to analysing the result next month.





1956 AUSTIN-HEALEY 100M BN2. SOLD FOR £29,300. BONHAMS

A rare export model delivered new to Morocco, this was a matching-numbers car and would have been highly desirable in standard form. What made it even more covetable was that it was fitted with the Le Mans kit, endowing it with 110bhp.



1959 STANGUELLINI FORMULA JUNIOR MONOPOSTO. SOLD FOR £79,000. BONHAMS

It might look like a shrunken Maserati 250F, but the Stanguellini Monoposto was designed for Count Johnny Lurani's new Formula Junior class. With the 1098cc Fiat engine, it offered the perfect entrée into open-wheel racing.

REMI DARGEGEN, MIKE MAEZ ©2020 COURTESY OF RM SOTHEBY'S, BONHAMS



THE INSIDE LINE

"Spectacular prices are likely to have come from a no-reserve offer"

MICHAEL LEWIS' 1989 book *Liar's Poker* introduced the concept of the 'Big Swinging Dick', a term used to refer to the alpha-male behaviour in Wall Street.

We have little opportunity to emulate this sort of thing in the classic car world unless you include the sort of American-centred bidding that is designed to set a new world record rather than to reflect the actual worth of a vehicle. And even this, we would argue, is the preserve of the sort of chap about whom the third word is the more applicable of the three.

And yet, there is a means with which those wanting to sell their classic car can express their confidence in their ability to read the market. I refer to the no-reserve auction. Also known as an absolute auction, it is the purest form of selling because the final price generated (assuming the sort of widespread advertising and in-depth presentation we carry out) reflects the car's true market value.

But why forsake the comfort of a reserve? Well, self-interest, mainly because our findings are that cars offered with no reserve do better on average than those offered with a reserve. If you look back at auction results, spectacular prices are disproportionately likely to have come from a no-reserve offer. The lure of a potential bargain appeals to human nature and encourages passing interest to look more deeply into a lot's particulars, and if even only one of these people is converted into a serious bidder, the auction is automatically more successful.

The best example we have was a yellow BMW M Roadster we listed a while ago. Offered with an apparently sensible reserve, its colour seemed to deter potential bidders more than we anticipated and it finished the auction having had no physical viewings, little interest online and just two bids, the highest of which was only £10,000 and the vendor rightly rejected a derisory post-sale offer of £12,000.

Circumstances changed and he reconsigned it to us a few months later. It was now autumn but, importantly, he asked us to offer it with no reserve. This time we had many viewings and vibrant bidding, resulting in a hammer price of £14,250.

While we accept that the plural of anecdote is not data, more formal studies support this theory. One interesting one from 2007 looked at the effect of a reserve price when selling Pokémon cards on eBay. The findings showed that "secret reserve prices make us worse off as sellers, by reducing the probability of the auction resulting in a sale, deterring serious bidders from entering the auction and lowering the expected transaction price of the auction".

The key to any successful auction is to tempt bidders in, and part of this is to acknowledge that buying any used car is potentially risky for the bidder thanks to the asymmetric distribution of knowledge and information. The seller holds those cards and while there is little anyone can do to remedy that - although publishing a comprehensive third-party description as we do does help - independent research shows that reputation is crucial in helping the potential bidder redress the balance of power.

"The colour deterred potential bidders more than we anticipated"

Sometimes even that is not enough. And it is here that the car offered with no reserve can often tip the balance from passing interest into actually submitting a bid. Of course, it is easy for us to tell you that offering your pride and joy without the safety net of a reserve price takes balls. But that's kind of the point, isn't it?

Tristan Judge is director and co-founder of The Market, the online auction platform for classic and collectable cars



Buying guide

Renault Sport Spider

Fuelled by F1 success, this roadster made its mark on the track

The Renault Sport Spider is a curious thing. A quirky-looking two-seater racing car for the road, it was designed to boost Renault's sporting image on the back of success in Formula 1. It had everything going for it: financial backing, one of the biggest names in motor racing in the technical department and a single-make race series on the racecard of the British Touring Car Championship. Yet it turned out to be a rather glorious failure.

Over its three-year lifespan fewer than 1700 road cars were built - all by hand at Alpine's Dieppe plant - with only 100 right-hand-drive versions being made for the UK.

So total failure, then? Well, not quite, because it was actually rather brilliant, just more than a little misunderstood.

The Spider should have made all the sense in the world at the time. Remember, it's the early 1990s, and Williams-Renault is the dominant force in Formula 1, with Nigel Mansell, Alain Prost, Damon Hill and Jacques Villeneuve capturing four world championships in six years for Frank Williams' team, and Michael Schumacher making it five from six for Renault with his Benetton victory in 1995. Yet for all its sporting success, Renault's road-car range consisted of less-than-thrilling family saloons and people carriers, and the odd spicy Clio. There was definitely scope to try something new, and Renault at the time wasn't shy of doing so. Remember the bonkers 800bhp Espace F1 of 1995, which had the 3.5-litre, 40-valve V10 engine of Prost's Williams FW14?

Renault needed something light, nippy and radical in its range, so it set about designing a new sports car for both road and track, with a single-make race series in mind for promotion from the start.

Codenamed Project W94, Renault began from scratch, creating an all-aluminium chassis in the Alpine factory, wrapped it in plastic bodywork, with no roof and, if you

RENAULT SPORT SPIDER

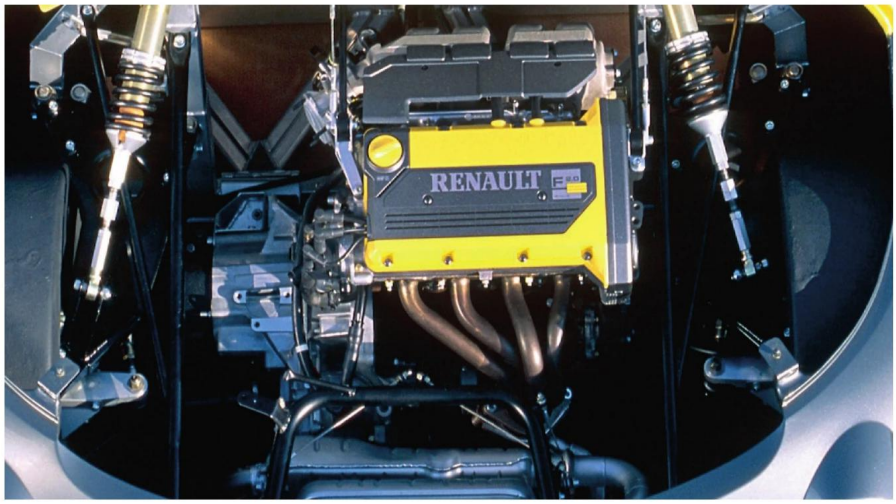
- **Price new** £25,595
- **Price now** £35,000-£50,000
- **Engine** 1998cc Renault F7R in-line 4 cylinder
- **Rivals** Lotus Elise S1, Caterham 21
- **Verdict** Shaded by its rivals, but it was a great example of a manufacturer pushing the envelope



Prior to touring cars, Andy Priaulx was dominant in the 1999 Renault Spider Series, winning every race



Trophy-spec Spiders at Silverstone. Below, the race version had increased power, capable of 156mph



were anywhere but the UK, no windscreen either. European cars never got a screen and had to make do with the strange spoiler-like aeroscreen that also featured on the race cars.

Into the new chassis went the 150bhp four-cylinder 2-litre F7R engine from the Clio Williams. When Renault unveiled the Spider at the 1995 Geneva Motor Show it caused more than a little excitement. It looked like nothing else on the road, featured scissor doors, and weighing just 930kg proved as quick as stink, yet made hardly any impression in the showrooms.

"The Spider looked like nothing else at the time, and proved quick as stink"

Sadly for Renault, the hardcore Spider was released right into the path of Lotus' first - and considerably better equipped - Elise. The British car was fast and light, and with a price tag starting at £19,000 - £6000 less than the Spider - it was within the reach of the average car enthusiast. More than 10,000 were sold. The Elise grabbed all the attention, along with every award going, to consign the little plastic Renault to niche curio at best.

But the one area where the Spider did excel was on the racetrack. Renault produced just 80 Trophy cars in total and threw its weight behind the single-make Renault Spider Series, most notably in the UK.

Williams breathed more on the engine to find 210bhp and added a six-speed Sadev sequential gearbox. The chassis benefited from a roll cage and was trimmed back to 850kg. Thanks to Renault's clout, the package went straight onto the BTCC racecard for 1996.

Some stellar names came through it, too. Jason Plato collared the inaugural championship, topping the podium in 11 out of 14 races a year before being promoted to Renault's Williams-run Laguna BTCC team. Andy Priaulx went even better in 1999, completing a whitewash of 13 wins from 13, each from pole and with fastest lap in all but two.

The Spider Trophy was canned for the turn of the Millennium to be replaced by the returning Renault Clio Cup. However, if you're lucky enough to find a Spider Trophy in good condition, it'll likely have great investment potential.

JAKOB EBREY



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With a far more angular body shape than its predecessor, the Daytona was a step-change in Ferrari design

Buying guide

Ferrari 'Daytona'

Call it what you like, but this late '60s masterpiece proved a hit on both road and track for almost a decade

WHAT'S IN A NAME? A great deal when you have a product to sell. Something both memorable and relevant, surely? That wasn't the situation Ferrari found itself in when the covers first came off the angular beauty of the 'Daytona' at the Paris Motor Show of autumn 1968.

You can just imagine the chatter among the assembled journalists: "What's it called?"; "The 365 GTB/4."; "What was the last one called?"; "The 275 GTB/4"; "Bit wordy, these names... Has Ferrari done anything of note recently that it could name a car after instead?"; "Well, it locked out the podium at Daytona last year". "Perfect!"

And hey presto, the car was unofficially nicknamed the Daytona in tribute to Chris Amon/Lorenzo Bandini's 330 P3/4 Spyder leading the 330 P4 Coupé of Mike Parkes/Ludovico Scarfiotti home in the 1967 Daytona 24 Hours, with the 412P of Pedro Rodríguez/Jean Guichet in third.

Rarely, if ever, has the media better named a new car than its maker, but Daytona stuck and, while Ferrari's official records scarcely ever mention the term, that's how the 365 GTB/4 has forever become known to the wider world.

FERRARI 365 GTB/4 'DAYTONA'

- **Price new** $19,500
- **Price now** £500,000-£700,000
- **Engine** 4.4-litre twin-overhead cam V12
- **Rivals** Lamborghini Miura, Aston Martin DB6 , Porsche 911
- **Verdict** One of the great Ferraris with a name burned into history, even if it wasn't actually called that officially...

The model itself had something of an end-of-era feel about it for Ferrari, being the final V12-powered machine to be built prior to the company's sale to Fiat in 1969, and being the last 12-cylinder of the time to be sold to America until the Testarossa arrived in the '80s.

The late 1960s were a key period for automobile design. While Ferrari's preceding 275 was a curvaceous beauty, the cultural shift toward more angular shapes meant the company had to react when suddenly a 275 looked comprehensively out-dated next to something like a Lamborghini Miura.

Ferrari's response was to take the base from the 275 and rework it from all angles. Pininfarina was handed the task of the





Of the 1300 Daytonas built by the factory, only 158 were right-hand-drive examples



The incredibly pretty spider versions came along later and are extremely rare, with only 121 ever built

bodywork, with Scaglietti handling the construction. Out went the traditional rounded coachwork, and in came a more wedge-like silhouette: sharper, dramatic, shark-like, with a Kamm tail and a distinctive semi-circular indentation line running along the side, which would go on to be a design feature for many models to follow.

The Daytona's heart was reworked, too. Gioacchino Colombo's legendary V12 was carried across from the 275 but was hugely enlarged from 3.3 to 4.4 litres and fitted with six twin-choke Weber carburetters allowing it to produce around 350bhp.

All European cars featured steel chassis and bodies, with aluminium doors, bonnet and boot-lid to trim weight. And that made the Daytona fast. *Autocar* recorded a 0-60 time of just 5.4secs and a maximum speed of 174mph, statistics which remained a record for the magazine's road tests for quite some time.

"The Daytona had an end-of-era feel about it, being the last V12 before Fiat's buyout"

Sales of the Daytona were strong, with Ferrari producing almost 1300 of the standard model - including 158 right-hand-drive models for the UK - and then introducing a drop-top spider, of which a further 121 were made.

The first iteration of the new design featured headlights concealed behind plexiglass, maintaining the chisel nose, but cars from 1971 on featured pop-up headlights instead due to a change in US safety regulations.

Naturally the model also went racing, but not officially for Ferrari. A total of 15 *Competizione* versions - as well as one all-aluminium version made for Luigi Chinetti's NART team - were created from 1970 for customer teams. They featured lightweight bodywork and engines tuned to anywhere between 400-450bhp. The Daytona's biggest result came at Le Mans in 1972, when the cars filled the top five in the GT class, before also winning at La Sarthe in 1973 and 1974.

Perhaps the model's last notable result came at its namesake, Daytona, when John Morton/Tony Adamowicz steered their NART 365 GTB/4 *Competizione* to second overall, over a decade after the Daytona had first been launched, and a full six years after it finished production.

Call it what you like, the Daytona certainly had staying power.

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Blu Pozzi With Blu Scuro Alcantara
5,000m
£649,950



19 FERRARI 488 PISTA SPIDER
Giallo Modena With Blu Scuro Alcantara
1,500m
£399,950



68 LAMBORGHINI AVENTADOR LP770-4 SVJ COUPE
Giallo Tenerife With Nero & Giallo Alcantara
2,700m
£314,950



55 FERRARI 575 SUPERAMERICA
Rosso Corsa With Sabbia Hide
15,000m
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900m
£239,950



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£159,950



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Nero Daytona Metallic With Neo Hide
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£146,950



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14 FERRARI FF 6.3
Nero Daytona Metallic With Nero Hide
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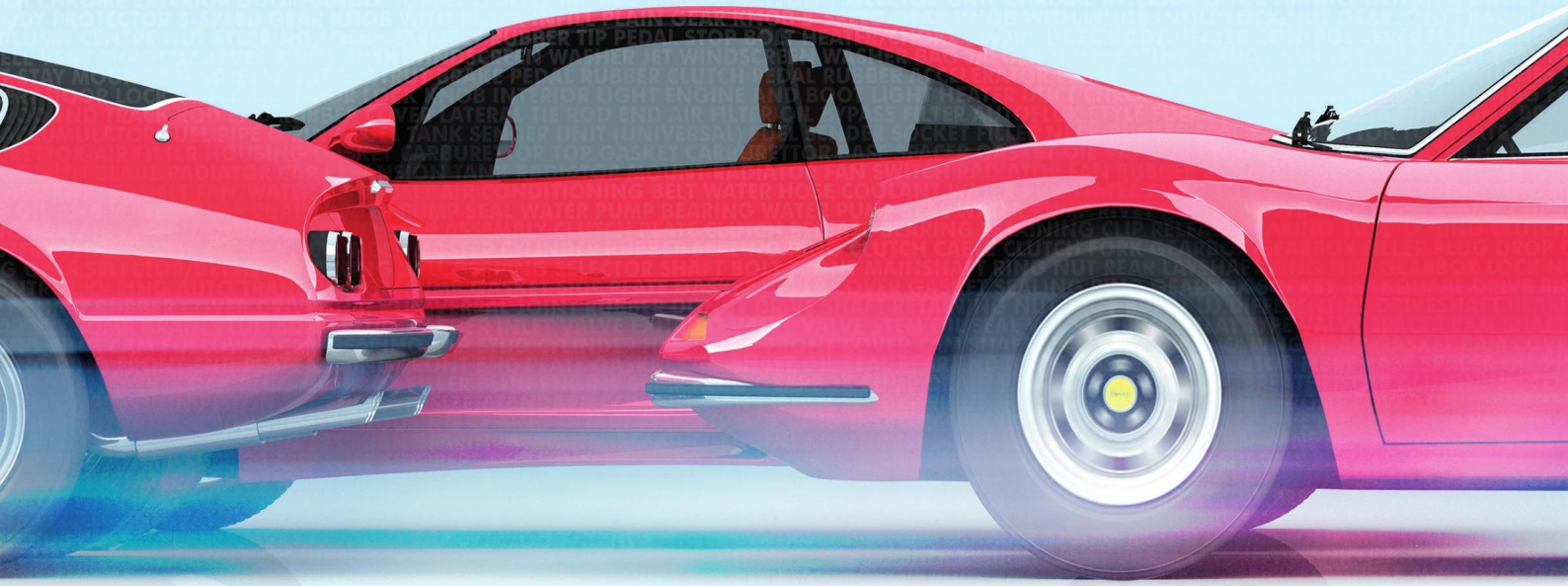
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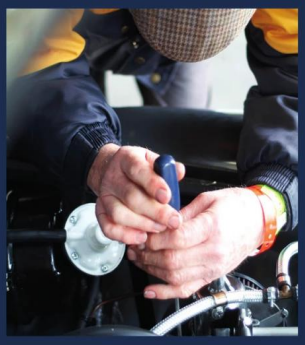
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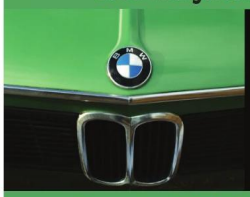
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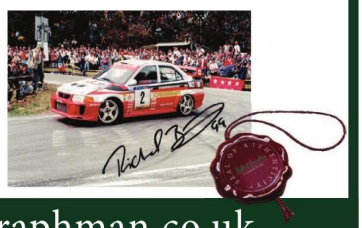
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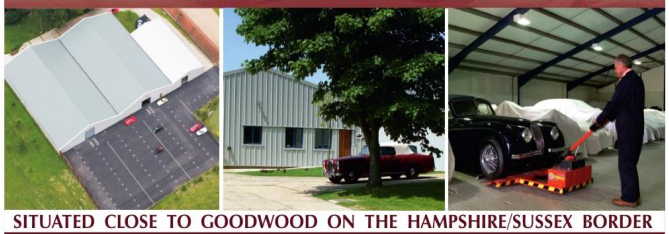
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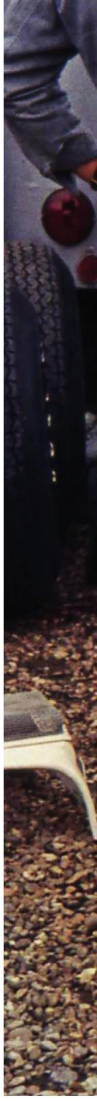
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Jo Bonnier's Rob Walker Brabham-Climax headed the privateers, but only briefly



Orange-overalled mechanics tend to Graham Hill's BRM P261. He'd finish a narrow second





F1 debuts at the '64 German GP for Ronnie Bucknum and Honda



The rising sun emblazoned on Richie Ginther's Honda cover at Silverstone, though the sun set on its chances



Above: after Dan Gurney's engine broke, he raced Jack Brabham's car. Right: John Surtees got the only 12-cylinder Ferrari; Lorenzo Bandini raced a V8



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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 e-mail them to: editorial@motorsportmagazine.co.uk

Gurney explains how you're *actually* meant to sit in that Brabham...





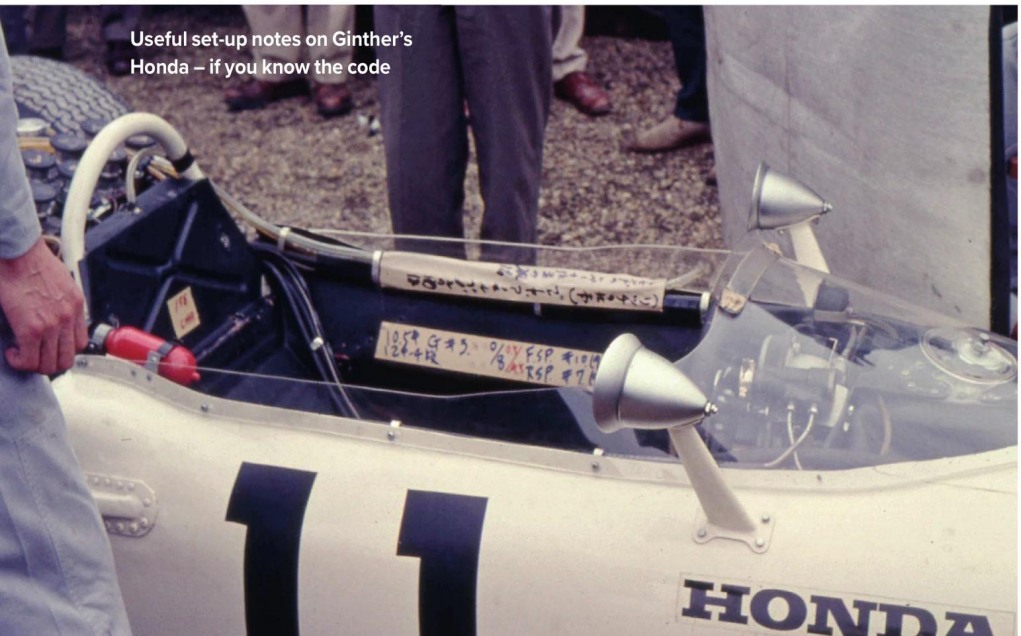
Honda's beautifully engineered transverse 1.5-litre V12 revved to an unheard of 14,000rpm

From the 'Ring to Silverstone

After going by Page & Moy coach to the 1964 German GP, **James Cooper** used his paddock pass for the '65 British race to take these shots on his East German Werramat camera



Ferrari's messy vehicle interior is a far cry from today's spick and span transporters



Useful set-up notes on Ginther's Honda – if you know the code



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While still in its infancy as an event, the second-ever Targa Florio certainly didn't lack challenge. Run over three laps of the 92.5-mile circuit, competitors racked up 277 miles of running at the finish. If they made it there! Here is Maurice Fabry in his Itala, flying through the town of Petralia Sottana. He would go on to finish third.

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1993 Aston Martin Virage Volante finished in Buckingham Green with beautiful parchment hide interior piped in green, complimented with high gloss Walnut Veneers to the dashboard and door cappings and green, best quality green Wilton carpet piped in cream. The car has a matching green mohair electric soft top with matching a cream leather hood cover for when the hood is lowered. This beautiful example has covered only 16,000 miles from new and comes with a perfect Aston Martin service history. This is a golden opportunity to purchase a very low mileage and desirable motor car that we consider will increase in value over time. Realistically priced for one in this condition at **£139,950**



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2011 Aston Martin DBS finished in Storm Black with Obsidian black hide sports seats with large silver stitching and cirrus grey headlining. This beautiful example has covered only 48,000 miles has had only 3 owners from new and has always been regularly serviced by the Aston Martin network, thus having a correct and full service history. The specification includes all of the usual accoutrements including climate control and satellite navigation and a paddle shift Touchtronic gearbox which is a great compliment to this model. The wheels are the 10 spoke diamond cut alloys which add to the visual attraction of the car. This beautiful example has covered only 48,000 miles has had only 3 owners from new and has always been regularly serviced by the Aston Martin network, Well worth viewing at just **£64,950**



2009 Aston Martin 4.7 Vantage finished in Meteorite Silver with Phantom grey hide interior with coarse silver stitching. This 4.7 Vantage with 6 speed manual transmission was supplied new from JCT 600 in Leeds and has covered only 16,500 miles from new. It comes with a fully stamped up service history showing that it has always been correctly maintained and the car is in completely unmarked condition as one might expect of a motor car that has covered such low mileage. The specification includes satellite navigation, climate control, leather bound multi-functional steering wheel mounted on a fully adjustable column, cruise control, high spec Hifi system, heated electric seats with lumbar support and perfect 5 spoke alloy wheels with black brake calipers. Viewing strongly recommended. **£44,950**

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