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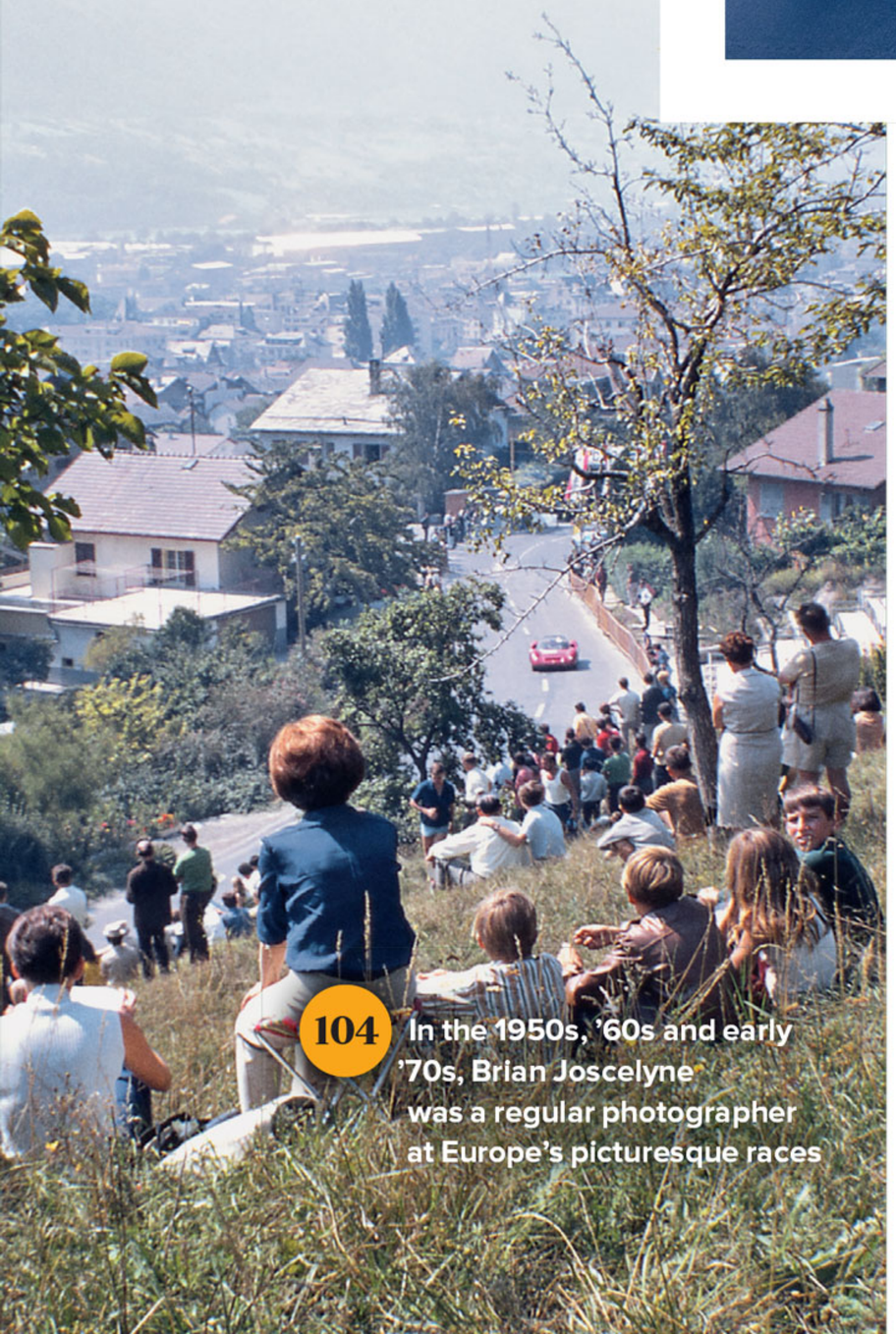



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# THE EDITOR



## "We are lucky to be alive to witness Hamilton's mastery"

HENRY SEGRAVE, MALCOLM Campbell, Jack Brabham, Frank Williams, Stirling Moss, Jackie Stewart, Patrick Head, Lewis Hamilton?

In the aftermath of the boy from Stevenage's record-equalling seventh world championship and the general consensus that he really is one of the greatest sportsmen to hail from these islands, so the clamour grows for Britain to recognise him with a knighthood in the New Year's Honours. This is something that *Motor Sport* supports.

Hamilton has joined the immortals with his victory in Istanbul: future generations will talk of him in the same way that we talk of Clark, Moss, Fangio, Senna. We are lucky to be alive to witness his mastery firsthand.

But it is not just his record of victories that marks him out for wider recognition: as Mark Hughes points out this month, the way he races is also important. Rarely, if ever, has there been a cleaner racer who instinctively understands how far he can push the limit without ever going over it. He is a credit to the sport and an example for all racing drivers working on their craft.

In speaking out about equality and diversity in motor racing Hamilton has used his platform to challenge the status quo and outdated attitudes in the same way as Jackie Stewart challenged the sport over its safety record half a century ago. Like Stewart he knows he will attract criticism but speaks his mind and takes the brickbats. His legacy, like Stewart's, will show that he was on the side of the angels.

After Turkey, I asked the last motor racing recipient of a knighthood what he thought of Lewis. "I have great admiration for many reasons," said Sir Patrick Head. "Not least that he develops good relations with those he works with and is so consistent. I think he is always learning and maintains respect for what he is doing. He would be a most frightening team-mate to partner, for any driver."

And should Hamilton be knighted: "I fully support that the country should offer it to him." Then Sir Patrick adds: "But I would not take it for granted that he would accept."

He may be more right than he knows. Asked about the speculation Hamilton replied: "When I think about that honour of being knighted, I think about people like my grandad who served in the war, and then you have these doctors and nurses, who are saving lives during this hardest time ever. I think about those unsung heroes and I don't look at myself as an unsung hero." Spoken like a true world champion, Sir or no Sir.

ON THE EVE OF LOCKDOWN 2.0, I TOOK THE opportunity to get out of London for the last time in at least a month and travel to an industrial park just outside Crawley. It was here that Toyota was giving UK press the first taste of its all-new GR Yaris hot hatch.

This model is a homologation special conceived to justify a Yaris WRC car for the 2021 season. Then came Covid, and in order to allow teams to save some cash the authorities decreed that they would retain their 2020 cars for next year. In 2022, the championship switches to hybrid-powered cars. So the new Yaris WRC car is destined never to be used in anger. But I came away from the event with a feeling of genuine admiration for the company and its president Akio Toyoda who has made it a mission to inject some motor sport adrenaline into his vast organisation.

In fact, Toyota now arguably has more skin in motor sport than any other manufacturer, with programmes in WEC, WRC, NASCAR and BTCC, not to mention Dakar and Super GT in Japan. At a time when companies are rolling back on traditional motor sport commitments, Toyota is keeping the turbos spinning.

READERS WILL NOTICE A SMALL CHANGE IN this month's magazine. The *Lunch With* series is no longer with us. First published in 2006, the roll call of interviewees reads like an entry of Who's Who in motor sport: from Stirling Moss to Max Mosley; Ron Dennis to Norman Dewis; Dan Gurney to Marcus Grönholm. It set the standard for in-depth profiles and was much copied, but never equalled.

But like all greats, it couldn't go on for ever. Its successor will aim to maintain the high-profile names and examine specific periods in their careers to give readers the inside story in more detail than you can get anywhere else.

I hope you enjoy the new feature and the rest of this month's magazine, and join me in raising a glass to a long and splendid lunch.




**THIS MONTH'S COVER:**
**Race winner Nigel Mansell gives Ayrton Senna a lift at the 1991 British Grand Prix**
*Photography by Getty Images*



**Joe Dunn, editor**
***Follow Joe on Twitter @joedunn90***

**NEXT ISSUE:** OUR FEBRUARY ISSUE IS ON SALE FROM 30 DECEMBER

# MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS





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# Details matter.



From 1972-79, Italian driver Arturo Merzario, who is interviewed on page 98, made 57 starts in Formula 1. He is the owner of this gold Rolex Oyster Perpetual Datejust, a gift from Niki Lauda in 1976 for saving his life at the German Grand Prix. Lauda crashed at almost 140mph and the flaming wreck rebounded onto the track. Merzario stopped, and was able to rescue the Austrian. Weeks later, Lauda made a miraculous return and offered his Rolex as thanks.



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*There is a new test used for fuel consumption and $CO_2$ figures. The $CO_2$ figures shown, however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.

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# LEGEND




Fresh from clinching his seventh Formula 1 world championship title to stand equal with Michael Schumacher – a feat most thought impossible just a decade ago – Lewis Hamilton knows he has proven himself to be one of the sport's greatest ever. But this year has been about more than just on-track success. The champion has well and truly found his voice and is using it to call loudly for change. **Mark Hughes** looks at his efforts on and off the circuit, and how Hamilton, through his work, could even be the sport's saviour.

DOES THE TRUE SIGNIFICANCE of Lewis Hamilton's seventh world title stretch beyond just the record-breaking sporting achievement? For it is not just the statistics which are unprecedented, so too are the circumstances in play as he's finally broken the all-time record of Michael Schumacher (with an equal number of titles and greater number of race wins). Hamilton's transition from F1 star to global influencer is perhaps the most significant thing to have hit the sport at a time when almost all of its traditional values are being questioned.

The 'nothing as it was' circumstances of the global pandemic have played their part in Hamilton stepping up his role of global campaigner in 2020. "Not being at work this year has given many people more time to realise the magnitude of the situation and allow them to protest," points out Hamilton. His environmental campaign was already well established before this year but was

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# WIS

low-key compared to his embracing of the Black Lives Matter movement. His leading of the drivers in taking the knee pre-race and his imploring of the sport to follow in the equality message to the world in the post-George Floyd age has cast him in a new light as an icon who transcends the sport.

In so doing he has of course irritated the purist element of the sport's following, those who believe such causes should not be mixed with sport. But actually, at a time of social revolution in which long-accepted values are being questioned more than ever before, Hamilton just might be showing F1 the way forward, giving it a chance of not being seen as an irrelevant dinosaur by the coming generations.

**"Hamilton just might be showing F1 the way forward"**

For many, Formula 1 has passed the moment when it had the choice of operating outside that consensus as an outlaw sport, celebrating excess in the way it always used to back when Marlboro Man was the very embodiment of individual, libertarian choice. F1's pursuit of the corporate dollar to feed its competitive zeal has led to it having to accept whatever values the automotive companies wish to market. The values that sell in that world are, increasingly and inevitably, environmental sustainability. Hamilton has embraced those but in addition this year taken on an entirely new issue - really the only other global campaign issue besides environmental that matters: human rights. F1 goes wherever the money is - but has never dared go here before. Hamilton is the first to stick his head above the parapet.

Such is the enormity of his profile that he's pulled F1 into that issue, effectively challenged it not to be involved. Maybe against its instincts, certainly earlier than it might have otherwise done, F1 has been dragged into the emerging new world by Hamilton's activism.

Formula 1 could easily stand accused of hypocrisy in both the environmental and human rights issues. It's a tricky line to walk. But trying to remain in isolation of them seems a sure way of being increasingly seen as an irrelevance - with all the negative commercial implications of that. In using the sport as his platform, Hamilton is forcing it to confront that reality now; forcing it to choose sides, in effect.

"The drivers' title doesn't necessarily impact people's lives," he said on the eve of clinching it for a seventh time. "Trying to improve conditions for people around the world - equal human rights - that's the most important thing to me." It's maybe the most significant thing about Hamilton's success for F1 too, even if it doesn't fully realise it yet.

The circumstances of the pandemic have played their part here. Not only in terms of world events, but even in how much time it has allowed Hamilton to reflect. "I was

already planning to get involved in the black lives movement. I'd started planning that last December. But when I saw that [George Floyd] video I was so angry. I could not stay silent. I got to go on the march in London; amazing to see people of all colours and different walks of life supporting it. This is not a battle of one race against the other. This is asking for equality. Martin Luther King was fighting for this 60 years ago. It's crazy that 60 years later it's still happening."

His call on social media in the immediate aftermath to stand up, his 'I see you' comments were taken as implicit criticism of other drivers and caused a flurry of stated public support for the cause by many of them, but some resentment from a few. "It wasn't a call to the drivers, specifically," he told Sky F1's Martin Brundle. "It was everyone, not only in my sport. I've got friends in other businesses, other sports, leaders in those sports with massive platforms who are saying nothing. I have friends in the music industry who are saying nothing. We need every single person's voice. It doesn't matter how big or small your following, you still have a voice. What I want is that we all use our voice together because collectively we can make a huge impact. I think we all have a responsibility with our platforms... It's not just about taking a moment out of your day by posting something. Many black people don't have the time to just take a moment. They have to stay on this every day of their lives otherwise it will never change."

But he's had so much more time to be active in that campaign, whether that be in setting up the Hamilton Commission (which seeks to improve black representation in motor sport) or in planning his various publicity campaigns. It's the pandemic which has given him that time.

Because of the risk of Covid threatening his title campaign, he has lived a pretty lonely, isolated life this year. "I haven't gone out, gone to dinner, I just stay in my room, get room service every day, just stay in my bubble. That's been because I had a championship to fight for and didn't want to take any risks. I think I've sacrificed more this year than before."

Even in the euphoria of clinching that seventh title in Istanbul, his campaigning thoughts were never far from the surface. Asked what came next after title number seven, he replied, "I feel I still have a lot of work to do here. We're only just beginning the push to hold ourselves accountable as a sport, realise that we have to face and not ignore the human rights issues around the countries we go to. How can we help those countries in parallel to really change, not 10 years from now or 20 years, but now? Also moving to something more sustainable. As a sport, the whole thing needs to be more sustainable and I want to see if I can be part of that, at least the initial phase of it."

Yet Hamilton's natural habitat remains the cockpit of his Mercedes. The team's competitive advantage increased significantly this year, which was bad timing for the sport when it desperately needed to retain interest, but meant that those records fell to Hamilton all the sooner. This was a further evolution of the complete Hamilton in evidence since 2017, the driver who has worked on his weaknesses to become pretty much impregnable. But it's built upon the improvisational brilliance he previously relied upon and which is still very much there.

**"You have to dream bigger than you think you can dream"**

The obvious pride he has in his own achievements is there, but it's offset now in an urge for it to mean more. "Matching an icon like Michael; I'd be incredibly proud of that," he said just before he'd achieved it. "But it's more the message it sends to not just kids, but mostly kids, that you have to dream bigger than you think you can dream and don't let anyone tell you you can't go for that.

"I love this planet. It is so beautiful. There's so much beauty around us. I don't want my time here just to be for fun. I want to help and have some positive impact, even if it's just helping one kid get through the shit stuff. The other day I was talking to some young guy - he was saying, 'I've really struggled with depression this year.' And I messaged him and he's perked up. I just want to make sure that while I'm here, I have a positive impact. And the racing is all good and everything. But there's a lot of issues and there's a lot of things to do."




Hamilton has led F1's anti-racism message this year. Right: celebrating a seventh title with victory in Turkey

Is the racing now just a prelude to his future as a global campaigner? Maybe, but one doesn't get the sense he feels racing is over yet. "It's weird," he said after climbing from the car in Istanbul, having just finished half a minute ahead of the field. "I feel like I'm just getting started. The more I race, the more I feel like I'm getting better. I think I'm understanding myself more."

EARLIER IN THE WEEKEND, talking with *Motor Sport*, he went into more detail about the racing side of his 2020 season. "It definitely feels like the most all-rounded, highest level I've been at. You can't always get it right. This year, being as we've also had Covid, we've had more time to focus on areas of weakness. I would say last year the racing was strong, qualifying wasn't so great and I came into this season trying to make sure I kept the strengths but worked on the weaknesses. But in improving in qualifying I have managed to improve the racing, which was a bit of a surprise. I was not expecting that.

"My understanding just continues to evolve in terms of how you utilise the tyres. As the years go on, and particularly this year, I've been able to invest more in understanding the car, understanding the technical side, understanding the set-up, and on the weekend there are so many things to change and you can easily miss these. Before you get to qualifying, you have not got through the lap and checked all the diff settings; you're trying to cover as many bases as possible but sometimes things are missed and you almost run out of time when you get to qualifying. You're trying to make really quick decisions. This year I have been a lot more efficient with that and that comes down to communication with the guys I'm working with also."

But that's about his campaign, rather than his campaigning. Formula 1 itself, and Hamilton's place in it, gives his campaigns the platform they have. He could carry a profile for a few years without it, but it would surely steadily lose its power. But continuing to race means he is the only driver who could single-handedly change F1's engagement with the coming generation in a way that might allow it to survive. The sport's management probably feels he sometimes puts them in an awkward position. But actually the positions he's putting the sport in, in his striving for a better world, may turn out to be its saviour.

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**Troublesome, perhaps. Handsome, definitely. Three new BRM V16s will be created to mark the team's 70th anniversary**





**The new Saudi Arabian Grand Prix will enjoy a coastal setting. But is it just 'sportswashing'?**

# Formula 1 under fire for Saudi GP

HUMAN RIGHTS GROUPS HAVE condemned the decision to hold a grand prix in Saudi Arabia next year and urged drivers and teams to speak out against the decision. The call comes amid a growing sense that F1 can no longer avoid the politicisation of the sport in the aftermath of the Black Lives Matter movement.

Saudi Arabia's record on human rights has been described as "heinous" by Amnesty International and it has been accused of "sportswashing" - using sport events to create a positive image. Human Rights Watch launched a campaign to counter what it says has been an effort by the Saudi government to spend billions hosting major events as "a strategy to deflect from the country's image as a pervasive human rights violator".

F1 chief executive Chase Carey said that all partners and host countries are committed "to respect human rights in the way their events are hosted and delivered".

The November night race will run along Jeddah's corniche, facing the Red Sea.





# BRM V16 set to roar again with continuation cars



Rick Hall and John Owen have gone into partnership to produce the continuation cars

FANGIO DESCRIBED IT AS A "MONSTER"; Moss said it was "terrifying" and few who heard it in action will ever forget the wail. Now there's a chance to find out just what the ungodly noise was all about.

Three new BRM V16 continuation cars are to be built to mark the 70th anniversary of the British Racing Motors team.

Around 20,000 original drawings will be used to manufacture original-spec chassis and the mighty engines, influenced by Rolls-Royce's wartime aero technology.

The short production run has been sanctioned by John Owen, the son of BRM's team principal Sir Alfred Owen, and will be overseen by Rick Hall, the former BRM chief engineer whose company Hall & Hall has much previous experience with the complex V16s.

The three P15 Mk1 cars are expected to join the historic racing circuit, bringing the drama of the 600bhp engine to a new audience.

BRM's V16 made its first test appearance just before Christmas in 1949, and was tipped to lead the British charge in the new Formula 1 World Drivers' Championship.

It was not to be. The excitement of its competition debut lasted just seconds: Raymond Sommer pulled away at the start of the 1950 Silverstone International Trophy, lurched forward a few inches and came to a halt with broken transmission.

Extensive engineering improved the car's reliability but little could be done about the brutal power delivery from its centrifugal supercharging, so fierce it led the car to spin its wheels in fourth gear.

With a pre-war suspension design, its handling proved challenging, too. Stirling Moss certainly had vivid memories of testing the V16.

"The brakes were OK, the acceleration was incredible until you broke traction but everything else I hated, particularly the steering and the driving position," he told *Motor Sport*. "Handling? I don't remember it having any..."

# New HQ for Gordon Murray Group

GORDON MURRAY GROUP IS FINALISING plans for a brand-new £50m global headquarters and tech centre in Windlesham, Surrey. Once complete, in 2024, it will house the group's automotive design, research and engineering facilities, with the existing Dunsfold site being expanded to build the new T50 and T50s supercars and further develop Murray's high-efficiency iStream manufacturing process.

Phase 1 of the new buildings will complete in 2022 and incorporate sales, marketing and technical facilities, while the completed project, on a site near the M3 which once housed BOC, will include prototype vehicle manufacturing and a heritage centre to display road and racing cars from Murray's drawing board. There may also be a small test track for new vehicle development.

With green credentials high on the brief, the technology campus makes sympathetic new use of a brownfield site and employs low-energy technologies, while also creating 100 new high-skill jobs for the area.




Low-energy tech campus will include heritage displays





The 919 Street would have brought Le Mans magic to the road. Right: a 917 reimagining

# Porsche opens up its archive for new exhibition

HOW WOULD YOU FANCY A 919 Le Mans racer that you could take to the shops? Or a 911 capable of tackling the Safari Rally? What about a futuristic take on the classic camper van, all wearing that famous shield with the Württemberg coat of arms on the nose.

No, we've not gone mad. Porsche beat us all to these ideas, and a new 2021 exhibition will throw open the famous brand's design archives to make public a host of previously private concept cars.

Ranging from hypercars and road specials to SUVs and racing one-offs, Porsche's research and development department has been constantly creating fresh designs, some of which made it into production, and many that never even came close.

To coincide with a new book called *Porsche: Unseen*, the Porsche Museum in Stuttgart will give a home to 15 never-before-seen concepts - which were all created between 2005-2019 - displaying everything from the initial sketches to clay or plastic models of varying scale, and even the finished article itself, if it had been lucky enough to get that far.

It promises to give an insight into Porsche's development and thought process within its Weissach design base.

"People all over the world love the timeless and innovative design of our sports cars, and visionary concept studies are the foundation of this success; they provide the pool of ideas for the Porsche design of tomorrow," said Porsche CEO Oliver Blume.

Owing to the way of the world at the moment there's no fixed date for the exhibition to begin, but the book is available now for £61.

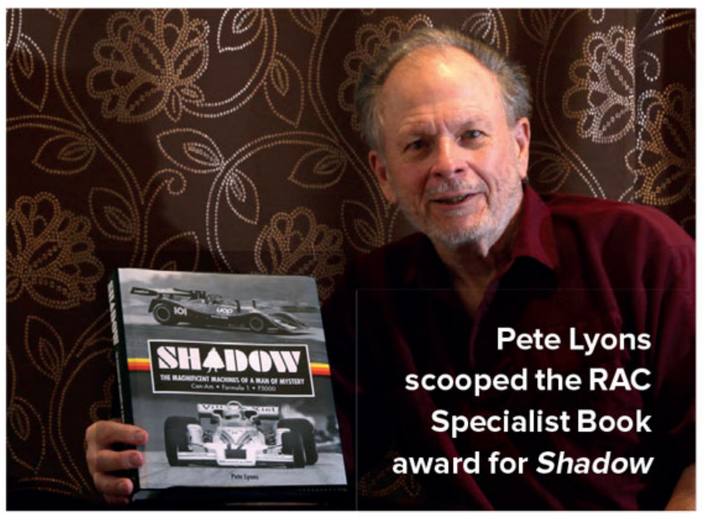


The 906 offered a futuristic homage to classic Le Mans racers

# Tough choice for RAC book judges

THIS YEAR'S RAC MOTORING BOOK OF THE Year Awards gave the judges - which included *Motor Sport*'s own Gordon Cruickshank - a harder task than ever, and meant hearty debate. For the RAC Book of the Year, an exceptional work costing up to £75, they liked Oliver Heal's offering on Louis Coatalen and *Niki Lauda: His Competition History* by Jon Saltinstall, and applauded Richard Williams' fine Dick Seaman biography. It's not all racing: James Taylor's *Complete Catalogue of the Land Rover* impressed with both presentation and thoroughness while several championed Patrick le Quément's *Design Between the Lines*. But it was a first-time author who triumphed, with *Richie Ginther: Motor Racing's Free Thinker*. Richard Jenkins' biography gives a fresh picture of the racer.

For the Specialist Book of the year, for impeccable research and writing with no cost limit, they shortlisted Serge Vanbockryck's *Works Porsche 956*, McKlein's comprehensive *Sharknose*, and Rinsey Mills' autobiography of a Cobra Daytona coupé. *Maserati in the WSC 1953-66* focused stylishly on the Trident's efforts, while Graeme Cocks researched an influential figure in Australian motoring, Claude Deane. But they all agreed that *Shadow: The Magnificent Machines of a Man of Mystery* by Pete Lyons deserved this award. With first-hand recollections and photos from Don Nichols himself and Lyons' own memories, this was a revealing portrait of a fascinating life.




Pete Lyons scooped the RAC Specialist Book award for *Shadow*

JAKOB EBREY, GRAND PRIX PHOTO

# Button eyes more GT3 after British GT debut

HE MAY HAVE ENDURED A LOWER-KEY outing than he'd have liked, but Jenson Button is keen to give GT3 racing another shot after his difficult debut in the British GT Championship at Silverstone.

Button shared a McLaren 720S GT3 with old friend Chris Buncombe for British GT's showpiece three-hour Silverstone 500 event on November 8/9. Running the car under the Jenson Team Rocket RJN banner which the pair co-founded, it marked Button's first appearance in a British championship since his Formula 3 days in 1999.

Without much testing before the weekend, the pair endured a difficult start with the car, which suffered unstable handling that was later traced to damper issues. They qualified a lowly 17th but, with the dampers changed for Sunday's race, they did climb to 14th, with Button's best lap being just under two seconds off the ultimate pace.

While it may not have been the debut many had hoped for, Button told *Motor Sport* that it hadn't dimmed his desire to try more GT3 racing. "It was a tough weekend but we still both really enjoyed it. It was hard because the car just didn't work the way we wanted it to. Once the damper thing was solved we developed a gearbox issue. But I did really enjoy the whole experience, and learned a lot. It was just difficult playing catch-up from the start and this is a tough championship to just jump in to. Even a karting championship is tough to just jump in to and be at the front as you don't have the regular experience. But I'd love to come back and have another go."




Jenson and Buncombe's McLaren suffered a few issues on its maiden weekend

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MARK HUGHES

# "His front right wheel touched the left wing of the McLaren at 200mph"

Forty years ago Alan Jones clinched the world championship by driving his only title rival Nelson Piquet off the road at the first corner of the Canadian Grand Prix. Piquet had set pole in his Brabham so was partially ahead on the grid but Jones had got a better start from the outside front row and as they approached the right-handed kink that was turn one, he simply turned in as if Piquet wasn't there, effectively daring Piquet to not concede. By the time Piquet realised that Jones really was just going to turn across him it was too late to avoid the accident. It triggered further accidents behind and the race was red-flagged. Piquet took the restart in the spare car, which had a super-powerful engine in it but one which was probably not going to last the race. Indeed Jones believed it was a special high-compression version of the DFV which would have needed illegal additives to keep it from detonating - and that this was how Piquet had set pole.

A few years ago I asked Charlie Whiting, who was then Piquet's chief mechanic, if that was true. He smiled his mischievous smile and said, "I don't think there was anything illegal about it. But that engine was very on the edge, let's say. We knew it wasn't going to do a race distance. So when we had to take the restart in the spare, we knew we weren't going to finish."

In the restarted race Jones led away and Piquet was down in third behind Didier Pironi's Ligier. The Brabham then passed both the Ligier and the Williams, "as if we were parked," as Jones put it. Shortly thereafter it blew its engine in a big cloud of smoke and Jones won the race and Williams' first world championship.

Thirty years ago, Ayrton Senna clinched the world championship from his only rival Alain Prost by the simple expedient of not lifting off for the first corner of the Japanese Grand Prix and driving his McLaren straight into Prost's Ferrari. Senna had been angered that, having set pole position, he had lost the advantage of that when the organisers decided to swap around which side of the grid was pole - thereby putting second-fastest Prost onto what Senna felt was the more advantageous side. Senna suspected that Prost had used his close relationship with the governing body President Jean-Marie Balestre to make that happen. Which may well have been true. Gerhard Berger tells a story about how Prost could get Balestre to do anything for him. He said he and Prost were once walking into the Monaco pits on the first day of practice and they encountered Balestre. Prost told the President that he had forgotten his helmet and was going to do the first session in his scooter helmet. "Yes, no problem Alain," Balestre had responded, eager to help, before Prost broke up into a big grin and told him it was just a joke.

**"Prost got away better; Senna had no compunction about taking him out"**

Senna was also still angered at how the previous year's title had been decided in Prost's favour by the Brazilian's disqualification after their collision (caused by Prost) at the very same track. So as Prost got away better from the cleaner side of the grid here, just as Senna had expected, the Brazilian had no compunction about taking him out. He was ahead on points and knew if neither of them finished he was champion. Which is how it played out.

Twenty years ago Michael Schumacher clinched his first Ferrari world title after a magnificent flat-out battle with his only title rival Mika Hakkinen at Suzuka. There was no controversy about how it was clinched. But there'd been controversy a few races earlier at Spa when Schumacher had prevented Hakkinen from overtaking him along the Kemmel Straight by forcing him towards the grass at 200mph. Schumacher's front right wheel actually touched the left hand wing endplate of Hakkinen's McLaren. Hakkinen famously got his revenge a lap later, passing the Ferrari at the same place.

Ten years ago Sebastian Vettel took his and Red Bull's first world title, clinching it with a straightforward victory drive in Abu Dhabi, with each of his title rivals (team-mate Mark Webber and Ferrari's Fernando Alonso) stuck behind the Renault of Vitaly Petrov. Again, there was no controversy about the title-clinching drive, unlike in 1980 and 1990. But there had been plenty a few races earlier when Vettel, fighting to overtake Webber for the lead of the Turkish Grand Prix, had got alongside and then began easing across on his rival. Webber, as he was quite entitled to do, had refused to budge and they'd collided heavily.

That same Istanbul Park track was the venue where Lewis Hamilton clinched his record-equalling seventh title this year. There was no controversy about either his victory drive or any of his preceding races. One might argue that was because there was no real competition, but it's much more than that. Hamilton races cleanly. He can race very tough - just ask Nico Rosberg about Austin 2015 or Bahrain 2014. But he never crosses the line. "It was infuriating," says Rosberg, "because he could take it right to the grey area, but not beyond. So he could always claim plausible deniability. That was actually just another one of the ways in which he was so good."

If today's sporting regulations were applied retrospectively to all the title fights of the past, the history books might read differently. But all of Hamilton's seven championships would remain on the board.

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**Since he began covering grand prix racing in 2000, Mark Hughes has forged a reputation as the finest Formula 1 analyst of his generation**
*Follow Mark on Twitter @SportmphMark*



# MAT OXLEY

# "The motivation for winning comes from the fear of losing"

NORTHERN IRELAND IS THE UK'S home of real roadracing – that's racing between the hedges. The country's fascination with this ancient art goes all the way back to the British government's Light Locomotives Act of 1896, which forbade motor vehicles from exceeding 12mph on the mainland, thus outlawing racing on the roads.

Northern Ireland and the Isle of Man weren't included in this legislation, which explains the creation of the TT and Northern Irish motorcycle events like the Ulster Grand Prix, the North West 200 and those staged around the towns of Armoy, Tandragee, Enniskillen and Cookstown.

This also explains why so many TT greats hail from Northern Ireland – Joey Dunlop, his nephew Michael Dunlop, Phil McCallen, Tom Herron and others. The TT and Irish roadracing are spiritual and also geographical neighbours. The two islands are so close that in May 1985 Joey Dunlop used a fishing boat to get to the TT, but the boat sank, taking five race bikes to the bottom.

Northern Ireland's devotion to real roadracing doesn't help Northern Irish riders who want to excel in world championship racing, because they struggle to find the backing required.

Jonathan Rea is the exception to that rule. In October, the 33-year-old rider from Ballymena won his sixth consecutive World Superbike championship, motorcycling's version of tin tops.

Rea grew to dominate World Superbikes after choosing short circuits over the TT and Irish roads, despite (or because of) his father's success on the roads.

"My dad told me if I ever did the TT he'd kick me out of the house, so I was brought up with the understanding that it's dangerous," says Rea, whose father Johnny won the 1989 Junior TT. "But at the same time he told me I'd never get the same feeling riding around any other circuit than I'd get there.

"Where I grew up, real roadracing is king. Nine sponsors out of 10 will buy you a 600 to race in the North West and the TT, whereas maybe one guy will buy you a 600 to race in the British championship. In Ireland making it in a world championship is just a pipe dream, so I've been very lucky with opportunities."

Rea did three years of British Superbikes before moving onto the world stage. He raced his first six seasons in World Superbike with Honda, which didn't run an official team in the series. During that time he won 15 races. In 2015 he signed with Kawasaki's full-factory effort and went on to win 14 races, clinching his first world title.

Since then no one has been able to dethrone him, not even Ducati, World Superbike's most successful brand. In 2019 the Italian marque unleashed its Panigale V4R. Named after the small manufacturing town Borgo Panigale where Ducati is based, the V4R is essentially a road-going replica of its MotoGP bike. Just to make sure, Ducati hired Spanish MotoGP racer Álvaro Bautista to ride the machine. Bautista and the Panigale won the first 11 races of the 2019 championship, surely signalling the end of Rea's reign.

"Álvaro came in like a steam train at the beginning – he was like this animal riding this missile and he showed no weakness," Rea recalls. "So we just kept working the same way, like robots, then we saw the weaknesses they had in stopping and changing direction."

Rea started chipping away at Bautista's considerable points advantage and then the Spaniard started making mistakes. Rea took the championship lead at a rainy Donington and secured his fifth title at Magny-Cours.

This year his dominance was total, making many fans wonder why he's never had a proper crack at MotoGP, bike racing's Formula 1. In 2012 Rea contested two grands prix, substituting for injured factory Honda rider Casey Stoner, but no one's offered him the right equipment to make the move.

MotoGP pays more money and kudos, but Rea is happy where he is, especially since he's a family man, with two young children.

"We have 13 rounds a year, while MotoGP has 20 [in normal seasons]. Usually my wife and kids come to 70 per cent of the races. I don't think we could do that if I was away 20 weeks racing, another few weeks testing and then PR commitments on top of that. I get home from races and take the kids to school on Monday, whereas if I'd had the same level of success in MotoGP that I've had here I'd be a superstar and my life balance would be completely compromised."

**"I get home from races and I take the kids to school on Monday"**

Rea knows that WSB is bike racing's second division but he doesn't care. At least, not that much.

"MotoGP is the pinnacle. It's more popular, it's a bigger show and it's the big-money paddock. You only have to walk into the paddock and you're almost at an F1 race. It would be nice if more people supported World Superbikes, but it's how it is."

Rea has already signed with Kawasaki for 2021 and 2022, so Ducati and the other factories will have to work even harder if they want his crown.

"It's the winning feeling that keeps me going – it's like a drug," he says. "Once you get that feeling you don't want to accept getting beaten, so the motivation comes from the fear of losing, rather than the feeling you get when you win."

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

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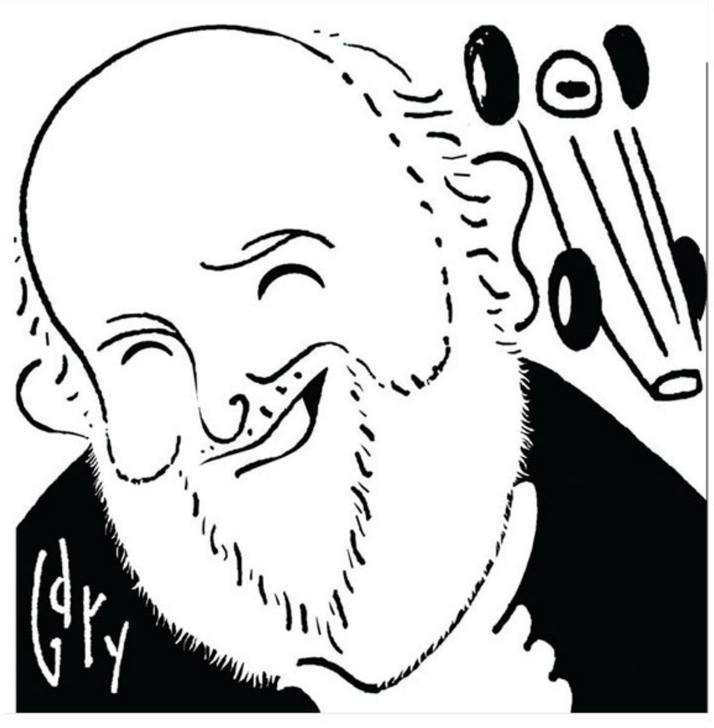
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# DOUG NYE

# "In 1940, motor sport was out of the question, unless you were Italian"

FUTURE ENTHUSIASTS WILL SURELY recall 2020 as having been a truncated racing season, yet one still jam-packed considering the Covid pandemic, lockdown, world economies tanking, and all the recent - bleeagh... In fact the milestone calendar years - each decade's 'noughty', such as 1900, 1910, 1920 or 1930 - have often featured motor sport surviving adversity.

However, none of these punctuated or restricted seasons has ever been run in quite such ghastly circumstances as that of 1940. When the year began, Europe was already four months into the Second World War, with Great Britain and France locked in a renewed conflict with Germany. Any form of serious motor sport was out of the question, unless - of the leading nations - one was Italian...

Fascist Italy had - just like the Third Reich in Germany - projected national prestige through international motor racing. Alfa Romeos campaigned for years by the Scuderia Ferrari and, since the start of 1938, by the replacement new Alfa Corse in-house factory team, had earned much credit in Grand Prix, subsidiary-class *vetturetta* and sports car racing. The Maserati marque had weighed-in with its own share of success - especially at *vetturetta* (effectively Formula 2) level. But then on September 3, 1939, what would become global conflict had erupted. Mussolini's supposed pact of steel with Hitler's Germany immediately appeared somewhat more flexible than its most committed supporters might have imagined, as the Italian state wavered over what might really transpire before committing arms to either side - or declaring neutrality. Such a big decision; back a winner or back the losers became Rome's problem...

So what happens within the racing world in such a situation? Heads down, focus upon our own sporting events, shut out reality and keep on racing.

In the isolationist United States - albeit under lesser pressure - that's what the highly-commercialised track racing world espoused, though even then with a restricted calendar. The 1940 Indy '500' was run and won by Wilbur Shaw in the Grand Prix-derived 3-litre supercharged straight-8 Maserati 8CTF in which he'd won the previous year's edition. Come August on the one-mile dirt oval at Illinois State Fairground, Springfield, Rex Mays would win the 100-Miles in his *Bowes Seal Fast Special* track car, combining a Stevens chassis with Bud Winfield engine. And on September 2 that year the same combination won again in the New York State Fairgrounds dirt 100-Miler at Syracuse, NY.

Meanwhile in Italy on April 28, 1940, the Mille Miglia - or a kind of ersatz Mille Miglia - had been revived. The race had last been run in 1938 when it was disfigured by a terrible accident in which a Lancia saloon had careered into the crowd just after an (unlevel) level crossing at Bologna, killing 10 spectators and injuring a further 23. A government ban had followed upon road racing through built-up areas. This proved brief, but no Mille Miglia would be run in 1939.

Now for this first wartime season it was revived, run not around the leg of Italy as had become traditional but over nine laps of a proscribed 165km (102-mile) public road triangle, starting and finishing outside Brescia, with Mantua and Cremona its two other apices.

That race was notable for two things. One was victory for the SS-badged BMW works team of Baron Fritz Huschke von Hanstein/Walter Bäumer in a BMW 328 streamlined coupé. Secondly, that race featured two cars competing badged simply '815' but built by Auto-Avio Costruzioni of Modena, the company Enzo Ferrari had founded after he left Alfa Romeo with a 'non-compete' clause part of his severance deal. Built together with Enrico Nardi, the 815 cars used 1.5-litre straight-8 engines derived from two Fiat 4-cylinder blocks lodged in tandem upon a common crankcase. Mr Ferrari's young clients who had initiated the project were local aristocrat, the Marchese Lotario Rangoni Machiavelli, and Alberto Ascari, son of Mr Ferrari's former team leader and hero at Alfa Romeo - Antonio Ascari, who had crashed fatally when leading the French GP at Montlhéry back in 1925.

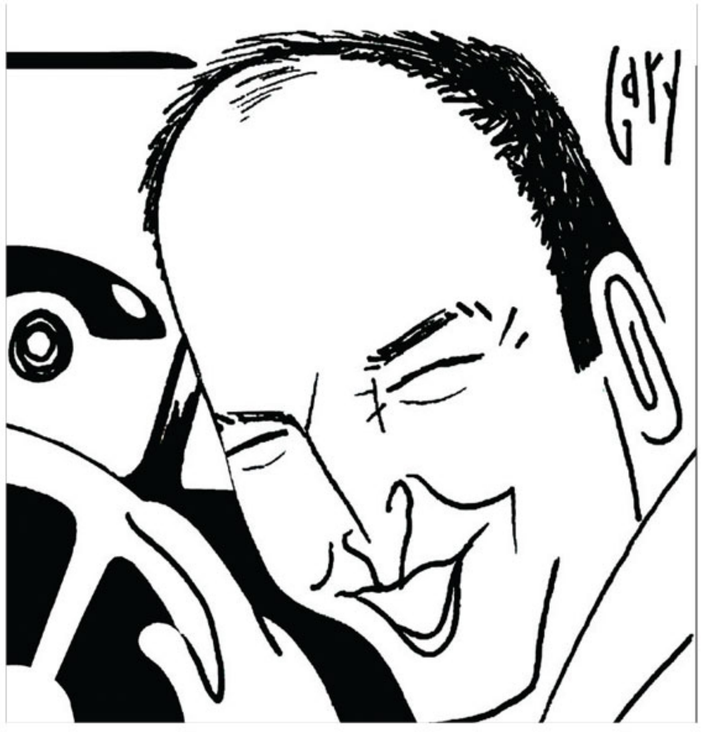
As the dust from this Mille Miglia settled, the 1940 Italian racing scene shifted first across the Mediterranean to the super-fast Mellaha desert circuit in Libya - then the Italian colony of Tripolitania - and later to the island of Sicily. The Tripoli Grand Prix on May 12 featured the new Alfetta works team cars of Farina, Biondetti and Trossi finish 1-2-3, leaving only fourth-place money for Villoresi's Maserati.

**"The Targa Florio was run over 40 laps around a Palermo park"**

More concession was then made to external wartime restraints as the May 23, 1940, Targa Florio was run not in its usually majestic long-circuit guise on the Madonie mountain course but instead over 40 laps of a 5.7km loop in Palermo's Favorita Park, as a race for 1.5-litre supercharged *vetturettas*. All 16 starters were Maseratis, of which those driven by Villoresi, Cortese and Rocco finished 1-2-3. Two weeks later, on June 10, 1940, Mussolini - *Il Duce* - backed Germany in finally declaring war upon crumbling France and embattled Britain, with the intention of creating a Roman Empire in the Mediterranean.

When the year ends with a nought, racing amidst adversity is nothing new...

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




# ANDREW FRANKEL

## "If the BMW iX is what the future looks like, then I want no part in it."

I ALWAYS FIND IT STRANGE WHEN colleagues pronounce on the appearance of a new car. First such matters are entirely subjective, but second it is the one aspect of any new car we are in no better position to judge than anyone else. Motoring journalists are not, as a rule, style gurus. They are a scruffy bunch at the best of times, far more interested in how cars drive than look. Which is why I fit in so well.

Then a car like the new BMW iX rears its head, a car so irredeemably ugly it actually poses broader questions about the direction in which the company is going and where the board of management was on the day it got signed off. I'm interested too in its patronising response to those with the temerity to question it, one reply on Twitter stating: "When it comes to innovative design, it's common for some to find it unusual and odd. Be open to the new look and let's embrace the future together."

A few things here. First, if that's what the future looks like, I want no part in it. Second, the design is not innovative. The i8 of 2014 was innovative, not only because it was light, clever and packed with interesting tech but because it was, to these eyes, the first successfully styled mid-engined 2+2. The iX design isn't innovative. It's poor. And as for some finding it odd, if the comments on websites I've read are in any way indicative, that 'some' is the vast majority of respondents and 'odd' the kinder observation.

Of course BMW has been here before, or somewhere like it, when Chris Bangle was in charge of its design department. Some of the products created on his watch were visually pretty challenging, none better known or more derided than the E60 5 Series of 2003. Indeed one of *Autocar*'s finest headlines (which even doffed its cap to Bangle's American nationality) came atop a story about the cars whose looks had suffered under his stewardship. It was called 'The cars Bangle spannered'.

So perhaps that's what we're seeing again. I was probably pretty rude about the E60 back then but now think it looked ahead of its time. Will the same be said of the iX in 2037? I don't know, but somehow I doubt it.

I'M NOT GOING TO DWELL ON THE TOYOTA GR Yaris because you can read the editor's review in this issue. All I would say is I'm glad it exists because I thought the days of mainstream manufacturers making maverick one-offs like this died with the likes of the mid-engine Renault Clio. The Yaris wouldn't exist were it not originally intended to be a homologation car but I still love the idea of Toyota becoming so obsessed with its rally programme that it designed a completely new car with only a passing resemblance to a real Yaris and made it road legal just so it could get one over the opposition.

While I expect it will lose a packet on every one it makes, if it sprinkles stardust on the company as a whole, it will be worth every penny.

IT IS INTERESTING THAT BENTLEY has become the first luxury manufacturer to blink and announce that by 2030 all its cars will be electric. Not 'electrified' mind, which is industry PR-speak for petrol powered with a bit of electrical assistance every so often, but genuinely, entirely and exclusively electric.

It's a brave move. Bentley's bet is that in a lot less than 10 years (because it takes five years or more to develop a car) the technology and infrastructure in important markets around the world will have advanced sufficiently for there to be no drawback to electric ownership: no range anxiety, no recharging time wasted.

It is betting also that the world won't have lurched off in another direction by then, possibly towards fuel cells. Finally it is betting its still significant numbers of traditional customers can be either talked around or replaced. And it will be hoping this plan goes better than its last concerted effort to put an environmentally friendly foot forward. Back in 2009, Bentley decided that all its cars would be 'flex-fuel', so they could run on standard petrol or E85 bio-ethanol. It was quite a task because E85 is nasty stuff requiring substantial re-engineering of fuel lines and injectors; but other than a few outlets of Morrisons, it never became widely available and the initiative died.

I have higher hopes, at least for Bentley, this time around. The timing is probably right both in terms of the technology and customer acceptance. There's no such thing as too soon for a brand like Bentley so closely associated with profligacy to demonstrate its desire to listen and change. What it's going to do about its racing car programmes is another matter.

There is something about the Bentley announcement that saddens me, however, and it has nothing to do with Crewe. I suspect, though I have no inside knowledge, that it might spell the end for the rebirth of Lagonda.

**"I suspect this might spell the end for the rebirth of Lagonda"**

You will remember Lagonda was to be relaunched as an all-electric rival to those stuck-in-the-muds at Rolls-Royce and Bentley. Aston Martin showed a striking Lagonda concept car. I thought it an extremely good idea. Then AM got into financial strife and one of the necessary cost-saving moves required to ensure its survival was to kick the Lagonda project into the long grass.

Now most of the executives who were behind the Lagonda plan have moved on and with the company under new management, I expect that in the long grass Lagonda will stay, if not six feet under it.

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**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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# Here comes the reign again

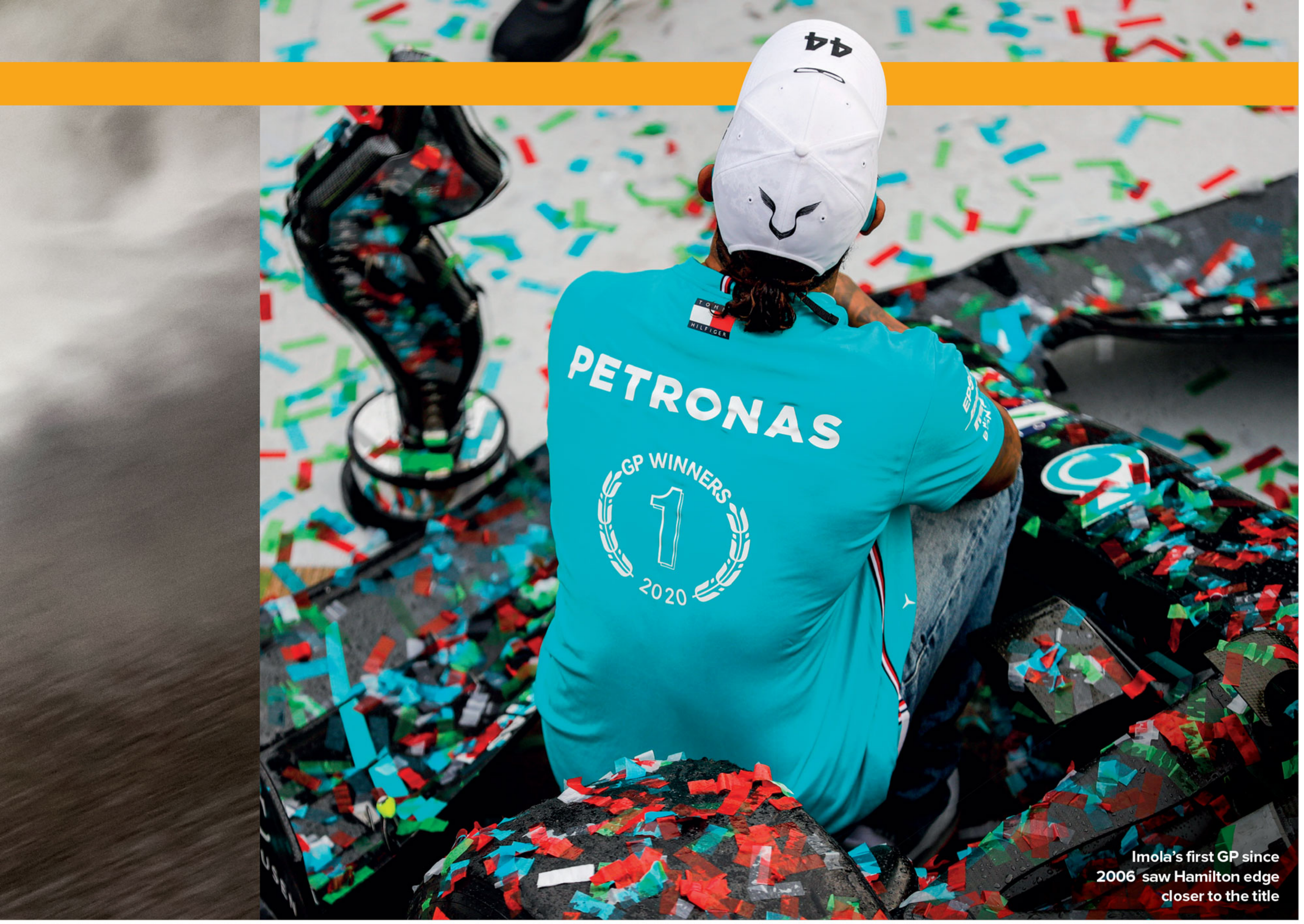
For the seventh time Lewis Hamilton sits on top of the world, and now it seems not so much if, as when, he'll surpass Schumacher. **Mark Hughes** watched the drama unfold amid some tricky driving conditions

THIS TRIO OF PANDEMIC offspring Formula 1 races was where Lewis Hamilton, having equalled Michael Schumacher's win record at the preceding Eifel race, could first step into his own unique territory of success. Any further grand prix victories would establish new records and his clinching of the latest title would equal Schumacher's seven. So there was every chance that by the end of this little run, Lewis Hamilton would become the most statistically successful F1 driver of all time.

F1 had only ever used Portimão in the Algarve as a test venue before, but it was built (in 2008) as a fully F1-compliant track and is a terrific venue. It was only ever the commercial realities that had prevented a Portuguese Grand Prix from being held here before. Those realities have, of course, been turned on their head by the pandemic, in that F1 is this season renting any suitable tracks rather than charging promoters for the privilege. There were even a few spectators allowed here.

The circuit dips and dives its way through the countryside with a mix of blind apexes and medium-high speed sweeps. In its demands on the car it's quite similar to Barcelona and, as such, Pirelli brought its three toughest compounds, keen to avoid a repeat of the British Grand Prix late race tyre failures. It needn't have worried. The recently resurfaced track was so short of grip, as the new bitumen continued to ooze from its pores, that there was relatively little strain upon the tyres.

The softest compound tended to grain its front left quite easily and didn't seem decisively faster, even over one lap, than the medium. Getting the race-starting tyre choice right was an important part of the weekend, more so than usual. It was important enough that if Mercedes got it wrong and Red Bull got it right, an upset might have been on the cards. So it was intriguing when Max Verstappen chose to go through Q2 on the softs with both Hamilton and Valtteri Bottas on the mediums. It later turned out that Mercedes



Imola's first GP since 2006 saw Hamilton edge closer to the title

had called this absolutely right – and so its usual dominance ultimately played out with a decisive 1-2 (with Hamilton ahead by 25sec) from Verstappen.

But on the way to that conclusion, there was great excitement in the race's early stages, when it was the softs that were much the faster tyre, on account of the medium taking around four laps to reach working temperature on the cool track. But it wasn't Verstappen who was best able to take advantage of that. It was the McLaren of Carlos Sainz and the Alfa of Kimi Räikkönen. As the Mercs struggled with tyre temperatures, Sainz was up to second place on the first lap and took the lead from Bottas going into the second. Räikkönen meanwhile had vaulted from a starting position of 16th to sixth in the first few corners and was nibbling at the back of Verstappen.


DAIMLER AG, DPPI
Tourists at the Algarve, with Hamilton leading

This was all just a temporary distraction from reality. Four laps in, the mediums were up to temperature, Bottas retook the lead from Sainz and was quickly followed through by Hamilton and Verstappen. Räikkönen sank back down to the Alfa's natural mid-grid level. Hamilton took a while working out the new requirements of a very blustery day while retaining crucial temperature in the medium tyre. Once he'd done so, he was able to begin applying pressure to Bottas who was increasingly struggling with under-temperature fronts as they wore down. Wrestling with the car through one of the slower corners at the end of the lap lost him momentum through the fast sweep onto the straight. Because the tyres were not overheating when in the wake of another car, Hamilton was able to stay glued to Bottas' rear wing through there-making a DRS-assisted pass on the pit straight just a formality. So the historic 92nd grand prix victory of Hamilton's career, a feat no-one had ever achieved before.

**"Hamilton was glued to Bottas' rear wing, then passed on the straight"**

Formula 1 returned to Imola for the first time in 14 years for the Emilia Romagna Grand Prix, uniquely a two-day event so as to give the trucks time to make the journey from Portugal and set up shop in the paddock here. Bottas, very often fastest on the first day, was in his element during qualifying. He duly pipped Hamilton to pole position. Things looked even better for him at the start, as he surged into an immediate lead and Hamilton was pushed down to third by the faster-starting Red Bull of Verstappen. With a slower car between him and his team-mate and the difficulty of passing around this track, it all looked in place for Bottas who was in scintillating form on the first lap, aggressively using the kerbs and pulling out a big lead.

Rounding Tosa on the second lap, he spotted, too late to avoid it, a piece of red debris. He at least avoided driving over what was, in fact, a discarded piece of Sebastian Vettel's front wing with his tyres. Instead, it lodged itself in Bottas' right-hand barge board. In such an extremely aerodynamically sensitive part of the car, it cost what the

team later reckoned was between 0.7-0.8 seconds per lap of performance. Suddenly, Verstappen and Hamilton were right back with him. He could maintain position but he couldn't pull away. So when Red Bull brought Verstappen in early in an attempt at undercutting past, Mercedes had to pit Bottas in response to have any hope of retaining track position over the Red Bull. He got out still just ahead.

But that left Hamilton leading on tyres that still had many laps of life left in them, on account of their early stops. If he could extend his 20sec lead by another 4sec before his tyres wore out, he'd be able to pit and get out still in the lead. He set about doing that on old tyres versus Bottas' new, but with a healthy car versus Bottas' compromised one. He'd just about got the gap out to what was needed when he was helped further by a VSC to retrieve Esteban Ocon's broken-down Renault. With the field reduced in pace, Hamilton no longer needed as big a margin to pit and get out still ahead. Which is what happened. The VSC had made it easier, but it had been set to happen anyway.

**"It was Vettel's first podium of a difficult final season at Ferrari"**

Verstappen eventually got by Bottas after the latter's problems caused him to lock up and dip a wheel into the Rivazza gravel. But Verstappen didn't get to stay second for very long. A sudden failure in his right-rear tyre led to a high-speed spin into the gravel trap at Villeneuve. This allowed Mercedes to bring both cars in for a precautionary change of tyre - Hamilton had been complaining of a vibration which may have been the precursor to the sort of failure Verstappen had suffered. It wasn't Hamilton's most devastating win of the season, but they all count in the record books.

Istanbul Park last hosted the Turkish Grand Prix in 2011 and of the current drivers only Räikkönen, Hamilton and Vettel had raced there. What greeted them as they arrived was a very Portimão-type relaid surface. The late-notice nature of the agreements in this improvised calendar mean such things

# F1 needs a grip on tyre temperature

## New track surfaces and cool conditions give drivers a conundrum



Hamilton takes a personal check of tyre wear at the Turkish GP; (inset) cold tyres add to the excitement in Portugal

The Portimão and Turkish grands prix were each notable for the striking lack of grip from the newly resurfaced tracks. In the case of Istanbul Park, the resurfacing was completed only 10 days before F1 arrived. Although unpopular with the drivers, it made for some great racing.

But what may be of particular significance was the effect of the cool track temperatures. "Whenever the tyres are just on the verge of being too cold," said Mercedes' James Vowles in Portimão, "the racing becomes really good. I think it's because they no longer become too hot when you're closely following another car. So you can stay tight in the leading car's slipstream onto the straight. We saw it at last year's British Grand Prix too."

The inability of current F1 cars to follow each other closely, and thus the difficulty of overtaking, has always been laid solely at the door of aerodynamic turbulence. Clearly this is a major factor. But the evidence of Portimão suggests that tyre temperatures play a much bigger part than previously assumed.

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are inevitable, but the lack of grip was extreme. "I cannot even go flat on the straight," laughed Lando Norris on the radio on first getting out there on Friday. It certainly made for some impressive displays of rally-like car control.

But what the extreme lack of grip also did was make it impossible for Mercedes to get sufficient heat into its rear tyres during qualifying. Practice had established that it took around seven laps to bring the rubber in - not a luxury that qualifying allows. So for the first time this season it wasn't a Mercedes on pole. Hamilton in the faster of the two W11s was only sixth-fastest - a rather lengthy 5.5sec behind Lance Stroll's pole-setting Racing Point!

Mercedes was quietly confident it would be in better shape in the race, despite the wet track. The early stages were all about Stroll and Sergio Pérez running in impressive 1-2 formation in the pink Racing Points, though once everyone had switched from wets to inters and got them up to temperature, Verstappen and Alex Albon were catching them in their Red Bulls.

Verstappen spun trying to pass Pérez and was forced to pit to replace his flat-spotted tyres. Hamilton had made quiet progress and was up to fourth by the 33rd lap. That became third as Albon, on heavily worn tyres, spun. The leader Stroll was also by then suffering with his tyres and pitted, putting Pérez in the lead but only by a few metres from the advancing Hamilton, who took the lead with a DRS pass on the 37th of 58 laps. From there, he pulled away at around 2sec per lap, enjoying the inters as their tread wore down to slicks on the drying track but somehow keeping them alive.

Pérez pulled off the same trick but was under attack from the newer-tyred Ferraris on the last lap. Charles Leclerc squeezed ahead but then locked up, allowing not only Pérez to nip past, but Sebastian Vettel too. It was the German's first podium of what has been a difficult final year at Ferrari.

With that, Hamilton became a seven-time world champion. Only Bottas could have prevented it here, but he'd suffered an awful day, finishing 14th after six spins due to steering damaged on the first lap.

DPPI, GETTY IMAGES, GRAND PRIX PHOTO

# Word on the beat

## Rumour, gossip and news from the F1 paddock

● The **F1 COMMISSION** recently formally proposed a driver salary cap from 2023 of $30m (£25.3m) between each team's two drivers. A refinement of the proposal was discussed whereby a team would be able to exceed that if it wished, but any extra salary would have to be deducted from the team's cost cap limit. **LEWIS HAMILTON** said he was "surprised" the idea was being discussed and added, "I think it's important that the **GPDA** works closely with F1 when we get into discussions moving forwards."



● Red Bull boss **CHRISTIAN HORNER** has reiterated that his preference for the seat alongside **MAX VERSTAPPEN** next year would be **ALEX ALBON**. The driver has had a disappointing season and Horner has said no decisions will be made until after the end of the season, to give Albon the opportunity of justifying the drive. "It's his to lose," said Horner, while confirming that if it isn't Albon, they would be looking outside the Red Bull pool of junior drivers, "like we did with **MARK WEBBER**". This seemed an obvious reference to **SERGIO PÉREZ** and **NICO HÜLKENBERG**.

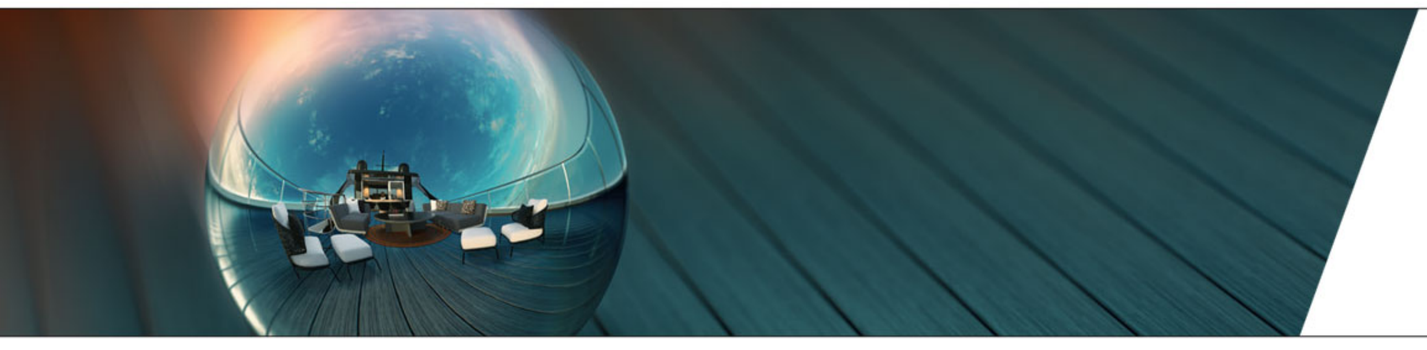
● **KEVIN MAGNUSSEN** and **ROMAIN GROSJEAN**, upon being told their services would not be required by **HAAS** in 2021, reacted differently. Magnussen very much feels that F1 is unfinished business and would like to try to find a way to stay. Grosjean, six years older, accepted this was likely the end of his F1 career.

● **CHRISTIAN HORNER** confirmed that the best power-unit solution for **RED BULL** and **ALPHATAURI** after **HONDA'S** withdrawal at the end of next year would be to continue the project as an independent. But to make it feasible it was seeking to bring the engine freeze in earlier, a stance that was supported by **TOTO WOLFF**.

● **F1** has confirmed that the 2026 engine formula will still be hybrid. "It's interesting where the auto industry goes because everything develops in the direction of electric mobility," said **TOTO WOLFF**. "Developing a new power unit is not somewhere we should go. It was a mistake in 2011 and 2012 when we made a sophisticated and efficient power unit but it got complex. We need a combination of what we have today – an internal combustion engine and add hybrid power to have a better ratio between sustainable propulsion and conventional **ICE** engines."

● The 2021 F1 calendar has 23 races, with a new **SAUDI ARABIA GP** added. The **VIETNAM GRAND PRIX** has been dropped, but its slot has been reserved for a replacement. It is believed discussions with the Sepang circuit for a **MALAYSIA GRAND PRIX** are underway.

● With the conformation that **KIMI RÄIKKONEN** will be extending his stay at **ALFA ROMEO** and that **FERNANDO ALONSO** rejoins **RENAULT** next year – and on the assumption that **LEWIS HAMILTON** renews with **MERCEDES** – the 2021 F1 grid will feature the drivers responsible for 14 of the last 16 world championships. Only **JENSON BUTTON** and **NICO ROSBERG** will be missing.

# How to train your McLaren

Far from friendly? Decidedly unsettling? **Andrew Frankel** throws a lasso around the wild 765LT and offers it a sugar lump



The 765LT (Longtail) has 25 per cent more downforce and is 80kg lighter than the 720S it is based on

YOU WILL BE FORGIVEN FOR BEING somewhat confused if you'd read elsewhere the early reviews of this new McLaren 765LT. Some absolutely loved it, others had their admiration under far closer control, largely because they said they found it to be far from friendly on the limit which, in this kind of car, is a big problem. One even complained it had too much steering feel, which I found curious.

Initially it seemed that the reason was down to conditions, those who drove it on a dry, smooth circuit preferring it more than someone who drove it on a damp or bumpy track. And that would appear to be its fault: this, after all, is a car most owners will take on track and it should perform in that environment whatever the conditions. But it also has to perform on the road too, which McLaren did not permit during launch activities.

I have now driven the 765LT in conditions ranging from perfect (warm, dry Silverstone) to diabolical (cold, wet Castle Combe) and hundreds of miles between the two so I am now in some position to give a reliable verdict.

First we should look at what we're dealing with, which is the third in McLaren's LT series, after 2015's 675LT and the 600LT of 2018. It is based on the 720S, but through various measures including the fit of some carbon-fibre body panels, thinner glass, a polycarbonate rear screen, a titanium exhaust, lightweight seats and making the air conditioning and nav systems optional, its weight has dropped by 80kg, making it lighter than any comparable car. Just 765 will be built, followed by an unspecified but no larger number of Spiders.

It's an interesting proposition, not least because the 720S was and remains the most broadly capable supercar I've driven, and I wasn't sure if messing with that formula was necessarily a good idea. But at Silverstone, where I drove the car before anyone who turned out to have a contrary view, it was magnificent. In track ability it's closer to a Senna than a 720S, despite costing little more than one third of the price and being entirely usable on road. It only weighs a few more kilos and only has slightly less power. What it lacks is Senna levels of downforce which, in the context of a road car, turns out not to be such a bad thing after all, because it is the mismatch between racing car levels of aerodynamic grip but street car amounts of mechanical grip that puts an artificial limit on what the Senna can do. The 765LT with presumably modest (because it is undisclosed) downforce capability has no such problem.




Drift merchants may quibble but this is a stable car with superb traction from the corner

Even using the slow approach from the International Circuit, the 765LT will show over 170mph before braking into and all the way to the apex of Stowe. Stability even without huge downforce is breathtaking for a road car, and traction out of the corner always impressive, despite not having a limited slip differential. On and over the limit it slides quickly, but can easily be gathered by the linear steering.

I did wonder what its detractors were going on about until I drove it in terrible conditions at Combe. After that I wondered even more. Yes it now sensibly wore standard Pirelli P Zero tyres rather than the dry weather track day Trofeo R, but I could scarcely credit the confidence this powerful supercar imparted around this wet, notoriously bumpy circuit. I did many laps in it, approaching the evil old



# "I wondered what its detractors were going on about. After Combe, I wondered even more"

Quarry corner through the right-hand kink at 140mph, kicking up vast plumes of spray and not once did it cause me a moment's concern.

I then went and did the thing that people like me don't write enough about when reviewing this kind of car. I sat in heavy traffic and churned some motorway miles. And it was easy. The 765LT is not only an outstanding track tool, it's an amazingly comfortable road car. It's noisy but so long as you've been smart enough to option back in (at no cost) the air conditioning and infotainment system, this is a simple car in which to do 100 miles. I'd be happy to drive it 1000 miles. You could go on holiday too, because it has a capacious boot.

All of which made me ponder what it was that turned some of my colleagues against this car. These people are not idiots, least not the ones to which I am referring: they're intelligent, experienced, extremely capable in their driving and considered in their writings. Yet they appear to have experienced an entirely different car to me despite the fact that at least one of them has driven precisely the same car.

The only thing I can think of is that we have different driving styles and mine happens to suit the characteristics of this car. I don't spend as much time as possible at 45 degrees. I like cars with a neutral to slightly oversteering balance but a drift merchant I am not. And those who are would find the limitations of the 765LT's open differential at best frustrating and at worst possibly unhelpful and unsettling.

I am aware that the kind of car that McLaren likes building - lightweight; prioritising driver engagement - is the sort I like driving, yet even in this context the 765LT is special, a far more enjoyable car than a Senna.

In 2021, McLaren Automotive launches its first new car since 2010, a hybrid with its own carbon tub made in Sheffield. The 765LT, then, is the last of the old guard. What a way to sign off the otherwise troubled 2020 and help reset the business for the future to come.

McLAREN

## McLAREN 765LT



- **Price** £280,000
- **Engine** 4-litre, 8 cylinders, turbocharged
- **Power** 755bhp
- **Weight** 1339kg
- **Torque** 590lb ft
- **Power to weight** 564bhp per tonne
- **Transmission** 7-speed double clutch, rear-wheel drive
- **0-62mph** 2.8sec
- **Top speed** 205mph
- **Economy** 23.0mpg
- **$CO_2$** 280g/km
- **Verdict** A supercar for all occasions, and more likeable than a Senna







Developed as a homologation special for a rally car that's now mothballed, the Yaris GR was overseen by Tommi Mäkinen (above)

# A truly special, special

Thank heavens Toyota goes rallying. And even bigger thanks that it does well at it. That is why the Yaris GR is here. **Joe Dunn** drove it

THE TOYOTA YARIS YOU SEE HERE has a carbon fibre roof panel. That's right. On a Yaris. It also has four-wheel drive and the world's most powerful three-cylinder engine. It will hit 60mph in 5.5sec and pull to 70mph in third. It is perhaps the most appealing hot-hatch of the modern era.

For all the above you can thank Toyota's World Rally Championship programme. The team - run by Finnish legend Tommi Mäkinen - won the 2019 drivers' world title and is fighting to claim this year's, with Welsh driver Elfyn Evans hoping to become the first British world champion since Richard Burns in 2001.

Mäkinen and his rally outfit was instrumental in designing this new Yaris, which was built as a homologation special for Toyota's 2021 WRC car. The rally car has become obsolete as a result of changing regulations, but the road-going variant is anything but. Toyota describes it as a rally car for the road and after driving it on the roads of West Sussex, it is hard to disagree.




Small, light, powerful and perfectly chuckable. There's little not to love here

The most noticeable difference between it and the standard Yaris is a lower roofline, which slopes at the rear. It gives the car a more urgent posture but was engineered for practical purposes in order to improve airflow over the roof and onto the large wing on the rally version to aid downforce. Similar competition touches abound: three rather than five doors to aid aerodynamics, frameless windows for improved rigidity, special polymer bumpers for reduced weight...

The chassis has been re-engineered using the current Yaris platform at the front, but at the rear it uses the slightly wider one from the Corolla, which was needed to accommodate the all-wheel drive system (the company's first original version for 20 years). The engine is not only the most powerful but also the smallest and lightest 1.6 litre available.

Press the start button and an aurally enhanced exhaust note is pumped into the Alcantara-clad cabin complete with WRC badging. Press the drilled throttle pedal and the fun really starts. On slippery autumnal roads, the Yaris is a blast: planted in the corners, punchy coming out of them. The car is more engaging and enthusiastic than anything I can remember. The tech might be cutting edge but the feel is old-school mechanical - and all the better for it.

On narrow roads, working the wonderful gearbox, tapping the throttle to downshift, chucking it into the bends with growing confidence, it is enough not only to bring a smile to your face but to forget all worldly worries entirely.

So, a lightweight, high-powered, hi-tech pocket rocket that makes driving fun again. It costs just under £30,000, in standard spec, which is pricey for a hatchback but after a few hours throwing it about on the road I found it offers the best cure for lockdown cabin fever this side of a Covid vaccine. And that must make it the bargain of the year.

**TOYOTA YARIS GR**

- **Price** £29,995
- **Engine** 1.6 litre, three cylinders, turbocharged
- **Power** 257bhp
- **Weight** 1280kg
- **Power to weight** 200bhp per tonne
- **Transmission** 6-speed manual, four-wheel drive
- **0-60mph** 5.5sec
- **Top speed** 143mph
- **Economy** 34.3mpg
- **$CO_2$** 184g/km
- **Verdict** Exactly how a small hot-hatch should be. It's wonderful

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Image: Leading the pack in 2020 RAC TT at Goodwood

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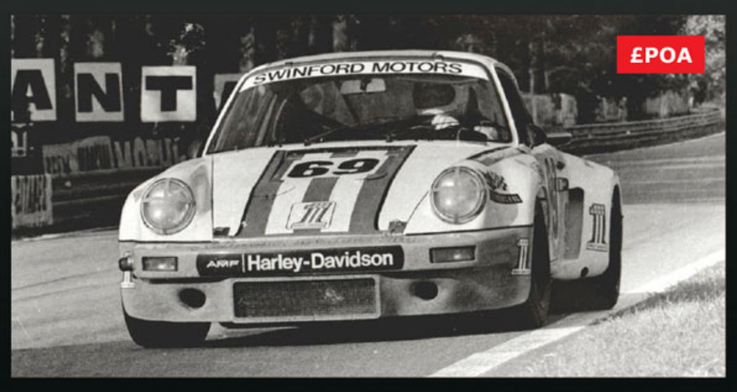

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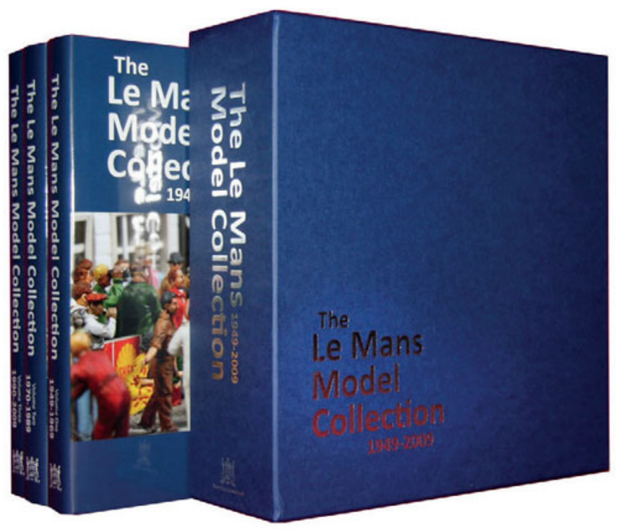
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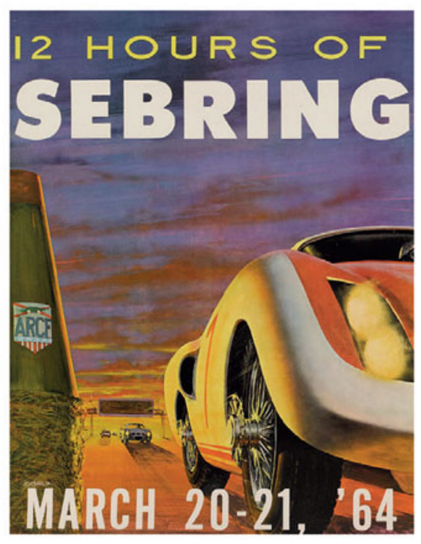

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Agile flyweight Rocket could match Countach performance – but not its sales appeal

# When perfection costs too much

Two men created the Rocket – the antidote to the supercar – but forgot to make it sellable, says **Gordon Cruickshank**

MAYBE IT SEEMS ODD TO BE investigating the previous Gordon Murray super-light sportster during the razzmatazz around his new superlight sportster. But in fact author Clive Neville tells us he originally wrote this book back in 2011, though various complications delayed it. He is also a Rocket owner, so has plenty of empathy.

It's remarkable to realise that this tiny Cooper lookalike first appeared in 1992. At the time it was a shock - a motorbike engine, redline at a screaming 11,500 revs, tandem seating, five reverse gears. It was never going to be a mass-market car and those who chose to slide into its retro-styled carapace were never going to be conventional types. Nor were the two men behind the car - Murray's co-conspirator was racing driver Chris Craft, who reckons the idea was sparked 50 years ago when he raced Murray's De Cadenet sports car at Le Mans.




**The Light Car Company Rocket**
*Clive Neville*
**Porter Press, £75**
**ISBN 9781913089146**

Neville's book is in tune with the Murray philosophy, drilling down to the smallest detail with Murray and Craft's sketches and drawings from the car's genesis through to its production. If you appreciate technology, immerse yourself in fine detail of exhausts, transmission layouts and roll axes because it's all here, laced with copious notes and memos between the principals about design aims. Indisputably comprehensive, though even the most dedicated technophile may feel there is more than enough about O-rings and cooling hoses. But if there is hardware overkill, there is also telling input from all the main players, particularly Chris Craft who shouldered the main development and production burden, and when the main build run came to an end restarted his own small production run.

Perhaps the takeaway memory he offers is that he thinks he lost £5000 on each of the 47 Rockets sold. The timing couldn't have been worse - conceived in a time of excess, it hit the road just when people were cancelling their Jaguar XJ220 orders in another of our big recessions. Not only was it an oddball but it was seen as expensive compared to, say, a Caterham - and yet the price wasn't high enough to make business sense. In the development chapters Neville seems almost in love with the car and its creator, but on the business aspect he is very frank about the flaws. Both Craft and his co-director son Luke admit there was no proper business plan, and that costings were almost guesswork. "It was never a business," Craft laments. A salutary tale of a beautifully designed and engineered machine that appeared before niche marketing was a buzzword. But ironically the book could have been a bit slimmer and lighter...

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# Scrapyard challenge

A pictorial record of remarkable classic car discoveries from an era when an old car was just an old car, to be abandoned in a yard



**SuperFinds**
*Michael Kliebenstein*
**Porter Press**
**£90**
**ISBN 9781907085895**

WHO DOESN'T DREAM of a forgotten Type 57 Bugatti in a barn (I actually found one once!) or a mislaid Ferrari Testa Rossa? This is the visual record of a career in which these things not only could happen, they did. From the 1960s Corrado Cupellini followed up hints of old cars across the world, sometimes successfully, sometimes not, but always taking photographs of what he found. Those photos remained unseen until collector/restorer Michael Kliebenstein unearthed them, and some are scarcely believable - an abandoned Porsche 917, an ivy-covered Gullwing, a rotting Maserati 4CLT. Cupellini himself rescued, restored or sold many of these, but some were just photographed and left behind. They're not all 'discoveries': some are mere snaps in private collections, but just as you think 'this is just pictures of old cars now', along comes a Porsche Carrera 6 forgotten in a Dakar shed.

The short captions have a frustrating lack of background - I want to know more about the Maserati T26 found in Africa, or the 8C Alfa used on a horse race track - but it's fun to recall a never-to-be-repeated era of car neglect. **GC**

## THE IRISH INTERNATIONAL GRAND PRIX




Considering there were only three of these Irish grand prix meetings this seems a big book. But, says Bob Montgomery, these races were a signal that the young Irish state had arrived on the world stage. It was a huge undertaking – they moved a monument and dug a subway – but entries justified the effort: Tim Birkin, Malcolm Campbell, Giulio Campari, even Rudi Caracciola, whose wife had to dress as a man to be admitted to the pits. With its two-mile straight and scenic setting it was very popular, drawing thousands, but the fun didn't last, defeated by financial losses despite terrific racing. Montgomery relates this in exciting detail, especially the rain-drenched final battle between Birkin and Campari, and provides all results, entries and lap timings. More than that, as archivist of the Royal Ulster AC he has access to background information and includes club photos, letters, news reports, adverts, and pit passes for colour. High-quality production offsets the inevitably 'variable' quality of many photos. Specialised, but unlikely to be surpassed. **GC**

*Bob Montgomery, Dreoilin, £49.99*
*ISBN 9781902773384*

## CARS ON FILM

A fun dip into cinematic motoring. Giles, a well-known lover of the arcane, doesn't just run through plots and list car makes but adds juicy detail about filming, crew, drivers, even the later careers of cars and people. The big hitters are here (DeLorean, Chitty) but more absorbing are research gems from other films – how the Plymouth in *Christine* repairs itself before CGI, that they really did machine-gun a Rolls-Royce for one film. Fascinating. Now to track down *Trial by Combat* to see jousting with Minis... One surprise – no Bond DB5. Boringly familiar, says Giles. Quite right, too. **GC**

*Giles Chapman, History Press, £14.99*
*ISBN 9780750994002*

## STIRLING MOSS: RALLY DRIVER

Moss was the all-rounder par excellence, yet the racing sidelines the dozens of rallies he entered, a balance redressed by this book. Quayle offers remarkable detail even on lesser-known events – Alpines and Monte Carlos were well covered but where did he find info on the 1954 Great American Mountain rally? Stretching the remit, he includes Mille Miglia, Tours de France, endurance runs, the Safari and the 1974 World Cup Rally when Moss was stranded in the desert, and runs on to historic rallying when Stirling was still scoring high (even I get the briefest mention). With sections on sister Pat Moss and Norman Garrad, and many photos, this one was overdue. **GC**

*Vic Quayle, Herridge & Sons, £30*
*ISBN 9781906133931*

## QUEST FOR SPEED

If you follow the land speed record you'll know many of these stories, but there's added value here – instead of photos, graphic artist Barry John provides illustrations of cars and drivers as well as diagrams of blowers and transmissions, and writes knowledgeably about design principles and human motivation. It's not all LSR, covering Bonneville belly tankers, steamers and two-wheelers, e.g. Burt Munro's Indian, and John appraises several ongoing projects. Thoughtful and informative. **GC**

*Barry John, Evro Publishing, £30*
*ISBN 9781910505595*

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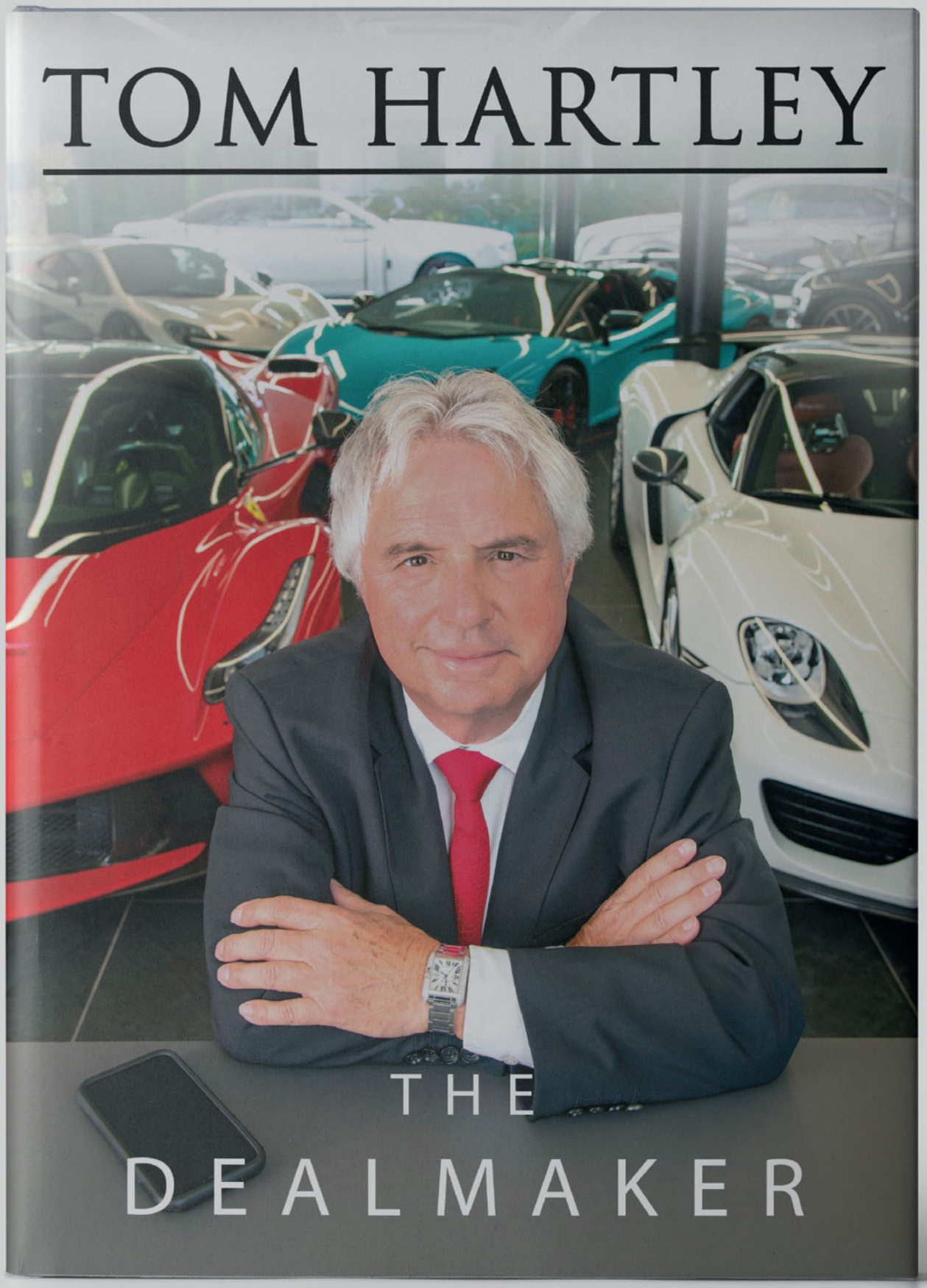
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## Product of the month

# Positives of a new lockdown

Aston Martin ups the game with its first official luxury home-racing sim





### ASTON MARTIN AMR-C01 SIMULATOR

Sim-racing systems aren't exactly rare in this section – well, not since the lockdown boom in digital motor sport – but Aston Martin has taken things to a whole new level by creating an officially sanctioned rig designed off the back of its ultra-successful Vantage GT3 and GTE racers.

Aston has partnered with Curv, which is the latest project from its veteran works driver Darren Turner, who already knows a thing or two about sim rigs from his Base Simulators training business.

Aston set its designers to work on the body of the rig, which is a full carbon-fibre monocoque, while Curv took care of the technical bits, fitting wraparound screens, a racing wheel and the full operating system.

The nose is designed to mirror the Aston Martin Racing grille, and the seating position is like that of the Valkyrie hypercar. The entire package is available in a range of colours designed to mimic the liveries of great racing Astons – from the vivid green, grey and red of the Vantage GTEs of Le Mans and the World Endurance Championship to the olive green of the DBR9 GT1.

Aston's chief creative officer Marek Reichman said, "Although a simulator isn't a car, it is inspired by our racing cars. It needed the same elegance and dynamic lines as any racing Aston. It's a sculptural work of art."

Only 150 examples will be made. Pre-order now.

*£69,000, curvrs.com*



### McLAREN SENNA RIDE-ON

You may have stumbled across this on social media, when Lando Norris playfully posted an image of himself on McLaren's new children's ride-on with the caption, "When I tell her I'll pick her up in my Senna..." The Senna Ride-On is a miniaturised, fully electric version of the McLaren hypercar and comes in a range of five colours. It has working dihedral doors, realistic sound effects and even an onboard infotainment system. Don't expect to squeeze yourself in if you're any larger than Lando, though.

*£375, cars.mclaren.com*




### LAMBORGHINI WINE

It all started with tractors, then moved into cars, GT racing and powerboats, and now it makes luxury yachts and has tie-up deals with LEGO. But did you know that Lamborghini also has a fine winery to its name? Ferruccio Lamborghini was the son of a grape farmer and started building tractors in 1948, then diversified into air conditioners before finally deciding to create cars in 1963. Once the business was firmly established, he opted to retire, selling off his interests in the firm in order to buy an estate in Umbria, near Perugia, in order to go back to where it all began – wine-making. Lamborghini Wines had been his sole pursuit up until his death, aged 76, in 1993, but the business is still going strong and perhaps at the top of its range is this Oro Vino Spumante gift set. Consisting of a bottle of sparkling wine made from Pinot Chardonnay Brut grapes, two glasses, a smart presentation box and a liberal sprinkling of the famous bull logo throughout, it's a step up from an M&S hamper.

*£307.95, winebylamborghini.com*




## SEND US YOUR PRODUCTS

If you have any products that might be suitable for these pages, send details to us at editorial@motorsportmagazine.co.uk




### LAW & MOORE CUSHIONS

**Need something to pep up your sofa and the scatter cushions from Homebase not high-octane enough? British manufacturer Law & Moore has been creating artworks with either a Hollywood or sporting twist since 2012, and its range of products inspired by classic racing overalls is worth a look. Rest your head on a 1988 Senna homage or a 1996 Damon Hill (right). They also do a cool range of phone covers (left), which can be made to fit almost any phone.**

*Cushions from £17.99, phone covers from £14.99, lawandmoore.co.uk*






### CONNOLLY CIRCUIT POUCH

**Connolly is a big name in both the fashion and motoring worlds, famed for its fine leather goods. Started in London in 1878 as a saddler and shoe-smith, Connolly grew to manufacture fine luggage, clothing and even supply the highly finished leather found in Aston Martins, Bentleys, Rolls-Royces, Jaguars and Ferraris. Its new ladies' Circuit Pouch reflects this motoring heritage. Designed by Couli Jobert and made in Spain, the pouch has a chequered flag pattern and comes in colours including red and white, blue and white or even British Racing Green.**

*From £325, connollyengland.com*

## RACING COOKBOOKS

Are your culinary ideas running out of road? Try out a motor-themed recipe




### PORSCHE: RACING & RECIPES

Backed by the Porsche Museum and co-written by engineer and racer Jürgen Barth, this offers 24 different recipes, each linked with a racing location. ***£26, store.porsche.com***




### MARION & ROMAIN GROSJEAN: CUISINE AND CONFIDENCES

As we discover in our interview this month, Romain almost quit F1 in order to become a chef. And to prove it he has collected these 46 recipes. ***£27, all good retailers***




### MANIFOLD DESTINY: COOKING ON YOUR CAR ENGINE!

Yes. This is actually a thing. And we don't know why. Have an urge to poach, roast and grill under your bonnet? Then this is for you. ***£11, available at Amazon***



The DS Techeetah team was the class of the field last year. But with the big hitters getting up to speed, can it last?

# Spicing up the Chile

Formula E sparks back into life with a double-header around the streets of Santiago set to feature new faces and fresh drama

**Formula E, R1&2 Santiago ePrix, January 16-17**

FORMULA E IS BACK WITH A DOUBLE-header in Chile to kick off its 2020-21 season. The unveiling of the new Spark Gen 2 EVO chassis has been pushed back by a year to save costs amid Covid, but having similar machinery could make this new season all the more competitive after six different teams and eight drivers recorded a victory last season.

For the first time ever, a double-header in Chile will begin the year as the Santiago ePrix will feature back-to-back races. With the removal of chicanes last year in an effort to improve the racing, it is guaranteed to produce some flashpoints.

Last season it was BMW i Andretti's Maximilian Günther who took victory in Chile, becoming, at 23 years old, the youngest Formula E race winner in the series' six-year history in the process.

The 2019-20 season also produced a brand new champion, with Portuguese driver António Félix da Costa notching up three race victories and three more podiums to secure the crown ahead of Mercedes' Stoffel Vandoorne as well as out-going champion and DS Techeetah team-mate Jean-Éric Vergne.

It has been a busy off-season with the likes of Sam Bird, Alexander Sims and Pascal Wehrlein all on the move from their 2019/20 teams and joining Jaguar, Mahindra and Porsche respectively, and new faces such as Norman Nato and Jake Dennis will freshen up the grid for the new season.

Da Costa's margin of victory last season was the largest of any Formula E champion, and the Techeetah team looks set to be right at the sharp end once again. Can he become just the second man to successfully defend his crown? Or will we have yet another new name announce their intentions when the electric racing begins in 2021?



**Da Costa sealed last year's title in runaway fashion. Don't expect it to be a second walkover**

## MONTE-CARLO RALLY

**WRC, R1, January 21-24**

Drivers, co-drivers and teams will not have had much of a break by the time they all reconvene in January for the Monte-Carlo Rally and the traditional season-opener of the World Rally Championship. A seriously curtailed 2020 season led to only seven rounds being run, but 2021 is scheduled to be as action-packed as usual. New rallies in Estonia and Croatia will join returning events in Japan and Kenya. Sweden follows in February.

## ROLEX 24 AT DAYTONA

**January 30-31**

The IMSA WeatherTech SportsCar Championship season will open with the traditional Roar Before the 24 a week in advance of the main race. This will be the 59th running of the event, and as usual will attract big names from all across the motor sport world to compete. Ryan Briscoe, Scott Dixon, Kamui Kobayashi and Renger van der Zande were the victors last year with Cadillac.

## DUBAI 24 HOURS

**January 15-16**

The sports car season starts with a loud curtain-raising round at Dubai Autodrome, with teams from around the world invited to compete. The 2020 race was cut short due to adverse weather, with a constant downpour leading to flooding after just seven hours of the race had been completed.

## DAKAR RALLY

**January 3-15**

The 43rd running of the Dakar Rally will go ahead as Saudi Arabia hosts the event for the second time but on a completely new route from 2020's version. More technical, slower and varied stages are prepared in place of the planned trek through multiple countries following travel restrictions. Carlos Sainz took victory with Lucas Cruz last year for the third time in their Mini Cooper buggy.

**MORE JANUARY EVENTS**

| | |
|---|---|
| **January 9** | Gulf 12 Hours, Bahrain |
| **January 14-17** | Autosport International Show, Birmingham NEC |
| **January 22-25** | Roar Before the Rolex 24, Daytona, US |

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# Win a signed Taxi for Senna sculpture

**Here is the chance for one lucky *Motor Sport* reader to win a chromed sculpture of Nigel Mansell giving Formula 1 rival Ayrton Senna a lift on his Williams FW14 at the 1991 British Grand Prix. Worth £200, this limited-edition work of art has been signed by Mansell himself.**

Cast your mind back to that care-free summer almost 30 years ago. Bryan Adams was in his second of 16 weeks at the top of the UK chart with *(Everything I Do) I Do it For You*, Apartheid had just ended in South Africa and Williams' Nigel Mansell had found form and was chasing F1's reigning champ Ayrton Senna. Mansell needed a win at the British GP and proved unstoppable, with pole, fastest lap and a comfortable finish.

On the final lap, Senna's McLaren halted having run out of fuel despite his cockpit readouts telling him otherwise. In swept Mansell, who spotted Senna's strife. The Brazilian hopped aboard and Mansell acted as cabbie to the driver who'd go on to win the title. It is one of F1's unforgettable moments.

To win, go online and answer a simple question. This sculpture is also available to buy at the *Motor Sport* shop.

**Closing date January 31. Enter at motorsportmagazine.com/comp**



# Flashback...

For two decades **Maurice Hamilton** reported from the F1 paddock with a pen, notebook and simple Canon Sure Shot camera. Here he tells the story behind his snapshot of the shambolic 1984 Dallas GP

THIS IS THE MCLAREN PIT AT THE end of a practice session for the 1984 Dallas Grand Prix. It's a chaotic scene, in keeping with the weekend itself, mainly because the open pits were some distance from the paddock in a cattle market.

The man in the foreground with the clipboard is Derek Ongaro, an unsung hero of the time. In the '60s, Ongaro looked after racing operations for John Surtees and then became general manager at Lola. Through a later role as a motor-racing consultant, he worked with the RACMSA, which led to becoming a circuit inspector for FISA, the sporting arm of the FIA. In March 1980, he was appointed the first official starter for F1, by which time he was doing pioneering work on circuit safety.

I was fortunate in getting to know Derek. He was always helpful when explaining – off-the-record when necessary – the latest events in a seemingly perpetual battle with recalcitrant race organisers. His post-race detailed reports were meticulous and formed the foundation for the work carried out by Charlie Whiting in later years. Ongaro retired in 1986 and passed away 10 years later at the age of 67.

Here, he is waiting to speak to Niki Lauda, doubtless to hear his views on the state of the track. I can imagine Niki's comments were salty and to the point. It was a shambles, which was a shame because this race had loads of potential.

As temporary tracks went, a location two miles from glittering Downtown Dallas may have been somewhat seedy by comparison, but it avoided the 90-degree stop-start sequences endemic to North American street circuits. There were third- and fourth-gear corners, many of which were blind thanks to the ever-present concrete walls.

The entire weekend was mismanaged from the start, beginning with a July date that ensured the 15 teams had to work in searing Texan heat. At 38°C, it was one of the hottest races I can remember. Mechanics were dripping with perspiration, even when standing still.

The biggest casualty was the track itself, the surface breaking up. Temporary repairs after qualifying were ripped apart and reduced to gravel by a 50-lap race for Can-Am cars. The GP scheduled for 11am the following day was in even more doubt than before.

The mood of resignation was summed up on race morning when Jacques Laffite arrived for the 7am warm-up in his pyjamas. The 30-minute session was cancelled to allow generous applications of quick-setting cement.

Against all predictions, the race started just 11 minutes late. There was drama, with just eight finishers, led by the Williams of Keke Rosberg, who cleverly wore a water-cooled skullcap. 'Hit wall' was the most common retirement reason.

Locals loved it and the promoters were proud of their race being run without city or state subsidies. Unfortunately, one of them took the term 'private enterprise' literally and absconded with the cash, ensuring the already slim chances of a second Dallas Grand Prix were, along with any profit, reduced to zero.



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| CS I 1934 | FN I 1904 | HH I 1904 | KE I 1920 | LN I 1906 | OY I 1931 | TV I 1929 | YE I 1927 |
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**RH 1** was issued in 1930 by Kingston upon Hull County Borough Council.
The year of issue is shown beneath each registration illustrated above.




# MY Greatest RIVAL

## JOHN WATSON on NIKI LAUDA

Team-mates at Brabham and McLaren, this was a psychological squaring up with the Austrian sure he was number one. But results swung the pecking order




"MY RIVALRY WITH NIKI AT Brabham in 1978 and McLaren in 1982 to '83 was not so much about the racing, more how adroit he was within the team, his ability to swing the lead in his favour. I always knew I was as fast as him, and more creative as a racer, but he was very good at getting people around him. I believed the sport was about two guys going toe to toe, the quickest being number one, but Formula 1 is far more complex than that, and Niki was there to race for himself. He brought Parmalat money to Brabham, he was twice a world champion, and that gave him leverage in the team.

He was clever in the way he went about his business - races are often won before the cars get to the grid. At Monaco in '78 I qualified second, using three sets of tyres, but Niki had used four and was held up by traffic on his last run, so Bernie told the guys to put my fourth set on Niki's car. He qualified third and finished second so the dynamic in the team had changed.

I liked Niki; he was good company, we got on well, so what happened at Paul Ricard in July came as a shock. I was on pole, Niki third, and Bernie asked me, if I was leading on the last lap would I move over for Niki? I was honest with him, said I wasn't prepared to do that, and I realised later on it was better to be clever than to be honest because it was unlikely those Brabhams would be running first and second on the last lap. As rivals within the team Niki was very good technically, putting the car in the window that suited his style. When I drove his car in a test it had better turn-in than mine, Gordon Murray was reluctant to explain, and I realised there was no sharing of information.

If Brabham was the *Love Story* film part one, then McLaren was part two. When Niki first tested the car he persuaded John Barnard to fit a larger steering wheel, which made the cockpit tight, so he'd started to build the team around him, swing the lead in his favour. Having a great rival raises your game, takes you to a higher level, and at the end of '82 we were both in with a shot at the championship. I'd outraced Niki in Belgium and Detroit, coming from the back to win. Overtaking was not his strength. He'd often hesitate, loathe to make a decisive pass.

In Las Vegas, Ron Dennis told him I had a better chance of the title, he should move over if I was behind him, and quicker, and for the first time he realised it wasn't Team Lauda, it was Team McLaren. I saw that Niki was not a fighting, aggressive driver; he didn't create opportunities, and that was how to beat him. He had his way of racing and was set in that way. His mantra for life, in a racing car, flying a plane, he would not do anything unless he had tried it before, knew that it worked, even when he realised a tyre option I had chosen was better.

The rivalry was not personal; we stayed friends, and as Ron Dennis was fond of telling us, we were simply employed as racing drivers. The team was always the most important thing." ●

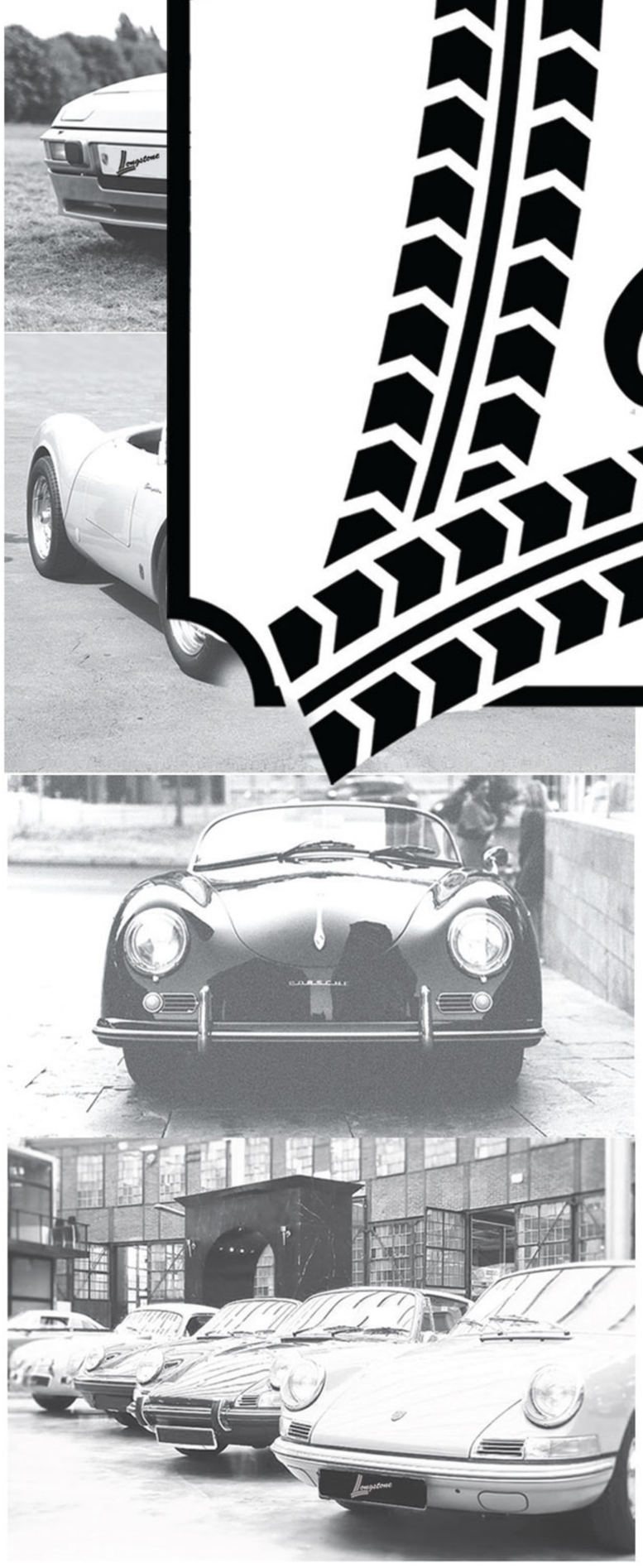



GETTY IMAGES, DPPI

## Head-to-head

| Watson | vs | Lauda |
|---|---|---|
| 3 | WINS | 4 |
| 1 | POLES | 1 |
| 2 | FASTEST LAPS | 6 |
| 10 | PODIUMS | 11 |
| 82 | POINTS | 86 |

Figures taken as team-mates from F1 seasons 1978, 1982 and '83



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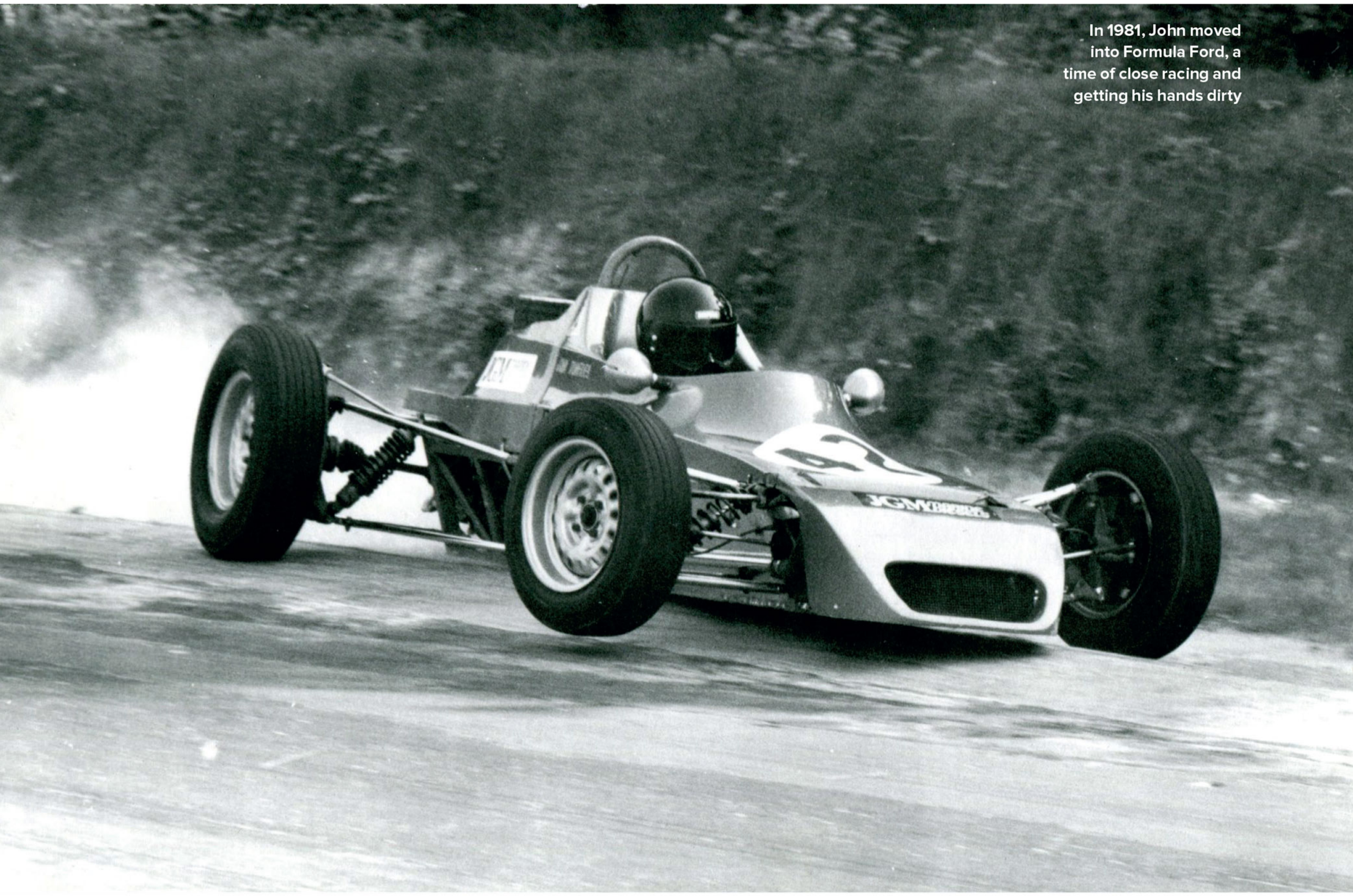
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*THE MOTOR SPORT INTERVIEW*

# John Bute

The 7th Marquess of Bute is better known to many readers as Johnny Dumfries, the aristocrat who started out in racing as a van driver for Williams. Here he tells us about the aloofness of Senna, winning Le Mans and walking away from the sport he loved

INTERVIEW BY ROB WIDDOWS



In 1981, John moved into Formula Ford, a time of close racing and getting his hands dirty

THE NAME, IN GOLD LETTERING, on the black bodywork of the JPS Lotus-Renault 98T was Johnny Dumfries. Well, John Colum Crichton-Stuart, Earl of Dumfries, would have taken up a lot more space and the descendant of Robert the Bruce was more focused on his arrival in Formula 1 than family history. This was 1986; his team-mate was Ayrton Senna, a rival in their Formula 3 days. He'd won the British F3 championship and come within three points of beating Ivan Capelli to the European title. We haven't done an interview since 1985 so it's time to catch up with the man who was the next big thing - and then walked away from the sport in 1991.

**Motor Sport:** ***Racing was in the family - your cousin Charlie Crichton-Stuart won the Temporada F3 series in 1966 and was Williams' sponsorship finder in the early days. How did you get on the ladder?***

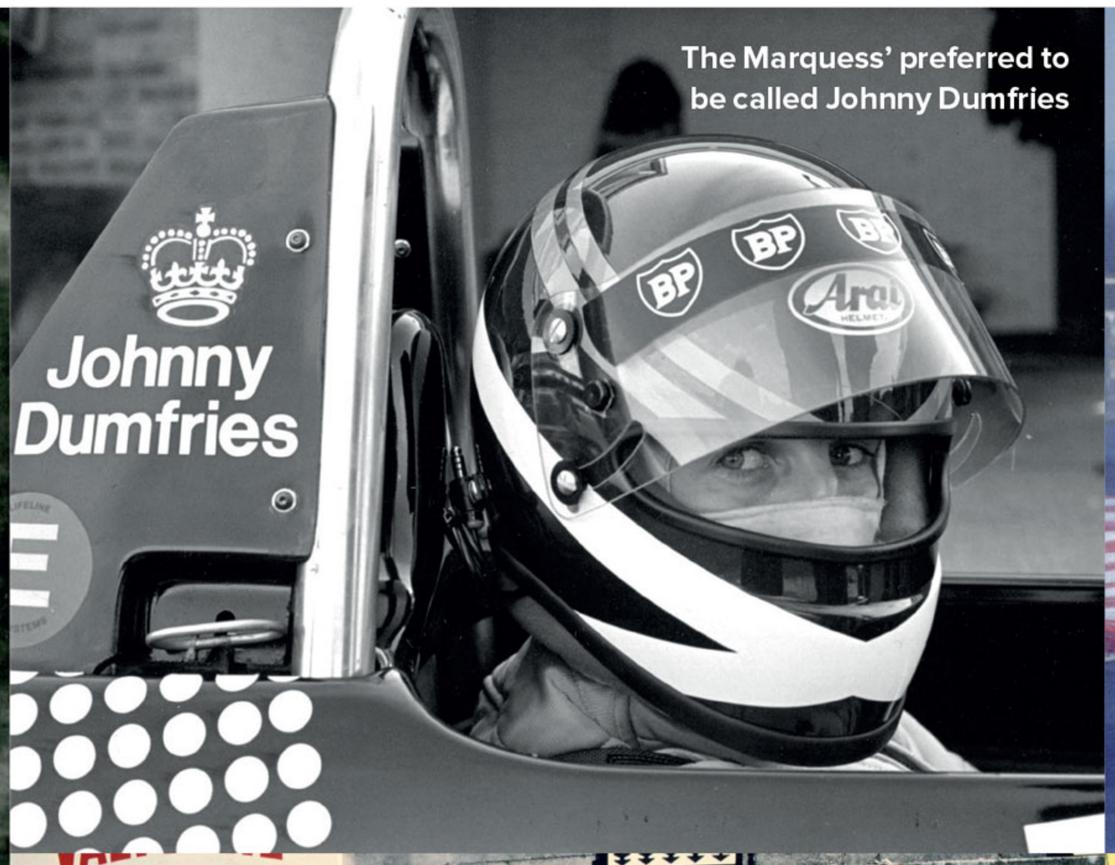
**John Bute:** I was always very independent, left school after my 'O' levels and got various jobs... painter, decorator, building sites, and later, in 1977, at Williams where I drove their Morris Marina van. My dad was fantastic, a lovely man, and he taught me to drive in the fields at home on the Isle of Bute. He just let me make my way in the world. I loved the sport. As a kid my hero was Ronnie Peterson, and my mates were all racing karts so I started there, just having a bit of fun. I broke both my ankles karting, so at least I got that out of the way, and wanted to go further.

**"I broke both ankles karting, so I got that out of the way"**

***From karting you went to Formula Ford and took part in the Star of Tomorrow series in 1981. Did that help hone your skills for the sport's higher levels?***

**JB:** Oh yeah, it did. The racing was fantastic, so close, and it was so much fun. I loved the whole process of going racing, working on the car with my friends. When I first drove a Formula Ford it felt so sloppy compared to karts but you adapt. I bought a Crosslé 32F from my mate Martin Longmore, a Scot - and it caught my eye because he was sponsored by the Station Hotel in Dumfries. A group of us had this big garage at Elephant & Castle in London where we worked on the cars at night after our day jobs. You can't replicate this process in any other job, getting the car prepped, going to the track, driving on the limit to get up the grid, and then winning. That's such a fantastic feeling at the end of the whole process. I feel energised just by talking about it. Grass-roots level is a great experience. When you get to the higher formulae you're working with engineers to improve the performance; you don't get your hands dirty

JOHN BUTE FAMILY COLLECTION, STEVE HARTLEY/SHUTTERSTOCK




The Marquess' preferred to be called Johnny Dumfries




Leading the 1985 Formula 3000 opener at Silverstone, 1985, in his Onyx March 85B




Williams team, Monza, 1977, from left: John, Bob Torrie, 'Catweazle', Frank Williams, Graham Knapp, John Redgrave and driver Patrick Nève




While still at Onyx, John first met Bernie Ecclestone and signed as his test driver

any more. You're just the monkey strapped in the car, paid to drive it as fast as possible.

***At what point did you realise you had what it takes to make racing a career?***

**JB:** I started getting decent results, realised I was good enough and became more ambitious. Then in F3 I started winning, found I could learn circuits very quickly and knew I could make this a career. I learnt so much working with Dave Morgan in '83; he'd been a very quick driver and taught me about setting up the F3 car. I moved to David Price's team in 1984, thanks to support from Les Thacker at BP, and again Dave taught me so much; he was a big influence on me at that time. We won the title with three races to spare and we're still good friends today. I loved the teamwork, the camaraderie, that shared experience, that bond between people working under pressure. I kept on learning from that as I moved up into F3000 in '85 with Marlboro but there wasn't the budget for many races and it wasn't a good year for results.

***While you were at Onyx, Bernie Ecclestone offered you a Brabham contract. How did that come about?***

**JB:** Mike Earle told me there was just a chance Bernie might help me fund my F3000 season with Onyx in 1985 if I signed a testing contract with Brabham. So I went to see him in his flat in Chelsea. He was absolutely charming, made me a coffee, and told me they were doing a tyre test at Kyalami with Piquet and Fabi but that "nobody drives my cars without signing a contract". So he gets the testing contract out, and I said, "Well, I ought to get my lawyer to look at it," and he slams the contract down on the table, stands right next to me and says, "If you want to do the test in Kyalami, sign the contract!" So I thought I'd better read it even though I knew I was going to sign it anyway. You have to laugh; he was very honest with me, but he's a proper operator.



Grovewood Award winner, 1983, which was presented to the year's up and coming drivers

Anyway, I went to Kyalami, had never seen the circuit, and the car was just brutal to drive. The BMW had a monstrous turbo, really terrible turbo lag, and the seven-speed gearbox was a bit of a revelation. Not a comfortable car to drive, but you get used to all that and it was a great experience. I should have come to an agreement with

John made his F1 debut with Lotus at the 1986 Brazilian Grand Prix, finishing ninth. Team-mate Senna was second

Bernie but I signed a contract with Ferrari and that was a big mistake.

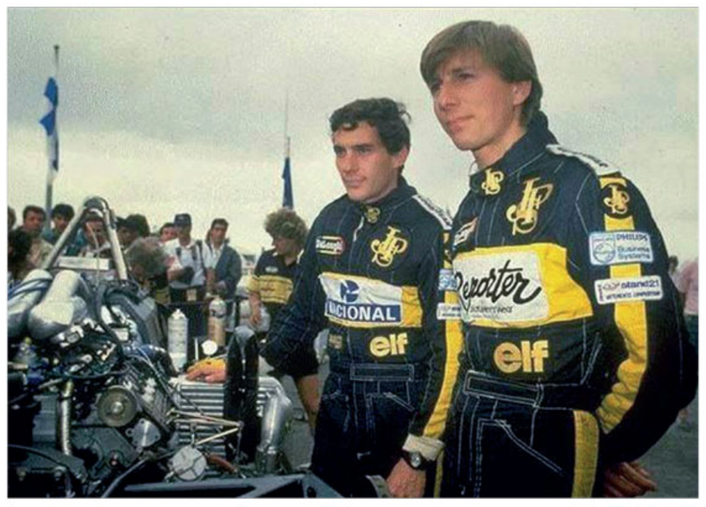
***Surely an opportunity at Ferrari was every young driver's dream?***

**JB:** Aaaah, well, yes and no. John Hogan from Marlboro set up a meeting with Marco Piccinini [Ferrari F1 team principal] who told me Ferrari was developing a four-cylinder engine in response to proposed new FIA regs for '86, so I signed a contract and went to Maranello to meet Enzo Ferrari. There he was in his rather spartan office, sitting there like the Pope with the prancing horse badge in his lapel, eyes behind his shades, surrounded by his entourage. We had a good chat; I decided not to use the little Italian I had learnt, and he signed a copy of his book *Piloti, Che Gente*... for me. It was a great experience. I was very young, but his PA Brenda Vernor was fantastic. She looked after me, she called all the drivers "her boys". I was there when the news broke that the Old Man had sacked René Arnoux after the first race of the year and Brenda went ballistic, rampaging up and down that corridor between the offices, screaming and swearing like a mad woman. She loved René. She was so angry, but good on her; she didn't take any nonsense from anyone.

The passion for Ferrari in Italy is tangible, a phenomenon, the history is inescapable, and to be at Ferrari at that stage was just remarkable for me. Testing the 156/85 at Fiorano was amazing. Everything stopped for lunch, the chef brought the food to the track, we all sat down to eat our pasta, we all had a glass of Lambrusco with the mechanics. The first time I was offered a glass with my pasta, I wasn't so sure about that, but Michele Alboreto said, "Go on Johnny, just have one, will you?" I was used to a chicken sandwich and a cup of tea. Early that summer the FIA decided not to change the engine regs so that was the end of my time in Maranello. It was a big mistake; it led nowhere.

***At the end of 1985 we all assumed that Derek Warwick would be driving for JPS Lotus. So how did you get that seat alongside Ayrton Senna?***

**JB:** I'd established a relationship with Peter Warr and Team Lotus at the end of '84, had a test with them at Donington, and they got back in touch late in '85. Peter Warr was mad about Senna and I think he'd agreed to allow him to call the shots regarding his team-mate. I didn't pay much attention to the media coverage, but, yeah, I thought Derek would have been the obvious choice. I guess choosing me was a safer option for Senna because, although I'd won the Formula 3 championship in '84, I hadn't done much in F3000. I'd raced him hard in European F3, but I had very little experience of more power before stepping up to a turbocharged Formula 1 car and I was aware of his status in the team, so I felt slightly uncomfortable. I'd done some good times in testing but these cars were monsters - awesome power and grip, and to be honest my confidence could have been better. And yet the first race in Brazil went well, fourth-fastest lap, top 10 finish, and I came away thinking I could really improve from there.




**The high-pressure world of F1. John had few interactions with 'golden boy' Senna at Lotus**

**"These F1 cars were monsters; awesome power"**

***What was it like working with Senna? How supportive was the team?***

**JB:** There wasn't much dialogue between Senna and I. By the end of the season I really didn't feel I knew him any better than I did when we were racing in European Formula 3, where I was already aware of his obsessive focus. He wasn't communicative then either. Senna was a pretty aloof character; there was no sharing of information, it was his team, there was no relationship. He worked with Steve Hallam, I was with Tim Densham, so I just kept my head down and worked as well as I could with Tim and maybe that was naive of me. We didn't have equal kit. I should have made more noise about all the mechanical failures I had. Early on, the gearbox casing kept on breaking and it took time to get that sorted, but I was the new boy and Senna was clearly very much Peter Warr's golden boy.

I was aggressively ambitious but I would have been better off in another team like Tyrrell. I had my chance to drive for Ken in '84 when Martin Brundle was injured in Dallas, but I was winning in F3 and felt a moral obligation to Les Thacker of BP and Dave Price who made all that possible. The F1 arena is so pressurised, almost intimidating, and I didn't perform to the best of my ability. Honestly, I screwed up. I didn't have a manager or a sponsor, how the hell did I get myself into that position? At Hockenheim in July, after five mechanical failures, I was told I'd be out at the end of the year. Peter Warr and Senna wanted Honda engines and with the Honda deal came Satoru Nakajima, so I was out of the door. The car broke again in Germany but then I got fifth in Hungary, ninth in Portugal and sixth in Australia, although I hated street circuits - too many slow corners - and it was all just too little too late. I talked to a few teams for '87 but I was clueless, not smart enough in that extreme environment.

I should have had a manager, knocked on all the doors, but I have no regrets. I'd made it to Formula 1, felt a great sense of achievement, learnt a lot about resilience, about dealing with people.

***You were immediately successful in Group C, signed up by Tom Walkinshaw early on. Was it a letdown after F1 with Senna and Lotus?***

**JB:** Mmm... it really wasn't something that I wanted to do. I didn't like driving those cars at all. Coming from single-seaters, you're shut in under a roof and it felt very claustrophobic. But I was still ambitious and being well paid to do a job, so I thought I'd better just get on with it. You get used to it, and it was a world championship with great teams, good cars and drivers. I never liked sharing with other drivers but I was lucky with Jan Lammers at TWR; we had a great relationship and we're still friends. The '87 season was a bit scrappy but Mauro Baldi and I shared Richard Lloyd's Porsche 962, a great car, in the Brands Hatch 1000Kms and we were quick, coming second and splitting Walkinshaw's Jaguars. I'd been ▶




**After being dropped by Lotus, by 1987 John was driving Kouros' Sauber C9 at Le Mans**

GETTY IMAGES, McKLEIN




**The greatest day of John's career came at Le Mans in 1988 driving the Jaguar XJR9 – a race he knew he could win**




**The victors with John Egan, chief executive of Jaguar (far left), and Tom Walkinshaw (far right)**

phoning Tom, he hadn't returned any of my calls, but he came up to me after that race, congratulated me and said if I wanted a drive in '88 I should call him. So of course I did, the next day. He was a tough guy, a Scot of course, and ran a fantastic team, so it was a great opportunity for me and many other F1 drivers. That XJR9 was a very good car and ahead of Le Mans in '88, Jan Lammers, Andy Wallace and I knew we could win it.

Jan set the car up, very low drag of course, a bit twitchy in the Porsche curves, but so fast, and on the Mulsanne back then it was flat all the way. You were acutely aware of the speed. Having taken the lead, all we had to do was look after the car. I'd put all my aggression in a box and locked it up for that race – so did Jan and Andy – and we brought it home. I didn't sleep at all, I was too wired. Jan did the last two stints; something had broken in the gearbox, and Tom wanted Jan in the car. He stopped using most of the gears to get us across the line. That was great teamwork – and you need a bit of luck to win Le Mans.

***The TWR drive came to a rather abrupt end. What went wrong?***

**JB:** Tom fired me [much laughter]. The love affair was over when I chucked the car off on the first lap of the Nürburgring 1000Kms. It was a classic idiotic mistake [more laughter] but there you go. The race was run in two heats. It was wet for the second one. I took the start, slid off on lap one, and it took half an hour to repair the car. Tom went very quiet. He didn't need to say much – he didn't like crashers. He wasn't a spanner-thrower; you only had to look at him and you knew, so I steered well clear of him.

**"Tom wasn't a spanner-thrower, you only had to look at him"**

Then I went to TOM'S Toyota, did two seasons with them. We had some success; the '89 car was fantastic, so much power in that single-turbo four-cylinder engine, but on the new car, a twin-turbo V8, the fuel consumption was terrible, it understeered and we struggled to cure its pitch and roll. Finally we changed the front uprights. It was a frustrating two years, two DNFs at Le Mans, and I didn't have a job for 1991, no prospects, that was not a good moment. What was I going to do? Then my dad became ill. He needed my support in his businesses. I still loved racing but I just had to turn my back on it all, and get on with a new life.

***How tough was that, having to walk away from an intense and competitive sport?***

**JB:** You know, everyone always talks about missing the adrenaline, but it's not that. It's about the desire to compete and win, the satisfaction, really close relationships, working with a team, living in that pressurised environment. That's irreplaceable and leaves a big hole.

I still meet up with a lot of my old mates from Formula Ford and Formula 3. We have so many shared experiences; we had a lot of fun and we are still friends. Some, like Andy Middlehurst, are doing historics. I'm not sure about doing that.

GETTY IMAGES, THIERRY BOVY/DPPI

***In 2002 you created the Mount Stuart Classic on the Isle of Bute. What inspired you to do that?***

**JB:** I saw what Charles March was doing at Goodwood, staging those fantastic events, and I had driven the TWR Jaguar at the Festival. It was a bit embarrassing actually because I went into the bales at Molecomb Corner. Why break the habit of a lifetime? [More laughter]. I was mortified but Jan [Lammers] was there too, celebrating our Le Mans victory, and he said, "Don't worry Johnny, that's what all the people come here for."

***You had F1 cars at Mount Stuart. People who went may remember Takuma Sato's runs in the BAR-Honda.***

**JB:** Yes, I had all the connections to do it, the crowd loved it, and we had very good press coverage. It was successful but challenging, because of it being on an island on the west coast of Scotland, not in the South within easy distance of London. The logistics were a nightmare, using ferries, and not enough accommodation on the island, so we only ran it for two years. It was good, though, and great fun while it lasted.

***You love restoring old American cars. Is that how you relax these days when away from running your commercial property business in London?***

**JB:** Yeah, I never let go of my old toolbox from the Formula Ford days and this all goes back to the 1980s with Dave Price, who loved American cars. I bought a 1949 Series 62 fastback coupé Cadillac, an amazing car. I used it every day round London, stored it for two years, then it needed restoration and I met Mike Sargeant at Tornado Automotive, an excellent fabricator and mechanic, who did a beautiful job on that car. I was impressed so I bought some more cars, and a unit in High Wycombe, and we moved Tornado in there. That's where I go to work on my cars, which include a 1968 Plymouth Road Runner, a real piece of work, goes like hell, a 1954 Chevrolet pick-up truck and a 1960 Pontiac Bonneville. I drive the pick-up truck when I'm getting around London.

***So, what's your best memory of Johnny Dumfries the racing driver?***

**JB:** Winning the Formula 3 championship; enormously satisfying. It all came together so well. But you know what? I wish I'd had what we had in 1984 in 1983, then I could have gone up against Senna and Brundle. I'd shown what I could do, and that would have been fantastic. But it was all a hell of a lot of fun and I loved every minute of those days.

JAMES FRASER/SHUTTERSTOCK

**Photographed in 2007 with Dumfries House in the background, which the family sold to a trust headed by Prince Charles. These days, John mainly spends his time in London**



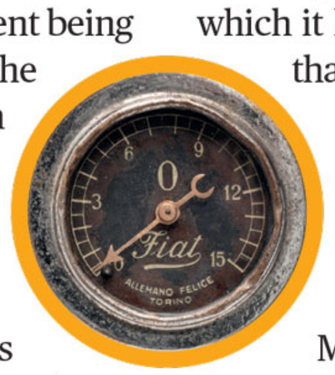

# Gauge appropriate

Italian brand Allemano might be new to the watch scene but this engineering company has a long history of easy-to-read dials

THERE'S NO SHORTAGE OF WATCH brands that have been set up to take advantage of the link between timekeeping and road vehicles, but seldom do they have a back story as interesting as that of Allemano, an Italian dial name that arrived on the horological scene in 2019.

The Turin-based company can trace its roots to 1856 when it was set up by Giuseppe Allemano as a manufacturer of steam-powered roadrollers and stationary engines designed for driving sawmills and presses.

In 1919 Allemano turned its knowledge of steam engineering to further use by branching out into dashboard gauges for the automotive industry, with its inaugural instrument being a water temperature indicator for the Fiat 501 – the first new model from the marque since the end of WWI.




As the years passed, Allemano expanded its range to include fuel-level and oil pressure gauges for other makes of vehicle, as well as instruments for use in aircraft, ships and locomotives, eventually adding to the line-up in 1980 with a series of decompression and depth gauges for commercial diving.

Still family owned, Allemano chose to start making watches in 2019 to mark the centenary of the original Fiat products and, perhaps inevitably, based the design of its first models on the 501 temperature gauge. The result is a retro-looking watch which takes details such as the crescent-shaped minute hand, stepped case and font style from the original gauge.

The 44mm watches are powered by Swiss-made automatic movements that can be had in either regular three-hand form, with the addition of a GMT function, or as a retrograde regulator, with the hours being indicated by a single central hand and the minutes by a red-coloured flyback hand positioned in a graduated quadrant below 12 o'clock.

Since 2019 Allemano has been the official sponsor of the MV Agusta Idea Lavoro Moto 2 motorcycle racing team, in recognition of which it has also produced a special edition that carries the Italian company's logo.

Horophiles might find the Allemano models reminiscent of another Italian brand named after its founder, Giuliano Mazzuoli, a successful industrial designer. Mazzuoli launched his watch range around 20 years ago, starting with the Manometro, based on a tyre-inflation pressure gauge. He subsequently made the ingenious Alfa 8C-inspired Contagiri, wound by turning the case band. There have also been models with cases made from cement and marble.
*From £1600. Available at classic-time.co.uk*




PORSCHE DESIGN HAS COLLABORATED with Chinese tech company Huawei since 2016, during which time it has penned the lines of some of its sleekest telephones. Now the partnership has produced the GT 2 which combines the looks of a classic all-titanium Porsche Design wristwatch with a sophisticated smartwatch module capable of tracking the wearer's performance in 100 different sports. It also offers sleep management functions, an outdoor assistant mode that shows weather warnings and tides and the ability to make and receive calls.
*£629, porsche-design.com*




TAG HEUER CONTINUES ITS LONG association with Ayrton Senna through the launch of a 44mm automatic chronograph in its entry-level Formula 1 range. The anthracite-coloured dial, black ceramic bezel, chronograph start button and winding crown all have details picked-out in the yellow drawn from the Brazil flag, while the calfskin strap also gets yellow stitching. Senna's name and distinctive 'S' are marked on the dial and bezel. TAG is also offering a quartz-powered version in a 43mm case.
*£2550 (automatic), £1695 (quartz), tagheuer.com*

***Precision* is written by renowned luxury goods specialist Simon de Burton**

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# LETTERS

WHILE NOT BEING PARTICULARLY ENAMOURED WITH CURRENT FORMULA 1, I was most impressed with the changes made to the Imola circuit [*Where Ayrton Left His Heart, last month*]. I still decry the loss of Tamburello and the Villeneuve curve before Tosa, the removal of three chicanes is almost a first in modern circuit alterations. I remembered how much better the double-apex Acque Minerali was in the 1979 non-championship race before the ridiculously tight chicane was added for 1980, and the reinstatement of the flat-out blast from the second Rivazza to Tamburello removing Varianta Bassa has much improved this section of track. I accept that with the latter change it would be nearly impossible to sanction the return of Tamburello, but I'd love to see the Villeneuve 'S' removed and put back to the curve it was before. Well done to Imola for making these changes; great to see the circuit back on the calendar.

**ANDREW SCOLEY, BRACEBRIDGE HEATH, LINCOLN**




**Ideal wet-weather car? F40 had achievable limits; not so in today's 1000bhp hypercars**

ANDREW FRANKEL HIT THE NAIL ON THE head in proclaiming that road car development has probably gone too far today [*Diary, December 2020*]. Up until a few years ago, any competent driver could take any car you could buy to the limit, without having to be Max Verstappen.

With more than 50 years of racing behind me, and having raced the McLaren F1, Vipers, a Ferrari F1 and many other cars, I don't think I could ever get the maximum out of today's supercars boasting 800bhp or more on the road. The danger for less experienced drivers is the extensive electronic controls that are now a standard feature to prevent them from crashing during their first drive. None of these will help you when you are just going too fast - you will crash anyway.

Take the controls off to have fun and you'll find that there is simply too much power; it just scares the hell out of you. My F40 in the wet was great, sliding, power-drifting with full control. Anything over say 650bhp is just too powerful. Who needs 1200bhp cars? Gordon Murray's T50 is as far as you want to go - perfect.

**HANS (JOHN) HUGENHOLTZ, HOLLAND**

I LOVED THE CULT HEROES FEATURE [*November 2020*]; can I throw one of my heroes into the ring? I have loved IndyCar ever since Eurosport aired it. It was everything I wanted racing to be: fast, exciting, close, dramatic and dangerous. For me, the man who stood out among a sea of legends was Paul Tracy. He was too big to be a racing driver and looked like the Milky Bar Kid, but in the car he was magic. A maverick on the limit at all times. He got gripped by the throat by Al Jr, wrestled with Alex Tagliani and fought with Sébastien Bourdais. I remember a 1992 race at Belle Isle where he and Michael Andretti fought each other so hard that they fell over themselves and let Bobby Rahal through for the win. Just brilliant. Paul Tracy was a racer and while he was more Mansell than Prost, he learned from the genius of Rick Mears and changed his technique when he was witness to the Senna/Penske test. The fireworks were always there and you knew if Paul was in the race, he would be at 10/10ths and hang the consequences!

Paul is now the best part of possibly the strongest commentary line-up in motor sport, as he adds his intelligent, funny and irreverent views to modern-day IndyCar.

I suppose IndyCar itself could be a cult hero to UK enthusiasts, but Paul Tracy was mine.

**RICHARD BOTT, NORTHWICH, CHESHIRE**

IN THE OCTOBER ISSUE DOUG NYE dismantles the late Ed Hugus' claim to have driven a pre-dawn stint in the winning Ferrari 250LM at Le Mans in 1965, which I attended. He suggests that Masten Gregory could not have been bothered by early morning mist as it was 25 degrees and windy. It was indeed warm and I was able to snatch two or three hours sleep on the grass with only a light raincoat to cover me.

In 1965 driver changes and work on the cars took place on the track as the pits were quite small and it seems unlikely the pit marshals would have failed to spot a substitute driver. Although the rules allowed for reserve drivers, they stated that if the reserve driver drove the car, disqualification would occur if the driver who was replaced drove it later.

The official history of Le Mans, by Quentin Spurring, quotes Hugus as saying that he had tried to join Gregory and Rindt on the victory podium but had been unable to push through the crowd - yet *Motor Sport*'s photos show Hugus sitting on the winning car! Surprisingly, Quentin Spurring suggests Hugus' claim could be true but, unlike Janos Wimpffen, he doesn't include Hugus' name in the 1965 race results.

Some years ago Richard Heseltine quoted 'Coco' Chinetti in an article: "Sure, he [Gregory] wore glasses, but he'd raced after dark on other occasions. I shared a Ferrari Daytona with him at Le Mans in 1972 and Masten never once complained about his eyesight or about having to drive at night. It just wasn't an issue."

I'm very glad that Doug Nye has cast aside the shadow that has lingered over Masten Gregory and Jochen Rindt as the true winners of this great race.

**RICHARD BATCHELOR, MELBOURNE, AUSTRALIA**

I HAVE JUST READ WITH GREAT AFFECTION Nigel Roebuck's article in December's *Motor Sport* ['*The Summer of Love*']. In 1967 he was 21 and enjoying his first year attending many events in the motor sport calendar. I was 13 and just awakened to the sport having seen an article on Jim Clark's South African GP win in the sublime Lotus 49. I later purchased the March '67 edition and have subscribed ever since. I still have a complete set of the 1967 copies. What a year, what articles, what characters - Jim Clark and Dan Gurney are still my all-time heroes - and what innovations. Lotus and Eagle, Ford GT40 Mk IV, Chaparral, Ferrari P4. A halcyon time indeed, not just for Nigel!

Titles come and go but *Motor Sport* has always been the crème de la crème in my eyes. Congratulations on yet another great article to enlighten the current generations of our sport's rich history.

**CHRIS KADWILL, HARLOW, ESSEX**



Alterations at Imola allowed a welcome return to the grand prix calendar – and produced a dramatic Emilia Romagna GP

I WAS DELIGHTED TO SEE ARCHIE SCOTT Brown feature in the article on Cult Heroes [*November 2020*]. As a Norfolk schoolboy I used to cycle the 40-mile round trip to Snetterton from home; from the Arctic March cold to the occasionally scorching days of summer I rarely missed a meeting. Archie, based in Cambridge, was the local hero. With his extrovert driving style and wonderful car control he was unbeatable at the circuit unless his car failed. In 1957 I travelled to Freiburg on a school trip. When we arrived at our hotel there was a message from my mother to tell me that Archie had won the British Empire Trophy race at Oulton Park. Quite made my holiday!

**JOHN HINDLE, PENSHURST ,KENT**

NIGEL ROEBUCK'S ARTICLE ON 1967 ['*The Summer of Love*', *December 2020*] flashed me back to my youth. I had been in 'swinging' London since 1962, the year I saw my first British GP. By 1967, I had my first Elan and Lotus had a competitive F1 car again. I was at Hethel to see the new Elan +2 when they wheeled out the sparkling Type 49 R1.

I then followed the Team Lotus truck to Snetterton where I watched Graham Hill howling around the old long circuit, on which the fast Norwich Straight was only separated from the A11 road by a modest hedge! Graham seemed pleased with his new toy. Happy days.

Incidentally in the piece on the six Vanwall re-creations (*page 15*), it states that the team won seven of the eleven races. They actually won six (Moss and Brooks three each) of the nine races entered. At the season's opening grand prix in Argentina Moss drove Rob Walker's Cooper-Climax (in Vanwall's absence) to a remarkable victory.

**JOHN HOSTLER, BRUNDALL, NORFOLK**

TIMOTHY HADLEIGH IN THE DECEMBER edition [*Letters*] says Schumacher learnt how to 'lose magnanimously' and Hamilton should do the same - really? The later article on Schumacher demonstrates that this was not the case - just ask Damon and Villeneuve Jr. That bad and ugly (your words) side of Schumacher is absent from Hamilton's record.

On Timothy's other points, the Monza incident wasn't Hamilton's fault (and was spotted late by a Mercedes team member back in the UK), and the Sochi one was a fiasco caused by Michael Masi interpreting the pre-race directions on the basis of what he meant to say rather than what he'd written down.

No one's perfect, but it just looks like another unfortunate and unjustified example of Hamilton bashing.

**MARTIN EVANS, MORTLAKE, LONDON**

AT THE BACK OF THE NOVEMBER ISSUE the 'You Were There' article shows some excellent images taken by James Cooper at the 1965 British GP. I too was there but in a very different capacity. As part of my Brabham 'apprenticeship' I had been assigned to help Denny Hulme when required, as he looked after his own F1 and F2 cars. I was very much the gofer, tea-maker and polisher, being of no mechanical use at all. To this effect I was taken to most of the UK races the team attended and as Denny was driving the third Brabham I was part of the group that left the workshops at 6am for Silverstone.

In those days it was usual for most UK F1 teams to travel back to their base after practice had finished and prepare the cars there, as we had no garages or cover, just the paddock dirt. The Brabham transporter had broken down so a convoy of three vans and trailers left the Brabham workshop for the race. As Denny's girlfriend was travelling up with him I went in the Gurney van, sitting between Dan and his mechanic Tim Wall. A tight squeeze! Just after leaving Buckingham an axle on the Gurney trailer broke, and as there was no means to repair it the car was offloaded and with Dan sitting in his cockpit it was towed the remaining distance to Silverstone! The problems did not cease there for during the pre-race warm up the new flat-crank Climax that had been fitted to Dan's car failed so as there was no spare Jack relinquished his car for Dan to race. Yes, things were very different in those days.

**NICK GOOZEE, DORSET**

GETTY IMAGES

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Rubbing shoulders with royalty at Silverstone in 1994; victory in the British Grand Prix for Damon Hill was a feat his father Graham never managed

GAMMA-RAPHO VIA GETTY IMAGES

# “As close to perfection as you could wish... A day in heaven”

Winning in front of your home fans is what every young motor racing fan dreams of, but only a select few have ever experienced such euphoria. **Maurice Hamilton** looks back at Formula 1’s territorial rabble-rousers and finds out what it means to raise your arm in triumph in front of an adoring crowd

Winning the 1994 British Grand Prix was one thing, but for Damon Hill, driving with a huge flag was almost a step too far

The relief can be seen on Ayrton Senna's face after the Brazilian Grand Prix in 1991

THE EMOTIVE APPEAL OF VICTORY in a home grand prix spreads beyond the winner himself. When preparing preview material, any self-respecting sports editor will scan the entry list and look for local talent as the source of jingoistic words designed to attract and gratify readers. And so begins a vicarious circle of expectation that becomes strong enough to have casual observers actually believe victory is a matter of course rather than the hopeful possibility any home hero truly knows it to be.

This double-edged sword brings massive pressure during the preliminaries, but an enhanced sense of achievement when the dream result becomes a reality at the end of the weekend. A driver will tell you that a win is a win. They will also admit that the top of a podium is a heady and emotional place to be at the racetrack where they learned their craft across the previous and often difficult decades. The echo of a heart-warming national anthem, coupled with immediate recognition as being the best, generates a satisfaction that becomes even more personal as the massed ranks of happy race fans call your name. It's also true that you are only as good as your last result, so savour this one for all it's worth.

Knowing his father Graham had failed to win the British Grand Prix in 17 attempts, Damon Hill had been aware of the race's nostalgic connotations long before he followed into the family profession. It was therefore no surprise to Damon that the 1994 season was turning out to be an exceptionally difficult one, not least because he had been thrust into team leadership at Williams-Renault following the shocking loss of Ayrton Senna at Imola.

Damon had relieved some of the pressure by winning in Spain. But there was no getting away from the need to continue improving a car Senna had found difficult to drive. Meanwhile, there was the menacing presence of Michael Schumacher after the Benetton driver had won six of the seven races leading into the British GP.

Niggled by Renault's simmering lack of confidence in its relatively inexperienced lead driver, Hill arrived at Silverstone determined to put the matter right. He let rip during an informal press briefing, claiming a lack of support from all around him, starting with certain sections of his team and extending to some in the media. A tabloid headline 'Damon's Gone Nuts!' bluntly emphasised his point, while at the same time adding even more pressure to perform in front of an expectant audience.

Hill got off to the best possible start by beating Schumacher to pole by 0.02sec, the Benetton driver then inexplicably shooting himself in the foot by overtaking Hill on the formation lap, Schumacher contravening the regulations more than once. As expected, these two were in a league of their own but it became a one-horse race when Schumacher was black-flagged for his earlier indiscretions, Hill going on to tick the box on the family's win CV. At the time, he would describe it as "one of the greatest days of my life".

"The scenes on the slowing down lap had to be seen to be believed," recalled Hill. "Halfway round, a marshal stepped forward to hand me a Union Jack attached to what looked like a 12ft length of 4x2! The rules said that you're not supposed to stop en route to parc fermé but I just managed to keep the car rolling while I collected this red, white and blue bedsheet! Even travelling at comparatively slow speed, it didn't take much to create a lot of drag from this flag. Having just completed a grand prix, I was a bit knackered. It was almost impossible to hold the thing up, steer the car and wave at the same time."




MIKE COOPER/ALLSPORT/GETTY IMAGES, DPPI

**"Hill let rip during a press briefing, claiming a lack of support"**

When Hill finally reached the podium, he received the coveted trophy from Princess Diana; another memorable moment to add to the many initiated by the chequered flag.

"I signed autographs non-stop and really let myself go," said Hill. "Later that evening I was bass guitar in a band playing from a stage adapted from a lorry in the paddock. In a single day, I had fulfilled two lifetime ambitions: winning the British GP and playing in a band to an appreciative audience of more than 10 people! It had been a special day. The evening was warm and the sun was just going down in a clear sky. It was as close to perfection as you could wish. For me, it was the end of a day made in heaven."

Damon's mother and two sisters had been present at Silverstone to share and enjoy such a significant day for the Hill family.

THAT SENSE OF PERSONAL pleasure and the privilege of representing the home country is attached to every sports person – none more so than Ayrton Senna. Following in the footsteps of Emerson Fittipaldi (who effectively established Brazil as a major player on the international motor-sport scene), Senna demonstrated his national pride at every opportunity abroad. The emotion attached to possible victory at home was not difficult to imagine. Yet the much-anticipated moment seemed to elude Ayrton at every turn.

His first seven attempts were blighted by unreliability, collisions (not always his fault), disqualifications and sheer bad luck. The first time he made it to the podium, in 1986, Senna found his Brazilian nemesis Nelson Piquet standing on the top step, and in 1990 he was third despite qualifying on pole. Going into the race in 1991, the pressure had grown exponentially with the heart-felt support and belief surging through the packed and voluble grandstands. Being the reigning champion for a second time merely cranked up this sense of national entitlement.

The start of the season in Arizona had been one of concern translating into relief. McLaren had arrived with its MP4/6, a new and virtually untested car, the uncertainty exacerbated by Honda having switched from a V10 to a V12. Senna's chassis may have been put together for the first time in the garage in Phoenix but he led every lap to score his 27th F1 victory and equal Jackie Stewart's record.

Win number 28 at Interlagos seemed certain when he started from pole and withstood pressure from Nigel Mansell until the Williams-Renault stopped with gearbox trouble, leaving Senna to cruise home. Or so it seemed. In the closing laps, the gearbox, in Senna's words, "went completely crazy". Third gear would disappear and come back; fifth and sixth doing likewise without warning. For one horrifying moment, he had nothing but neutral. As the Williams of Riccardo Patrese took chunks from Senna's lead, Ayrton feared this much-cherished win would never come. Going into the last lap, he somehow found

sixth – and kept it there, the Honda managing to stutter through the slow corners at 2000rpm rather than the 14,500rpm used during qualifying. A shower had doused the track, the greasy surface making life even more difficult. As Patrese closed in, Senna had just two seconds to spare after an hour and 38 minutes of racing. But the torture was not yet over.

The physical effort required to deal with the manual gearbox had taken a terrible toll. His back and shoulders were locked in spasm, an excessively tight seat harness adding to an agony compounded by the escalating emotion of the moment. Senna had to be helped from the car. He could barely hold aloft the trophy he treasured most while looking down on the family who had supported him through thick and thin, principal among them Viviane, his elder sister.

"Ayrton's first victory in Brazil is the one we remember most as a family," said Viviane. "This was the missing victory. He had won many races in different countries, but never in Brazil. It was an intense emotion for him and for all Brazilian people. The fans were in ecstasy. A huge crowd gathered in front of our parents' house, where he was recovering after the race. They stayed there for hours, until Ayrton finally went to greet them. It was a wonderful moment."

That moment was all about the driver. McLaren and Honda were perceived locally as mere adjuncts given the privilege of benefiting from exceptional driving talent.

Twenty-four years before, the car had rightfully earned equal billing during a comprehensive home victory in the 1957 British Grand Prix at Aintree.

For years, Stirling Moss had pursued the dream of winning a grand prix in a British car. The Vanwall, funded by English industrialist Tony Vandervell, not only gave Moss a respectable chance of adding to a home win scored with Mercedes in 1955 but also doing it in a car proudly painted in British Racing Green. The Vanwall, with its distinctive tear-drop shape, needed to be driven with precision – a requirement that suited Moss and team-mate Tony Brooks to perfection. More worrying was the Vanwall's fragility.

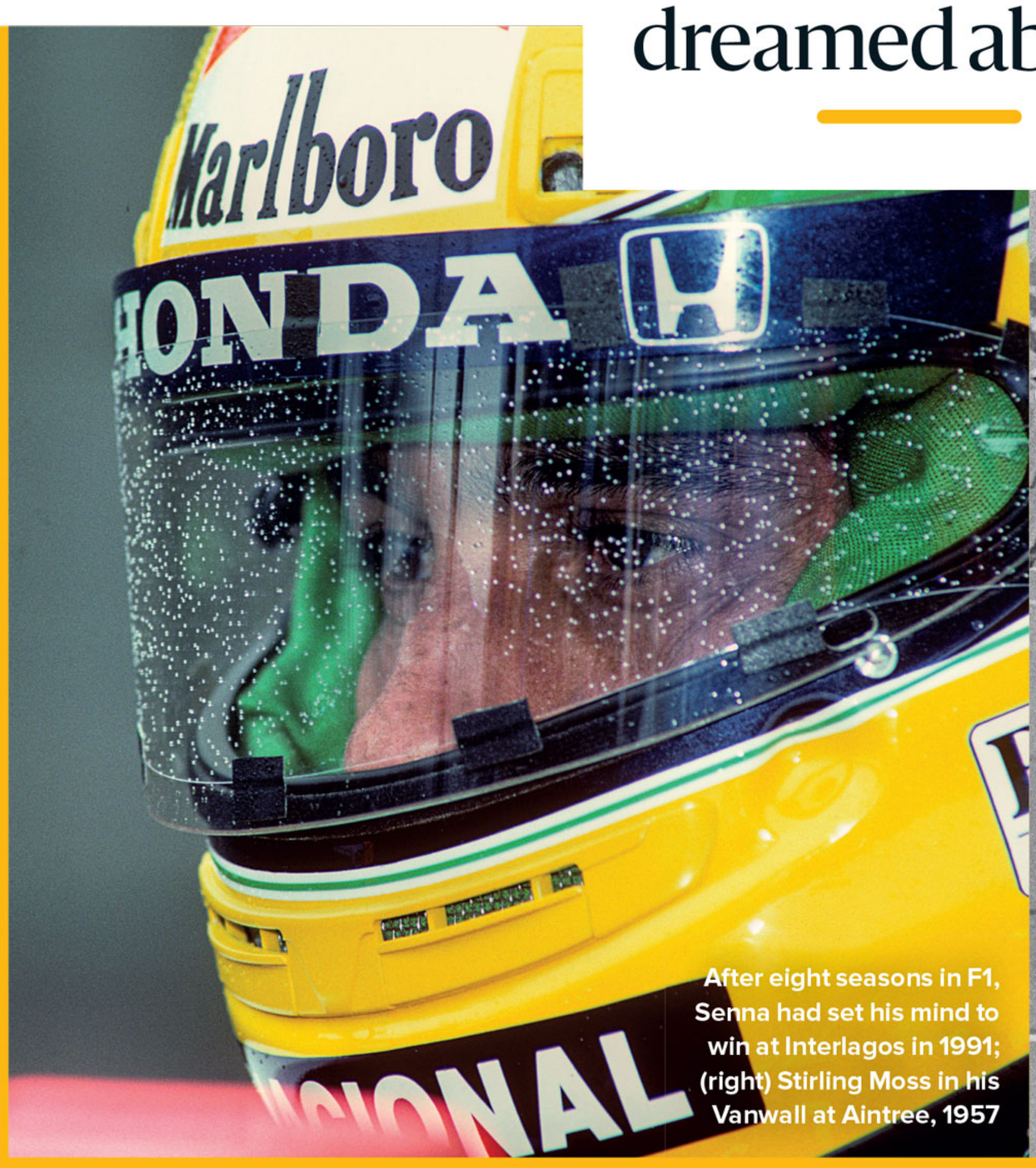
> "Winning a grand prix in a British car was something I'd dreamed about"

Sure enough, Moss lost a nine-second lead when a misfire prompted a pitstop. The bad news accompanying an inability to find a cure was compensated to a degree by the rules allowing Moss to take over the car driven by Brooks – who was still recovering, in any case, from injuries received at Le Mans a few weeks before. Moss rejoined in ninth place, his tigering drive through the field raising adrenaline even further within the enclosures.

Majestic grandstands, permanent facilities for the famous horse racecourse, lined the finishing straight. The crowd erupted as Moss accelerated out of Tatts Corner for the final time, raised his right arm rigid from the high cockpit and swept past the chequered flag. It was a heart-warming moment, not least for the man himself.

"Winning a grand prix in a British car was something I had dreamed about for years," recalled Moss. "Then, to do it at home into the bargain – you know, Tony and I being the first British drivers to win a grand prix since [Sir Henry] Segrave and Sunbeam back in 1923 – and being the first all-British winners of the British GP. Fantastic experience."

"The spectators were beside themselves," wrote Brooks in an article for *Motor Sport*. "They had paid for seats they had hardly used, any English reserve having been totally





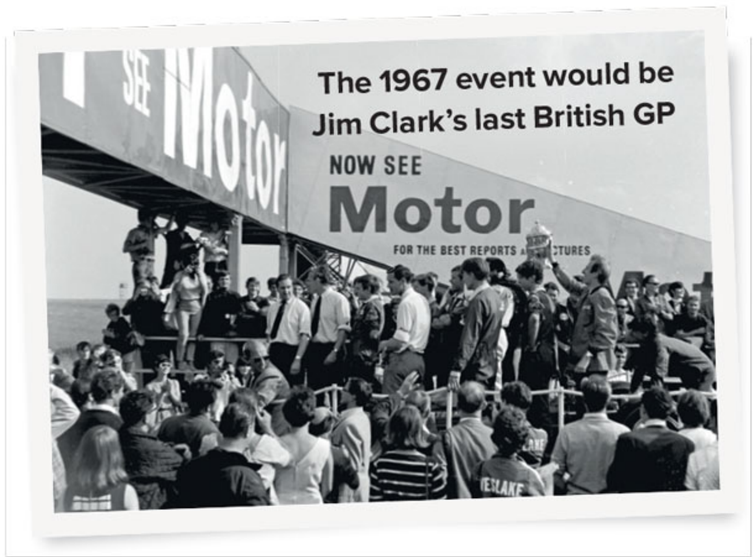


After eight seasons in F1, Senna had set his mind to win at Interlagos in 1991; (right) Stirling Moss in his Vanwall at Aintree, 1957

forgotten. It was pandemonium in the Vanwall pits, with mutual congratulations and unstrained expressions of joy."

THE EMPHASIS ON THE manufacturer would be even stronger in 1979 when Renault scored its first F1 victory – at home, to boot. The French firm had been through difficult times, starting with the less-than-affectionate nickname 'Yellow Teapot' being given to the droning turbo when it failed in a cloud of smoke on its debut at Silverstone two years before. The pioneering path away from normally aspirated engines had been littered with melted pistons and broken conrods but at Dijon-Prenois on July 1, 1979, Renault-Elf was vindicated by finishing first and third. The identity of the drivers (Jean-Pierre Jabouille and René Arnoux) was almost incidental as racing's Gallic glitterati descended on the Elf hospitality motor home and assisted in demolishing a stock of champagne.

Taking the turbocharged route had been an expensive and bold gamble by a major manufacturer and its national oil and petroleum sponsor. The quiet, unpretentious Jabouille was almost a bit player on the day, his steady and calm drive being subjugated by euphoria over both the result for Renault-Elf and an extraordinary wheel-banging battle between Arnoux and the Ferrari of Gilles Villeneuve. Jabouille may have played his part but the Frenchman was the first to realise that this was a corporate victory of a different kind, particularly at a racetrack where the sound of the *Marseillaise* had special meaning.



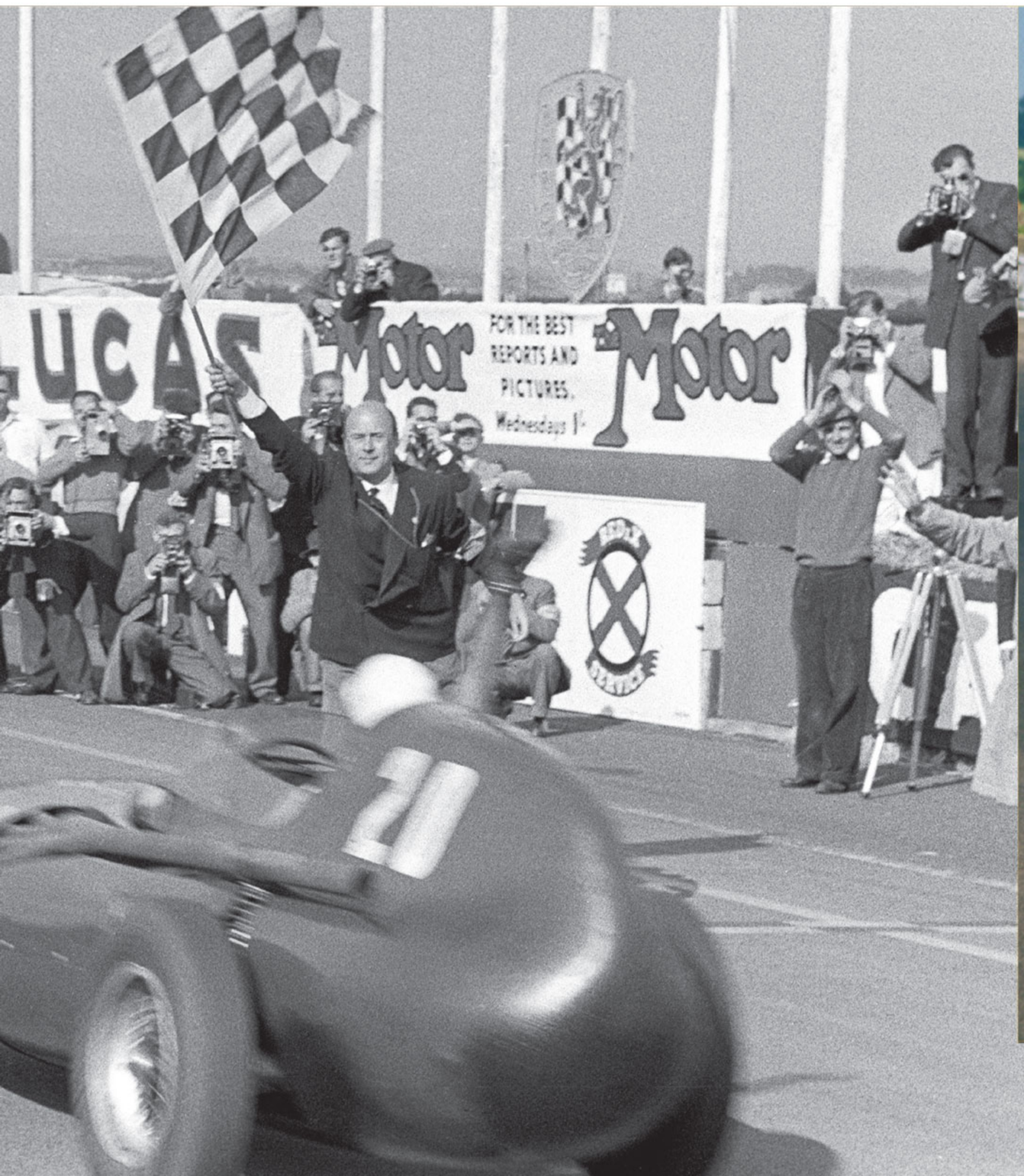

British fans had become accustomed to *God Save the Queen*. Peter Collins had won for Ferrari in 1958, followed four years later by four on the trot for Jim Clark. When the unassuming Scot did it for a fifth time at Silverstone in 1967, there was a distinct note of reverence flowing from the enclosure.

There was no podium as such, the presentation being made on a trailer, manoeuvred onto the grid and loaded with the green and yellow Lotus 49, plus Clark, the Lotus team – probably in its entirety – and several trade associates and luminaries from the RAC. Clark, bedecked in the winner's wreath and holding the distinctive gold trophy, waved modestly to the crowd – as was his wont as a Scottish sheep farmer who happened to have been blessed with car control seemingly from another planet.

There was no debris fence. A horizontal scaffolding pole, positioned at waist height behind a grass bank, delineated the boundary between race fan and racetrack. As the flotilla set off, a surge of spectators dared to duck under the scaffolding poles, climb the bank and venture onto the edge of the track. In 1967, this was seriously unruly behaviour. There was cheering and warm applause. Then everyone dutifully and quietly returned, aware that there was another race to run. Compared to the frenzied scenes to come in the days of Nigel Mansell and Lewis Hamilton, this was as a gospel meeting to Glastonbury.

By July 1967, Clark was living in Paris and Bermuda, having had to forsake the family farm, become a man of the world in many respects and, as far as most of us were concerned, keep winning. Little did we realise, that day at Silverstone would be the last time we would see Jim Clark race in ●

GETTY IMAGES, DPPI, MAURICE HAMILTON







**A Brit winning the British GP in a British-made car in British Racing Green: Jim Clark in the Lotus 49, 1967**




Frank Williams' moment to savour came at the 1979 British Grand Prix at Silverstone when Clay Regazzoni gave Williams its first F1 win with the FW07




Britain. He would be killed nine months later. The memory of his home win in 1967 instantly took on extra special meaning.

When it came to measuring a home win by its historic and personal significance, few would match the first victory for Frank Williams. After such a long and financially fraught climb, Frank did not care where he won. But the fact that it was at Silverstone brought a certain poignancy from which even the unemotional Williams was not immune.

Events had begun to flow in the right direction with the launch of the FW07, the second car from the drawing board of Patrick Head. The tide had turned, almost overnight, with an aerodynamic tweak that catapulted FW07 into a different time zone. Its first race in this form would be the 1979 British GP, the fast sweeps of Silverstone exaggerating the downforce advantage even more.

Alan Jones claimed pole by a massive 0.6sec and looked set for victory until a cracked weld on the water pump assembly. No matter. Clay Regazzoni, the loyal number two, was ready to assume the lead and give Williams and his small team, underdogs for years, a perfect and timely result at home.

Remarkably, this was the first grand prix victory for a British car since Niki Lauda's Brabham at Monza the previous September. On this day, Regazzoni had lapped the entire field bar one - including both Ferraris. It was a thought that clearly pleased Clay, a former Ferrari driver, as he spoke to the media.

There was no formal press conference but everyone had gathered in a marquee pitched on the grass paddock to supply refreshments and a place of work for the written press. Frank Williams was ushered in to warm applause. With the depth of his achievement beginning to sink in, he didn't know what to say. "Thank you; thank you so much," was the most he could murmur as well-wishers passed on heartfelt congratulations. There was clearly a tear in Frank's eye.

> "It did seem on that day that one had gone from also-ran to the front"

Ten years previously, Williams had entered the British Grand Prix for the first time, Piers Courage finishing fifth in the privately entered Brabham BT26. Apart from a couple of second places that year, it would be steeply downhill for Frank, particularly when Courage was killed at Zandvoort less than 12 months later.

Everyone knew what Frank had been through, none more so than his wife, Virginia (Ginny). The couple - with four-year-old Jonathan and Claire, aged two - had moved not long before to an old rectory; a Grade II-listed building in need of repair. This was a massive step forward from previous accommodation, some of which had to be swiftly vacated because Frank could not pay the £30 monthly rent. Now, with funding from Saudi Arabia and a potential winning car, life changed immeasurably and looked set to continue in this upward trajectory following a grand prix win - at home, into the bargain.

"Frank had spent 10 years building up to this," recalled Ginny. "But it did seem on that day that one had gone from also-ran to suddenly being at the front. I mean, everybody was surprised. I'm a bit vague about some of the results the team achieved but I don't remember anything quite as clearly as that first win with Clay. It was a bit difficult in some ways because Alan was such a friend as well as a driver. It was lovely for Clay winning, but I did feel for Alan and Beverley [Jones' wife].

"We had a caravan at Silverstone that weekend and I remember going there with Frank and we didn't want the day to end. The two of us sat in this little white caravan and watched the sun go down. People drifted away and Frank just did not want to leave. There was that overwhelming feeling 'We've won a grand prix at Silverstone!' Extraordinary."

POPPERFOTO VIA GETTY IMAGES

# HOME SWEET HOME

The ecstasy and the agony. **Simon Arron** looks at the dozen grand prix victories that delighted a partisan audience… or at least should have done

## Jim Clark *Silverstone 1965*

For the first half of the British Grand Prix it had looked fairly straightforward, Jim Clark pulling away in his Lotus 33 with only Graham Hill able to stay vaguely in touch. After 50 of the scheduled 80 laps, however, Clark's engine developed a slight misfire which became ever more audible. He was well clear of the field by then, but BRM gave Hill signs of encouragement via his pitboard, alerting him to the leader's potential frailty.

As the gap between them diminished, Hill – in pursuit of his first British GP victory – strove ever harder. Clark, meanwhile, had a supplementary concern, for he was now losing oil. The solution? He coasted around corners and used his engine hard only on the straights, when the cockpit gauge indicated he had sufficient pressure. Hill had him almost in sight at the start of the final lap, when he broke the track record, but Clark nursed his Lotus home with 3.2sec to spare.

Hill never would win his home race.

After failing to score any points in the previous two races, Lewis Hamilton gave the home crowd much to cheer about at Silverstone in 2008

# Lewis Hamilton

*Silverstone 2008*

One year earlier at the same venue, Lewis Hamilton had taken pole by dint of an artificially light fuel load but was well beaten by McLaren team-mate Fernando Alonso in the race. This time Heikki Kovalainen went into qualifying with the lighter McLaren and emerged at the top of the times – but he was still ahead of Hamilton when weight disparities were factored in, the Finn slightly better at nursing a set of fresh Bridgestones over a full lap. But that was in the dry...

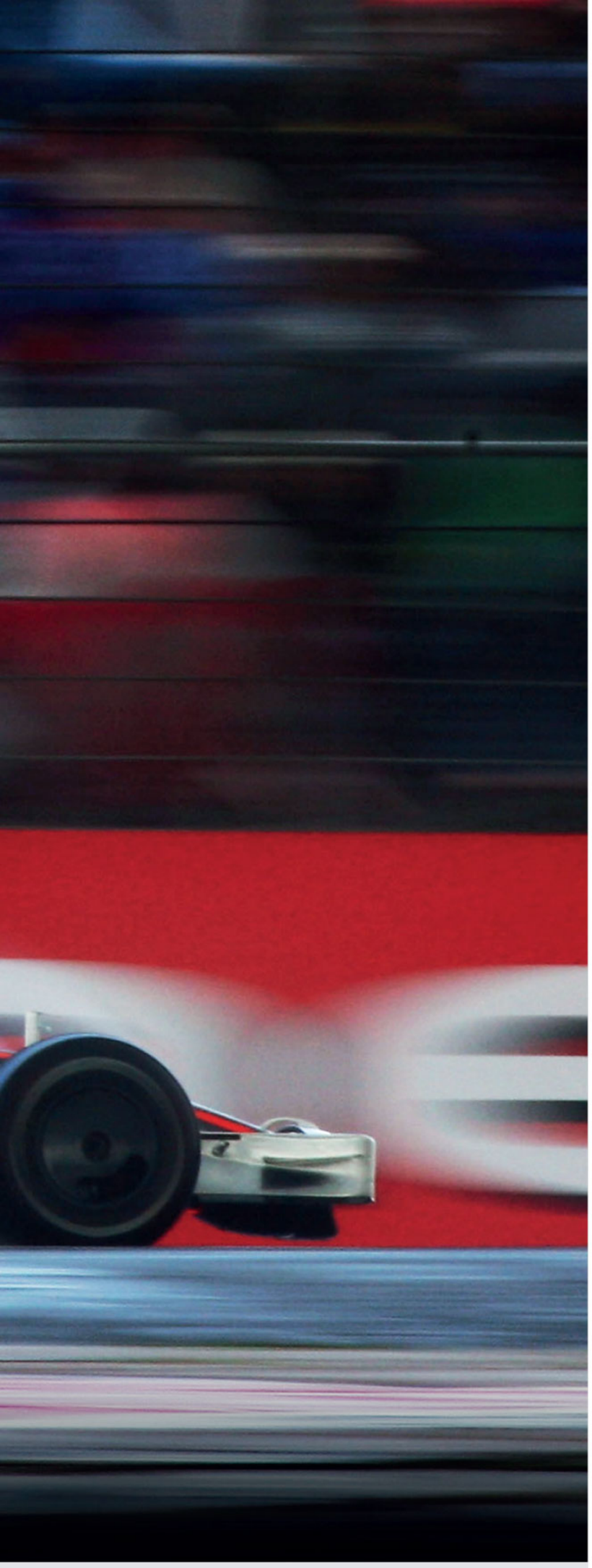
Sunday was cloaked in soggy uncertainty. Lining up fourth, Hamilton had a couple of notionally tricky adversaries to usurp before he could tackle his team-mate, but he dispensed with Kimi Räikkönen and Mark Webber before he'd reached Copse – then the first turn – on the opening lap. He and Kovalainen kissed wheels gently as they teetered through, though the Finn stayed ahead. At the same corner on lap five, however, Hamilton sliced past prior to disappearing into a parallel universe.

He continued to lead as conditions remained tricky, but made only one slight error – sliding onto the grass at Abbey shortly after the rain intensified just beyond half-distance. At one point, when the track was at its most treacherous and the two McLarens had comparable tyres and fuel loads, Hamilton was up to five seconds per lap quicker than Kovalainen, who was by then in the lower reaches of the top six. He went on to win by more than a minute, with only Nick Heidfeld and Rubens Barrichello unlapped.






The 2008 British GP was Hamilton's first F1 win on home soil; his next would be six years later





Champagne for Massa in 2008 but no cigar; (below) Lauda on his way to the title in 1984

## Felipe Massa *Interlagos 2008*

One year beforehand, Lewis Hamilton had been the Paulistas' darling – a flamboyant young racer gunning for the world title in his rookie season – but now he was public enemy number one, for he was competing for the same accolade against one of their own.

The odds were stacked against Felipe Massa. All he could do was win the race and hope Hamilton finished no higher than sixth.

Massa was flawless, putting his Ferrari on pole and driving impeccably on a rain-affected afternoon to take a dominant victory. As he crossed the line, Hamilton was only sixth – and momentarily Brazil erupted. The Englishman still had to complete the distance... and passed Timo Glock's Toyota at the final corner to secure fifth and stifle those celebrations.

Massa was a paragon of dignity. As his engineer Rob Smedley said, "His reaction enabled people to see the real Felipe, someone who was a fierce competitor, who had been Lewis' equal but knew how to take defeat. He did himself a lot of favours that day. If he had won the title, would he have been held in any higher regard? I don't think so."





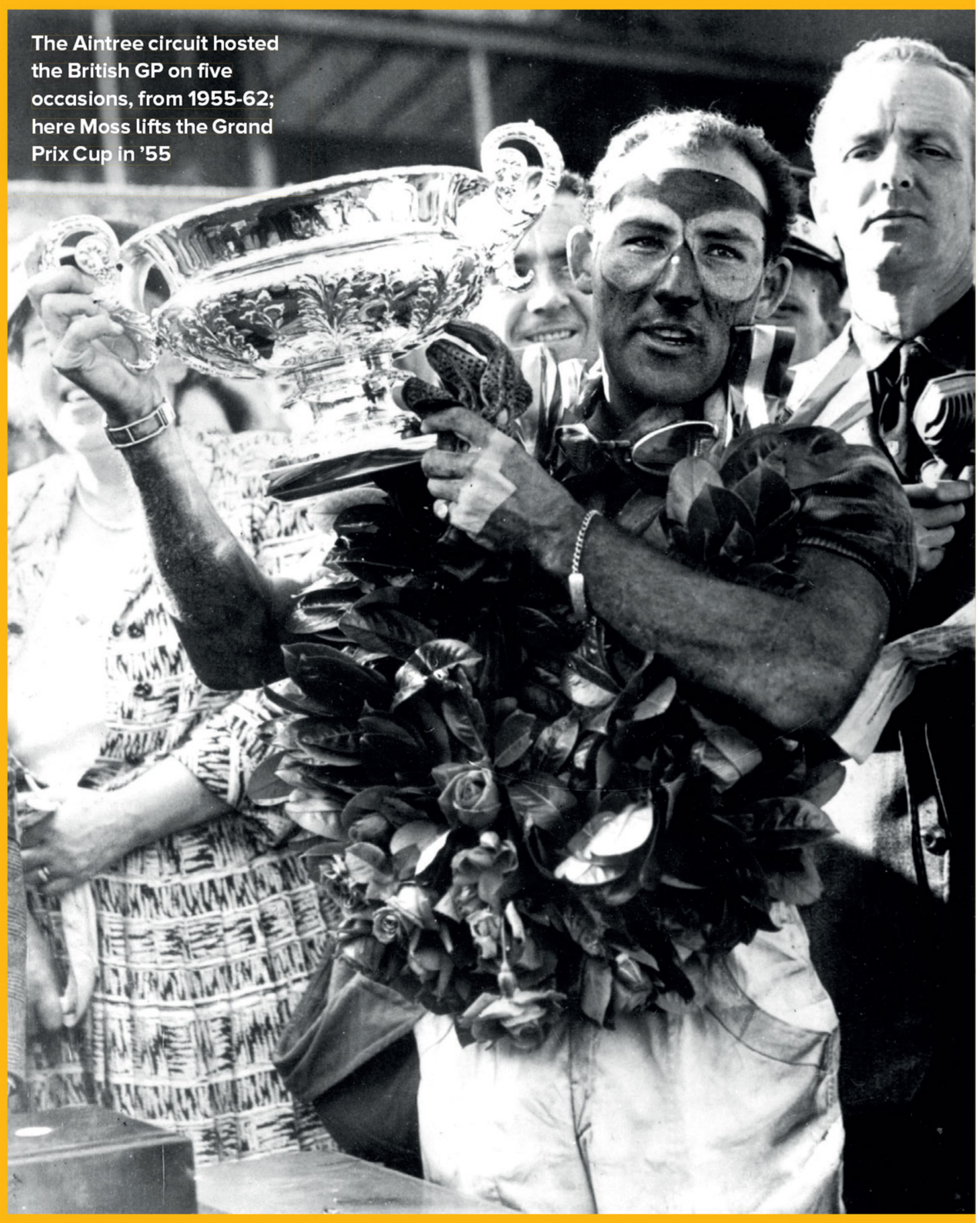


PAUL-HENRI CAHIER, AFP/GETTY IMAGES

## Niki Lauda *Österreichring 1984*

Twice a world champion with Ferrari in the 1970s, Lauda had scored five grand prix victories since returning to F1 in '82 – three of them in the first part of this season, when McLaren was back to full competitiveness thanks to its Porsche-designed TAG V6 turbo. But he faced stiff opposition from the same garage in the form of Alain Prost. As Lauda told *Motor Sport* in 2017, "He was fast. You had to turn the turbo up to double power for qualifying and I hated that – but he could handle it perfectly. I decided I had to try something else to get the upper hand. So from Friday I worked on race set-ups, and in races I was in better shape."

In this instance he received a helping hand from Lotus driver Elio de Angelis, whose engine blew and coated the Jochen Rindt Kurve with oil. Leading from pole, Nelson Piquet (Brabham) slithered through unscathed but the following Prost spun. Lauda moved up to second and then picked off Piquet before cruising to victory. It gave him a championship lead that he would keep to the end of a season in which he clinched his third world title by just half a point.



The Aintree circuit hosted the British GP on five occasions, from 1955-62; here Moss lifts the Grand Prix Cup in '55

## Stirling Moss *Aintree 1955*

It's a question that has never definitively been answered, nor ever will be: did Juan Manuel Fangio allow young team-mate Stirling Moss to win his home race on July 16, 1955? The Argentine always denied as much – and even if he did, it would hardly be a blemish on Moss' extraordinary track record.

Moss qualified his Mercedes W196 on pole position by two tenths from Fangio – and such was the margin that separated them after 90 laps. Moss also recorded the fastest race lap. The pair swapped places a couple of times early in the race, after Fangio had made the better start.

Denis Jenkinson noted in his *Motor Sport* report (August 1955): "On lap three, Fangio let Moss go by and it became pretty obvious that the British Grand Prix was under control by the Mercedes-Benz team. Clearly, Moss was going to be allowed to set the pace and probably win." Fangio was ahead again by lap 17, however, and the two weren't driving as though any form of team instruction had been issued. Jenks again: "Moss had a go to regain the lead as they rounded Tatts Corner but Fangio did not give way, and then on lap 26 he got by at the end of the long straight. It was clear that if Moss was going to be allowed to win, he was going to have to work for it."

He would not be headed again. Moss extended his lead to nine seconds at one point – the *Motor Sport* report putting this down to the vagaries of lapped traffic, though the magazine's photographer Michael Tee has confirmed that he witnessed Fangio having a quick spin – and the gap came down after Mercedes ordered its drivers to slow to preserve their cars to the end.

It was Moss' maiden world championship grand prix victory – and also the first time there had been a home win in any British GP, pre- or post-war. Irrespective of circumstance, it was a landmark.



## James Hunt *Silverstone 1977*

The summer of '77 contained little of the drama that had made Formula 1 regular front-page news the previous year, but James Hunt was now firmly established in the national conscience; he was no longer just a racing driver, but a central pivot in TV ads with Morecambe & Wise.

Having qualified his McLaren on pole, he slipped to fourth after an indifferent start as John Watson took control for Brabham. Hunt worked his way back to second and chased down Watson, but the Ulsterman was driving impeccably and didn't offer a whiff of opportunity. But then his Alfa flat-12 lost fuel pressure and retirement beckoned.

It would have been a home win either way, but Watson's turn would come at the same venue four years later.



## Ludovico Scarfiotti *Monza 1966*

"Scarfiotti was holding back slightly as was Surtees, both intent on jumping the start. When the flag fell Scarfiotti was already on the move from a few feet behind the line and he shot into the lead." A couple of details from Denis Jenkinson's *Motor Sport* report (October 1966) underline the absence of telemetric frippery... and also the fact that a blind eye was always likely to be turned. Scarfiotti was an Italian in a Ferrari and Surtees remained a national hero, despite his separation from Maranello.

Scarfiotti lost pace but remained with the leading pack and worked his way to the front. A duel for second between Parkes (Ferrari) and Hulme (Brabham) enabled Scarfiotti to pull clear. If you had to choose a venue at which to win your only world championship grand prix...

McKLEIN, BOB THOMAS SPORTS PHOTOGRAPHY/GETTY IMAGES




Aytron Senna's start to the 1991 season was faultless, with four straight wins including Interlagos in March

# Ayrton Senna

*Interlagos 1991*

"After the dramatic inflation of recent months, and the manner in which most of them drive on what pass for roads in São Paulo, the local populace is used to scrapes and close escapes. Yet 70,000 of them held their breath throughout the closing laps of the Brazilian GP as their idol, Ayrton Senna, performed perhaps the greatest escape of them all..."

Thus began David Tremayne's account of the Brazilian Grand Prix (*Motor Sport*, May 1991), of which more can be read in Maurice Hamilton's companion feature (*see earlier*). The Brazilian had on seven previous occasions failed to win his home race, though he'd finished second for Lotus in 1986, but this time everything seemed to be under control... until his McLaren-Honda jammed in sixth. Senna had resisted fierce pressure from Nigel Mansell's Williams, but was well clear of Riccardo Patrese's sister car after the Englishman's transmission packed up.

Senna hung on to take the flag by less than 3sec and screamed in celebration, Patrese initially having been 40sec in arrears.

"In the slow corners, I was pulling only 2000rpm and the engine was nearly stalling," Senna revealed. "In the fast corners the car always wanted to push straight on. I saw Patrese coming and didn't think I would make it, but I felt it was my duty to win here. I pushed the car regardless of the rain, but I was getting cramps and muscle spasms in my upper body. Partly that was because the safety harness was so tight, but also because of emotion! By the finish I had nothing left."

His total exhaustion was clear from the post-race photographs.

Jubilant scenes at Hockenheim in 1995, although Schumacher stalled after the race and needed towing in

## Nigel Mansell *Brands Hatch 1985*

Having been given a career lifeline by Williams, Mansell qualified third for the 1985 GP of Europe, his 14th race with the team. It would be his first victory and the start of a journey to stardom. Although Mansell would record several 'home wins' (and coin a new word, Mansellmania, along the way), this victory stands out. His 1991 win at Silverstone may have had more drama with the taxi for Senna photo-op, as seen on this month's cover, but 1985 is where his story really began.

Mansell made a flying start to run second behind Senna's Lotus. A mistake at Druids dropped him to fourth, behind Nelson Piquet and Keke Rosberg, but he recovered his original position after the latter pair tangled at Surtees. Back in the race following repairs, Rosberg impeded Senna and Mansell capitalised before cruising to victory.

Fourth place was enough to secure Alain Prost a first world title, but most of the crowd's focus was elsewhere.




Nigel Mansell had to wait until his 72nd grand prix before tasting victory, which he finally managed at Brands Hatch in 1985

DPPI, GETTY IMAGES




# Michael Schumacher

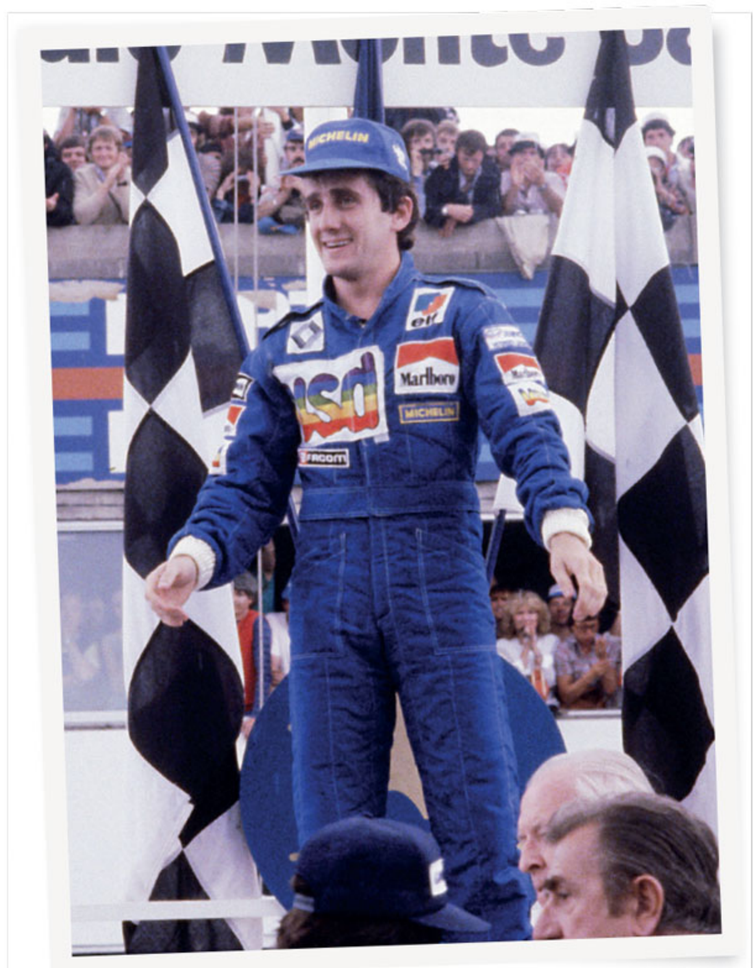
*Hockenheim 1995*

It's hard to comprehend how swiftly Germany's passion for Formula 1 morphed from two sell-out races per annum, both cacophonous festivals infused with the twin scents of barbecue and beer, to a struggle to support just one. And that despite the post-Schumacher successes of Sebastian Vettel, Nico Rosberg and Mercedes-Benz.

The kid from Kerpen was the pivot for their passion; not the first German-born champion, but the first officially to represent the nation.

The mood was always boisterous at Hockenheim, and never more so than this day. It wasn't just that Schumacher won, it was the circumstances surrounding his success. Nemesis Damon Hill had taken pole, led at the start and pulled two seconds clear during the opening lap, but then spun into the tyre wall at the first turn as he began his second lap. The cheers – and jeers – rang out long and loud.

Schumacher subsequently made good use of a two-stop strategy to stay ahead of David Coulthard's surviving Williams, which pitted only once, and came away with his championship lead extended to 21 points. Investigations showed that Hill's departure was not of his own making, Williams establishing that his left-hand driveshaft showed unusual signs of wear. The crowd could not have cared less.




## Alain Prost *Paul Ricard 1981*

This was the race that marked Goodyear's return to F1 after a brief absence and triggered instant resumption of a tyre war with Michelin; the bigger teams would receive favourable treatment, while the rest would have to scrabble around on what they were given (or else found in their stores).

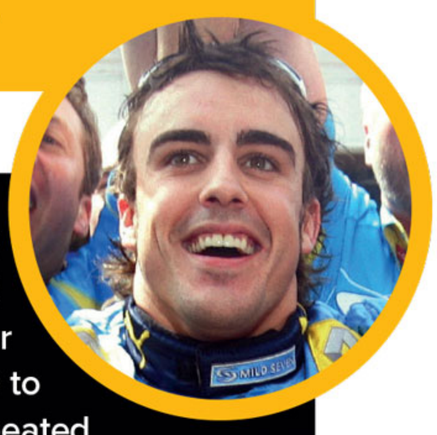
Nelson Piquet (Brabham) jumped into the lead and his early pace suggested Goodyear had got its sums right, as he built a sizeable gap, and Alain Prost worked his way through to second for Renault. The Brazilian lost ground when his throttle began to stick open, however, which enabled the Frenchman to cut the deficit – despite losing fourth gear.

A downpour then caused the race to be red-flagged, two laps too soon for a result to be declared, which gave Brabham and Renault a chance to fix their faltering cars. The race was restarted over 22 laps, a distance for which Michelin had a suitably soft tyre. Thus equipped, the Michelin runners left Piquet trailing: Prost disappeared into the distance to record not just a home win but also his first of 51.

## Fernando Alonso *Circuit de Catalunya 2006*

There was a time when the Spanish GP was one of the most convenient for spectators, because there was rarely much of a queue getting in or out. This was a nation steeped in the culture of motorcycle racing, but one that had produced just a single podium finisher on four wheels since the world championship's inauguration in 1950 (and that was a shared second place for Fon de Portago, who had handed his Ferrari over to Peter Collins at Silverstone in 1956).

The arrival of Fernando Alonso changed everything. In 2001 his Spanish GP debut with Minardi had been understandably low-key, but two years later he was in a Renault and kept Schumacher honest with a strong run to second – a result he repeated in 2005, this time behind Kimi Räikkönen.




One year on he delivered the result the packed, partisan crowd craved, leading away from pole and staying ahead of the ever-threatening Schumacher. Twice the German ran longer stints in a bid to turn extended low-fuel running into a winning advantage; he managed to split the Renaults after the first round of stops, but ultimately had no answer to Alonso.

It hadn't been much of a spectacle, but that didn't dilute the frenzied response.







Have a home-win hero liven up your living space all year round with our 2021 Calendar, from £14.99. Order yours at motorsport magazine.com/shop

Looking for a place to hang up his F1 boots? Nice-guy Romain Grosjean is considering a switch to IndyCar

# “IT’S COMING TO AN END

## *AND THERE’S NOTHING I CAN DO ABOUT IT”*

GETTY IMAGES

Is Romain Grosjean the quickest F1 star never to win a grand prix? **Mark Hughes** and the Haas driver discuss the crashes, the near-misses and what comes next

DOES ROMAIN GROSJEAN, COMING to the end of his F1 career, still feel he could go up against anyone? "Yes, for sure," he instantly fires back. "Put me in a Mercedes and some days Lewis would be better than me, some days I'd be better than him, just depending on the feeling on the day. I know I'm one of the five fastest, let's say. Some people may disagree, fine. But I know that if you gave me a Mercedes, I would win the race."

It isn't going to happen, of course. But as much as his claim may sound ridiculous, it's spoken by one of F1's fastest drivers of the last few years. His name does not appear even once in the grand prix winner's list after 11 seasons. But that massively undersells him. Aside from the fact that he was in a semi-competitive




A decent day at the office for Lotus F1 in 2013 with Grosjean third in the German GP; (right) new kid on the block, Valencia 2009

car for only two of those 11 seasons, this was one of the few drivers ever to have caused the Pirelli engineers to see things on telemetry they hitherto didn't believe possible, who caused them to have to recalibrate their analysis tools. Him and Hamilton, they said (though this was before the time of Max Verstappen).

His passing from F1 should be marked. For he has been a singular character and driver, not just another who ultimately was not a potential champion and who therefore eventually ran out of options. He had the spark of greatness but it was repeatedly extinguished. The supporting qualities needed to maximise that basic ability were perhaps lacking. He remains a vulnerable personality, too open for his own good, maybe not tough enough to let criticism wash off him, his emotions not always fully under control.

"This is who I am," he says. "Maybe I could have created a role, a different character for F1. But everyone saying there's no personalities in F1: 'I'm happy I've won; I'm disappointed I've not won.' Well yes, we all know that, it's quite boring. But yes, I guess I was outside of the standard and that made me an easy target and sometimes I say things I feel and they may not be right. I'm the first to admit when I'm wrong but sometimes the damage is done because I said what I felt in the moment and I should have thought about it more. I'm not going to change now. I will teach my kids to be honest. I think honesty and being who we are is one of the most important values we have."

The more blows fate dealt, the harder he tried; the harder he tried, the more trouble




Disaster at Spa in 2012 as Grosjean gains altitude in a collision involving Hamilton, Pérez and Alonso. Grosjean was banned for the next race




Late to karting at 14; (below) a driver in the inaugural GP2 Asia Series

Grandfather Fernand Grosjean was in the 1948 and 1952 Winter Olympics

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> "I still feel I have a lot to give F1 but there aren't any seats so... it is what it is"

he got himself into. But in that trying, and between those troubles, his peaks lit up the track like few others. That combination of emotion and extreme speed made for a sometimes very exciting performer.

After a false start in 2009, he was gifted a rare second chance in 2012-13, with a seat in a competitive Lotus. In what were effectively his rookie and sophomore seasons, his performances then were often extraordinary, albeit punctuated by an infamous incident and misjudgement in 2012. In that often-startling first full season were sown the seeds that would come to define his career. For good and bad.

Many times in those first two Lotus years he flew close to glory, avoiding it sometimes only by the skin of his teeth, through no fault of his own. Since, there have been occasional reminders of his special talent, but the last few of those 11 seasons have been somewhat low-key with the struggling Haas team, far removed from those afternoons in the summer of 2013 when he was the only one threatening to break Sebastian Vettel's nine-in-a-row sequence of victories with Red Bull. With a car that was good, but not Red Bull good. Twice he made Vettel sweat hard for victory and on one of those occasions was only denied what would have been a spectacular triumph over a faster car by the unfortunate timing of a safety vehicle. It wasn't just that Grosjean had the speed; he had the style as well. His best manoeuvres were audacious, ambushing out of nowhere, requiring super-fine judgement and balls. He had the moves, the talent. But somehow the spark never caught, the flame never took hold.

We caught up with him in reflective mood, 34 years old as the last few grands prix of this season were ticked off in the midst of him investigating the possibility of switching to IndyCar. "I know it's coming to an end and there's nothing I can do about it," he says. Even in the sad, resigned words, there is the ever-present smile. He's a super-nice guy, despite the impression the casual observer might get from his radio messages in the heat of battle. Those communications are impassioned rather than angry - and emotion is at the heart of his approach, the fuel which has sometimes taken him to the edge of feasibility and, every once in a while, pulled off something quite special. It's also contributed to those scrapes.

"I still feel I have a lot to give F1 but there aren't any seats, so... it is what it is. I want to go racing where I can win again."

Like in his pre-F1 career, after he'd stumbled into the sport. A late starter in karts at 14, supported by a sport-loving father, he

did have high-level sporting DNA in his blood; his grandfather, Fernand Grosjean, was a world championship downhill skier in the 1950s. It was winning a talent scholarship for the Formula Lista championship that gave him his break into car racing in 2003, his dominance of that title paving the way for a move to Formula Renault 2-litre, in which he was French champion in his second year. But that was as far as his father's backing stretched.

"We didn't have the money for F3 so we looked for a junior programme to get on. First we approached Red Bull. I was racing under a Swiss licence and they said, 'Sorry, we already have Sébastien Buemi. We don't need another Swiss driver.' I told them I also held French nationality, but they couldn't sell their product in France. Then I met [Renault driver development director] Bruno Michel and he too told me we're not interested in a Swiss driver. 'But I'm also French,' I told him. 'Oh,' he said, 'that could be interesting.' I signed and they said that this could be the longest contract of your life until your wedding."

He was on his way, so it seemed. With his career fully backed by Renault and Total, the structure was in place to facilitate long-term planning. He was being groomed for a great career. All he had to do was deliver, which he duly did. "Throughout my career, it was first year in a formula to learn, second year win the title." After taking pole and two wins at the demanding Pau circuit in his first F3 year of 2006, he won the 2007 European series. As a GP2 rookie, he won the 2008 Asia series in swashbuckling style and was a title contender in the main series. He dominated the start of the 2009 season but didn't complete the year because F1 had come calling. Renault had lost patience with Nelson Piquet Jr and pressured the man running its team, Flavio Briatore, into replacing him with young prospect Grosjean.

Here he was, thrust into F1 at the European Grand Prix in Valencia, with no experience of the car - and Fernando Alonso as his team-mate. "I hadn't even done any straight-line running in the R29. Everything was new." In Q1 he trailed Alonso by 0.167sec. In Q2 by 0.323sec. With no preparation, it was a truly impressive effort. "I was told I should just treat the seven races in 2009 as practice for a full season in 2010. But it didn't happen like that..."

Piquet had not taken kindly to being dropped and had informed the FIA of how he had deliberately spun in the 2008 Singapore Grand Prix, as instructed by Briatore, in order to give Alonso the race. The scandal rocked F1, got Briatore banned from the sport and led Renault - in dire financial straits since the 2008 economic meltdown - to sell 75 per cent of the team to a venture capital company, Genii. Just like that, the rug was pulled from Grosjean's career, no longer with the big manufacturer backing. There was no place for him in 2010.

"The new owners just wanted to wipe the slate clean after the scandal. They wanted



Renault drivers for 2008 with boss Flavio Briatore – a long-time fan of Grosjean; (below) rare, please, Romain





Following his first F1 stint, Grosjean moved to GT racing and made his Le Mans 24 Hours debut in 2010 co-driving a Ford GT1

Fourth in the 2018 Austrian Grand Prix gave Grosjean his first points of the season, and still stands as the Haas team's best F1 result

everything new. I was perceived to be from the previous Briatore era even though I'd only been there for seven races. Also, I didn't behave well. I'd been there as a reserve driver for a year and during that time it was Alonso and Piquet. Alonso was a double world champion and Piquet was son of a world champion, and they weren't on the best behaviour. The only reference I had was those guys. I didn't act as I should have done because I didn't really have anyone to tell me to be careful, do that, don't do that. I wasn't prepared."

He was raw, shy, had total belief in his ability and came across to the team as difficult, reluctant to take instruction. There was no big pushback from the Enstone personnel when the new owners - with Robert Kubica under contract to replace the departing Alonso - decided to replace Grosjean with the financially-backed Vitaly Petrov. The F1 dream seemed to be over. Devastated, Grosjean turned his back on the sport, with ambitions to become a chef. "If I'd got into the chef's school in Paris I applied for [he was turned down], I might never have returned to racing."

An offer came to race a Ford GT1 in 2010 and with nothing else on the table he took it. But watching over him and keeping in close contact was Éric Boullier, who was a believer but who could also see the faults. They'd known each other from GP2 when Boullier had links with the ART team for which he'd driven. Boullier had been made team principal of

> "Throughout my career, it was: first year in a formula to learn, second year win the title"

Lotus, the renamed Renault team, by the new owners. He wanted to bring Grosjean back, but needed to be convinced of his attitude and commitment first. He was placed back in GP2 for 2011 with the recently-struggling DAMS team - and won the championship that he'd been on course to take two years earlier. He was given a Friday try out in practice by Lotus for that year's Brazilian Grand Prix - and lapped faster than the regular driver of the car, Bruno Senna. That clinched it; he would go back to F1 in 2012. Refreshed and more mature.

On his return, in what was effectively his rookie season, he qualified third. In his fourth race back he was on the podium. In Valencia he was magnificent. A breathtaking shimmy from the start vaulted him from sixth to third. He remained there for a time, stuck behind Hamilton's McLaren as Vettel escaped and pulled out a big lead. Grosjean wore Hamilton down and eventually squeezed past in an exquisitely judged move into the chicane. He then began to hunt Vettel, but it probably wasn't going to happen. The Red Bull's lead was too big. Then a safety car bunched up the field, which was good in that it got him onto Vettel's tail, but bad in that it brought Alonso's Ferrari - previously over 12sec behind - onto his tail. Alonso was able to put a move on the Lotus at the restart. But Grosjean came back at him and for the next few laps their duel lit up the whole place. Then Vettel and Grosjean suffered identical alternator failures on their Renault engines, paving the way for Alonso.

It turned out to be a pivotal race for Grosjean. "I was so close to winning there that every time I was in the car after that I was trying 101 per cent right from the start - because I felt the win was there, just almost within reach. I lost the big picture." He began making errors. In between them, he pushed Hamilton hard for victory in Budapest but the safety car's timing dropped him to third. Then came Spa and his misjudgement off the startline in locking wheels with Hamilton and triggering a multi-car first-corner accident. He was banned for a race - and came back cowed and very tame in the last few races of the season.

"I really got hurt by what happened at Spa. I got this reputation and it was very hard to bounce back from that. A lot of people just ▶




Bubbles at the 2012 Hungarian GP, and Grosjean's third podium finish of the season

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remembered the crashes and forget that for a rookie - which is what I was really - it was an outstanding season. I don't think we've seen a rookie season like that for a long time." Three podiums, twice featuring in the fight for the win and closely matched on performance with a team-mate of Kimi Räikkönen's calibre was indeed impressive when you looked behind the drama. "His raw speed was amazing," says Boullier. "He was trying so hard to beat Kimi. They pushed each other hard and raised the performance of the whole team."

Grosjean began seeing a sports psychologist at this time and has stayed with her since. He believes it has helped him greatly. In 2013, after a sticky beginning, things began coming good in the season's second half. At the Nürburgring, he was denied a near-certain victory by the safety car. After tracking Vettel, Hamilton and Räikkönen in the early laps, he upped his pace by half a second when they pitted - and ran for an extra six laps, rejoining just behind leader Vettel. His combination of pace and tyre usage was going to save him a pit stop over Vettel.

"I was following him closely. He was going to need to do three stops. We were going to do two. I effectively had a 20sec lead over him." Yet again, a safety car cost Grosjean, its timing such that his tyre advantage was wiped. Even then, he almost retook the lead. The Lotus was good but it wasn't a Red Bull. Grosjean was teasing extra performance from it. He led for a time in Suzuka but was pincered by the split strategy of Red Bull. He finished second in between the Red Bulls in Austin. In Hungary he made a stunning around-the-outside pass on Felipe Massa's Ferrari and was given a drive-through penalty for exceeding the white lines.

With Lotus fading fast and in a parlous financial state, there was no prospect of a victory. It wasn't just the team that Grosjean was contracted to. He was also under the management of its owners. "I don't know if it was my mistake but my management was Gravity, which was owned by the same people as the team. I didn't really have a manager then and it was my way back in, so I took it. Which was great when the car was competitive in 2012 and '13. That was the only good car I really had a chance to drive. But when my management was also the team owner they didn't really have an interest to put me anywhere else, even as the team's finances died and the car fell to the back. There had been a chance to go to Ferrari in 2014 and with a more independent manager maybe it could have happened, but they chose Kimi. Once you're in that place, fighting at the back of the field, your career is not over exactly, but you are forgotten about for the top drives."

There was one miraculous podium at Spa in 2015 in a car that didn't deserve to be anywhere near, and with the bailiffs waiting to take it after the race. Quite how he qualified it on the second row remains one of F1's great mysteries. Without any tempting alternatives, he left for the small team adventure of Haas and produced a few giant-killing performances, but the traits of those cars have tended to put a false ceiling on his speed.



**"I'm more careful than I should be because of all the abuse I have had on social media"**

"I need the strong front end to brake aggressively into the corner and take a lot of speed in. But I have never had that in five years. When I first tested the car I was struck by how easy it was. A lot of traction, easy to drive through the corners. But you can't be aggressive with it on entry. I need that to extract the two-tenths my driving can give me. If I attack the corner the way I want, I'd just understeer off-line and be late on the throttle. So it's easy but it's not fast." This, the frustrated radio calls and the occasional relapse into incident have unfairly made him a figure of fun.

"I hesitate to say this, but even today I am more careful than I should be in how I race just because of all the abuse I have had on social media and people laughing at me. I am a bit more careful than I would be if I was completely free. I've been beaten quite badly in the last few years. Stupid things: crashing behind the safety car, crashing in the pit exit. They all have a background explanation, but it doesn't really matter. The mistake is made. When you don't have a competitive car you try to overdo it. You drive 101 per cent rather than 99 per cent. It's likely you'll make a mistake. Sebastian Vettel, four times world champion and hardly spun once with Red Bull. Now we see he's human.

"I have made mistakes, I know that. But really sometimes the stars just don't align and there are only so many things you can control."

A better management deal, a few less inopportunely timed safety cars, no alternator failure at Valencia in 2012... and the perception would have matched the reality of Grosjean's true level far more accurately. He's given F1 a lot, and it's sad to see him go.

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# IN YOUR WILDEST DREAMS

The car collection of McLaren Racing CEO Zak Brown is absolutely jaw-dropping, but as **Damien Smith** discovers, it's kept in the same base as one of Britain's fastest-rising race teams

**PHOTOGRAPHY:** JAYSON FONG

In the spotless expanse of United Autosports' Wakefield base sits a world-class hoard of motor sport treats, like this 1974 Lola T332

# ZAK BROWN'S COLLECTION

To the left sits Jody Scheckter's history-making Wolf WR1 and an Alan Jones Williams FW07. Further down the line there's a trio of McLarens, once driven by a clutch of Formula 1's biggest beasts: Ayrton Senna, Mika Häkkinen, Lewis Hamilton. Crikey. To the right sits a 1980s Indycar: wow, it's Mario Andretti's 1987 Lola, the one in which he should have won his second Indy 500. Next to it is Emerson Fittipaldi's Penske PC18, the one in which he did win Indy. Then there's Dan Gurney's Can-Am McLaren M8D, a gorgeous Martini Lancia LC2 Group C and a Castrol IMSA Jaguar. We don't know which way to look next.

Try the following row of race bays. A Lotus 79 stripped to its perfectly formed bare monocoque; then a Bobby Rahal Truesports March 84C, the one Adrian Newey designed, that looks more than a little tired. It's a new project, apparently. And what's that little old-fashioned go-kart? Ah, it's Senna's, the one in which he returned to karts to try and win the 1981 world championship in Parma. Of course it is.

Upstairs on the mezzanine there's much more: single-seaters, saloons from around the world, obscurities and oddities. At some point we really should close our mouths. Zak Brown doesn't exactly keep his collection a secret, but to see them all under one roof, displayed and maintained in the manner each deserves... this is one chunky slice of nirvana for anyone who, like Brown, grew up falling in love with motor sport through the 1970s and into the '90s. It's almost as if he owns one of every racing car he ever had as a poster on his wall.

But this pristine palace for horsepower is not simply a home for memories. Back on the ground floor, beyond the bays of historic wonders, mechanics are hard at work stripping the LMP2s and LMP3s that are just back from European Le Mans Series glory at Paul Ricard. And there's the LMP2 Oreca, primed for transit, for what will be a monumental visit to the Le Mans 24 Hours. This is United Autosports, now officially one of Britain's best and - on present form - most successful contemporary racing teams.

Co-founder Richard Dean isn't the sort to crow and make a fuss. He's from Yorkshire. But there's an unmistakable glow of quiet pride as he plays tour guide, and so there should be. Ten years ago, this dyed-in-the-wool racer and his old mate from California decided to buy an Audi R8 GT3 and a truck, leased a single unit and had some fun. Now United has become this, a multi-faceted racing emporium based in a new 62,000sq ft facility near Wakefield, just off the M62. Within these walls, there's an unmistakable sense of adventure and all too obvious ambition.

"What I should be saying is we've got it all mapped out, a five- and 10-year business plan," says Dean, son of Can-Am racer Tony, avid Leeds United fan and at 54, little changed from the gritty young bloke who battled his way through the ranks 30-odd years ago. "But the truth is, from that original unit, one truck and three mechanics to where we are today, none of it was planned. It's just grown. Now there is more of a plan. As I'm understanding business, I see you've got to have one, even if it changes. To sum it up, it's to ensure the company is not as reliant on our race team and its success. We're going through a period now I couldn't imagine, but it doesn't last forever. You can find yourself in the wrong place, with the wrong car, wrong drivers or with a lack of sponsorship. I don't want the business to be as up and down as life can be on a race team. You only need a promoter or a series to succeed or fail and your success goes with it, in either direction."

Once lockdown ended in the summer and racing reignited, United Autosports banked a remarkable unbeaten run in the Michelin Le Mans Cup, the ELMS in both LMP2 and LMP3 and most notably in the World

> "And what's that little old-fashioned go-kart? Ah, it's Senna's"

Endurance Championship. The LMP2 Le Mans class win delivered by Paul di Resta, Filipe Albuquerque and promising young Brit Phil Hanson just a couple of weeks after our visit marked the trio's fourth consecutive victory at this rarefied level and also clinched United's first world championship. Brown hasn't yet tasted a victory in his 'day job' as CEO of McLaren's Formula 1 team, but he sure savoured this one. On the back of it all, you can't help wondering what might come next.

"I'm not sure I've got the energy to be any more ambitious than what we've already got on our plate," smiles Dean. "But what will happen is Zak and I will sit down over a



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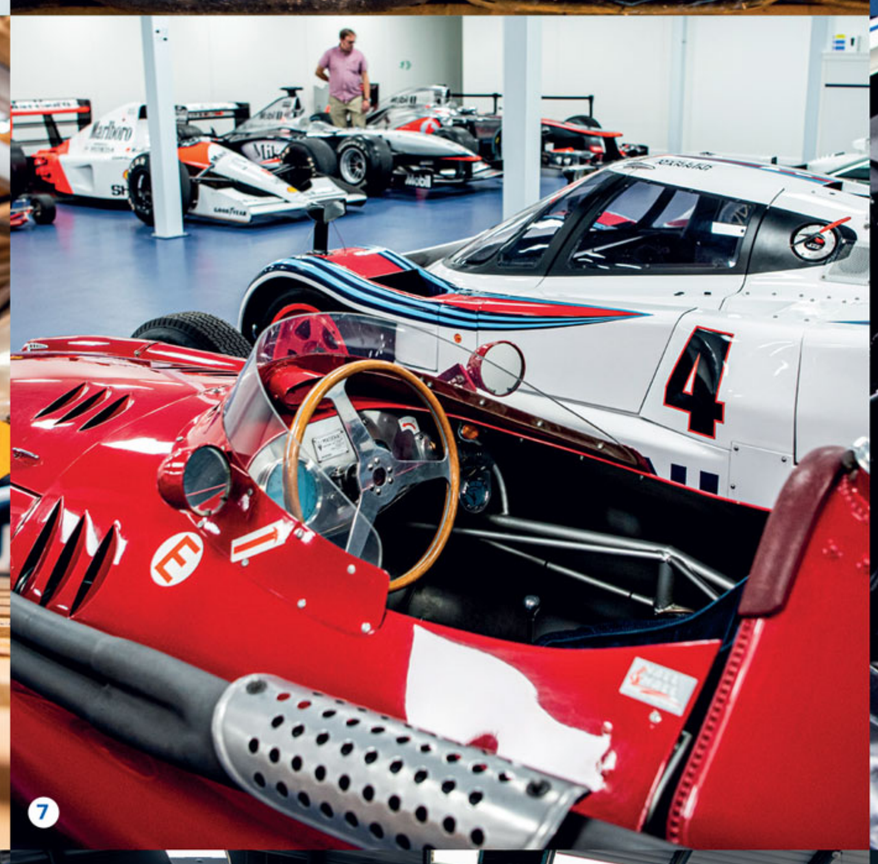

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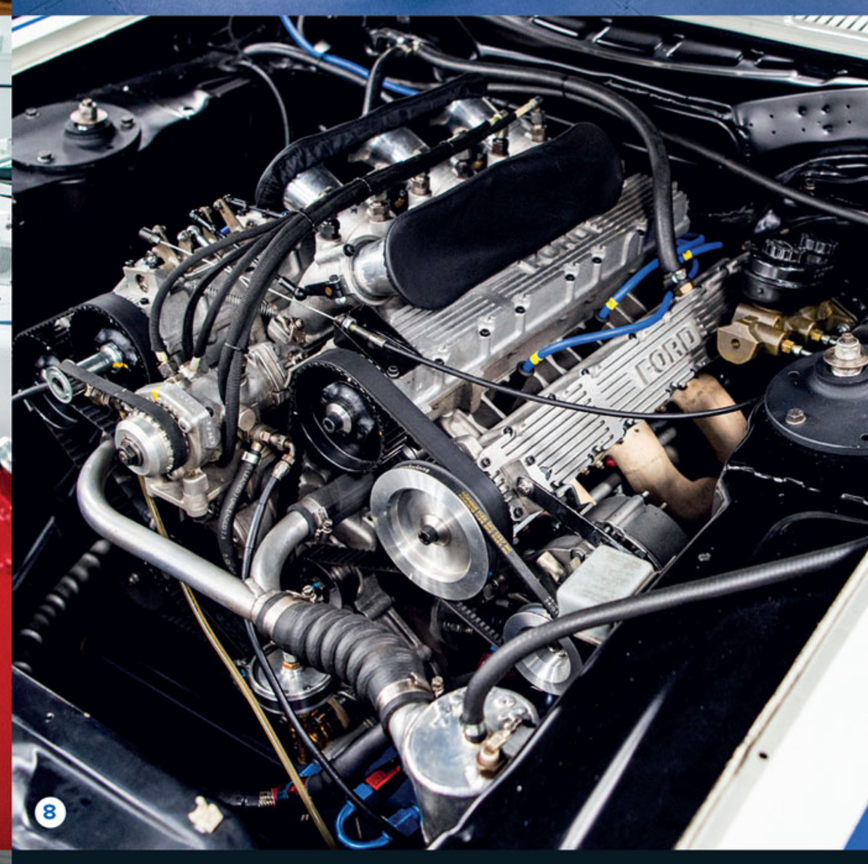

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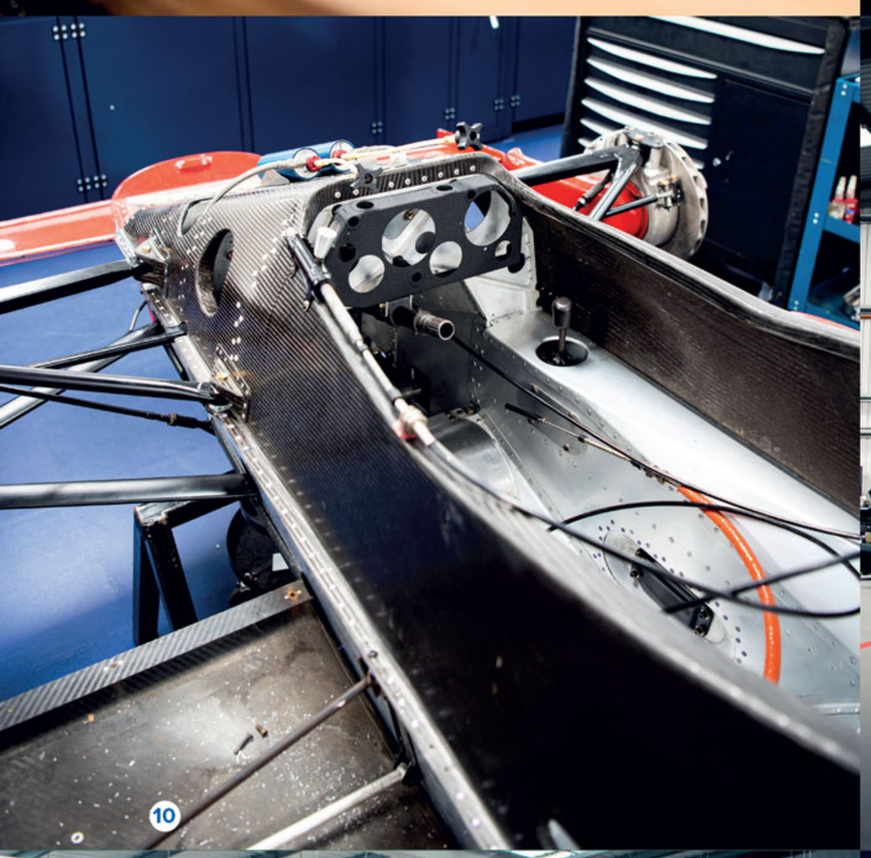

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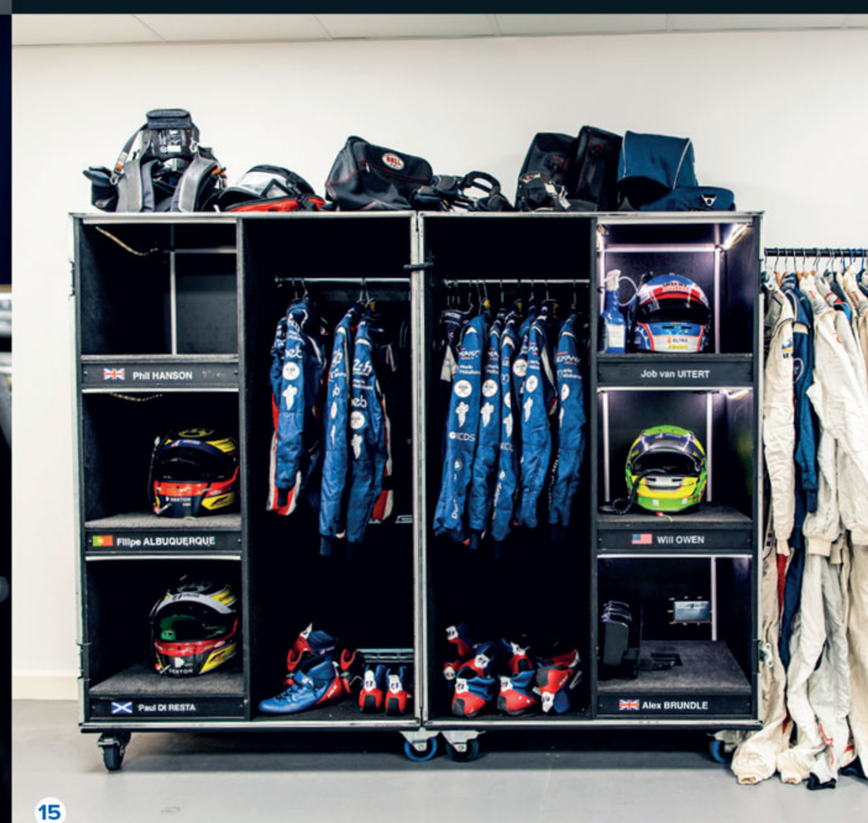
1. Jody Scheckter's Wolf WR1 from the 1977 F1 season
2. BMW CSL, with 2006 Ferrari F430 Challenge, a lightweight version of the road car, which Zak Brown raced in the US
3. Set of DTM tyres (D minus for spelling)
4. Ayrton Senna's 1981 DAP kart
5. Modern LMP cars stripped for rebuild
6. A famous name peeks from the parts shelf
7. Maserati 250F, although this is not one of Brown's
8. 3.4-litre 24-valve V6 engine of the Cologne Ford Capri RS3100
9. IMSA Jaguar XJR-10
10. Newey's 1984 March 84C, a work in progress
11. Modern LMPs amongst the classics
12. Lotus 79 'clothes'
13. Bastos Ford Capri
14. Don't forget at Turn 1
15. United Autosports drivers' wardrobe




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15

1. Wolf WR1, driven to victory in three GPs in 1977 by Scheckter
2. Alan Jones' 1980 British GP-winning Williams FW07B
3. DAP kart raced by Ayrton Senna at the 1981 world championship; he finished fourth
4. McLaren: the MP4/6 in which Ayrton Senna won the 1991 Formula 1 world championship
5. Mika Häkkinen's 2001 McLaren MP4-16
6. Lewis Hamilton's 2012 McLaren MP4-27. This car won at Monza and Austin
7. Castrol IMSA Jaguar XJR-10
8. Lancia LC2, which led the 1984 Le Mans for 17 hours
9. Maserati 250F is the wrong era for Zak Brown...
10. McLaren M8D raced by Gethin and Gurney in the 1970 Can-Am series

glass of red wine and I'll come out with a new project and idea to work on." They must get through a few bottles, given how much they've already committed to for 2021.

The headline is a collaboration with Michael Andretti's Formula E team that will make United one of eight founding entrants – along with Lewis Hamilton and Nico Robserg – in the new Extreme E electric SUV off-road initiative. The five-event series, which places environmental action and awareness at the top of its agenda, kicks off in January. The Andretti United team will run out of the former's Banbury Formula E base. "The tag line is 'Race without a trace'," says Dean, who was convinced of the concept while sitting next to founder Alejandro Agag at an awards ceremony. "The racing is a small part of the programme. The documentary series they will make on the places we are going, and why from an environmental point of view, is key. They have this legacy programme; if they go to the Amazon it's to a part of the rainforest that has already been cut down, and when they leave they plant 200 hectares of new rainforest."

The team has also acquired another base at Silverstone that was formerly the home of disbanded sports car team Strakka Racing, and will run a pair of McLaren 570S GT4s in the category's European series, marking a return to the form of racing in which United began. The McLaren link is no surprise – and it would hardly be a shock if one day soon it's United that takes the

"There are single-seaters, saloons, obscurities and oddities"

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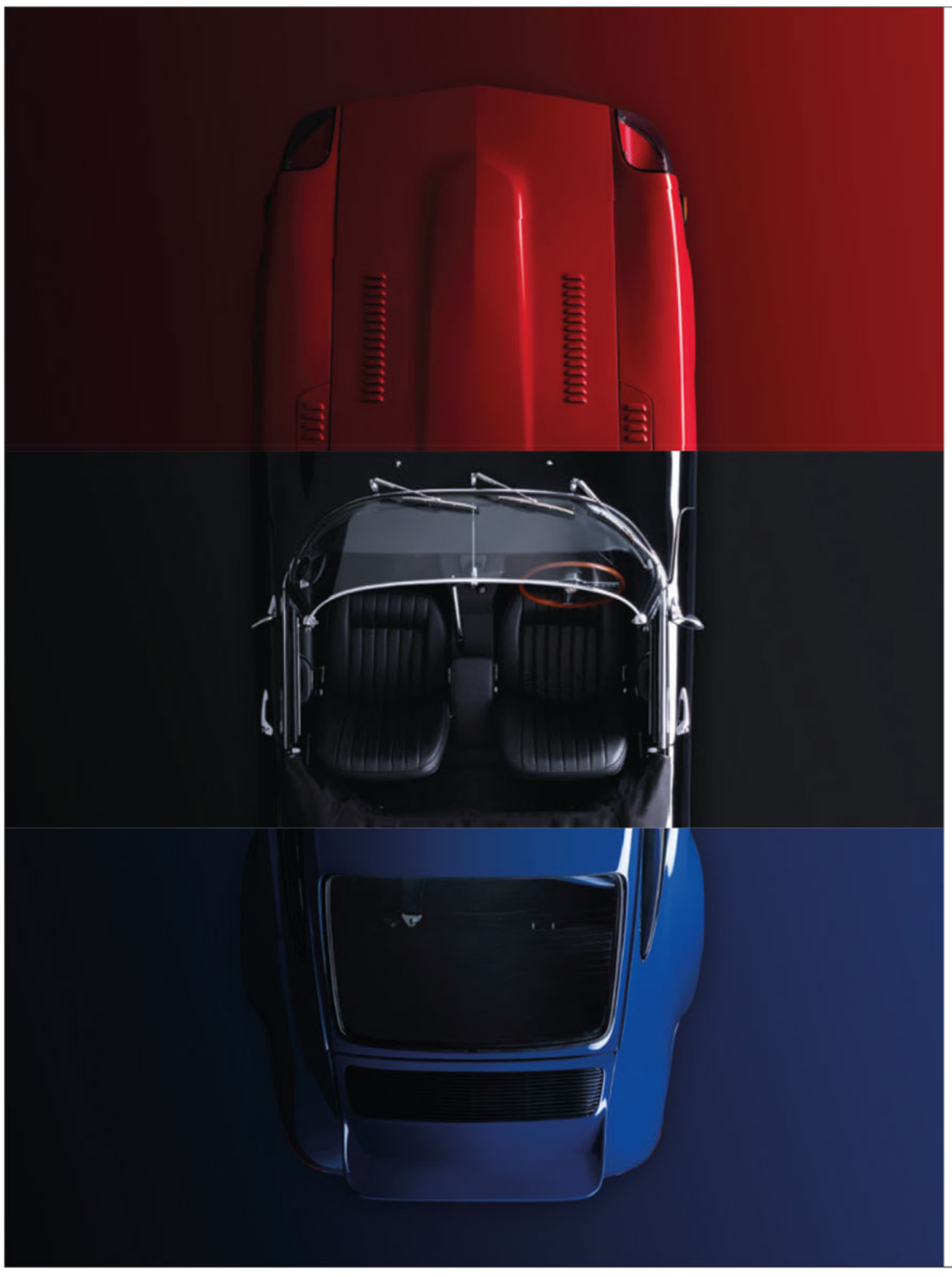
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Brown loves his Indycars. This is Michael Andretti's 1991 title-winning Newman-Haas Lola, opposite his 1981 Porsche 935 JLP-3



Classic road car restoration is a new avenue to pursue






NASCAR and Group C pepper the collection

## "The ambition is to end up in the LMDh class for the world championship"

1995 Le Mans winner back to La Sarthe in the new Hypercar/LMDh era. Dean isn't shy about acknowledging how the new categories open up possibilities to bid for an overall Le Mans victory, even if he's careful to stop short of name-checking McLaren.

"Currently there is nothing above LMP2 in my mind," he says. "Toyota might disagree, but we can't go and compete with them in LMP1. But that top class is about to get shaken up and hopefully that means teams like ours can have a realistic opportunity. That is the ultimate ambition, to end up in the LMDh class for the world championship and perhaps even an IMSA programme."

The smart, new facility would surely impress any manufacturer eyeing a partner for a Le Mans bid, especially one that has born such success in LMP2, the category upon which the LMDh cars will be based. It all makes sense for United. "There are a lot of good race teams that we have aspired to match," says Dean, who credits the new factory as the key to his team's recent run of success - even if moving in just as a global pandemic broke gave him a few unforeseen nightmares. "But we don't want to be just another race team. Without being too cocky, we want to be a little more and to do it you need a facility like this. If we want to attract a manufacturer who wants to go into LMDh, you've got to have a facility and personnel to match that ambition."

On the people side, United boasts nearly 40 full-time employees, including some well-established names. Former Jordan F1 lynchpin Trevor Foster runs the LMP2 side, while Dave Greenwood - Kimi Räikkönen's race engineer at Ferrari - is technical director. In the historic restoration and maintenance department, Paul Haigh - aka 'Flower' and a long-time friend of Dean's who engineered his F3 car way back in 1989 - remains the guardian, but will now be joined by Williams veteran Dickie Stanford, who has left his role managing the F1 heritage collection following the company's recent sale to Dorilton Capital. Stanford's hiring is a sign that United has aspirations beyond maintaining Brown's cars, as other owners are drawn to the company. The Maserati 250F sitting between the M8D and LC2, for example, isn't one of Brown's

(it's the wrong era, for a start). There's also evidence of road car restoration, including a newly minted Jaguar E-type, another avenue that appeals to Dean's desire to build a sustainable business away from the boom and bust uncertainty of running a racing team.

But how is this expansion funded? There's a perception that lingers, despite all the recent success, that United is Brown's plaything. Dean bristles at the suggestion. "Everybody thinks Zak funds this," he says. "We fund it ourselves through our business activities. Each race team has to have at least as much money coming in as going out.

"There is a perception and it's a bit irritating. Zak contributes here for the work he has done. If he wants to race he pays like every other customer. We look after his entire collection of race cars and that takes up a lot of space, and we charge him an overhead contribution for that. The race team has to stand on its own feet; LMP2, LMP3, WEC, ELMS - if it doesn't make business sense we can't do it. Zak is a shrewd businessman who loves racing, but he doesn't let his obsession of racing get in the way of the business.

"Having said that, I'm lucky that I've got someone who is smart in terms of business and is also passionate about it. When we set up, he provided the company with resources,




"Zak doesn't let his obession of racing get in the way of the business"

but as a loan. We paid back that loan a long time ago. We own the business 50 per cent each and he leaves me to run it, but he surprises me how much he wants to be involved. We speak every day. He texts me through races and we speak directly after. He comes up here at least once a month, but what he wants to know is the big picture, not detail. I'm also lucky that he's the ultimate networker, and his little black book of connections is probably the biggest in the world. In terms of access, introductions and opportunities we're in a good position. That's probably the biggest investment he puts into the business: time."

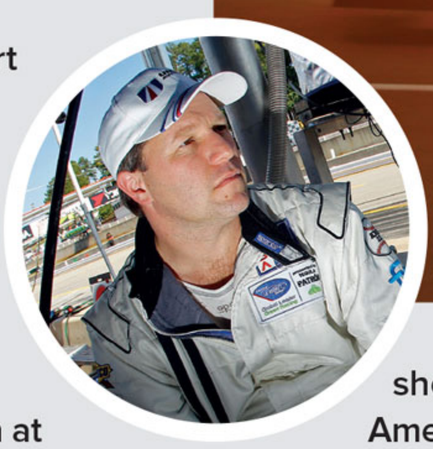
What's heartening is that this apparent growth 'by mistake' has been achieved by two racers who also happen to be genuine friends. "It's cool to achieve this with my best mate," says Dean. "He's so proud of what we do, and so involved from the business side. Ultimately at McLaren he's an employee but he owns half of this. That's not lost on him. Winning is everything, isn't it? When we won both classes at Paul Ricard this summer, I don't think I've seen him as happy. It was great to share a beer afterwards and say, 'How did we do this?'"

Brown and Dean can probably look forward to a few more celebratory beers in the future. At United's success rate, perhaps they should open a brewery...

# How it all began

On the surface, Yorkshireman Richard Dean and Californian Zak Brown couldn't appear to be more different. But theirs is a genuine friendship formed when each had neither a penny or a dime. Dean picks up the story...



"When I first met Zak, I was racing in Formula 3000, trying to eke a living and pay the rent working as an instructor at racing schools. At the Jim Russell school at Donington Park we ran a seven-day course which was aimed more at the serious guy who wanted to get into racing rather than 40th birthday presents. Each instructor was given a pupil, we'd have a bit of rivalry about whose guy could win the race at the end of the week and we'd put a bit of effort in. Inevitably you'd get quite close to the pupil. Luckily or otherwise, Zak was my guy one week.

"We hit it off immediately and we had a lot of fun. Then at the end of the last day when you'd usually shake hands and say, 'Nice working with you,' he said, 'I'm not going anywhere, I'm staying. This is it'. He was working in a ski shop at the time in America and had an interest in racing through his dad, who'd taken him to tracks such as Riverside. Zak said, 'You've got to help me.' I told him he needed sponsorship and I couldn't help him with that because I was struggling as it was. But he needed somewhere to stay, so he cadged a sofa at my place. We ended up lodging together for a couple of years.

"People don't see it right now because of the job he's in,

Two worlds under one roof. Classic road car projects (far left) happens alongside preparation of cutting-edge Le Mans Prototypes



United Autosports celebrated fifth overall and the LMP2 class win at Le Mans, 2020. Entrepreneur Zak Brown (left) and (above) Richard Dean

GETTY, DPPI

but Zak's a funny guy. When we were mucking around, it was a lot of fun trying to raise money to go racing. I had no idea he'd end up where he has and find it quite funny given what we went through. But you can see he's determined and focused, once he sets his mind on something. Just like that day when he said, 'I'm not going home.'

He had a VW Beetle back home that he got his mum to sell and send him the money to live on. He wasn't paying me rent so I got him a job at the school. He went from pupil to instructor in the fastest possible time. I pushed him through because he was running up my heating and phone bill. We've been best mates ever since.

"He'd raced, didn't achieve what he wanted to as a driver, although he made the podium at the Daytona 24 Hours, then became hugely successful in motor sport business marketing [founding the JMI agency] and we just stayed in touch. He moved back to the US, grew the business in Indianapolis, and I ploughed on with my semi-racing, semi-running teams career. I'd been working with Lawrence Tomlinson and we set up Team LNT, did the Panoz GT2 team [Dean led the crew that won its class at Le Mans in 2006], and that evolved into Ginetta.

"We launched various cars and series, getting involved in the British Touring Car Championship package. I was looking after customers and was not running a racing team as such, and I wanted to get back into racing. I was talking to Zak and the timing was good because he was about to open his London office for JMI and would be over here much more often. He was racing in the Ferrari Challenge while he was running his business, just for fun, and said, 'It would be cool to get a GT3 car. Why don't we set up a little team? We can do some races together.'

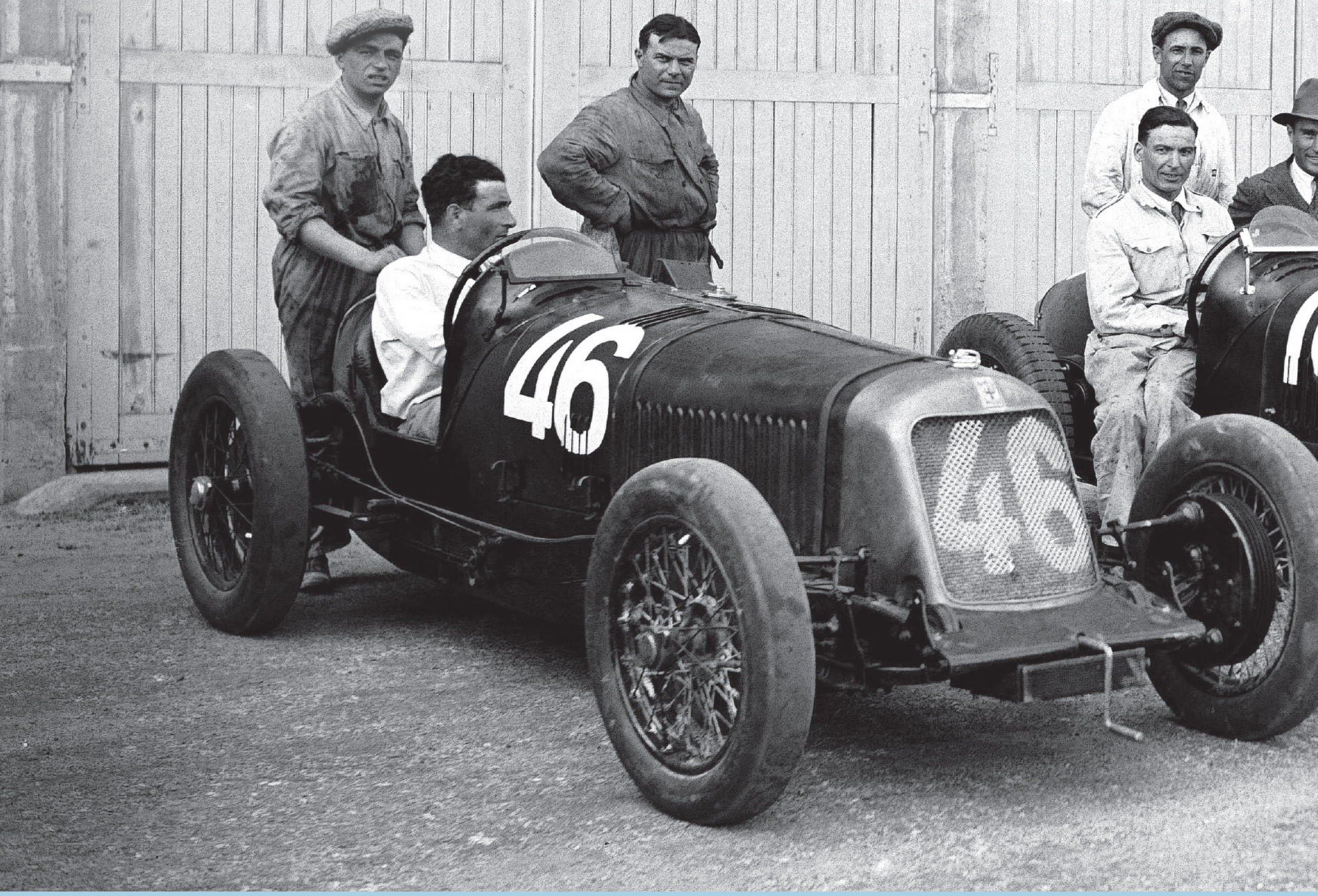
I'd had enough of what I'd been doing, so it sounded like a good idea. It's exactly 10 years ago since that."



Brown with his 2020 Le Mans LMP2 winners Di Resta (left) and Albuquerque

# Belle macchine

*Motor Sport* readers have the chance to win one of four copies of the award-winning marque biography *Maserati: The Family Silver*. Author **Nigel Trow** explains how he came to write its captivating history






GAMMA-KEYSTONE VIA GETTY IMAGES

**The Maserati team before the 1931 French Grand Prix at Montlhéry, which was held over 10 hours. From left, the 26Ms of Clement Biondetti/Luigi Parenti, Luigi Fagioli/ Ernesto Maserati and René Dreyfus/ Pietro Ghersi. Biondetti/Parenti would fare best, finishing third**



The Modena factory in 1958 with Maserati 3500 GTs in various states of production

# "In Italy, knock on the right door and others open"

IT TOOK A LONG TIME. IN THE 35 YEARS following my first trip to Modena in 1965, I wrote much about Lancia, with Maserati a happy memory. Then, at the turn of the century, the old Bolognese firm clicked back in focus. An A6G Allemano coupé was advertised in *Motor Sport* for a sum I could afford. I didn't buy it, but the idea of a new Maserati history took root.

Cars for their own sake never interested me. Shape, engineering, provenance and history are what matters. All cars have history, of course, but it is not always worth writing. I surveyed the Maserati literature and discovered that, other than the comprehensive Luigi Orsini and Franco Zagari book *Una Storia nella Storia - 1945 ad oggi*, no other complete account existed. Many excellent model histories, but no deep study. I made notes.

When I turned up for the first time in 1965 at the factory on Modena's Viale Ciro Menotti I knew little of the company's background, other than that it had moved there from Bologna in 1940, three years after Adolfo Orsi bought it. It was an unostentatious red-brick place, wholly suited to the Maserati style and the people I was to meet. A warm, casual openness characterised both. "Of course you can see it all. Just ask." Not like Ferrari, which I had visited the day before. There, I had been given a 275 GTB to photograph, which was nice but no, I couldn't see the factory, and no one was available to talk. The staff pulled the covers off a couple of old Testa Rossas, a V12 and a four cylinder they wanted to get rid of. Would I like to buy one - £1000 each? (They were still kicking around in Milan 18 months later. The price had risen to £1500)

Maserati's attitude to its old race cars was more protective than its Maranello neighbours. It would sell them, of course, but at the time of that first visit it also looked after anything that it had ever built since 1926. From the eponymous Tipo 26, through the singular monoposto racing cars and thrilling two-seaters to the latest glamorous road cars: if Maserati had built it, Maserati welcomed it back to the workshop. Wandering through them was delicious, seeing the Shah of Persia's special 5000 coupé among its lesser siblings particularly so. This peacock among swans symbolised much about the company. The sense that all were valued equally, of mutual respect between owner, management and workforce was characteristic. Within the necessary hierarchy normal Italian conventions were observed, but in a way that generated an easy atmosphere. During the early years, the brothers Maserati ate with their mechanics. In the modern, bigger company the same spirit survived.

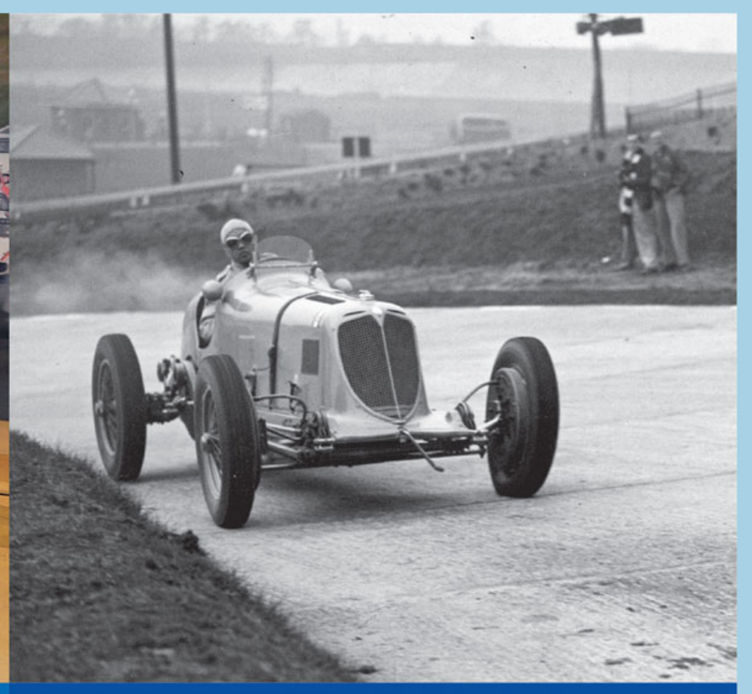
By the time I began researching *The Family Silver* in 2000, much had happened. After years of turbulence, during which the company ostensibly withdrew from racing in 1959, it had been taken over by Citroën 10 years later before falling into the hands of Alejandro de Tomaso, who cajoled the Italian government into buying it for him in 1975 and crashing it by 1993 into the arms of Fiat, which scooped it up, closed it down and resurrected it in 1996 with the beautiful 3200 GT. Phew! Forty-five years that changed everything.

Yet in essence, nothing had changed. The factory I arrived at on September 21, 2000 was still the old place revamped. Those brick buildings housing workshops where cars were once hand-built on trestles now contained sophisticated assembly lines, but the feel of the offices and archive was unchanged.





Archivist Ermanno Cozza; (left) Tipo 61, Targa Florio, 1960; (right) Prince Bira of Siam at Brooklands, 1938






Turn left for the workshops





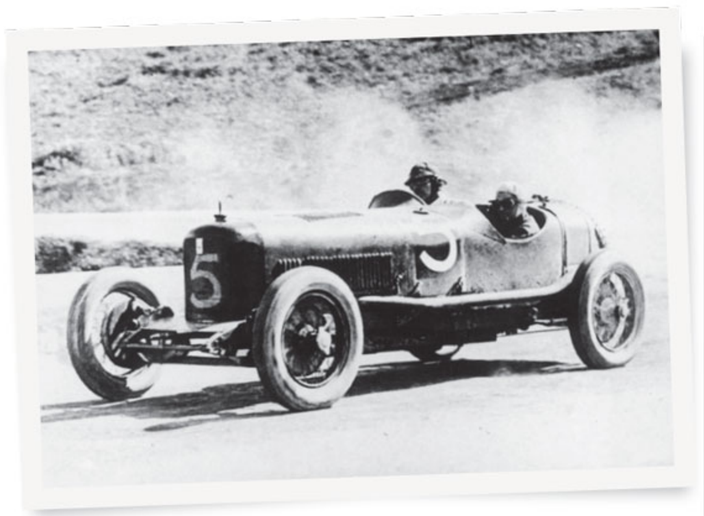

New Maserati MC20; (left) Maserati's HQ has been in Modena since 1940

MASERATI ARCHIVE, GETTY IMAGES, BERNARD CAHIER

I had arrived in Modena the day before, after a weary drive down from France with my wife Kate. Adolfo Orsi Jr, with whom I had been in correspondence, had booked us into a hotel between Carpi, where he lived, and Modena. Orsi, whose grandfather - also named Adolfo - had bought the company from the surviving Maserati brothers, Bindo, Ernesto and Ettore, was and is a knowledgeable auto historian whose help was to prove essential to the whole project. That help began immediately, when we were hustled off to the opening of a new industrial museum in Bologna to meet the Turin-based engineer Alfieri Maserati - nephew and namesake of Maserati's founder, and son of Ernesto Maserati, who took charge of the firm on the death of his older brother in 1930.

In Italy, introductions are everything. Knock on the right door and others open. The following day Adolfo took me to the factory and introduced me to Ermanno Cozza, the company archivist, who immediately allowed access of all the doors and drawers to his capacious files, knowledge and memory. Here was a treasury of documents. Cozza had joined Maserati in 1951 aged 18 as an engineering apprentice. When I first met him he had retired from the bench as head of engine testing some years earlier. With grey hair and an open face, he had carried the disciplines of engineering over to his efficient organisation of the archive. Little that I asked for could not be produced promptly, and his recall of mechanical history was prodigious. Had it not been for his willingness, the time it took to work through the material available would have tripled.

I spent a most happy week with him. There were hand-written build sheets for each and every car, frequently annotated with modification details; first owners were named, all the facts and figures of each chassis, even fuel constituents and lubricants were listed and sometimes invoices were available. Then there were photographs. Whatever I selected was photocopied and ready by the end of the day. What I could not copy were the full-size drawings on hangers. These were just too big, and probably fragile. This was one of the matters that worried me. Unlike archives today, this one was just a big office with stuff in files. The hanging drawings needed proper air-conditioned archival protection. What happened to them, I don't know.



Alfieri Maserati and Guerino Bertocchi in the Type 26's debut at the 1926 Targa Florio

An equally willing source was Adolfo Orsi Jr himself, whose *Historica Selecta* collection, housed at his house near Carpi, was thrown open to me. Orsi, like Cozza, was equally engaging and generous. His library and extensive photo archive, covering much more than Maserati, were remarkable. Together, we had several excellent lunches and dinners discussing Maserati. I learned much from him about his grandfather and his father, Omar, family details that gave life to the text. These are what give sense to motor history, which always needs a broad historical and social context. Adolfo, in conversation, emphasised the significance of photographs to the historian but for me, photographs without the fullest context only show, but explain little.

After 10 days in Modena, Kate and I went north to Turin, a city we love and have visited for 60 years. I was there principally to do more research in the National Automobile Museum, and also to talk to Alfieri Maserati Jr, whom

we had met in Bologna. The museum had previously been the Carlo Biscaretti di Ruffia collection, where I had undertaken earlier research with help of the curator Donatella Biffignandi. She remained in charge of the research department in the new museum, and was giving me desk space to search through the collection of *L'Auto Italiana* and other periodicals held in the library. This occupied several days of intense reading, with gaps for conversations with Alfieri and the opportunity to look at his collection of paintings by his non-mechanical uncle, Mario. Unsung, other than for his design of the Maserati trident symbol, Mario was a painter deserving more attention today than he is given. Compared to his rather unexceptional townscapes and still-lifes, the figurative work he produced has intensity and clarity of execution. The portraits stand apart from the sitter, and have about them a slightly sinister otherworldly aura that perhaps only his taciturn brother Ernesto might have grasped. But who's to say?

I finished off this first trip at Lancia, about which I have written much. I was coming to see that Maserati and Lancia had many things in common, but from very different founding philosophies. Each was the product of a man with clear views and particular ideas. Maserati was made in the image of Alfieri, a racer at heart, and his three brothers. These were passionate Bolognese engine men pursuing horsepower. Vincenzo Lancia, who had also raced, built road cars to cover the ground quickly, built trucks and military vehicles and had international ambitions. Both were sociable family men with a circle of close friends, and both insisted on high-quality engineering. Where they differed was in aspiration and outlook. Although Alfieri had spent two years in Buenos Aires working for Isotta Fraschini early in his career, he and his brothers were deeply loyal to Bologna, their adopted city. Colin Davis, son of Bentley Boy Sammy Davis, wrote that they gained as much pleasure from winning a local hillclimb as a grand prix. Piedmontese Lancia differed in being an engineering industrialist at heart, with national and international ambitions. Regardless, each founded a great marque.

Researching *Maserati: The Family Silver* required several visits to Modena. Gradually, as the influence of Fiat and Ferrari expanded, the factory grew increasingly corporate. Security grew and staff wore passes. But it still remained welcoming. On my last visit, I drove down in my Lancia B20 Series 6, the most civilised of the Aurelias. As I walked towards security after parking, a hand fell on my shoulder. "*Bella macchina*," said a man as he passed me.

JOHN KAYE

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*The Family Silver* is the complete reference point for any fan of the Italian marque. Now you can win one of four great prizes: a copy of the unique Archive Edition; a copy of the hand-bound Collectors' Edition; or one of two copies of the two-volume slip-cased Tifosi Edition.

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**RUNNERS-UP**

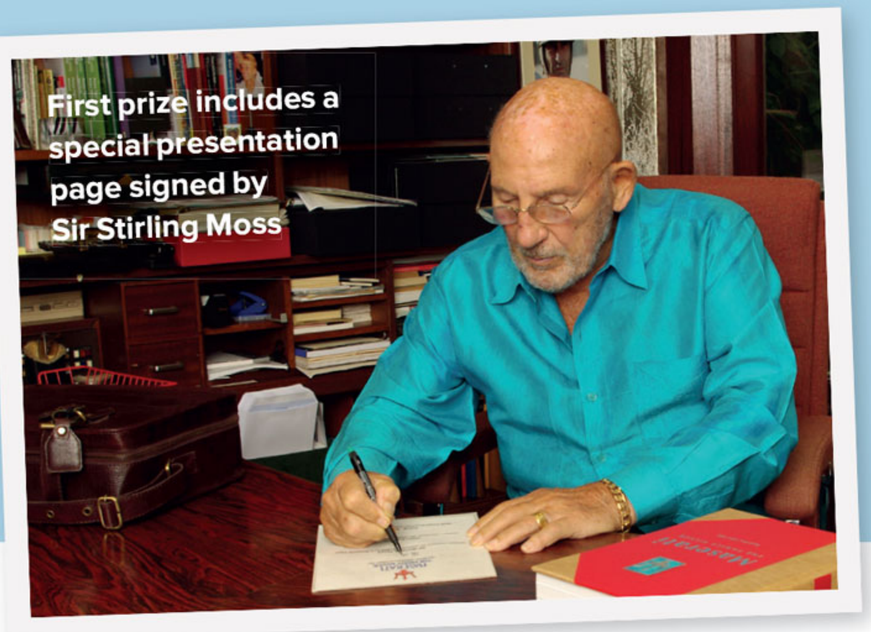
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Enter this competition at: motorsportmagazine.com/competitions and answer the following question:

***In which Maserati did Stirling Moss win the 1956 Monaco GP?***

Closing date is January 31. For more on the book: maseratifamilysilver.com


First prize includes a special presentation page signed by Sir Stirling Moss

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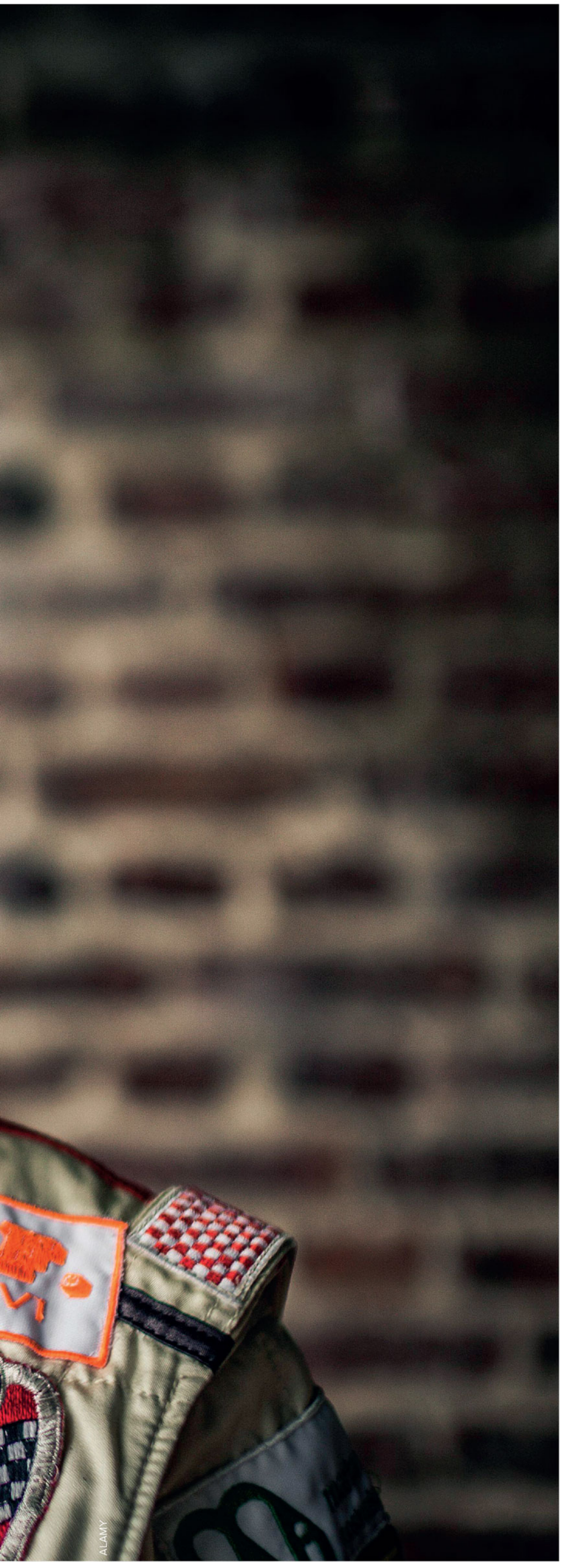
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ALAMY

# THE LITTLE MAN IN THE COWBOY HAT

Arturo Merzario, the diminutive star of Ferrari and Alfa Romeo in the 1970s, was never one to shirk a showdown and, as **Rob Widdows** discovers, the flamboyant Italian hasn't mellowed with age

He won the Targa Florio twice, raced for Scuderia Ferrari, had his own grand prix team, created a car that bore his name and saved Niki Lauda's life among many other highs and lows. He doesn't do email, speaks very little English and likes to keep a low profile at his home in Milan.

But with the aid of an interpreter, Arturo Francesco Merzario bravely agrees to 'meet' over Skype from restaurant Osteria 1927 Enoteca, just a few yards from the Porta Vedano at Autodromo di Monza, the best place for lunch if you're heading for the Italian Grand Prix. Monza and Merzario, a full-on, passionate, all-Italian affair. What follows is much gesticulation, intense interruptions, laughter and a few unprintable anecdotes.

We start with sports cars and the many victories for which he will be best remembered. And where better to begin than at Spa-Francorchamps - the old circuit, of course - where Arturo excelled for Ferrari, winning the 1000Kms with Brian Redman in 1972. "Fantastic circuit in those days, *very* dangerous and *very* fast. The Ferrari 512S was a nice car, great engine, but far too heavy, so physical to drive, five laps and you were already tired. I had driven a Porsche 917 at Imola in 1971 and it was so much easier to handle. The 312 PB was better, lighter, not so demanding on your body."

'Little Art' always was, and still is, a wiry little guy, fingertips as opposed to biceps.

"Remember, nothing was power-assisted, so steering and braking took it out of you, and it was so important to be precise in those long, fast corners. One mistake and you would be in the trees... or a house. The track was not so wide then, and I tell you, it was *fast*, sometimes scary, no way two abreast at Raidillon. You don't make a mistake there or you are going to crash. On the big straight after Eau Rouge and Raidillon it was easy 300kph [186mph], no chicane like now at Les Combes, the trees were so close, the car would jump in the air at the top. On the way down to Stavelot there were houses; you had to be so precise, millimetre-perfect. If you hit the house you were not coming back. The most dangerous place was Blanchimont. I felt like I would s**t myself, you were right on the edge there. This Spa was not like today, not at all."

Sitting below a poster of the 1955 Mille Miglia, and a bottle of champagne celebrating 70 years of Ferrari, Merzario moves on to the Targa Florio, where he was twice a winner in 1972 and 1975. "You know, my secret for road races was my memory. One lap in practice and I had a film of the circuit in my head. It was the same with the Nordschleife, nobody could believe it. Most important was to know all the places to go fast, the places where I could hurt myself, and where the surface was not so good and what you might hit. That's the secret.

"The speeds were not so high, a lap was about 33 minutes, and when Helmut Marko was chasing me in '72 he set the lap record, his average speed only 80mph. The challenge was not just the mountain roads, it was also the spectators. They stood sometimes on the track so you had to know exactly where to place the car - they were not going to move. The roads were not closed for practice so there were sheep, goats, donkeys, scooters, people walking around, and you never knew what might be around the corner. Absolutely not possible to have a race like this today, it would be crazy, far too dangerous now.




"'*Telefono*!' It was Enzo but I thought someone was pulling my leg"

"Always I was fast on road courses, from the early days with Abarth on mountain climbs, and I won the Sardinia Rally back in 1963 with an Alfa Giulietta, so for me the Targa was a joy, in the Ferrari 312PB in '72 and in the Alfa Romeo T33 in '75. You had to pace yourself, this was important, because the race is long and you need to conserve your energy. Porsche would practice for a month, studying every detail, but with Ferrari we went only for a week before the race itself. In '72, I was with Sandro Munari, a good co-pilot and a rally driver, and we beat the Alfa Romeos, which was nice for Ferrari. Also, you know, it was a very big year for me, starting with Ferrari in Formula 1 at the British Grand Prix, and winning the European 2-litre Sports Car Championship with Abarth.

"I was working in the Abarth factory when Ferrari called. There was a summons over the Tannoy on the shop floor... 'Merzario, *telefono*!' So I took it and a man said, 'Ferrari at Maranello, I want you to come and see us.' It was Enzo... but I thought someone was pulling my leg, so I said, 'Sorry, I am really busy at Abarth and I have a race at Imola coming up.' The line went dead and I went back to work, wondering who was the prankster. After the race at Imola a man I'd never seen before approached me and said, 'You must be at Maranello on Monday,' at which point a journalist appeared and said, 'I hear you are going to Ferrari.'

"So I went. When I arrived I was shown into a waiting room, sat there for nearly two hours. Then they called me in, Enzo at his desk, an accountant and a lawyer. The Old Man said, 'I want you to race for us,' and I explained I had a contract with Abarth. 'Not your problem,' he said, and offered me a huge amount of lire - too much, and I told him it was a crazy figure, I was only 24 years old. He looked at his accountant and said, 'Merzario says it's not enough,' - which was typical Enzo. Anyway, I signed and had two years with the team."

In 1972, the Ferrari B2 was a good car and, given only two starts at Brands Hatch and the Nürburgring, he impressed. He took sixth at the British Grand Prix and his first championship point, despite a long stop with a puncture, and placed 12th at the 'Ring. He was in illustrious company, the Scuderia having Jacky Ickx, Clay Regazzoni and Mario Andretti on its books at the time. The 1973 season, alongside Ickx, was a different story. The B3 was a dog and poor results triggered a political storm at Maranello.

"We used the B2 for the first five races and I was fourth in Brazil, fourth in South Africa," he says. But it was downhill from there, the B3 outclassed by the Tyrrell, the Lotus 72 and pretty much everyone else. "Fiat brought in Sandro Colombo who ordered a monocoque from John Thompson in England, but only one arrived, for Ickx, at the start of the European season. It was a mess, and in the summer Mauro Forghieri came back; he'd already designed a B3 with a big, wide nose, which the media called *spazzaneve* - the snow plough. Maranello was not amused. This car was ▸

BERNARD CAHIER/GETTY IMAGES, DPPI, MCKLEIN

Winning ways at the 1972 Targa Florio in the Ferrari 312 PB, co-driven with fellow Italian Sandro Munari

A rare outing without the hat; (left) Merzario at a private Ferrari test at Fiorano in 1972

The Ferrari 512S was a tiring car to drive; the Porsche 917 was easier. Merzario takes to the air at the Nürburgring, 1970

# Derek Bell on Merzario

## His Brit rival recalls a tough driver who the fans adored

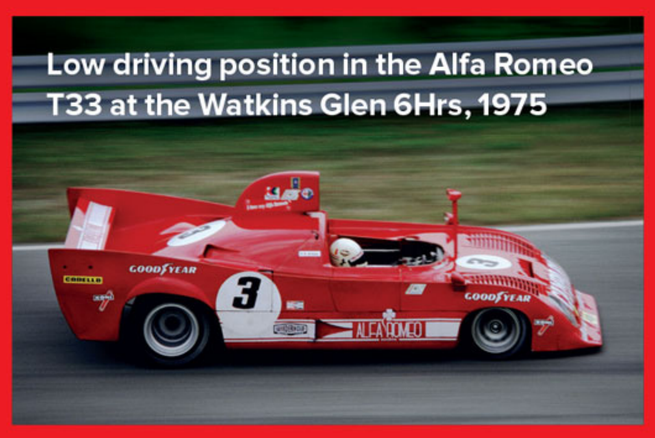
"We used to ask 'Who's driving that Alfa T33?' and it was Arturo. He sat so low in the car, you could hardly see him. He had a weight advantage, too – I reckon he must have been about 80 pounds lighter than me when we raced against each other in the Abarths and the Alfa Romeos. He's a terrific character, and a great racer, especially in sports cars.



"We never shared a car, being so different physically, but we had some really good races against each other driving for the same team, some great battles. In 1972, we were team-mates at Scuderia Brescia Corse, racing the Abarth-Osella in the European 2-litre Sports Car Championship. We both won some races; Arturo did more races than me and won the championship while Abarth-Osella took the manufacturers' title. Then in '75 we were at Alfa Romeo when it won the World Sports Car Championship with the Tipo 33 that year.

"A couple of years ago we both went to Balocco to drive the Alfa for a track test and he was the same as I remembered him: such a big character, still wearing that cowboy hat, still that warm and friendly Arturo, and of course the Italian fans love him. He was a dynamic competitor, good enough for two seasons at Ferrari. I think he'd always wanted to do Formula 1 for the Scuderia.

"He could be hard on his car, but Arturo was never dangerous on the track. I don't think he had that ultimate killer instinct but you had to watch out for him as he was always quick and competitive."




Low driving position in the Alfa Romeo T33 at the Watkins Glen 6Hrs, 1975

Fury in the Ferrari pitlane at the Nürburgring 1000Kms in 1973, with Arturo stating his case, left, and refusing to let go of the wheel




The Ferrari 312B3 was critically off the pace at the 1973 US GP, seen here missing wings in practice




Merzario, left, receives a medal along with a representative of Guy Edwards, Harald Ertl and Brett Lunger for saving Niki Lauda's life

put aside, but I worked with Forghieri on my car, we improved it, but things were so bad we missed some races, including the Nürburgring. So Ickx left and raced a McLaren in Germany. There was no car for me in Britain, Spain, Belgium, Sweden or Germany, so at Monza I went to see Enzo - we always had a close communication. I told him, 'No, I cannot work with Colombo and Giacomo Caliri and all their politics, I leave at the end of the year.'

"He was furious. Nobody said 'no' to Mr Ferrari. After practice, he said he was taking Lauda and Regazzoni for 1974, so, I said, 'Okay, if you want me to go to Canada and America for the last two races I will go, otherwise I don't care what happens.' He was like Machiavelli, the way he controlled the team, and it was always the cars that took the glory, never the drivers. When Lauda won the championship, he hated how Lauda got all the publicity and not the Ferrari car, you know? Anyway, he said 'Okay, you're on your own, I send one car, for you, then you leave.' I did two laps at Monza that weekend before the suspension broke. At Mosport, I was 15th, five laps behind, Watkins Glen 16th, four laps behind."

All in all, 1973 is not a happy memory, and Arturo had fallen out with Ickx in F1. "As a driver, he was one of the greatest, yes, but always so political, wanting everything his own way. It was trouble if he didn't get it."

This animosity boiled over at the Nürburgring 1000Kms in May. Running first and second in the 312PBs, Ickx and Merzario were told to hold station at the final pitstops but the Italian had other ideas. He was catching Ickx, came up behind him, ready to take the lead, and tapped the Belgian's gearbox a couple of times. On the pitwall, all hell broke loose. Forghieri was waving wildly and clutching a hammer, until Merzario had to come in for fuel whereupon he refused to get out of the car to hand over to Carlos Pace.

"I was so angry, I was faster than Ickx, so why should I get out? It was crazy, everyone shouting. I clung to the wheel, but they pulled me out, and I didn't hang around, went straight to Cologne airport and home. Of course, Pace obeyed the orders, followed Ickx into second place."

The Nordschleife, however, showed him in a very different light at the German Grand Prix in 1976. He was following Niki Lauda when the Austrian crashed heavily at Bergwerk and the car burst into flames. Brett Lunger could not avoid hitting the Ferrari and Guy Edwards stopped nearby. Both jumped out of their cars to help Niki, but it was Merzario who plunged into the fire.

"I just did what I had to do, no time to think," he says. "I couldn't release his belts at first, the heat was so intense, the flames were so bad. I made three attempts, and now he was unconscious, so no pressure on the belts, and I dragged him out of the car. I don't know how I did that. I thought he was dead, he had swallowed his tongue, but in the army I'd learnt how to get it back, and then I did the heart massage, the mouth-to-mouth. We stayed with him, his helmet had been torn off in the crash, he was very badly burned, but when he woke up he asked what his face looked like so I thought he'd make it.

"People have many theories why it happened. The track was wet, and from where I was behind him, I think he lost the car on some standing water. Weeks later he gave me his Rolex watch, no ceremony, just handed it to me for saving his life. We were never best friends and I've never worn it. But, yes, I still keep it."



**"When I went to America in 1967, the hat was the first thing I bought"**

In 1977, 'Little Art' took a step too far. He started his own grand prix team, with sponsorship from Philip Morris, with whom he has a lifetime contract and is still on its payroll. For the first year, Team Merzario used a March 761B before building their own cars, struggling for the next two racing seasons and moving down to Formula 2 before calling it a day.

"You know, by the mid-1970s, F1 was already too technical for me, but all my career I had this great support from Philip Morris, so I could make my own team," he says. "I loved the driving, was still fast, but we could not compete with the big teams. In '78, the car was quite good but not reliable. Everyone was doing the wing cars with new aerodynamics, and in '79 they were copying Chapman's Lotus. We just did not have the people to build a car like that. It was a mistake, I was too innocent, and at Imola, I went to see Bernie Ecclestone to say it was finished. He was good, he said we could quit without any penalties for not finishing the season."

What about F1 today? He's a pundit on the *Paddock* programme for Italian TV. "It is show business, no? Business with a capital B. It's so different to my day. I watch Ferrari of course, and Leclerc is a fantastic talent. I just hope he can withstand the pressure. The Italian media is very tough, they talk as if he has won the world championship three times already. Ferrari is still such a political animal, they threaten to leave the sport, but they won't ever do that. Lewis Hamilton, I think, is a great driver. He races very cleanly, he's an outstanding talent, and the best in Formula 1 for a long time."

Finally, some Merzario myths. What about that cowboy hat? It was always a good way of finding Arturo in a crowded paddock but it has nothing to do with the Marlboro cowboy from the ads.

"When I first went to America in 1967," Merzario says, "the hat was the first thing I bought. I'd always loved cowboys when I was a small boy, and I've worn it ever since. I also bought a Colt 45, the real one with the five-bullet chamber, and I still have it at home. Imagine, I came through customs with that gun, but nobody seemed to mind."

Another Merzario myth insists that he kept a pack of cigarettes in the car throughout race weekends.

"Yes, this is true," he laughs, " I taped them to the side of the cockpit so I could have a smoke if I retired from the race. In the Alfa sports cars I had a little hole; I push the cigarette into a ring and it lit. This was good when we did three-hour stints. I stopped smoking on May 26, 2008 after I had a big argument with my mechanic at Vallelunga and I decided no more smoking. I drove home, a full packet on the seat next to me. I kept looking at it, but that was it. I've never touched one since."

Lunch is over, he's drunk about half a gallon of Coca-Cola, and the tales keep coming. The career stats, despite all those famous sports car victories, don't tell the full tale. Arturo Merzario remains one of the sport's most outstanding characters with a special place in the hearts of Italian fans. Once a Ferrari man, always a Ferrari man.

OPPI, SYLVIA TERRANEO, DPPI, GRAND PRIX PHOTO

# RACING BA

Memories spanning three decades spring to life in the pages of a new
From the glitter of Monaco via Swiss hillclimbs to a dusty Oulton Park,

**Targa Florio**
*May 1966*
**The Targa in a nutshell, as the Alpine A110 of Jean-Pierre Hanrioud and Jean-François Piot slams through one of the many villages scattered around the 45-mile route, in which locals cheered the cars – or cannibalised them in moments if they stopped with mechanical problems**

# C K  I N  T I M E

book celebrating the work of the late photographer Brian Joscelyne. his atmospheric pictures invoke the spirit of more carefree days

## Nürburgring
*August 1963*

**In this long scenic shot, Jim Hall's tiny UDT Lotus-BRM 24 is insignificant compared to the sweeping grandeur of the Eifel Mountains through which the famous track weaves its endless way, with not a white line or barrier to be seen**

## Oulton Park *June 1961*

**Sandy Murray's ERA Is prepared in the paddock for the Seaman Memorial Trophy Race by Vern Skirrow, who also shared the driving duties on occasion. This is chassis R1A, the original car to emerge from the company founded in 1933 by Raymond Mays, Humphrey Cook and designer Peter Berthon**




**Rouen** *July 1962*
**High jinks in Clères as Rivers Fletcher intercedes to smooth over an 'incident' between a Chevrolet Corvette and a Georges-Richard. Graham Hill gesticulates with support from Jo Bonnier while wives Betty and Marianne look on**

**Vila Real** *July 1971*
**The 4.3-mile Vila Real track in Portugal generated excitement and trepidation in equal measures in drivers and was not for the faint of heart. During the international sports car race, Mike Coombe's Lola T70 starts another lap with Ed Negus alongside in his Martin BM8. Negus would finish fifth**




A lavish new book from Palawan Press, *Racing Through Europe*, draws on the archive of Brian Joscelyne and reveals many treasures. Sadly, just as the first copies were being printed news came of Brian's death, but the book serves as a fitting memorial. Brian's fine work was often seen in publications, particularly those on Aston Martin, his special love. What was remarkable was the sheer quantity of images and the geographical breadth of their coverage. An indefatigable enthusiast, Brian immersed himself in many ways: historic racer with his own DB3S and later the factory-owned DBR1; team owner/driver with Dorset Racing Associates, amateur privateers travelling all over Europe with 2-litre Chevrons and Lolas; knowledgeable writer and Aston Martin club stalwart, all while running the family firm.

But it is in the racing photographs that Brian's talent rings out. Beautifully composed images capturing not just the cars and the people around them, but the locations - the hills of the Nürburgring, the buildings of Vila Real, the fields and farms of Sicily.

From 1957 into the 1970s Brian travelled to significant races all over Europe with his Leica camera, working mostly in colour, and it was not just Monza and Monaco which drew him - Pau, Prescott and Wiscombe Park receive the same thoughtful attention. Here we present a selection of these photos.

## Monaco *May 1960*

The support race for the Monaco GP, at this point for Formula Junior, was always heavily oversubscribed as drivers saw it as a chance to show their talents to F1 team managers. In the foreground, the Stanguellinis of Henri Grandsire (140) and Juan Manuel Fangio's protégé Juan Manuel Bordeu (58)

## Pau *April 1969*

Mike Beuttler gives rivals Jean-Pierre Jabouille and Jean-Pierre Jaussaud a kerb-crashing headache during an F3 race as he spins his Brabham BT28 exiting the tight La Gare right-hander in the scenic Pyrenées town. The 1.7-mile street circuit has hosted most single-seater categories up to grands prix






## Le Mans *June 1958*

Brian Joscelyne snapped many moments of great camaraderie. Here the works Aston Martin drivers fool around near the team's headquarters at the Hotel de France in La Chartre. Jack Brabham, Carroll Shelby and Roy Salvadori are the horses, Stuart Lewis-Evans is the pusher, while Maurice Trintignant keeps the sun off passenger Stirling Moss' head

**Montjuïc** *October 1971*

**Set on a mountain in the outskirts of Barcelona, Montjuïc Park offered very different scenery, but Derek Bell and Gijs van Lennep in their 917 have no time to appreciate the architectural beauty. This non-championship race was the penultimate outing for the monstrous 5-litre sports cars**

## Sierre – Crans-Montana *August 1964*

**Ludovico Scarfiotti hurls his Ecurie Filipinetti Ferrari 250LM towards victory in the *Grosser Bergpreis der Schweiz*. This challenging seven-mile hillclimb, a round of the European championship, involved a series of climbing and plunging hairpins between two Swiss towns, with a stunning mountain backdrop**




## Le Mans *June 1962*

**One of the works Simca-Abarths gets a tankful of *essence* during practice. Le Mans has always been hugely important to trade suppliers who can benefit just as much as car manufacturers from the publicity surrounding the world's most famous endurance sports car race**




**RACING THROUGH EUROPE**
**The Motorsport Photography of Brian Joscelyne**
*by David Tremayne*
**Published by Palawan Press**
**From £400**



## Reims *July 1962*

**In the non-championship Grand Prix de Reims, Graham Hill's BRM P57 leads Jack Brabham's unloved Lotus 24. Despite his feelings for the car the Australian led for four laps and was for a while part of the four-man group battling for the lead before Bruce McLaren made a break in his Cooper T60 to win by eight seconds**



## Spa-Francorchamps *June 1962*

**Rob Walker stands thoughtfully next to his Lotus 24, now ready for Maurice Trintignant in place of Stirling Moss, still in a coma in hospital following his Goodwood crash. But not for nothing was his occupation listed in his passport as 'gentleman' and as in everything Walker conducted himself with resolute decorum**







## Le Mans *July 1961*

**Dramatic and aerodynamic lines for this OSCA Sport 750 – somewhat spoiled by the mandatory deep windscreen the regulations demanded. Scrutineering officials are checking whether the car clears the minimum ride-height block**




## Crystal Palace *May 1970*

**Small-bore cars were often the most potent weapons round the tight confines of Crystal Palace's narrow tree- and sleeper-lined track, London's only circuit. In the fifth round of the RAC Sports Car Championship, Jeremy Richardson's Daren (20) is on pole with Roger Nathan's Astra (3) and Brian Martin's Martin BM7 (7) for company**

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From 2022, all BTCC cars will be running a new, bespoke hybrid system. But could it hurt the racing?

# HYBRID THEORY

Soon, the high-tech world of hybrid powertrains will be introduced into the British Touring Car Championship. But will it be a boost or a bust for what is already an ultra-competitive landscape? **Robert Ladbrook** spoke to the main players

IT'LL BE ONE OF THOSE EERIE THINGS. THE sort where you know what's happening, yet your brain struggles to compute familiar vision with alien sound. When the British Touring Car Championship combatants roll out of the pitlanes around the UK from 2022 they'll look the same, but be very different. They'll be silent, at least for a few moments. Then, once clear of the pit exit line, that usual rasping crackle of exhaust will return. Cue loud exhale. Normality resumes.

The BTCC's decision to introduce hybrid technology into a series that has become so renowned for doing things the simple way has already caused a stir. How much will it change? Does it risk ruining the racing, stretching budgets and bringing on that most negative of reactions, people simply switching off?

The BTCC currently enjoys a lot of strengths. Huge grids, sensible budgets, superb marketing, stick-shift sequential gearboxes, drivers making the difference. So why the need for change?

Well, all that will remain, just with an added sprinkling of 21st century road relevance.

"You only have to look at the world around us - how many road cars and new buyers will stick with 'traditional powertrains' over the coming years?" BTCC supremo Alan Gow tells *Motor Sport*. "The BTCC has always aimed to be relevant to manufacturers, sponsors and our audience. Some element of electrification - whether hybrid or fully electric - is in our futures. To ignore the reality would be one of the most damaging things we could do.

"The BTCC is certainly not beholden to manufacturers, but we also want to be attractive to them. We can provide a high-profile and exciting way to promote hybrid power, which will tick a lot of boxes for them. I can't think of a better, cost-effective way to instil emotion and passion into a person's buying decision for their hybrid car than to see it race in the BTCC."

But there are risks to bringing in hybrid technology, with the added engineering input needed, extra data and difficulty of translating what's going on with the cars to spectators. But, those at the heart of the project have no such concerns. While Formula 1 needs to rely on ultra-detailed graphics to get its hybrid messages across, the BTCC isn't F1, and neither will it be running an F1-level hybrid.

"It will have a very positive impact on the racing," Gow adds. "Our hybrid will primarily be a performance-enhancing addition to our cars and racing. It will bring increased overtaking and increased strategy."

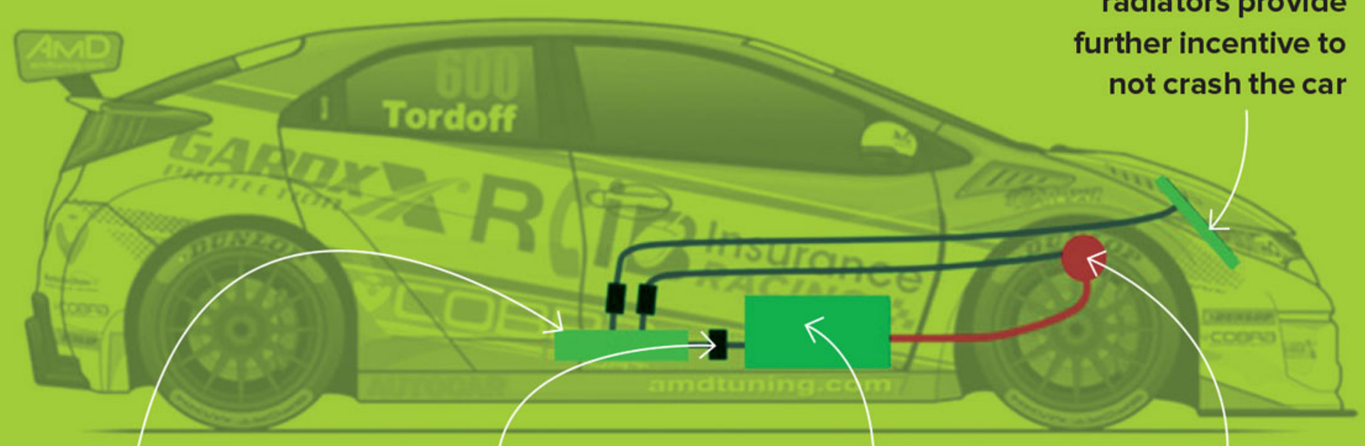
Whereas series like F1 focused on complex electrical systems aimed at energy recovery and the challenge of still creating 1000bhp-plus from 1.6 litres, and the World Endurance Championship's prototypes chased efficiency by the bucket-load, the BTCC's approach to hybridisation is different.

"This is a power system, not an energy or efficiency system," says Clive Dopson, chair of TOCA's engine technical review panel. "We worked with the teams and suppliers already in and around the BTCC to define what we needed from a hybrid. We wanted a push-to-pass and push-to-defend system, we wanted cars to be able to exit the pits under electrical power only, we wanted it to be good value, and we wanted it to fit around the current cars without changing too much technically. We also opted against any form of interaction between the brakes and the hybrid system, as we have a good mechanical braking system on the cars already and changing that would have been largely pointless and expensive. We've been working towards this since summer 2018."

So, what is this system? Put simply, it's perhaps the world's most cost-effective motor-sport hybrid powertrain. A battery hybrid



The battery pack is mounted in the passenger footwell, the same place success ballast is currently put




Extra front-mounted radiators provide further incentive to not crash the car

Separate hybrid cooling system has been developed by PWR, and services both the electric motor and the battery pack

Cooling system and all plumbing will use new universal connectors to make servicing quick and easy

A new bespoke battery pack has been developed by Delta Motorsport. It can be recharged on the to-grid and green flag laps

The 60v electric motor can provide a 40bhp boost when called upon, and delivers the power through the gearbox




Creating a single system capable of working equally with different car and engine types has been a big challenge

# Back to the tin-top



## Sports car ace Darren Turner on what it's like tuning the BTCC hybrid

"I hadn't driven a touring car since the SEAT Sport days in 2008, so being the hybrid development driver is a nice throwback to an exciting stage of my career. I kept in touch with Alan Gow and the TOCA team, and when they needed a driver with suitable development experience I was lucky enough to get the call.

"We did a few days on an airfield, just to ensure the system worked as intended, and then did our first circuit test at Snetterton in August. Before each run I'll get a brief of what I'm expected to do, such as 'deploy the system here for this long, and then try this here' and the routine will change with every run. I did need a few laps without the hybrid engaged just to dial myself back into a touring car – get back into the habit of pulling a gear stick!



"At Donington Park we started to tune the performance. I've been deploying the boost manually via the steering wheel. Coming out of a corner like Coppice, I'm engaging it at the top end of third gear and by the end of the straight you can certainly see the difference in your speed and engine revs!

"I think it will be a positive thing for the racing. It won't be like DRS, where we'll see cars flying past each other effortlessly, but it will allow cars to get alongside each other more easily, but there will still be a lot of driver input to pull off the passes and to use it effectively for defensive driving, too."

JAKOB EBREY, TOCA

developed from a raft of readily available and proven parts, from proven suppliers, and designed to fit like a plug-and-play hybrid solution to the existing BTCC cars.

Teams will lease a full hybrid kit from TOCA each season, which consists of a gearbox-driven 60v electric motor, a battery system, plus all cooling, cabling and connectors to make it work alongside the 2-litre turbocharged engines.

When activated, drivers will get a 40bhp boost for up to 15 seconds per lap; each usage should gain a car with boost around 15 metres against one without. The system will then regenerate itself via the kinetic energy of the gearbox, and is capable of being fully charged within a single racing lap of most venues.

There is currently still some debate around how much boost the driver solely will be allowed to control from a button on the steering wheel, and how much can be pre-programmed to deploy automatically through the electronics. But, knowing the BTCC's preference toward manual racing, expect the drivers to still be making the majority of the difference.

TOCA technical director Peter Riches says: "The first challenge with these regs was not altering too much on the cars. It would have been far easier to start from a clean sheet of paper, but that would have brought a lot of additional cost, and that's not the aim at all.

"The motors had to fit so the frames and suspension weren't affected as NGTC [the current Next Generation Touring Car rules] doesn't spend that sort of money. The challenge to the teams will be quite big, and whether the back of the grid can keep up with the front initially is debatable, but we can do all sorts of things such as limit the guys at the front to allow the rear to catch up again while everybody understands the new system. NGTC simplified things after we had years of over-innovation with rules like Super Touring, which was just engineering showboating.

"Effectively what we've done is give NGTC another five years of life with updates that move with the times. From start to finish NGTC will be a 16-year programme."

TOCA nominated existing electronics supplier Cosworth to manage the hybrid programme. Cosworth has in-turn partnered with PWR for the cooling and with gearbox supplier Xtrac, which has devised easy-fit modified gearbox casings to accommodate the electric motors. Battery supplier Delta Motorsport is the only new partner to the series.

One of the quirks of the BTCC is the range of engines and drive-types available to competitors. NGTC cars can be either front- or rear-wheel driven, and can use a number of different homologated engines, all of which already feature spec parts such as turbo, wastegate, intercoolers and ECU.

And for those teams not working with a manufacturer to build their own homologated engine, TOCA offers an off-the-shelf option, which will be supplied by M-Sport from 2022 rather than Swindon as it is now. So there's a range of different engines to cater for, too.

Creating a single system capable of benefiting all different types of cars equally was one of the largest challenges.

"There is a bit of an issue with the e-motor not being in the same position in FWD and RWD," adds Dopson. "You could say it's slightly more advantageous in RWD as it is mounted lower and further back in the car within the gearbox bellhousing, as opposed to being higher up at the front of a FWD car, but we plan to equalise that. Any advantage RWD would have with the e-motor we will take away by mounting the battery slightly further forward and higher in the cockpit to re-balance things. The hybrid will have no impact on the centre of gravity of the car. The system weighs 60kg, the same as the max success ballast we run at the moment, so there shouldn't be any impact on tyres, brakes, driveshafts… anything."

> "From start to finish, NGTC will now be a 16-year programme"

In terms of cost, TOCA and Cosworth have set the lease at £20,000 per car, per season. The deal has been restricted to a lease because parts can be swapped for free in the event of a technical failure, limiting the risk to budgets.

In order to keep costs down, Cosworth has come up with some novel solutions, as its head of electronics support Neal Bateman explains: "All of the parts are off-the-shelf products, all specially adapted for touring car usage. The e-motor is readily found in aviation, so we changed all of the connectors and ancillaries using our sporting knowledge to improve the serviceability and operation for the BTCC, so in essence it becomes a Cosworth product.

"The companies involved, such as Delta for the battery and Xtrac with the gearbox, have already used this technology and know it well. Having so many suppliers familiar with the

BTCC means we know the difficulties of the teams and that makes the project that much easier. It's a real collaborative effort."

Perhaps the biggest change the hybrids will bring to the racing is that they will supersede the current success ballast system. Currently, if you win a BTCC race you can expect 60kg of lead to drop into your car for the next one. That will be a thing of the past for the new era, where the hybrid power will instead be adjusted to keep things tight on track.

The battery will be mounted in the passenger side, where the existing ballast box sits. After each race, Cosworth will fit a universal dongle to each car requiring success penalties, the coding on it limiting the hybrid boost available for the next race quickly and easily.

TOCA is still testing the restrictions to determine whether there will be a reduction in the outright 40bhp of extra power available, or a reduction of the energy of the system meaning successful cars could have the same 40bhp boost, but for less time over a lap.

So far, the BTCC hybrid has been fitted to a single car while it undergoes development – one of Speedworks' new Toyota Corollas, which is already well into its testing programme.

Speedworks, which runs the Toyota Gazoo Racing UK squad in the BTCC, reported little issue with the installation of the first system.

Team boss Christian Dick says: "It should be a very neat and slick installation. We had a few hiccups with ours but it was the first one so it didn't have the final universal connectors and things that will make it easier and faster for teams. I think it's going to be cheaper and more simple to install than a lot think."

Speedworks' design and race engineer Spencer Aldridge adds: "The build time was very similar to our current race car, just a few hours more for the hybrid. We did have some issues packaging the cooling on the Corolla, purely because we have a very short front overhang, but that was the sole modification needed. Repair times also shouldn't be bad. We can change the e-motor in about half-an-hour, and battery changes can be done in minutes. I've driven the Corolla with and without the hybrid, and it feels slow without when you go back to the current car."

But, with all of this extra cooling at the front, does it risk changing some drivers' bumper-bashing habits?

"We always say there should be some reward for not crashing your car, so this is perhaps the best driving standards device we've ever introduced," laughs Riches. "We've engineered the system so that if you damage the hybrid radiators at the front and lose coolant, then you'll just lose the hybrid system until it's repaired. The engine will still run."

There's also the challenge of communicating the status of cars to fans. When stood on the banks, how do you know which cars are using the boost, and which have none left?

"The hybrids won't externally change a car's behaviour most of the time, they'll still look and sound as they do," says Gow. "The only time the audience will know they're being used will be the immediate increase in performance, as well as some external LED lights that will signal when the hybrid is active. We'll be communicating with our fanbase before 2022 in order to educate and inform them of the system and how it will be used."

Lastly, in the modern world of other formulae looking to gimmicks such as drag-reduction systems, fragile tyres and intermittent bans of refuelling, the BTCC stands out as a championship not afraid to do what works.

Success ballast and reversed grids are both proven to improve the show of the BTCC, and rarely is either questioned by fans. But, could push-to-pass hybrids be a step too far?

Gow has the final word: "I take issue with them [reversed grids and success ballast] being called 'gimmicks' as they certainly are not. Horse racing has had success ballast in the form of weight handicapping since the 18th century. It's a legitimate means of making the sporting spectacle and outcome less predictable.

"I think with the initial introduction of hybrids into F1, and the resulting decrease in engine note and the negative publicity it brought, understandably some people are nervous of hybrid and concerned it will have a similar negative effect for touring car racing. But that just won't happen; our hybrid drives off the gearbox, so it will have zero effect on the engine noise. Hybrid will be a great fit for the BTCC and I don't see any downsides."

**"This is perhaps the best driving standards device we've created"**




The BTCC Hybrid Toyota has already completed two full circuit tests, despite the strains of a virus-afflicted season. The system was initially due in 2021, but was sensibly pushed back to 2022

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## 1965 Bizzarrini 5300 GT America

Chassis #BA4-*0102* was delivered to the USA in the desired „America“ version with independent rear suspension and fibreglass body. The car returned to Europe in 1991 and was completely restored in Italy. The racing career of the car began 2007 and was since then raced extensively in Patrick Peter‘s GT-Trophy, Le Mans Classic and a 2 time entrant/finisher in the Spa 6 Hours. The car was maintained to the highest standard during the past years and is now ready to go for the next 2021 season. The engine and the gearbox are freshly and completely revised with only 1 hour trackday in summer 2020.

A freshly revised spare engine is available by separate negotiation.

Eligible in Patrick Peter‘s GT Trophy, Sixties Endurance and Le Mans Classic as well as the Spa 6 Hours makes this one an ideal front runner car for the coming year. **Price on request**










## 1979 BMW M1 Procar

Chassis *94301063* was the 24th of 40 Procars built, entered in the 1979 Procar serie by BMW Switzerland and campained by Max Heidegger. The car was driven by Marc Surer (and alternatively by Markus Hotz or David Hobbs) when Surer had to drive the F2 Championship for BMW.

By the end of the 1979 Procar season, it was sold to its first private owner, Swiss driver Edy Brandenberger of Basel. Brandenberger entered it for the 1980 Procar season as well and for some of the German DRM when there was no Procar weekend. From 1981 until 1984 the car was entered and driven in more then 30 races from the German DRM and Swiss Championship by Edy Brandenberger. At the end of 1984, the car was put in storage after his retirement until 2001 when bought by its 2nd Swiss owner Christian Traber.

The car was then completely restored to the highest standard by Graber Sportgarage of Toffen and always maintained by Graber during its extensive and successful racing career in more than 75 races between 2003 and 2019 **Price on request**

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Aston Workshop




Distinctive air intakes led to the swim-inspired nickname for this racer

# Behind the mask

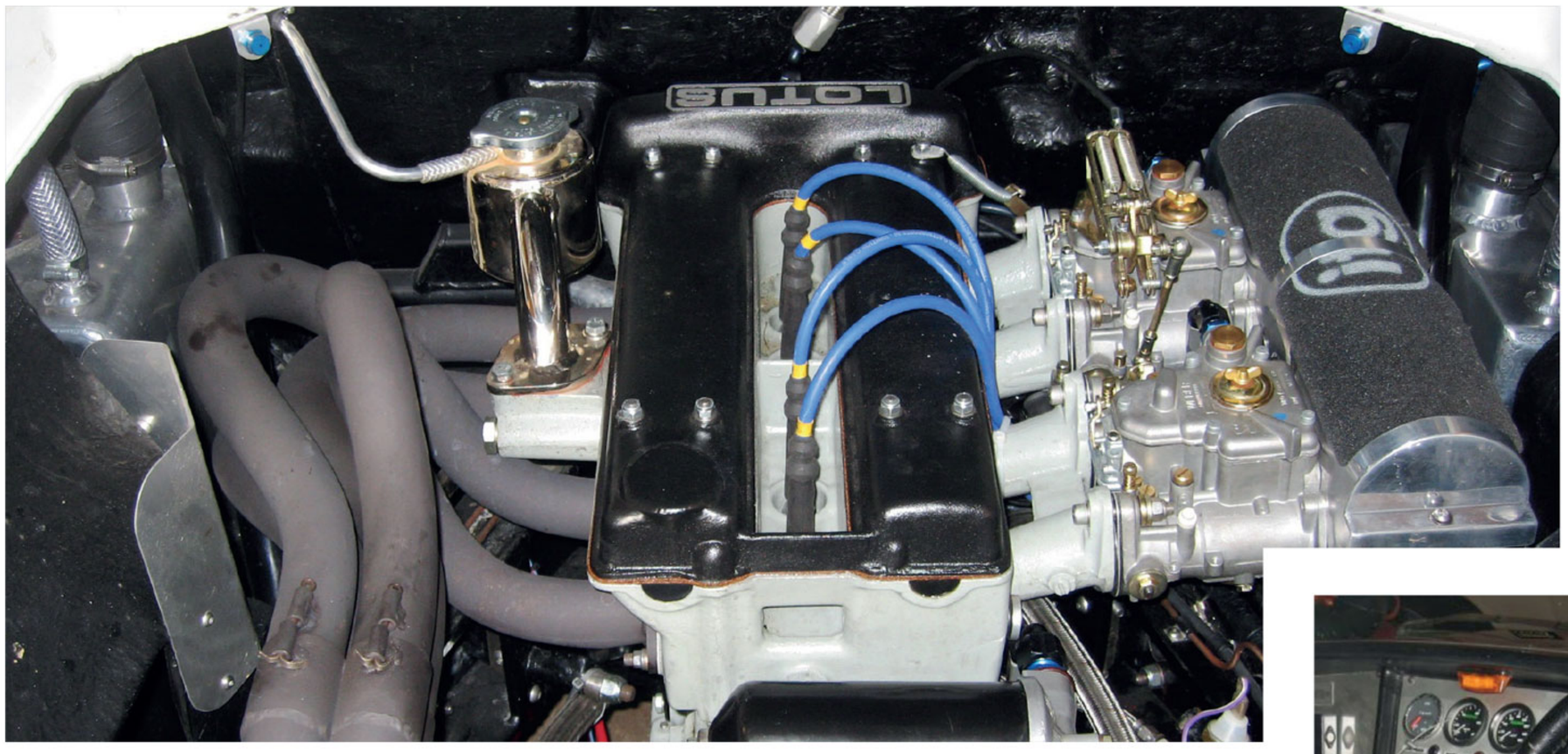
A one-time scrapyard rescue, this Lotus 47 'snorkel car' is fully restored and ready to run. **Simon de Burton** checks its track record

IT'S DIFFICULT TO IMAGINE A LOTUS 47 ending up in a scrapyard nowadays, but that was allegedly where this one was saved from during the early 1970s, a time when neither a car's racing history nor its significance to a marque's development seemed to matter much.

As any Lotus fan will know, the 47 was the track-ready version of the Europa and went on sale shortly after the road car became available to buy in early 1967. Despite its similar appearance (save for bigger wheel arches and a few cooling vents) the 47 was very different under the skin, being powered by a Lotus 1600 twin-cam-based Cosworth MkXIII dry-sump engine driving through a Hewland five-speed transaxle gearbox.

The set-up gave the car around 175bhp, more than double that of the Renault-powered road model and, combined with extra-thin, lightweight bodywork, made the 47 a real performer. Disc brakes front and rear helped to rein in the extra power, and handling was improved thanks to a revised rear chassis that made the racer considerably stiffer.

With the exception of the initial test car, all of the 60 or so 47s believed to have been produced were put together by Lotus Components rather than at the main factory, with this car - originally chassis number



The Europa had a Renault inline four, replaced in the 47 race version by a Lotus twin-cam. This car was raced by John Miles, John Calvert and Jackie Oliver

four - being finished in the white and green Lotus Components livery and allocated by Lotus to John Miles for the '67 season.

In longer events, Miles shared the car with Jackie Oliver and, between them, the pair drove it to an impressive 17 victories through the year, its finest hour coming in the BOAC International 500 six-hour race of July in which it clinched a class victory.

Chassis four became a familiar sight at UK circuits thanks to its unique additional air intakes mounted behind the rear window that earned it the soubriquet of 'the snorkel car', and at the end of the season it was sold off by Lotus to owner-driver John Calvert.

He continued its run of success with an instant win at Croft on Boxing Day 1967 and several more podium finishes during the coming months before being forced into the barriers at Copse Corner during the Silverstone International Trophy race.

Major damage necessitated a rebuild onto chassis/body number 78 (which remains the basis of the car today), after which Calvert carried on racing it before registering it for the road and, ultimately, parting with it in late 1969. Thankfully, although the snorkel car ended up in that scrapyard, it was rescued.

Between 1981 and 2005 it was rebuilt and restored to its original Lotus Components appearance and has since been seen at many historic events. Charles Leith offers it now in turn-key condition, complete with Jackie Oliver's signature on the roof.





**1967 LOTUS 47 GT**

**On sale with Charles Leith, Fordingbridge, Hampshire. Price £POA. charlesleith.com**

# In the market for an unrestored gem?

If you fancy a project, you should save these classics from period purgatory



**1958 MERCEDES-BENZ 190SL, £POA** An undeniably pretty little roadster, this is described as perhaps the most original in the world. Sadly that 'originality' means it now needs a full overhaul. *hiltonandmoss.com*



**1975 FORD ESCORT MKI, £8500** The MKII may get the plaudits, but the humble Escort MKI is becoming increasingly rare. This 1300cc one has been in storage for 20 years and has covered 107,000 miles. *carcavescotland.co.uk*



**1918 FORD MODEL T SPEEDSTER, £13,050** Cars don't get much more classic; this non-driving old-timer has the 2892cc engine and still sits on its original wooden-rim wheels. *erclassics.com*



**1985 PORSCHE 911 CARRERA 3.2 TARGA, £25,890** A desirable model with a host of original extras, such as the Fuchs wheels. Imported from Hawaii and currently for sale in the Netherlands; 105,000 miles. *carrosso.nl*

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THE MARKET

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AUCTION HERO

# Orange crush

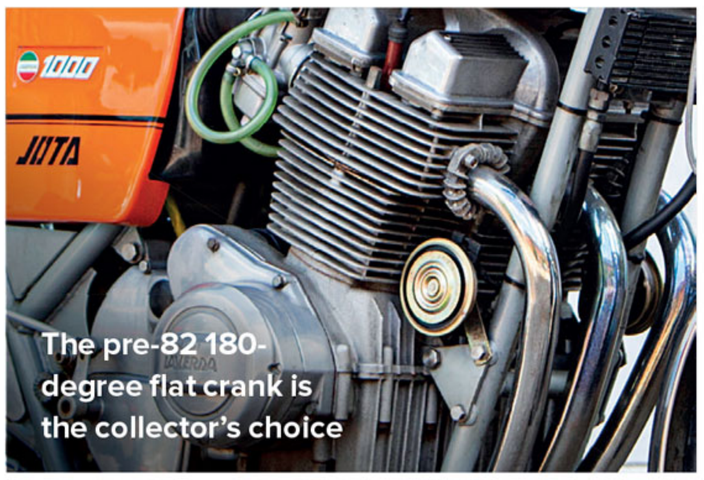
The Slater brothers' Laverda Jota was once the world's fastest production bike. **Simon de Burton** dances to the beat of the beast

In 1976, Pete Davies won the Avon Roadrunner race series riding a bike that was virtually street-legal. The machine in question was the original Laverda Jota, a model developed by the Italian marque's UK importers, Roger and Richard Slater.

The Jota was born out of the 981cc 3CL triple, the 1976 update of the 3C, which featured five-spoke cast wheels, three disc brakes and a neat glassfibre tailpiece. To it the Slater brothers added performance exhausts, rear-set footrests , less restrictive air filters and a close-ratio gearbox to create a brutal beast which made 90bhp at 7600rpm and offered a potential top speed of 140mph - so making it the quickest road bike of its day.

A *jota* is a Spanish dance accompanied by castanets in three-four time, and the name was chosen for the Italian triple in homage to the quirky arrangement of its crankshaft, which leaves the middle piston at top dead centre while the other two are at the bottom. When a Jota is 'on the cam', the engine delivers an effortless flood of ultra-smooth power which, combined with characteristically nimble Italian handling and ultra-solid road holding, makes it a motorcycling delight.

It's a different story in the cut and thrust of city commuter traffic, however, where a Jota will express its Italian temperament through its weighty clutch, a rough and reluctant idle, and a seat, centre of gravity and choice of gear ratios which are all too high for the urban jungle.



The pre-82 180-degree flat crank is the collector's choice

But the gorgeous Jota was never meant for such a restrictive environment. Even at rest it needs space so admirers can stand back and appreciate the sculptural engine, the fine upswept silencers and the generally imposing appearance of the whole. Up close, riders who like to feel part of their machine appreciate the famous Laverda handlebars that can be altered from providing a full racing crouch to an upright touring position, the similarly adjustable footrests and the (optional) variable-length gear lever.

The model also came in several hues, but really the only true Jotas are those finished in Laverda racing orange with silver frames and selfish humped seats. Such as this excellent example on offer at Bonhams, which also has the favoured 180-degree engine rather than the later 120-degree unit that was introduced to make the bike smoother and more manageable in traffic.

Back in 1976 a new Jota cost around the £2000 mark, at least twice the price of a Japanese superbike. The best can now command £20,000, so if this one looks like selling within estimate, stick your hand up. You'll be dancing for joy if you get it...

**1981 Laverda Jota 180.**
**On sale at Bonhams, December 11, Bicester.**
**Estimate: £7000-£8500**

BONHAMS



**ALFA ROMEO BAT CONCEPTS. SOLD FOR £12.4M. SOTHEBY'S**

**Don't worry, you haven't missed a major car auction – these three Alfa Berlina Aerodinamica Tecnica (BAT) concept cars were the stars of Sotheby's Contemporary Art evening sale held in New York on October 28. Offered as a single lot from a long-term private owner, the trio were displayed individually at the Turin auto shows of 1953, '54 and '55 but were never seen together in period. Sotheby's marketed and sold the cars through digital formats, claiming a record for most-valuable post-war Alfa Romeo.**



**1976 PORSCHE 911 2.7 MFI. SOLD FOR £171,590. BONHAMS**

**One of just 20 Porsche 911 Targas to have been supplied to the Belgian police with upgraded MFI engines from the 2.7 RS, this car was sold to a British buyer after retirement and spent 30 years in an Essex barn then restored to original spec.**



**SIR STIRLING MOSS JAEGER-LECOULTRE WRISTWATCH. SOLD FOR £67,850 SILVERSTONE**

**A piece of motor-racing history, this watch carried the gold wipe-clean band invented by the late Moss in 1954 and worn on an almost daily basis until the 1990s, including three Monaco GP wins.**



**1980 FIAT 131 ABARTH RALLY. SOLD FOR £297,000. RM SOTHEBY'S**

**This 131 Abarth was the car in which Walter Röhrl won the 1980 Sanremo Rally, helping to clinch the driver's championship. Its pre-race story is that it had to be smuggled out of the factory under cover so striking workers didn't see it.**

# Look on the bright side

Was 2020 a write-off? According to the *Classic Car Auction Yearbook*, it could be far worse, says **Simon de Burton**

NOW THAT IT'S TIME TO WAVE good riddance to a true *annus horribilis*, it's also a chance to dip in to the latest edition of the *Classic Car Auction Yearbook*, the depository of annual saleroom data that is the result of co-authors Adolfo Orsi and Raffaele Gazzi tracking the results of every significant collector car sale to take place, in this case between September 2019 and August 2020.

Now in its 25th year, the *CCAY* really is both a labour of love and an invaluable insight as to what cars are truly worth and how their prices are faring.

The good news is that, despite Coronavirus lockdowns, economic gloom, the circus that was the US presidential election and other negative forces, classic car auctions held up impressively with an average of 71 per cent of lots offered being sold, although the fact that the total turnover of £575m was 27 per cent down on 2018/2019 is not so positive.

But it's not solely attributable to the current extraordinary times. For all but the very best blue-chip classics and rarest of 'youngtimers', the market has softened. And, for the first time in history, an example of a modern outshone all true classics to become the most expensive collector car of the year when Bonhams sold a 2014 Lamborghini Veneno Roadster for £7m.

Only a very brave crystal-ball gazer would claim to know what 2021 holds in store, but one thing's for certain - the times certainly are a-changin'...





**1932 ALTA SUPERCHARGED. SOLD FOR £90,850. BONHAMS**

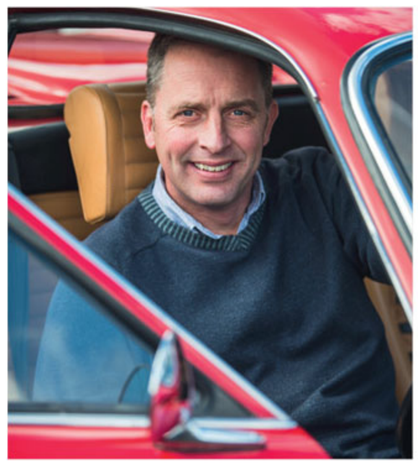
**This rare Alta is believed to have been the sixth made at the Surbiton factory by automotive engineer Geoffrey Taylor. Originally fitted with open four-seater bodywork, it was converted by Taylor to the sporting two-seat configuration.**



**1961 EMERYSON F1. SOLD FOR £161,000. BONHAMS**

**This exquisite racer from the stable of British engineer Paul Emery was first campaigned using a Maserati engine but was rebuilt with a Coventry Climax unit. Now the last surviving Emeryson F1 car, it was fully restored in 2017.**

RM SOTHEBY'S, BONHAMS



# THE INSIDE LINE

## "It was possible to order '70s cars with a Kermit green dashboard"

One of the important parts of our job is to advise and guide our clients – and sometimes one of the hardest things is helping them come to terms with the fact that rarity and desirability are not always the same thing.

Sure, if you have a coach-built Ferrari one-off with a Le Mans history then you can pretty much set your own price tag – and if Ferrari had built half the F40s it did then they would be worth more – but it doesn't matter how many times you say only a handful of BMW 840s were ever finished in Dakar Yellow, they will still be worth less than a blue, green or silver one.

You see, rarity is frequently a function of undesirability; if your treasured classic is finished in a rare colour then that's almost certainly because it was an unpopular choice when it was new and the passage of time tends not to make much difference to people's tastes.

Similarly, just because only one of thousands of the deluxe model of a 1970s repmobile has managed to evade the jaws of the crusher, doesn't mean it's definitely worth more than a Jaguar, and if you are one of those heroes with a Subaru XT coupé or SVX, enjoy it but please don't rely on it ever becoming the deposit for your next house because *spoiler alert* it won't.

**"Don't rely on a Subaru XT coupé becoming the deposit for your house"**

It's much the same thing with all those late Mini and Mazda MX-5 special editions, the ones that comprise a different paint job and maybe some different material for the seats. The fact that the factory only churned out 500 to try and stimulate some interest in an ageing model generally doesn't add much to their value 20 years later.

It's not just the exterior colour, either; a bright interior might be a little more nuanced in its effect on a car's value but, because it was usually a cost option, it tends to be relatively rare – and in this case rarity can help. Sometimes. The Mercedes-Benz 450SLC we sold recently for £11,752, for example, attracted a great deal of interest and a lot of that was down to its bright red leather interior. And we can all agree that a white Jaguar XK150 looks much better with a red interior, can't we?

But be careful with this scenario. It was possible to order a number of '70s and '80s German cars with a Kermit green dashboard. They were rare. Probably rarer than red. But because value is driven by desirability, and red appeals to more people than green, the perennial law of supply and demand drives the value accordingly.

Why might this be? Well, perhaps it's as simple as what we want from our daily drivers is very different to what we like to see in our high-days-and-dry-days classics; do we tend to value discretion in our normal cars, but are happy to be more extrovert in our classics? The Renault Avantime is a modern example; the quirks that made it a corporate financial disaster as a new car are largely the same as those making it a modern classic, and values are (gently) increasing.

And that 450SLC's red interior was so bright that it was potentially migraine-inducing if you had to face it day after day, but as a mood enhancer, when you need cheering up, it would work brilliantly.

Which leaves the car restorer with a bit of a conundrum: if a nice red leather interior seems to increase a car's desirability and value, does incorporating one during its restoration increase its value, or decrease it as it is no longer finished to original spec?

The jury is still out on that one, but perhaps it does give you permission to be a little bolder in your decision-making if that's the colour you've always fancied.

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




Gerhard Berger spent three seasons in F3, finishing third in the 1984 European series with Trivellato's Ralt RT3

**Buying guide**

# Ralt RT3

Before it became a homogenised chassis category, Formula 3 was a hotbed for innovation, and the RT3 led the way

Ayrton Senna, Martin Brundle, Tommy Byrne, Stefan Johansson, Gerhard Berger, Emanuele Pirro, Gabriele Tarquini, Ronnie Peterson... the list goes on. The link between them all? They all used a Ralt RT3 during the formative stages of their careers. Whether it launched them to giddy Formula 1 heights, Le Mans successes, tin-top shenanigans or wherever, over its six-year lifespan the RT3 created more motor racing stars than any other junior-formula car.

And the technical team behind it wasn't half bad either, it being the brainchild of Ron Tauranac, the genius designer and engineer who helped launch Brabham into the stratosphere before turning his attentions to offerings more humble. And it so nearly never even came into existence.

We can thank Bernie Ecclestone that it did. When the future tsar of F1 opted to buy out the Brabham Formula 1 team in 1972, its former chief Tauranac found himself with time on his hands. After some fleeting work with Williams and an F5000 project, he went back to Australia with the intention to retire, but all that did was relight an old flame.

**RALT RT3**

- **Price new** £13,000
- **Price now** £40,000-60,000
- **Engine** 2000cc four-cylinder; Toyota, Ford, Volkswagen
- **Rivals** March 803, Chevron B47, Argo JM6, Martini MK27
- **Verdict** One of the most successful junior single-seaters of all time

When he first started in the sport, Ron and his brother Austin Lewis toyed with building hillclimb specials codenamed RALT after their combined initials - Ron, Austin, Lewis, Tauranac. That would lead to Ron meeting Jack Brabham and kick-starting his incredible career. But when all that was over, could there be a market for offerings further down the ladder?

Tauranac was convinced so and returned to Europe to officially found Ralt as a company in 1974 with the intention of supplying ready-to-race cars into Formula 2 and 3 from a new factory in Woking.

His first offering, the RT1, appeared for 1975, and was built to be strong, reliable and adaptable to accommodate either the Ford, Toyota or Volkswagen F3 power plants. Larry Perkins netted a pair of wins during its first British championship season on his way to







The 1983 British F3 season featured a head-to-head between Senna (no1) and Martin Brundle, both with Toyota-powered RT3s




This Alfa-powered Ralt RT3 was seen in the 2019 Historic Tour Ledenon's F3 race, up against its old enemies such as March and Chevron

DPPI, GETTY IMAGES

fifth in the points. That was a fair start, but up against the might of Chevron and March, Ralt endured a long gestation period. There were a smattering of wins across the next few seasons until Nelson Piquet finally netted Ralt a first British crown in 1978. And then the sport changed entirely.

Aerodynamics and ground-effect took their time to trickle down but arrived in F3 for 1979, whether the teams were ready or not. It turned out that most weren't. While March and Chevron both adapted current models with the now-legal wings and skirts, Ralt used its experience with the F2 RT2 and designed an all-new offering for the new rules - but this decision kept Ralt out of the picture for longer than ideal. The RT3 featured a narrow aluminium tub, honeycomb bulkheads, inboard suspension, a centrally mounted fuel tank and a low-slung shape coupled to the wide sidepods and skirts. However, production was slow, and only a handful appeared by the end of the year.

**"March gave up building F3 cars by 1982, the same year RT3s won every race"**

But 1980 would be when the RT3 realised its potential. Stefan Johansson was already leading the British championship for Ron Dennis's Project 4 team when he swapped from his tricky-to-set-up March 803 to an RT3, and once he had he was untouchable, dominating the final races. In the German series, RT3s finished first and second, and the tone was set.

Across the next four seasons nothing but an RT3 would win the British championship. March even gave up building F3 cars entirely by 1982, the same year an RT3 won every British championship race.

The RT3 would provide the platform for Senna's first F3 win - a non-championship winter event at Thruxton in 1982 - and his epic title battle with Brundle during 1983. And the RT3 grew as it went, being refined before each new campaign.

By 1985 the rule-makers were growing concerned about speeds, so demanded that flat-bottomed cars become mandatory, ruling the RT3 out, to be replaced by the RT30.

The numbers across the RT3's lifetime were startling. Four British championship titles from five seasons, the same in Germany. A host of RT3s are still active in the FIA's Historic Formula 3 European Cup - launched in 2018 - keeping one of the sport's defining designs in competition.

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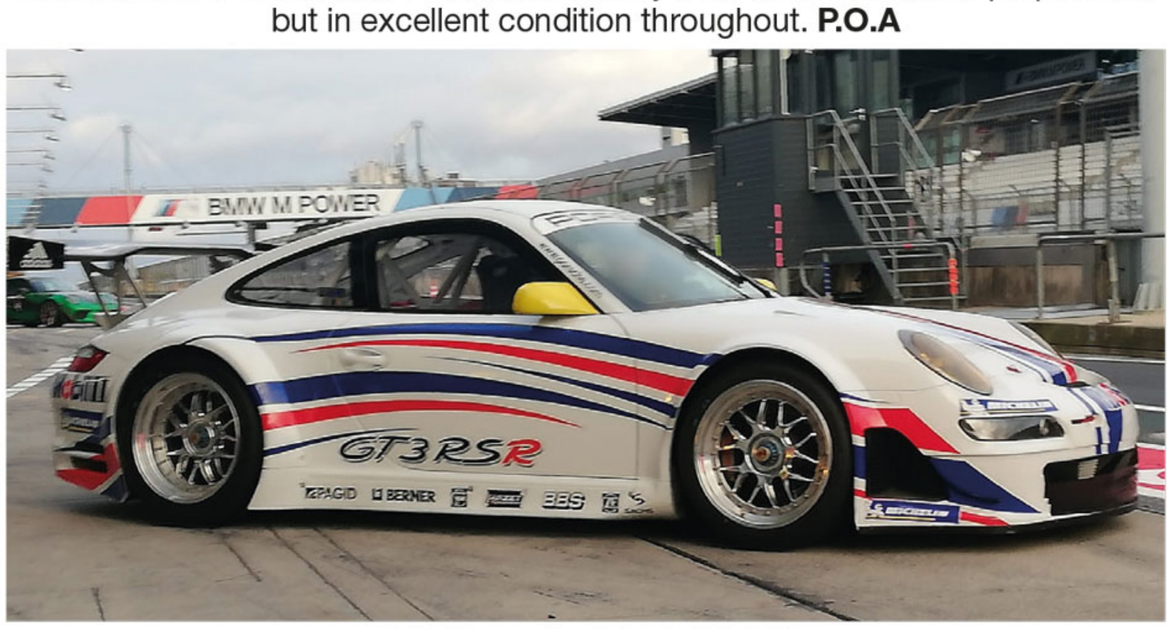

**1958 Lotus 16** (#363)
Ex-Graham Hill, David Piper and Tom Wheatcroft works car. Race-ready with current FIA HTP. Front runner for HGPCA and Monaco HGP. **P.O.A.**




**1963 Shelby Cobra** (CSX 2194)
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## Buying guide

# Bugatti EB110

A rarity that divides opinion, but this Franco-Italian mash-up was the first to resurrect the historic marque

THIS COULD BE THE FORGOTTEN hero of 1990s supercars. And before you judge, just consider the facts. Launched in the same era that gave us such automotive exotica as the McLaren F1, Ferrari F40, Lamborghini Diablo and Jaguar XJ220, the Bugatti EB110 hardly stood a chance in the bedroom wall poster contest, with its boss-eyed front-end, slab sides and stubby rear. And then there was its price tag. In 1991 you'd have to fork out a whopping £285,500 for one. That's about £100,000 more than an F40 at the time. Big money, then.

Plus, what badge did it wear? Did the name Bugatti hold much sway against the established big-hitters any more? Back in the 1930s it did. But Bugatti had been long defunct after the death of founder Ettore Bugatti in 1947 forced the company to wind up in the early '50s.

So what on earth was it doing back? And just to add insult to injury, it wasn't even technically French. It was now Italian. Funded, built and sold out of Campogalliano, Modena. Surely the EB110 had just about every roadblock to desirability laid out in front of it. Yet fast forward some 30 years and Bugatti is well and truly back at the top of the tree after its Veyron and Chiron success stories.

**BUGATTI EB110**

- **Price new** £285,500
- **Price now** £700,000-£1.5m
- **Engine** 3.5-litre quad turbo V12
- **Rivals** Ferrari F40, Lamborghini Diablo, Jaguar XJ220
- **Verdict** A largely forgotten milestone in Bugatti's rich, if disrupted, history

But neither of those would have happened were it not for one Italian's gamble.

Ferrari dealer Romano Artioli already knew all about Bugatti's history and had his own personal collection of its classic cars before deciding to buy the rights to the name and establish Bugatti Automobili SpA in 1987.

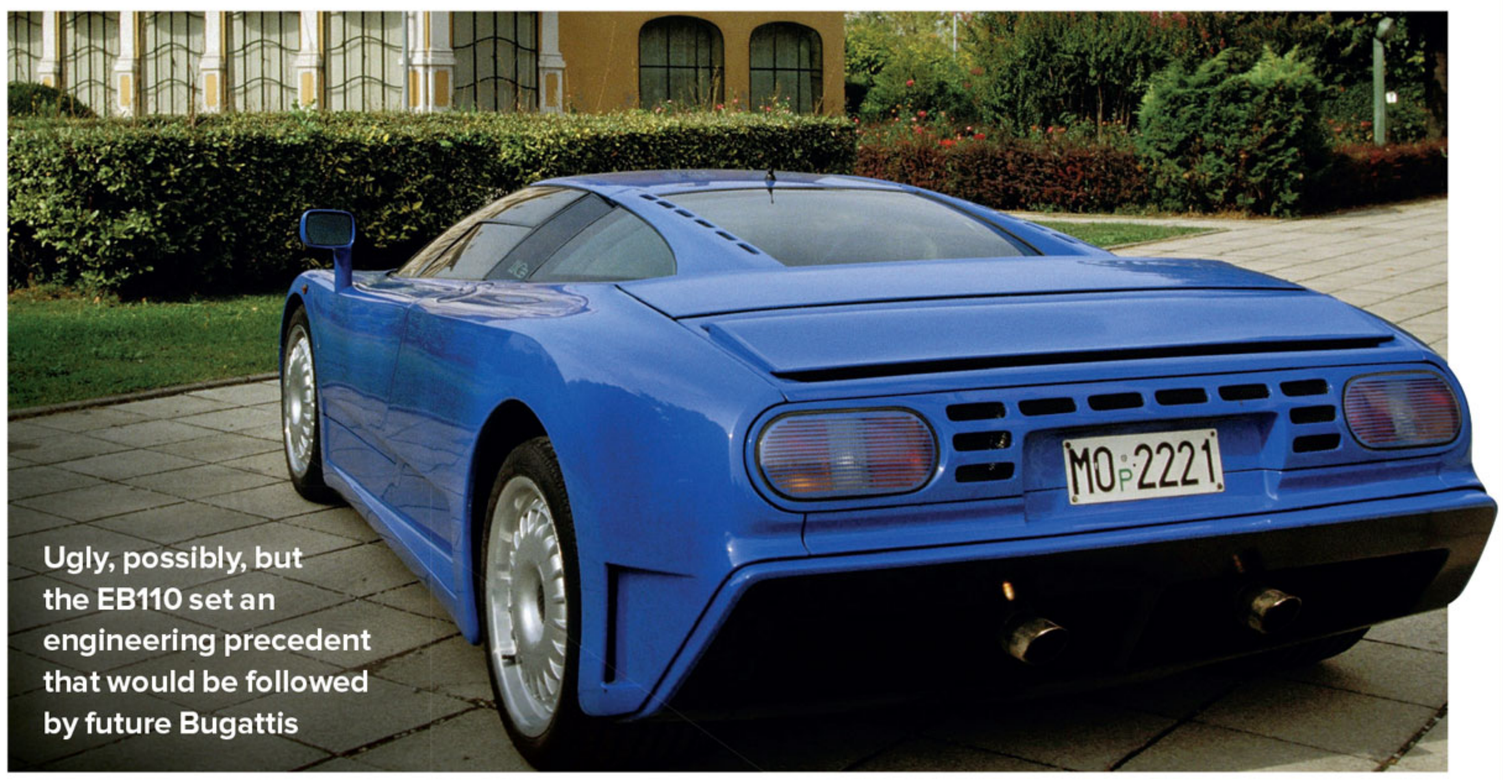
Work on a new model began immediately, but not everything went smoothly. Artioli recruited the same chassis design team that created the Miura platform for Lamborghini, and they set about penning an aluminium honeycomb design and instructed Marcello Gandini of Bertone to clothe it. Artioli was unimpressed by the early cars and after numerous 'creative differences' the chassis team left, as did Gandini, and a new team was assembled, headed by Aérospatiale with the design tweaked by Giampaolo Benedini – an architect by trade, rather than a car designer.



The dream of Italian importer and dealer Romano Artioli was to create the ultimate supercar, but the timing couldn't have been worse




After a 55-year wait, in 1994 Bugatti returned to Le Mans. A tyre failure proved the undoing of the EB110 SS




Ugly, possibly, but the EB110 set an engineering precedent that would be followed by future Bugattis

GAMMA-RAPHO VIA GETTY IMAGES, BUGATTI

Out went the aluminium, in came a full carbon chassis, setting the project back hugely.

Eventually, the EB110 was unveiled on September 15, 1991, a full four years after its conception, on a date which coincided with what would have been Ettore Bugatti's 110th birthday, lending the car its EB110 designation.

But what was special about this 'new' Bugatti? Let's start with the engine. Bugatti opted to buck the trend of big-capacity turbocharged units, and developed a 3.5-litre V12, boosted by four small turbos. The logic was that four smaller fans spooled much faster than two big ones, reducing turbo lag. It had quite some effect. The EB110 had 555bhp, weighed 1600kg, had four-wheel drive and could hit 213mph. Sound familiar? That's because even the Bugattis of today stick to largely the same multiple-turbo engine, all-wheel-drive formula created for the EB110.

**"It hardly stood a chance in the bedroom wall poster contest"**

Soon Bugatti went even better, creating a limited run of Super Sport variants, which each boasted 612bhp, could hit 62mph in just over three seconds and nudge a tad above 220mph. For the time, those are some scary numbers.

The EB110 was usable, too. The interior was luxurious, using the finest leathers and woods, and with the turbos muted it was comfortable and easy to drive. And it went racing. Two cars were built, one for Le Mans in 1994 and one headed across the Atlantic to IMSA, but neither fared well.

Sadly, the glory didn't last. Around 130 EB110s were delivered before Bugatti was bankrupted by a combination of recession and Artioli's over-ambitious EB112 saloon concept, together with his purchase of Lotus Cars – he'd go on to name the Elise after his granddaughter – and Bugatti shut its doors for a second time.

That wasn't the end of the story, as ex-employees combined to buy the remaining half-finished chassis, spawning spin-offs, such as the madcap B-Engineering Edonis and the German Dauer EB110.

Then, after a second period of stagnation, along came Volkswagen in 1998 with a dream to build the ultimate Bugatti, elevating the brand back to the pinnacle of automotive engineering in the process. But there's no understating the role the short-lived EB110 played in the history of one of the world's great automakers.

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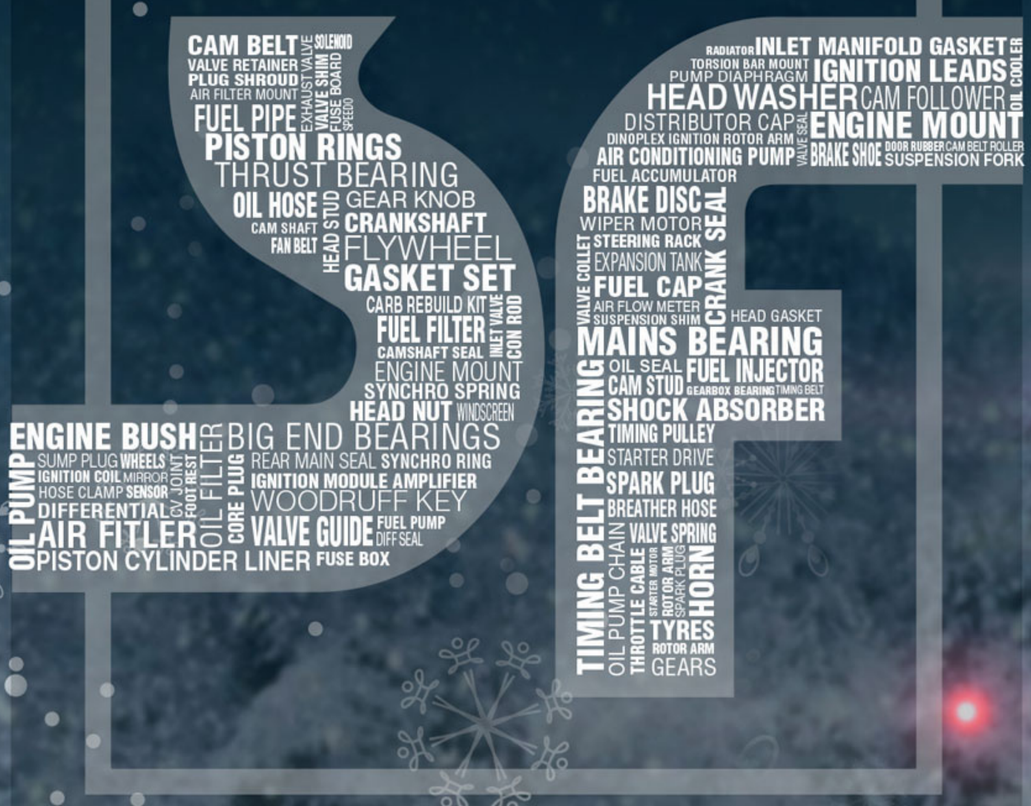

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Next owner was Mr William Teagarden, who received ownership on 28th August 1958 and lived in Burbank, California; although, the legal owner is actually listed as Lockheed Aircraft Employees Federal Credit Union, which is believed to be where Teagarden was employed. On the 3rd October 1958, the car passed to another owner, Mr Earl Stevens, of Los Angeles. Around 1961 it was placed in storage and would remain there for over 40 years. After brief ownership in New York, it was purchased and imported over to Europe where it has been cherished ever since. RS Williams mechanical rebuild in 2014 for £42,000 and engine rebuild in 2016 by Endeavour Classics Netherlands circa €49,000. Offered fully mechanically prepared by RS Williams for 2021 Mille Miglia or similar event.




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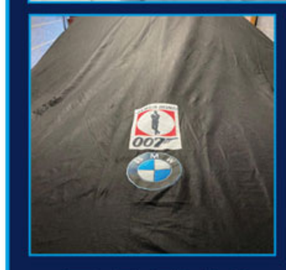


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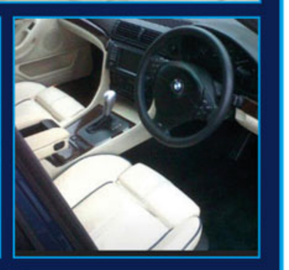
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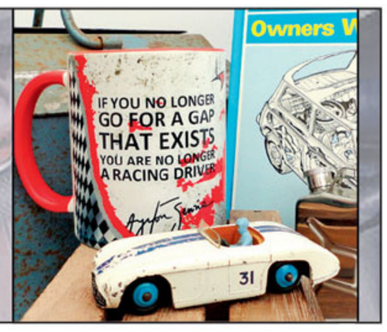
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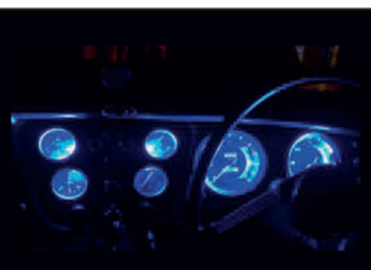
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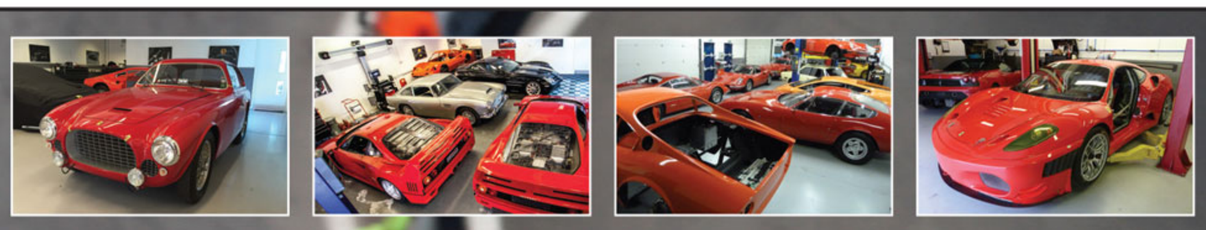
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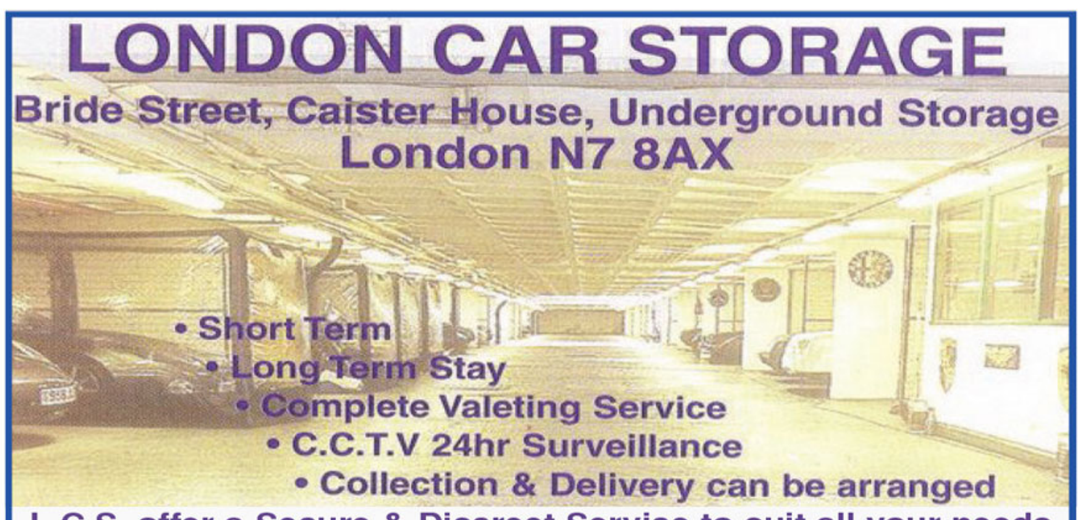
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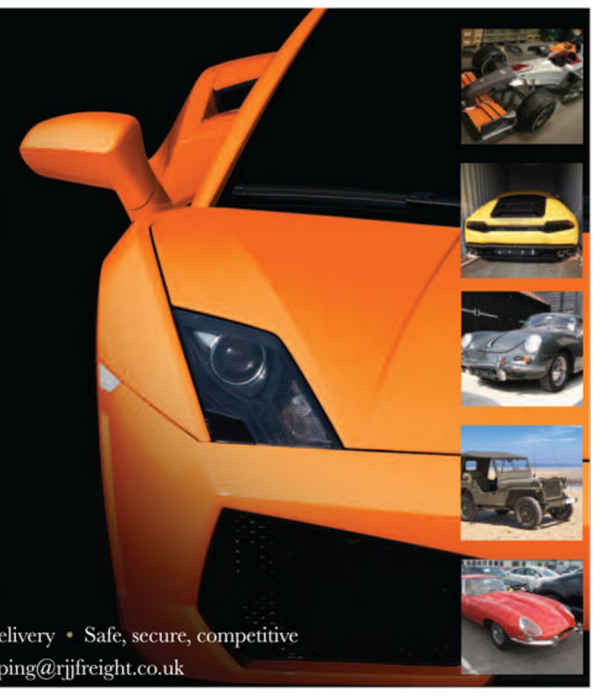
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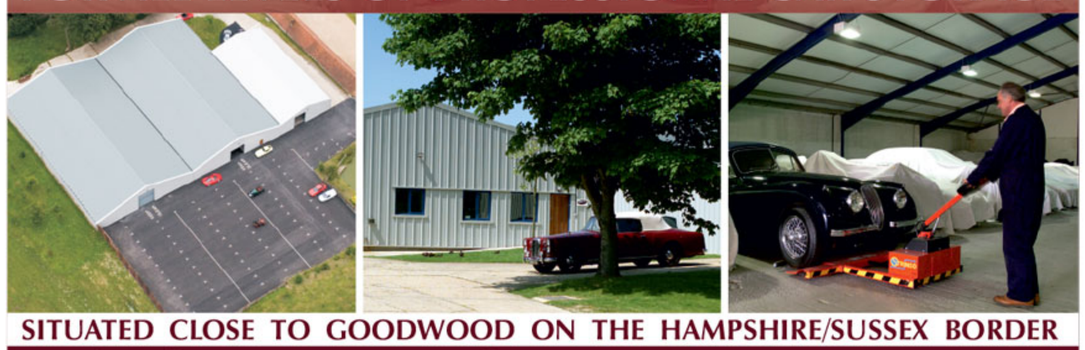



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# Class act!

**RW Racing Services, Pete Knight, John Eales and Nigel Greensall would like to congratulate...**

HSCC




Morgan Plus 8

## ...Kevin 'KeKi' Kivlochan – Multiple Class A Championship Winner!

Unprecedented: KeKi is 'Class A Champion' in both Historic Road Sports (Shelby Cobra) and 70s Road Sports (Morgan Plus 8). Never has anyone won both of these classes in the same year before!

Cobra 6 Lap Records
Morgan 10 Lap Records

10 LAP RECORDS Historic Road Sports

6 LAP RECORDS 70s Road Sports

**Holds 16 concurrent lap records!**

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Cobra – HRS – **Anglesey**
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Morgan – HRS – **Brands Hatch Indy**
Cobra – HRS – **Brands Hatch GP**
Morgan – 70s – **Brands Hatch GP**
Cobra – HRS – **Cadwell Park**
Morgan – 70s – **Cadwell Park**
Morgan – HRS – **Castle Combe**
Morgan – 70s – **Croft**
Morgan – HRS – **Mallory Park**
Cobra – HRS – **Oulton Park**
Morgan – 70s – **Oulton Park**
Cobra – HRS – **Silverstone Nat**
Morgan – 70s – **Silverstone Nat**
Cobra – HRS – **Snetterton 200**
Morgan – HRS – **Snetterton 300**

Official lap records held by the HSCC over the last 15 years

70 seventies

HISTORIC Roadsports CHAMPIONSHIP

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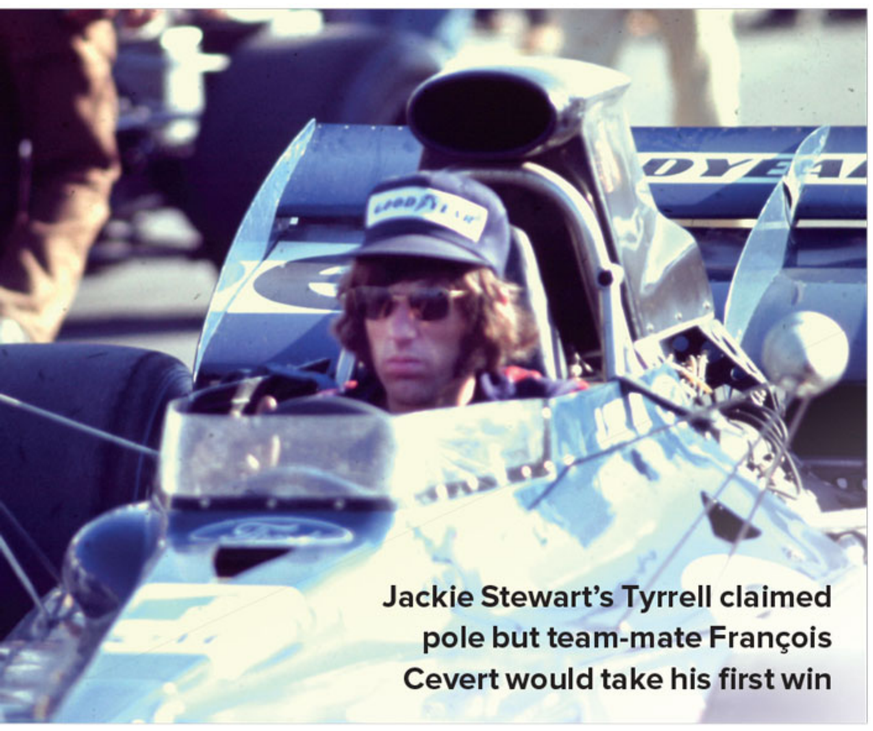
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# YOU WERE THERE





Jackie Stewart's Tyrrell claimed pole but team-mate François Cevert would take his first win




"The race was OK," says Fred, "but the close-up garage access was an amazing experience." Here and left, Emerson Fittipaldi's Lotus 72D




Right, Tim Schenken assists crew with his Brabham. Far right, John Cannon and BRM P153 come home the slow way. Below, autumn colours frame a McLaren/ Brabham scrap








The boys parked their Metrovan camper right by a gospel stage and settled round a campfire with a crate of beer



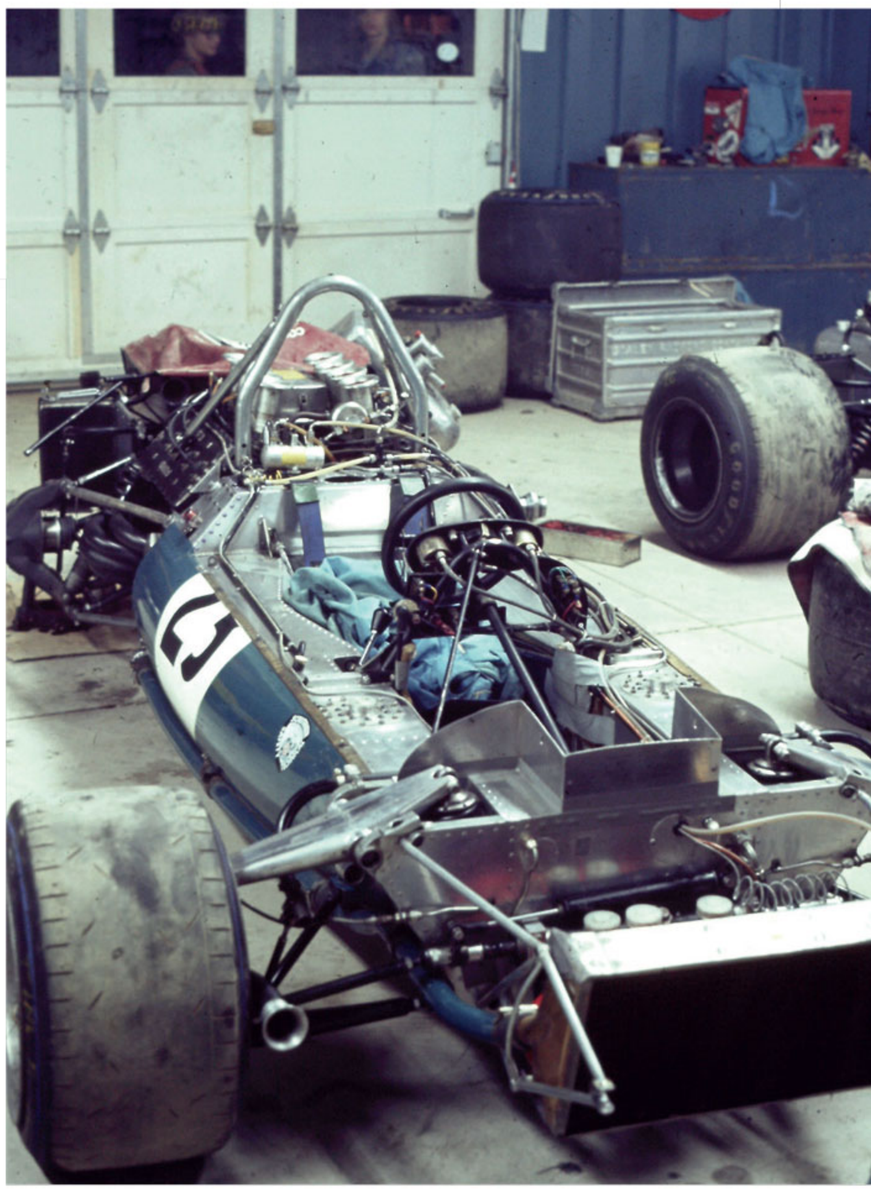




Unlucky: Mike Hailwood (20) would crash when his Surtees TS9 punctured; Chris Craft's Brabham (24) would suffer a suspension breakage

# A drive in the woods

In autumn 1971, **Fred Gerkens** and some of his friends headed to Watkins Glen for the US Grand Prix and their first taste of F1



Tim Schenken's Brabham BT33 displays its innards for our photographer, but the Cosworth engine would let down the Australian driver



Not the sort of tow Skip Barber wanted; in the race his March 711 was unclassified

## SEND US YOUR IMAGES

If you have any images that might be suitable for *You Were There*, send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE, or email: editorial@motorsportmagazine.co.uk. Hi-res digital images preferred.

# PARTING SHOT



**AUGUST 3, 1958**
**NÜRBURGRING, GERMANY**

**A noisy pitlane during practice at the German GP, with Wolfgang von Trips in a V6 Dino 246 covering his ears behind team-mate Peter Collins' car. Collins would later sustain fatal injuries in a crash.**

GETTY IMAGES



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**1994 Aston Martin V600** Vantage finished in Buckingham Green with bespoke Tan Interior. This is a very rare and collectable motor car that can be purchased at a very reasonable price. Please enquire for further details



**1961 Aston Martin DB4 Series IV** finished in Aston Racing Green with black hide interior. Restored by us in 1998/9 and has since been very well maintained and remains in excellent condition



**1974 Jaguar E type V12** Roadster finished in McLaren Palladium Silver with Red hide interior. This is just the most stunning updated 6.0 litre E type on the Planet and the result of a 6 year reconstruction



**2000 Aston Martin DB7 Vantage Volante** in Solent Silver with pale Grey and blue hide interior with turned aluminium dash and door cappings. Fitted with manual transmission and having covered only 21,000 miles with full service history

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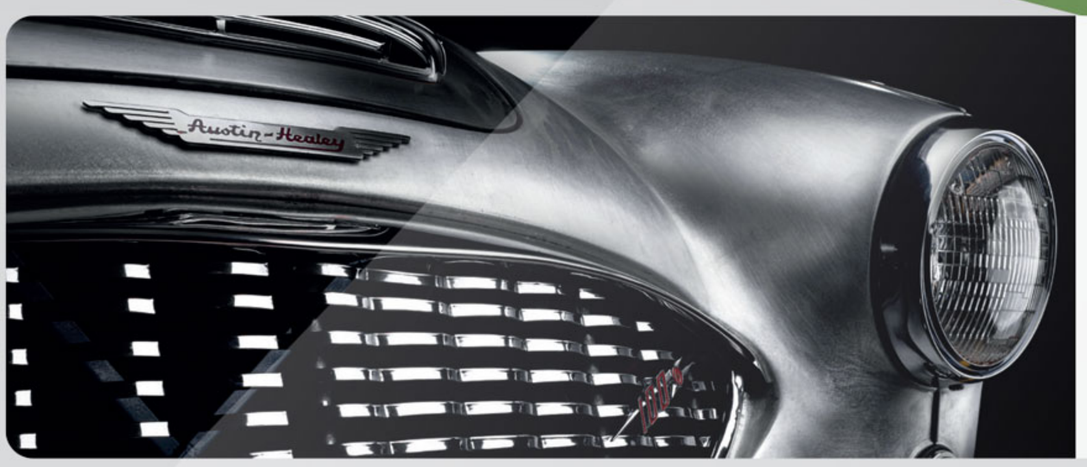
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