

F1 special The forgotten races

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23 APRIL 2020

Formula 1's great forgotten races

The best of the non-championship epics

'They were important and helped build reputations'

JOHN WATSON



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The best F1 races many will never have heard of

There have been many great Formula 1 races, but attention tends to be focused on the 1018 events that have counted for the world championship since it began in 1950. That excludes hundreds of races that took place in the 1950s, 1960s and 1970s.

This week we have decided to celebrate the non-championship F1 races (see page 18), two of the most famous of which – the Brands Hatch Race of Champions and Silverstone BRDC International Trophy (p22) – used to take place at this time of year. Some of these contests were only discernible from world championship grands prix by the lack of points after the chequered flag. And in the early days of F1, that was less of a concern than you might think.

Not only were some of the races top-quality (p28), but they also helped give some drivers their first steps in F1. As one such – John Watson – points out, the days of the non-championship races are unlikely to return, but it is a period that deserves to be remembered.

Another era that is recalled fondly is Group C, and this week we also take a look at the story of the last great car of the category – the Peugeot 905 – with the Le Mans-winning combination of engineer Tim Wright (p40) and the underrated Derek Warwick (p46).



Kevin Turner
Editor

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NEXT WEEK
30 APRIL

Racing Point on the rise?
We talk to the best 'small' team and recall the finest Dutch GPs



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Motorsport Images

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FORMULA E: PROACTIVE AMID

FORMULA E

Formula E was quick to respond to what was, at the time, the coronavirus *threat*. In February it became the first major motorsport series to officially postpone a race, when its return to Sanya in China was halted. But as the threat grew into a global pandemic, the Rome E-Prix and an inaugural event in Indonesian capital Jakarta became casualties in quick succession. Days later, and against a backdrop of an eleventh-hour cancellation of the Australian Grand Prix, FE announced a two-month suspension to the 2019-20 season.

That break, which put paid to the chances of a maiden Seoul E-Prix and the Paris race, should have continued until the end of April. But last week, with minimal lifts on travel bans and many territories still in lockdown, FE extended the pause until the end of June. As the goalposts continue to move amid the COVID-19 crisis, Berlin – set for 21 June – is the latest race put on ice.

A statement issued by the championship read: “With strict containment measures continuing to be put in place globally by governments to limit the spread of the coronavirus pandemic, Formula E together with the FIA have jointly decided to extend the season suspension until at least the end of June.

“Formula E and the FIA continue to use its flag-based system to determine the status of each race. A red flag representing that no races will happen, a yellow flag indicating a time window to potentially restart racing, and a green flag meaning we are ready to race again. We can now confirm that red flags have been applied to the months of May and June, meaning the Berlin E-Prix

can no longer take place as originally planned.

“July has now become a yellow-flag month, with the opportunity to host events or reschedule races remaining open should the coronavirus situation stabilise.”

Now under yellow-flag status, the fate of New York (11 July) and the double-header finale in London (25-26 July) remain uncertain, even more so given both venues have been transformed into temporary care facilities.

Series CEO Jamie Reigle acknowledged this, saying that FE was in contact with London ExCeL chiefs to potentially delay the date of the event if it is to remain at the venue. He also tabled the idea of the British round moving to a last-minute alternative venue.

“We’re looking at a number of options holistically around the overall race calendar from July,” he said. “That includes different dates for the ExCeL and it includes alternative venues in the UK. I can’t really say much more but, as you can probably imagine, we’re being very open-minded about the criteria because we really want to get back to some on-track racing before the season is out.”

Many destinations only had one weekend available for an FE race. Combined with the logistical and licensing mission to host an event on city streets, the championship looks set to temporarily abandon street courses and head to permanent circuits. It’s a much safer alternative, because if FE was to dock in a city and cause the number of COVID-19 cases to spike the accountability would be devastating. Incidentally, all cars remain stored in a garage at Valencia’s Circuit Ricardo Tormo, which had been due to host a last-minute race in April.

There is every incentive for the calendar to be rebuilt



Formula E action has been on hold since the Marrakech round at the end of February



Agag: plenty of decisions in coming months

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E-vote supports electric series slashing costs

FORMULA E

Formula E and the FIA have announced revised regulations amid the coronavirus crisis to slash costs for teams following a unanimous World Motor Sport Council e-vote.

Manufacturers will now only be able to modify powertrain components once over the next two seasons as part of an extended homologation period, which is expected to halve development costs.

Teams can opt to introduce a new powertrain for the 2020-21 season for a two-year runout or continue with their current systems for next season before homologating a new set-up for a single season the year after.

The series has also delayed the introduction of its refreshed Gen2 Evo car until 2021-22, but a decision on the all-new Gen3 car will wait until the summer. The design brief is for the new car to be 120kg lighter and 135bhp more powerful than the current machinery. Autosport understands that FE wants to stick with the original timeline for Gen3, which is scheduled for 2022-23, even if it means replacing the Gen2 Evo car after just one season. But the championship will defer to the teams and their concerns about reducing spending amid the financial impact of coronavirus.

Speaking exclusively for

Autosport's #thinkingforward series with motorsport leaders, FE founder and chairman Alejandro Agag said: "The Gen3 car, it's something that needs a bit more reflection. We need to think really about what we want to do with that. One option is to delay it, obviously. Another option is to leave it like it is in the plan now. A third option would be a hybrid – see how we can work to reduce the cost of the Gen3 and still introduce it in season nine [2022-23]. Because the savings in cost would not kick in before July, we don't need to make the decision right now."

This timeline would tie in with the next World Motor Sport Council meeting, which is scheduled for 19 June. The deadline for suppliers to submit tender applications for Gen3 components was delayed two weeks to 14 April. The deadline for teams to register for the new car is not until December.

Agag added that the series could yet take further action: "We need to know that [the coronavirus pandemic] is not the end of the world. There is going to be a tomorrow and it is going to be different. We have to prepare for that. I think with these measures, we acted really, really quick. We have given [the teams] flexibility. Of course, there may be other measures to cut cost in future."

MATT KEW AND JAMES ALLEN

THE PAIN

as far and as fast as possible. Five races split across four events have been held so far, but the FE sporting regulations require a minimum of six events for the campaign to qualify as a championship.

Speaking exclusively to Autosport for the #thinkingforward series with motorsport leaders, FE founder and chairman Alejandro Agag reckoned another five or six races were possible this term.

"For us, it would be great if we can finish the season with more races – that's the objective," said Agag. "Will we be able to? We don't know. Right now, it seems that probably or maybe yes. We may be able to get going in July, in August, in September. So we have those months to organise races. I think another five or six races in Europe or in one of those places [Jakarta or Seoul] is our objective and anything is achievable at this point.

"The big advantage of our [business] model is that we don't depend on ticketing revenue so we can have races without [the] public. We are kind of flexible."

To fill the void, FE has launched its Race at Home Challenge Esports series (see page 51). Starting with a pre-season sprint, ahead of eight points-paying races, 21 of the official series drivers entered at the weekend. A championship for sim racing drivers will run in tandem, the winner of which will receive a real-life FE test.

MATT KEW AND JAMES ALLEN



Listen to James Allen talk with Alejandro Agag as part of Autosport's series of #thinkingforward podcasts.

[autosport.com/podcast](https://www.autosport.com/podcast)



Austria and Britain weigh up behind-closed-doors GPs

FORMULA 1

Formula 1 officials remain hopeful of getting the 2020 season under way behind closed doors in Europe this summer, but doubts still linger over where and when it will be possible.

The COVID-19 pandemic has already forced the opening nine races of the season to be called off, while grands prix in France (28 June) and Belgium (30 August) are expected to face a similar fate. This has left the Austrian Grand Prix, scheduled for 5 July at the Red Bull Ring, as the provisional season opener.

The Austrian government confirmed last week it “did not want to stand in the way” of running the race behind closed doors in Spielberg, but that anyone entering the country to work at the race would have to adhere to strict guidelines. At present, Austria requires all arrivals to the country to self-isolate or prove via health certificates that they do not carry coronavirus. Sports minister Werner Kogler said he had “been told by Formula 1 itself that this could actually work out”.

Red Bull advisor Helmut Marko has been playing a key role in talks between the various parties to ensure the Austrian GP can go ahead, and told Autosport that there would be a heavily decreased personnel if that is needed to make the race happen.

“We will try to reduce participants from teams and suppliers as much as possible – this increases the chances that it may be signed off,” said Marko. “But clearly, all of this can only be done within the [Austrian] safety

regulations. They will still be in force at the time. We are working hard to ensure that all this goes hand in hand. I see [that the] chances are good.”

Austria could end up hosting multiple races as part of F1’s push to boost the 2020 schedule, requiring eight races across three continents to qualify as a world championship.

A similar proposal has been discussed with Silverstone, which will make a decision by the end of this month on whether it will be able to host the British Grand Prix scheduled for 19 July. The track has been identified as a strong candidate to stage multiple races given its proximity to the UK-based teams.

“We have discussed all sorts of permutations including hosting two races over one weekend and two races over consecutive weekends,” Silverstone managing director Stuart Pringle told *The Guardian*. “We have been in regular contact with them, and have been asked could we hold a race or two and could they be behind closed doors?”

Motorsport UK chairman David Richards told Autosport that the national federation was “looking for direction from the government as to how to bring sport back”, and acknowledged that races behind closed doors may be “the most appropriate”.

Richards added: “We might have the strange experience of a British Grand Prix at Silverstone without spectators. But if that’s how it’s got to be, and we get the television coverage worldwide, then that’s how it will have to turn out.”

LUKE SMITH

McLaren agrees to monitoring

FORMULA 1

McLaren has agreed a monitoring process with the FIA for its switch to Mercedes Formula 1 engines next year to ensure it does not make performance changes.

The team’s plan to move from Renault to Mercedes power in 2021 has been complicated in the wake of a decision by Formula 1 to roll over this year’s cars to next season because of the coronavirus crisis. Teams will have to homologate much of their current cars, but McLaren has been given special dispensation to make some chassis changes because it is the only team that plans to switch engines.

Speaking during a teleconference last week, McLaren team principal Andreas Seidl said the circumstances of fitting a different engine into the current car meant there would be compromises. But with a bigger picture of trying to save costs for all teams, McLaren had accepted that any modifications it made to its chassis were purely essential for fitting the new engine.

“For sure there will be restrictions in terms of how well we can integrate this power unit into the current car,” said Seidl. “We have agreed together with the FIA that they will monitor very closely that we are only allowed to do the changes that are necessary to install the Mercedes power unit. We fully understand and we agreed to this also, because in the end we need to look at the bigger picture. That is, we need to agree and we support all this freezing that is happening at the moment.”

Seidl was clear that, despite the dramatic delay in the arrival of the 2021 new cars, McLaren never pondered postponing its switch to Mercedes. He also said that if the current season had to be extended into January next year that he did not foresee any problem in extending the relationship with Renault to cover racing in early 2021.

JONATHAN NOBLE AND LUKE SMITH



Evans backing Irish Rally GB

WRC

Elfyn Evans and Esapekka Lappi are the latest drivers to support calls for Northern Ireland to be given the chance to stage the UK round of the World Rally Championship.

Toyota star Evans, who won the Ulster Rally on his way to claiming the 2016 British Rally Championship, reckons Northern Ireland is a good fit for the WRC. "The roads are definitely unique and we don't have anything similar to Irish Tarmac stages in the championship at the moment," he explained. "The rallies that I have done over in Ireland were always well attended and they always had a great atmosphere. From past experiences, Northern Ireland would be a welcome addition to the WRC."

M-Sport Ford ace Lappi, winner of the 2014 Circuit of Ireland, added: "I'd like to go back – it might be quite crazy with these modern cars."

Bobby Willis – who revived the Circuit of Ireland – and North Antrim MP Ian Paisley have been leading efforts to bring the WRC back to the province for the first time since 2009. Their quest is being backed by former Citroen and Toyota ace Kris Meeke and Hyundai's Craig Breen.

But last month they received a setback after bosses at Tourism Northern Ireland



shelved the business case. Despite saying it "would not represent best value at this time", officials recognised the WRC as a "positive opportunity to profile the destination globally and to celebrate its motorsporting heritage".

Paisley, the chair of Northern Ireland's Motorsport Taskforce, has already held fresh talks with tourism representatives. He believes that questions surrounding the viability of a WRC bid can be successfully addressed in the short term.

"The huge appeal of this event would be

that game changer and I believe the Economy Minister, Diane Dodds, is open to reviewing what can be done with this event," said Paisley. "We all recognise the immediate problems the Northern Ireland economy is facing and for that reason we need a big plan that will put it on the map as the destination for people to see. I believe there are those in Tourism Northern Ireland who will come behind the project, but they have to have the evidence and financial value for money argument presented in a compelling way."

JASON CRAIG



Annual 'Olympics' cancelled for 2020

MOTORSPORT GAMES

The FIA World Motorsport Games is the latest casualty of the world health crisis. The Olympic-style, multi-discipline event set for Paul Ricard in October has been cancelled and the second edition of the games rescheduled for 2021.

The FIA and event promoter the Stephane Ratel Organisation have cited the need to reduce "financial and logistical pressure" on the the motorsport

industry for the decision to cancel the event planned for 23-25 October. The Games, which were inaugurated at Vallelunga last November, will now take place for the second time in the expanded format announced earlier this year on 22-24 October 2021 at Ricard.

"Moving the second edition of the FIA Motorsport Games to 2021 is the correct course of action," said Ratel. "The event was conceived as a late-season contest with each nation

represented by its most talented competitors, but many series will now race further into the year than anticipated, meaning it would have fallen during a very busy period."

The FIA statement announcing the cancellation also said that it wanted to ensure that national sporting authorities are able to "concentrate on handling the inevitable difficulties" arising from the coronavirus pandemic.

GARY WATKINS

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Richards pushing for motorsport return to relevance

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MOTORSPORT UK

The head of British motorsport's governing body has said that the sport must seek to regain its relevance when it emerges from the coronavirus pandemic crisis.

Speaking exclusively in the latest in Autosport's series of #thinkingforward podcasts, Motorsport UK chairman David Richards said: "Motorsport historically over the last 100 years has led the way in so many different areas. It's led the way in developing new technologies for car manufacturers, it's acted as a wonderful marketing platform for car manufacturers,

it's had a lot of relevance and interest from young people from a whole raft of different aspects, and we've drifted away from that.

"In perhaps the last 20 years, at the senior level of the sport, the focus has become around entertainment and less so about driving forward with technology advances. There are exceptions to this, and Formula E is a great example of that, but we've got to find ways of making ourselves more relevant.

"If we are viewed just as a group of people who like to go round in circles, burning rubber and fossil fuels, we will be ostracised. We have to make ourselves far more appropriate to the times and that's one of

the challenges we face as a governing body."

Richards added that the UK's pre-eminent position in motorsport means it has a responsibility to lead the way forward globally, and said that CEO Hugh Chambers is part of a task force including other national ASNs for policy making.

"We have been for many years the leading light in motorsport worldwide," said Richards. "We've got a thriving industry and participation. So our duty is to take a lead and I think some of the things we've been doing recently have shown that we're prepared to do that as well."

MARCUS SIMMONS AND JAMES ALLEN

IMSA open to crowd-free restart to get racing

IMSA SPORTSCAR

Spectator-free races held behind closed doors haven't been ruled out by the IMSA SportsCar Championship in North America as it looks to restart a 2020 campaign that came to a halt after the Daytona 24 Hours in January.

IMSA boss John Doonan has stated that he is looking at all options in an attempt to resume the season. He said that "anything is on the

table" as the series strives to get racing again.

"I want to get back to racing as normal," he said, "but if we could go back without fans, we would have to take a look at that."

Doonan stressed the importance of spectators to the championship's race promoters, however. "We do count on the folks that have, for so many years, sat on the hills of the race tracks," he explained. "Our

business model is focused on our promoters and I would always want our races to be successful for the promoters."

The IMSA series is scheduled to restart with the six-hour fixture at Watkins Glen (right) in upstate New York on 28 June. The ban on all non-essential gatherings in New York is currently in force until 15 May.

GARY WATKINS





Belgian ban hits Spa classics

WEC/SPA 24 HOURS

The World Endurance Championship has adopted a wait-and-see approach to its rescheduled Spa round on 15 August. The series has insisted that it is still going ahead with preparations for the event, despite an extension on the ban on mass gatherings in Belgium until 31 August.

The Spa 24 Hours (above) blue-riband of the GT World Challenge Europe was postponed from 26-27 July to a so-far unspecified date within hours of the latest directive from the Belgian government last week, but a WEC spokesperson said the following day that no decision on its fixture would be made in the short term. "We are still planning to hold our race in August," she said. "We will know more in a couple of months and release more details then."

Asked if a race behind closed doors without spectators is a possibility, she said: "There are so many unknowns at the moment – all options are available. It is too early to speculate on what might change."

WEC boss Gerard Neveu always insisted on the announcement of the new dates for the WEC – Spa in August and Bahrain in November – that the calendar remained provisional. Should Spa have to be

cancelled as seems likely, it would mean the WEC field would head into the Le Mans 24 Hours on 19-20 September without having raced since the Austin round in February.

The European Le Mans Series runners due to take part at Le Mans should it happen on its new date are also likely to be affected by the move by the authorities in Belgium in response to the continuing world health crisis. Round two of the European Le Mans Series at Spa is set for 9 August. That is three weeks after the new series opener on 19 July at Paul Ricard in France, where public gatherings are banned until 15 July. GTWCE organiser the Stephane Ratel Organisation set back its marquee event the day after it was forced to postpone the Paul Ricard 1000Km six-hour fixture to 15 November.

The DTM's revised calendar is also set to be hit by the latest developments in Belgium and Germany, where the prohibition on mass gatherings will also continue until the end of August. The series is due to make a belated start to its 2020 campaign at the Norisring on 11-12 July, with round three set for Zolder on 8-9 August.

GARY WATKINS

IN THE HEADLINES

BOB LAZIER 1938-2020

The Indycar rookie of the year in 1981, and father of 1996 Indy 500 winner Buddy Lazier and IndyCar race victor Jaques, Bob Lazier has died of complications from coronavirus. He was 81. Lazier was a Formula Super Vee and Atlantic graduate when he arrived in the CART World Series in 1981, aged 42, taking ninth in the points with Penske PC7 and March 81C machinery. He retired after Gordon Smiley's fatal crash at Indy in 1982, but supported the careers of his sons. He owned and ran the Lazier Racing Partners team that ran Buddy at the 500 from 2013-17.

NEW FERRARI CHANNEL

A new channel has been created on the [Motorsport.tv](https://www.motorsport.tv) platform in partnership with Ferrari. Race and sporting coverage includes Competizioni GT, F1 Clienti, XX Programmes and Ferrari Challenge, while there is a wide range of video content on the road-car range. There is also a spotlight on Ferrari's participation in the WEC, Le Mans 24 Hours and GT World Challenge.

GANASSI SACKS LARSON

Chip Ganassi Racing has sacked NASCAR ace Kyle Larson for his racial slur during the livestream of a NASCAR-sanctioned *iRacing* event. Larson's release follows his suspension from competition by NASCAR.

VILA REAL TIN-TOPS ARE OFF

The World Touring Car Cup's blue-riband Vila Real round has fallen victim to the coronavirus crisis. The Portuguese street race, scheduled for June, has been cancelled for 2020.

SHWARTZMAN'S SAD LOSS

Ferrari protege Robert Shwartzman, the reigning FIA Formula 3 champion, has lost his father to coronavirus. St Petersburg florist-chain magnate Mikhail Shwartzman passed away last Sunday. His son stays with Prema Racing to race in Formula 2 this year.

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Horsman's brake-pressure tip key in 1969 Le Mans win

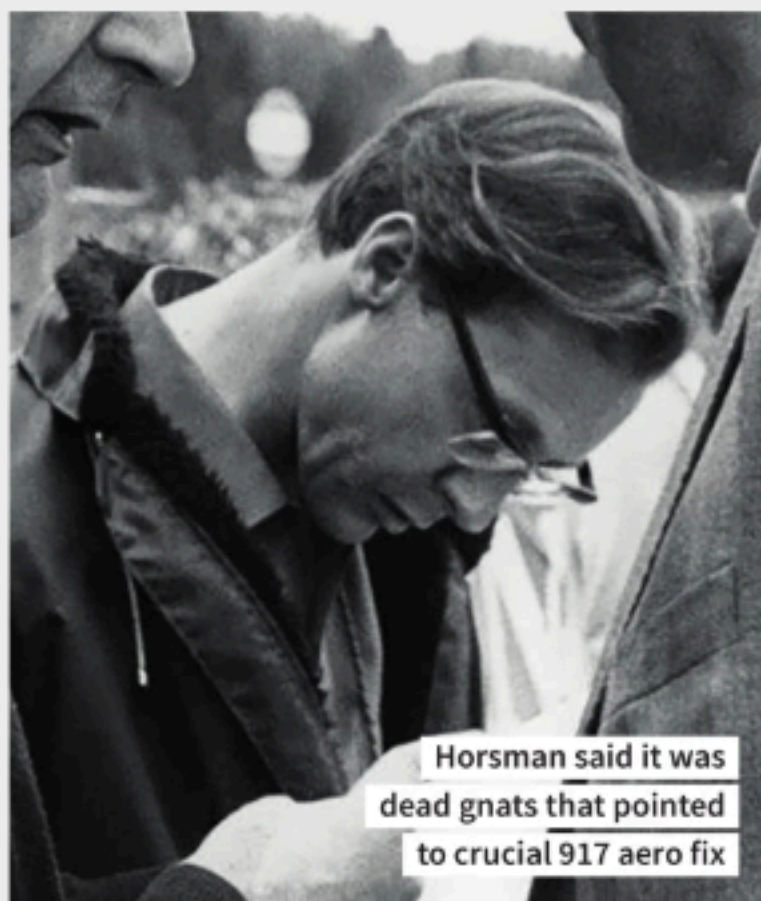
JOHN HORSMAN 1934-2020

OBITUARY

He was the engineering brains behind the three Le Mans 24 Hours victories notched up by the JW Automotive squad in 1968, 1969 and 1975. But John Horsman, who has died aged 85, will probably be best remembered for the part he played in taming the Porsche 917, turning an unstable machine that few wanted to drive into the defining sportscar of its era.

Horsman was present at the Osterreichring for a Porsche test in October 1969 on a fact-finding mission, at a time when JWA, run by John Wyer, was in negotiation to become one of the German manufacturer's factory teams for the following year. Porsche development boss Ferdinand Piech reasoned that "the best engineers for developing a weapon are not the best soldiers". Which explains why it was looking at outsourcing at least part of its works effort to the team that had done rather well with Ford's GT40 over the preceding two world sportscar championship campaigns.

Dead gnats splattered over the nose and windscreen on the 917 triggered a eureka moment in the analytical mind of JWA's chief engineer – or rather, it was the lack of insect remains on the twin spoilers at the rear of the car, by then locked in their uppermost position.



Horsman said it was dead gnats that pointed to crucial 917 aero fix

"This proved to me that airflow was barely touching the rear spoilers," said Horsman in his 2006 autobiography *Racing in the rain*. "I knew that we had to raise the rear deck and then attach small adjustable spoilers to the trailing edge."

Horsman, together with JWA mechanics Ermanno Cuoghi and Peter Davies, set to modifying the rear of one of the 917s. The distinctive shape of what would become the 917K – K for *kurzheck*, or short-tail – was created overnight. Brian Redman went out in the modified machine in the morning and came in after a handful of laps to declare "now we have a race car".

This version of events told by Horsman is disputed, however. Porsche team manager Peter Falk always insisted that the efforts that ultimately cured the 917 of its handling ills were an Anglo-German collaboration. "The British newspapers wrote, 'JWA tests at Zeltweg and improves the handling of the 917', and the German papers wrote 'Porsche tests at Zeltweg and improves the handling of the 917,'" he told this author last year. "Both were right."

Whatever, the 917K went on to dominate endurance racing over the next two seasons before it was legislated out of the championship. JWA, running the cars in the same revered Gulf Oil livery in which it had fielded its GT40s, was at the forefront of Porsche's successful campaigns.

The British team won 12 of the 21 championship races across 1970-71, helping Porsche to the manufacturers' title each season with drivers including Pedro Rodriguez, Jo Siffert, Derek Bell and Redman. What it didn't do was reprise its Le Mans successes with the Ford, first with Rodriguez and Lucien Bianchi in 1968, and Jacky Ickx and Jackie Oliver in 1969. Horsman had played a pivotal role in those too, particularly the narrow win in 1969.

"John was responsible with [brake supplier] Girling in changing our driving habits in long-distance races," recalls Oliver. "He told us he knew we jumped hard on the brakes at the end of the



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JWA took Porsche to twin titles in 1970 (pictured) and 1971

SCHLEGELMILCH/MOTORSPORT IMAGES



Gulf-Mirage GR8 won Le Mans in 1975 thanks to Horsman, claims Bell

PHIPPS/MOTORSPORT IMAGES

Mulsanne Straight, but asked if we'd come back 20 or 30 metres and make a light application and increase the pressure as we got towards the corner. That first application was when the highest wear occurred. This tactic saved us a pitstop or even two, which is one of the reasons why the GT40 won Le Mans in 1969."

Horsman was, according to Bell, a perfectionist who wasn't averse to jumping in among his mechanics when he felt he could do a better job. His attention to detail included making copious notes at every test and race.

"He used to write everything up longhand, before it was typed up back at base," says Bell, who recalls this policy paying dividends in the early days of the

development of the Cosworth-engined Mirage designed, built and run by JWA offshoot Gulf Research Racing, of which Horsman was managing director.

"I remember testing with the Mirage early in the programme and having an issue we couldn't get on top of," he says. "John Wyer said something like, 'I think we had this kind of problem with the GT40'. The team phoned up the workshop, got access to the records and found what the solution had been. We put it on the Mirage and it transformed the thing."

Bell credits Horsman with turning Len Bailey's Mirage M6 design that first raced in 1972 into a car good enough to win Le Mans as the Gulf-Mirage GR8 three years later. "To be honest it wasn't a very good

car to start with," he says. "What it went on to achieve with Jacky in 1975 at Le Mans was largely down to John."

After reading mechanical sciences at Christ's College, Cambridge, Horsman was offered a graduate apprenticeship at Aston Martin Lagonda in 1958 by Wyer, who oversaw the marque's Le Mans win the next year. He moved into the experimental and design department, then became Wyer's assistant. He followed Wyer to Ford Advanced Vehicles in 1964 to work on the GT40, and stayed with his mentor when Wyer and John Willment set up JWA after Ford ended its factory programme.

Horsman moved with the Gulf-Mirage programme to Arizona after its acquisition by Harley Cluxton when JWA closed its doors at the end of 1975. He oversaw four Le Mans assaults with Cluxton's Grand Touring Cars Inc squad up to 1979, the team scoring second places in 1976 and 1977, the latter with Renault power.

He subsequently joined up with Vern Schuppan to help run the team the Australian had put together for 1981 under the Theodore Racing banner. The ad hoc squad's focus was on the Indianapolis 500, where the Red Roof Inns-sponsored machine came home third.

Horsman went on to work for Learjet, but returned to Le Mans as an advisor with Schuppan's Porsche team in 1988-91.

GARY WATKINS



Bell (left) recalls how Horsman's copious note-taking paid off

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No points, no prizes?

As the coronavirus crisis continues, and F1 teams face increasing financial uncertainty, is this an opportunity to try out some new ideas such as non-championship races?

ALEX KALINAUCKAS

While non-championship races have long since left the schedules for Formula 1 teams, the category did recently consider the possibility of adding extra point-less events to the calendar as a way of experimenting with weekend formats.

Back in spring 2017, when Liberty Media's tenure as F1's owner had barely begun, newly installed F1 sporting boss Ross Brawn discussed the idea of adding non-championship races. But there was a catch – as there always is – with costs.

“It needs to be commercially viable, of course, and that's the challenge,” Brawn told Reuters during that year's pre-season testing at Barcelona. “Again, it couldn't just be ‘pick ideas out of a hat’. It needs to be properly thought through, but may be an opportunity.”

The idea hasn't really come back into the news agenda since but, as this special issue of Autosport is dedicated to the topic, it's worth considering if non-points-paying events would work in 2020, particularly as the coronavirus pandemic has already caused much disruption to the sporting schedule. As ever, we must consider the scale of human tragedy that COVID-19 has already wreaked in a few months, but we can still arrive at an answer: non-championship events surely aren't going to be happening any time soon.

For a start, the cost issue hasn't gone away – extra events, even in normal times, add requirements for the teams. Then there are the regulations to consider – if a non-championship race is added

“Assuming ‘normality’ resumes, the concept could be used to trial new formats and ideas”

midway through the season, would power unit parts, for example, count towards each driver's allocation for the whole campaign?

But the more pressing issue for F1's teams in the current crisis concerns enduring the economic shock expected to follow the lockdowns, and the lost income from cancelled races. In short, for every race under the 22 that were set to take place in 2020 – and a completely lost season, sadly, can't be ruled out yet – the teams will lose out on the variable fees that help form F1's prize pot.

F1's broadcasters and sponsors will likely be set for refunds based on a lower number of races taking place, and Chase Carey's “15 to 18” events prediction is on the optimistic side, given the championship's globetrotting nature. Team sponsors will also be asking for the same sort of deal. The fewer races 2020 has, the smaller the prize fund passed on to the teams (aside from the

Bernie Ecclestone-negotiated fixed fees paid to Ferrari for its long-standing in the championship, the constructors' championship bonuses that go to Ferrari, Mercedes, Red Bull and McLaren, and additional bonuses for Mercedes, Red Bull and Williams).

Essentially, every time the 2020 F1 cars hit the track (again, if they do), they must be racing for points.

If events can be run behind closed doors – which is being discussed as a way of working with the social limits expected to follow the lockdowns – then the money generated from TV deals will be crucial to boosting F1's own income. This in turn is used to generate the prize fund shared to the teams. Even the British Grand Prix at Silverstone, which initially seemed to be unlikely without spectators, has now said it is considering this option. This suggests there is some welcome give-and-take going on between the various parties – cooperation will be crucial in so many places in the coming weeks and months.

So no, non-championship races are not going to be a part of F1 any time soon. Except they sort of already are.

The rise of motorsport Esports has been widely covered since the Australian GP was aborted, and online events have attracted real-world racing stars to compete against established sim drivers.

Last weekend, Charles Leclerc revived his tactic of robustly bumping past Alex Albon to win the Virtual Chinese Grand Prix and deny the Red Bull driver a first virtual triumph in that series (see page 51). It brought back memories of Leclerc's somewhat unobvious move in Abu Dhabi at the end of the final Formula 2 race of a 2017 season he had dominated for Prema Racing (and which prevented Albon taking a first category win in what had been a disrupted rookie campaign with ART Grand Prix). But it also again showed how F1 can, loosely speaking, add events without adding significant real-world costs. Plus, finance is a major barrier to grassroots motorsports participation, so Esports should be encouraged as a way of attracting more young fans.

But the idea of adding real non-championship events to F1's schedule shouldn't be completely abandoned. Assuming, as we all hope it will, ‘normality’ resumes in the future, then the concept could still be used to trial new formats and ideas as Brawn envisaged a few years ago. After all, double-headers, shorter events – maybe even reversed tracks – are all genuine possibilities for F1's rearranged 2020 calendar. F1 may be well served to continue such trends under the non-championship banner in the years to come.

The additional costs would still have to be addressed, but such an approach would surely end debate about the wisdom of trying new ideas (reversed grids, for example) simply because they haven't been tried before. ✽

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Fireworks in November

The BTCC looks pretty much certain to race beyond October this year due to its late start. But there won't be any action in December – it's too dark and there's no telly

MARCUS SIMMONS

The Boxing Day meeting at Brands Hatch was a beacon of motorsport excitement between the 1950s and 1970s, and this writer even remembers watching it on one of our three television channels as a kid. So the prospect of the British motorsport season being extended in the wake of the coronavirus crisis got this now middle-aged mind into a tantalising whirl of anticipation. 'What if the British Touring Car Championship finale was held just after Christmas at Brands?' I wondered.

Autosport's subsequent conversation with Motorsport UK chairman David Richards last week in the latest in our series of #thinkingforward interviews did little to quell such thoughts. On the subject of running the mainstream sporting calendar (as opposed to the odd winter event) up to Christmas, Richards responded: "As the governing body we will be as accommodating as we possibly can. We will find ways of running events as safely and correctly, and with the right support from officials and safety crews, as possible. But our weather in the latter part of the year isn't quite the same as sunnier climes."

Yes, we responded, but it's often not very nice in July or August either. "It might even be better in October [than the summer], who knows?" Richards smiled. "Let's keep our fingers crossed for a pleasant autumn that we can extend the racing programme into, and let's not forget about the other events that take place around that

"Going into November is very much on the cards. We're trying to put scenarios together"

time. There's rallying going on, there's hillclimbs, there's sprints, there's other events that can go into that period of time quite easily."

So that was a tentative 'yes' to racing pushing back its normal end-of-season boundary from the man whose Prodrive team ran official efforts from BMW, Alfa Romeo, Honda and Ford during the BTCC's halcyon Super Touring era. Time, then, to call series supremo Alan Gow. Remember, motorsport in the UK can't commence until July, meaning the postponement of the first five of the 10 BTCC events. As things stand, the opening round is the trip to Snetterton on 25-26 July. That would mean a lot of action to cram in between then and the scheduled finale at Brands on 10-11 October – completing the season without an extension of some sort beyond that date would be almost impossible, especially bearing in mind what Gow told us in our BTCC preview issue

of 26 March: that the series' scheduling is very much dependent upon slots available with ITV, which broadcasts live coverage of the series and its supporting championships.

"It's very feasible going into November – that's very much on the cards," says Gow. "We're trying to put together various scenarios with ITV. You've got shorter days and you have to adjust the timetable, but that's not the end of the world. But ITV haven't got anything available in December. Anyway, it's so much colder than November, it's so much darker, so December is just a non-starter."

Damn, there goes my Boxing Day plan before I've even put it to him (unless the coronavirus fallout results in Christmas being moved forward by a month, of course). But even while I was hatching that, the thought had occurred that the BTCC's jammed timetable of main-act and support qualifying and racing may be a little tricky to cram into daylight hours once we're back to GMT in November, let alone December. Is there a case for moving support-race qualifying to the pre-event Friday TOCA test days once we're into the gloom of November? Gow thinks not. "We'd do it over two days," he says. "Cast your mind to Oulton Park – we don't start until midday on Sunday at Oulton Park [due to local noise restrictions], we do a six-hour day and we fit it in quite comfortably. So if you're going from 0930 to 1530 that's eminently doable."

Oulton doesn't have such restrictions on Saturdays, meaning the BTCC/TOCA go the full nine hours on that day, so we're not quite comparing like for like. But, of course, there's always the option of running into twilight on each day with the tin-tops. Gow rules out a return of BTCC night racing – that's not the slot in the ITV schedule the series occupies – but concedes that "if we go into November and the lateness of the day means we're going into dusk, we may need headlights. But would we put on a night race? No."

Whatever happens, the BTCC – which is understood to be releasing a revised calendar imminently – will be breaking new ground with the lateness of its season. It's never run later than 30 October (in 1966, when Jackie Oliver won a two-part aggregate race at Brands in a Ford Mustang, after Lotus Cortina man Jim Clark had won the opening heat). BTCC cars have run outside of daylight-saving hours at Donington Park in the past: the latest in the year came in 1996, with the Tourist Trophy on 3 November. That was an experimental 80-lap endurance race, and was a thorough bore with a threadbare entry won by Alain Menu in the Williams-run Renault Laguna from Kelvin Burt's TWR Volvo.

You can be absolutely sure that 2020-spec BTCC action in November will be a hundredfold more entertaining than that, even if it's a pity we can't go festive and have a late-December finale. But, now I've touched upon the subject of a Boxing Day Brands revival, there are plenty of other series that could fill the bill. Over to Jonathan Palmer and the good folks at MotorSport Vision... ❧

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YOUR SAY

For two years the championship was run to F2 regulations while a new F1 was worked out – could this pattern repeat itself?

GUY DORMEHL

Step back to step forward

To complicate Formula 1's dilemma of where to go with the engine regulations, let alone the budget cap and car rules, we now have an enforced hiatus due to COVID-19. Of course GPs will survive and we'll have a world champion, but in what form?

In 1951 a hard decision had to be made as racing to the F1 regulations had become non-viable due to cost and the number of cars available. So for the next two years (1952-53) the championship was run to Formula 2 regulations while a new F1 was worked out – could this pattern repeat itself?

This pandemic has altered the world and no one has any idea how it's going to pan out. There is a case for declaring 2020 dead in the water and having no world champion this year. But just maybe there is a low-cost solution: run the 2020 F1 championship over eight races (all conveniently located for ease and cost) using Formula 2 cars. Maybe even rotate them between drivers to avoid screams of 'unfair, my car's rubbish!'

Top up the grid with other cars from outside the 'anointed teams'... 25-30 car grids with pre-qualifying. Wow! This would put pressure on the drivers and see who can operate under such intense scrutiny. It would produce a championship to remember and a worthy champion, save F1, and a lot of money.

If the pandemic lasts and the world economy is trashed, maybe the F2 rules could run for another year while everyone untangled their knickers and self-interest and worked out a proper set of future F1 regulations.

Guy Dormehl

Garden Route, South Africa

Archive image stirs familial pride

During these very difficult times of lockdown, I have to express my gratitude that a friend for almost 50 years can still come through my front door in order to keep me entertained. I refer of course to your wonderful publication, and I thank you for all that the Autosport team are doing to keep the publication going during these very difficult times.

I also have to express how surprised, amazed and indeed proud I was when reading your 2 April edition to find a



photograph of my late father, Terry Hampton, busy at work. I am referring to the From the Archive photograph on pages 70-71, which shows Graham Hill at Goodwood in 1964 looking down and watching my father checking the nearside rear tyre.

My father was the technical development manager for Dunlop racing tyres during this period, and used to tell me stories of both the drivers and team owners. I have several pictures in my office of my father 'at work', and in fact one that I have, showing him deep in discussion with Graham Hill at the British GP in 1961, has even been shared with Damon Hill when I had the good fortune of meeting him at one of his 'evening with...' functions a few years ago.

Paul Hampton

Dewsbury, West Yorkshire

Can Channel 4 help lift the gloom?

Why can't Channel 4, in the slots already allocated in the coming weeks and months, show F1 races from recent years to save us from the starvation levels that we are experiencing in this current gloom?

Charles McLaren

By email

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FORGOTTEN RACES

RACES THAT DESERVE TO BE REMEMBERED

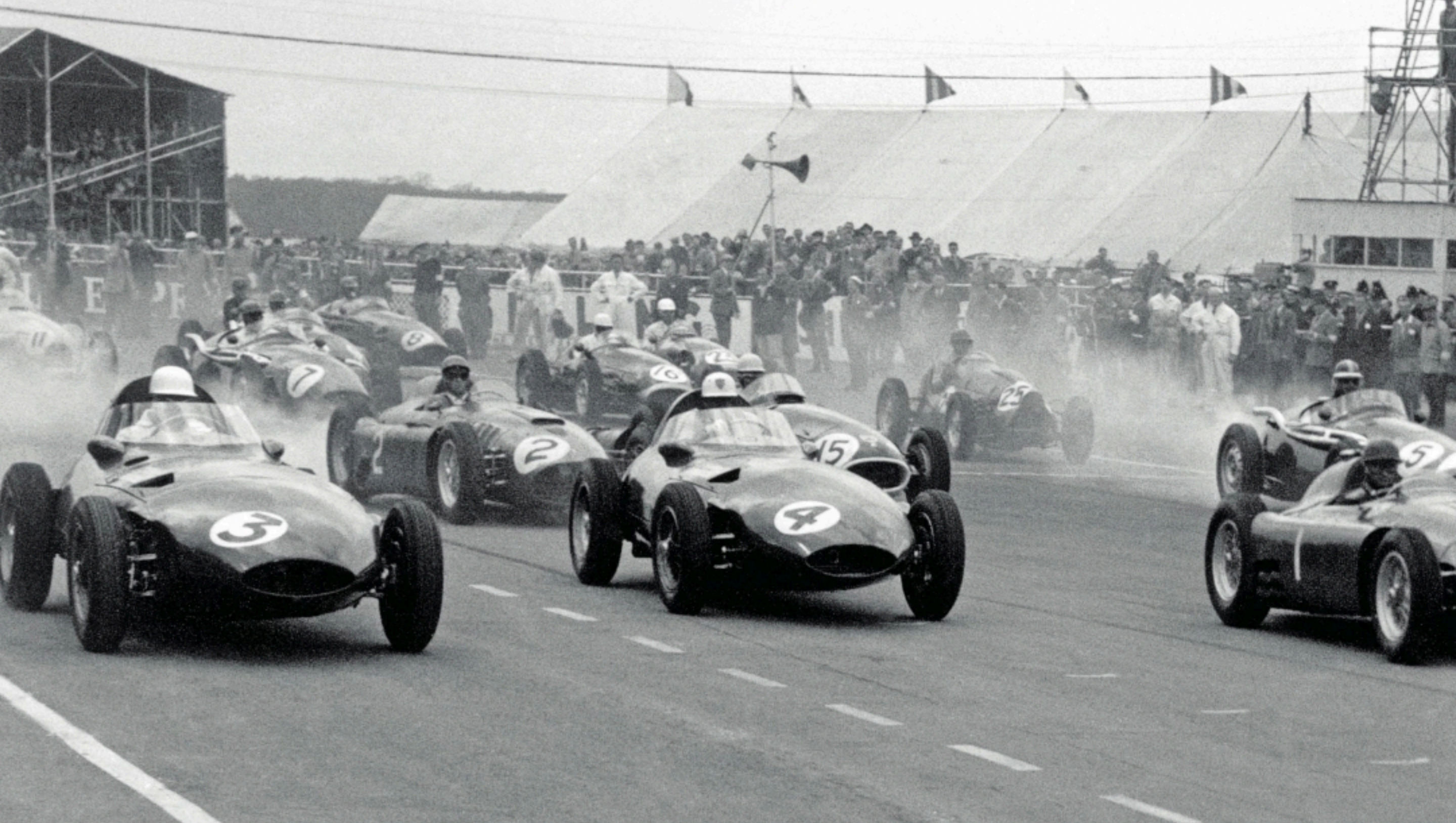
Non-championship Formula 1 contests tend to be overlooked in motorsport history, but there are many gems to be rediscovered

KEVIN TURNER

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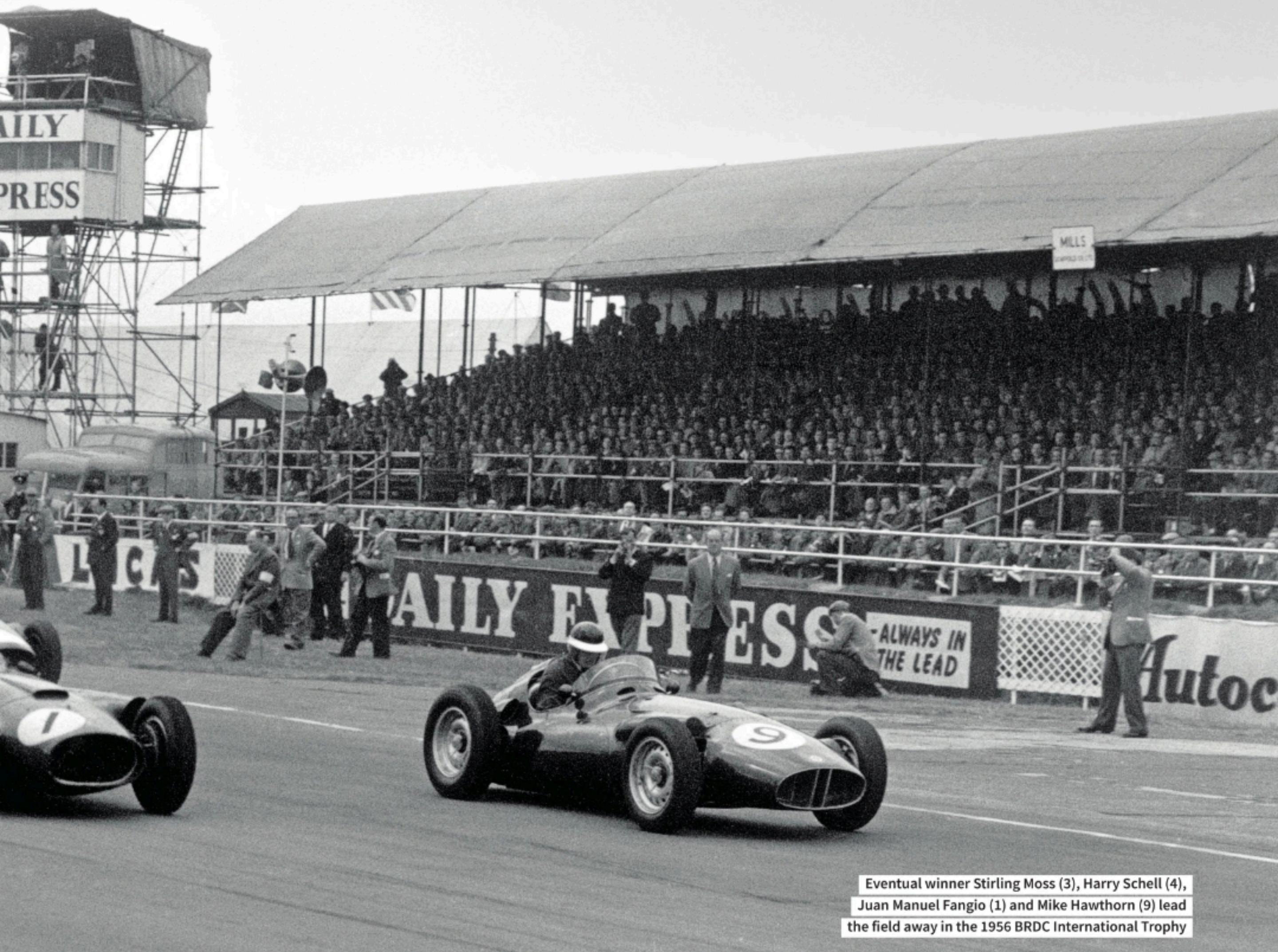
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or modern fans of Formula 1, it could be hard to imagine that there used to be a rich calendar of races outside of the world championship. For nearly four decades, F1 cars, teams and drivers have competed exclusively for points, but things were very different in the category's first quarter of a century.

When F1 (originally known as Formula A) began in the late 1940s, the world championship had yet to arrive, so each race was fought over for its own sake – and prize money. Indeed, even when world title considerations arrived in 1950, there were still many more F1 races outside of it than in it. Aside from the anomalous Indianapolis



Jack Brabham took superb late win in 1964 BRDC International Trophy



Eventual winner Stirling Moss (3), Harry Schell (4), Juan Manuel Fangio (1) and Mike Hawthorn (9) lead the field away in the 1956 BRDC International Trophy

500s, which counted for points in the 1950-60 seasons, the championship comprised just six races. There were twice as many non-points races. The championship calendar gradually grew, but it wasn't until the 1970s that the number of rounds was regularly in the teens. That left lots of scope for other races.

Point-less doesn't mean *pointless*. As well as start/prize money, there were often new cars to be developed and, on a very basic level, drivers always want to win whether there are points on offer or not. The quality and status of the events varied a great deal, from relatively minor club-style sprints to full-on grands prix (especially in the 1950s), but the top races were just that. As we hope the next few pages will show, some of them were epic, just as hard-fought as their world championship counterparts.

"It depended on the entry," said 1967 Brands Hatch Race of Champions winner Dan Gurney in 2017. "If you were up against fully fledged factory cars you still drove as hard as you could."

Given that Britain became the dominant country in F1 during the 1960s, it's perhaps no surprise that it also had the busiest non-championship scene – or that it went on the longest. In 1967 there were *four* races for contemporary F1 cars in the UK – not including the British Grand Prix at Silverstone!

Designer Tony Southgate believes those contests remained important into the 1970s, even as non-points races were reduced to the events in Britain and candidate venues looking to join the world championship calendar. "There was not a lot of difference between championship and non-championship events," he says. "Ferrari sometimes didn't turn up, but we didn't care about that, especially if we were ahead of them anyway."

There were some important historical moments too. At the 1955 Syracuse GP Tony Brooks and Connaught became the first all-British combination to win a GP since 1924, then Stirling Moss's Vanwall defeated opposition that included Juan Manuel Fangio's Lancia- >>

Ferrari in the 1956 British Racing Drivers' Club International Trophy at Silverstone. At the 1961 Oulton Park International Gold Cup Moss became the first – and only – driver to win a contemporary F1 race in a four-wheel-drive car (and the last to win in a front-engined machine) with the Ferguson P99. Brabham and McLaren scored no points for their first F1 victories, and Jack Brabham won the 1963 Austrian GP by five laps, surely the biggest winning margin in F1 history. Even in the last non-championship F1 race, the 1983 Race of Champions, there was the return of Honda to F1 in the back of Stefan Johansson's Spirit.

The first (or only) F1 wins for Jean Behra, Chris Amon, James Hunt, Tom Pryce and Keke Rosberg came in races that awarded no points. Sadly, it should also be remembered that some drivers lost their lives in such events, including Harry Schell (1960 International Trophy), Ricardo Rodriguez (1962 Mexican GP) and Jo Siffert (1971 Victory Race).

Nevertheless, five-time GP winner John Watson thinks that they were important in helping young drivers' careers as teams tried out

“My first F1 race was non-championship and I finished sixth. It made other people think I did a decent job. It was important for me. They helped people build a reputation”

new talent. “My first F1 race was non-championship, the 1972 Victory Race at Brands Hatch in the Hexagon March run by Mike Earle,” he recalls. “I finished sixth so it gave me a high level of satisfaction and I think it made other people think, ‘Watson did a decent job’. It was important for me. They helped people build a reputation.

“At that time there was a place for it. Once the commercialisation began to evolve and expand – and the number of world championship rounds increased – those races got squeezed. I did the last one in 1983 and I didn't really want to do it. I had just won at Long Beach and I couldn't really see the point of doing the non-championship race. I was less enthusiastic than I had been 11 years before.”

He wasn't the only one. The last International Trophy run for current F1 cars had taken place in 1978, and the final scheduled non-championship race outside the UK (see right) was the 1979 Dino Ferrari Grand Prix, Imola's preparation before holding the 1980 Italian GP.

That could have been it had it not been for an agreement between F1 tsar Bernie Ecclestone – the man who had done so much to modernise F1 and make it one coherent championship package – and Brands Hatch supremo John Webb. Even then, the 1983 Race of Champions clashed with a test at Paul Ricard, soon to host the French GP, and most of the stars were elsewhere.

Autosport's reporter Nigel Roebuck lamented the clash and poor Brands Hatch entry, saying: “If non-championship races are to continue, in this country or anywhere else, they must be run at a point in the calendar when more important events do not impinge. Many potential runners were busily engaged at Paul Ricard, preparing for a world championship grand prix this Sunday.”

The enthusiasm and need for non-championship races had gone.

So could they ever return? The discussion comes up every now and again, particularly when alternative race formats are being debated.

It's an appealing idea, but Watson believes there are too many hurdles. “I think there would be a market for it in the UK,” he says. “But if you wanted to take the reserve driver from each team, how do you then fill the field and how do you pay for it? These cars are so complex and I don't think it would be possible with the current regulations.

“I suspect the fans would still love it, but I don't think it would be viable as F1 stands now. I think it would just be too expensive.”

Which means the 1950-83 F1 races will probably stand as a single and special period in motorsport history. One that shouldn't be forgotten. ❄

For those wanting to read more on the non-championship races, take a look at Chris Ellard's *The Forgotten Races* and *Long Forgotten Races*, and Brian Harvey's *Formula One: The Real Score*.



BRMs (second, fifth and near back) were rapid at Albi GP in 1953 but managed to lose again



Hunt's F1 breakthrough came at Silverstone in the 1974 International Trophy



Pryce scored his F1 victory for Shadow at Brands Hatch in 1975



Rosberg leads away at the 1983 Race of Champions, the last of the non-points events



Moss drove the 4WD Ferguson to victory in 1961 Oulton Gold Cup



Ferrari didn't always turn up, but did come to Silverstone in 1975



Gilles Villeneuve hits Niki Lauda at Imola during their 1979 duel



Honda returned to F1 at the non-championship Brands Hatch race in 1983



A clumsy crash helped decide the 1980 Spanish GP

When even a championship race doesn't count for points

The 1980 season was marred by the war between FISA/FIA and the Formula One Constructors' Association for control of Formula 1. Things came to a head around the Spanish Grand Prix on 1 June.

The trigger was the fines imposed by FISA on certain drivers for missing pre-race briefings at Zolder and/or Monaco, which FOCA opposed. FISA president Jean-Marie Balestre said the race at Jarama would not be FISA sanctioned unless all fines were paid, so the Royal Automobile Club of Spain, with the support of FOCA, decided to run the Spanish GP outside of the auspices of FISA. Alfa Romeo, Ferrari and Renault – the FISA-aligned teams – withdrew, but everyone else started.

It turned into a race of attrition. From fourth, Carlos Reutemann's Williams jumped into the lead at the start, followed by team-mate Alan Jones and the Ligiers of Didier Pironi and poleman Jacques Laffite. Pironi was soon in brake trouble and waved Laffite by, with Nelson Piquet's Brabham following shortly afterwards.

On lap 13 of 80 Jones missed a gear and fell to fifth, allowing Laffite to attack Reutemann. Then the duo caught the RAM Williams of Emilio de Villota and the trio tripped over each other, all being eliminated.

Piquet was handed the lead, but then his gearbox broke. When a front wheel came off Pironi's Ligier, Jones moved into the lead to take what he thought should be maximum points. He was wrong, as the race was then stripped of its championship status, much to Jones's disgust.

The dispute hadn't been resolved by the 1981 South African GP in February. The FOCA teams travelled to Kyalami knowing that the 'manufacturer' squads (now including Talbot-Ligier and Osella) would again not compete, but without being sure if points would be awarded.

The 19-car race, christened 'Formula Ford 3000', was a good one. On a wet track, poleman Piquet started with rain tyres on his Brabham, while Williams driver Reutemann selected slicks. After building up a big early lead, Piquet lost out when the rain stopped and the track dried. He had to pit for slicks and could not catch Reutemann, who won by 20s.

"There will be the same arguments over Kyalami that there were after the 1980 Spanish GP," said Autosport. "Hopefully, though, there will be an end to all the political problems in the near future."

A solution was indeed found, but those two races remain 'non-events' as far as the points record is concerned.



Reutemann scored a fine victory at Kyalami in 1981

FORGOTTEN RACES
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WERE THEY REALLY SO POINTLESS?

Non-championship races used to be woven into the F1 fabric in the United Kingdom – and none counted for more than the Race of Champions and International Trophy

DAMIEN SMITH

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1971 Race of Champions gets going. Clay Regazzoni's Ferrari (5) will defeat Jackie Stewart's Tyrrell (17)

Stirling Moss got it right – as usual. “Those non-championship races were just as important as the world championship grands prix,” he said. “The BRDC International Trophy was in actual fact more important than the British GP because more prize money was at stake. That’s why it usually got a fantastic entry. The world championship can spoil things because drivers spend more time trying to win it than actually trying to win the individual races. That, to me, is wrong. For me, the most important race is always today’s. Today I could win, lose, or get killed. What could be more important than that?”

Racing for the hell of it, for the moment – and for money. That was the foundation upon which the sport of motor racing was formed. But even by 1965, when John Webb founded the Race of Champions as the Brands Hatch alternative to Silverstone’s long-established BRDC International Trophy, Formula 1 was changing. The world championship wasn’t yet the be-all – but within two decades it would be.

Britain had more than its fair share of ‘pointless’ F1 races, including the Oulton Park International Gold Cup that started in 1954 (an event won by Moss), but the Brands Hatch and Silverstone races were the biggest, often acting as curtain raisers to the European F1 season.

Through the 1960s and 1970s, as non-championship races dwindled, the two spring staples of UK motor racing rumbled on, vying for attention, prize money and quality grids, bolstered by Formula 5000s and, later, Aurora British F1 regulars. At both, the entertainment was often better than at GPs. Heat formats and shorter distances helped but, as Moss said, somehow these races always had a freedom, unshackled as they were to any ‘greater’ meaning. Perhaps that’s why they tended to throw up surprise winners: those who’d never won before – or never would again. That’s the basis of our selection, drawn from two decades of ‘pointless’ races at Brands and Silverstone that produced tales of the unexpected and provided guilt-edged memories for all who were lucky enough to witness them. >>



Spence benefited from rare Clark error in 1965

SCHLEGELMILCH



Eagle scored first F1 win at Brands in 1967



McLaren began 1968 with two wins in the UK



Amon was an F1 winner, for March at Silverstone in 1970

SUTTON



Gethin scored a famous Formula 5000 success in 1973

MCKLEIN

1965 Race of Champions Clark feels the heat

Imagine this today: a competitive and contemporary Formula 1 field congregates at a British race track for a two-heat dash to warm the cockles and kick a new season off after a long winter's hiatus. My goodness, the Brands Hatch Race of Champions was a good idea.

The first one, held on 13 March 1965, began a new tradition in the best way possible, by creating a storyline of the unthinkable: on the cusp of his greatest season – the greatest season any racing driver is ever likely to have – Jim Clark made a mistake. And crashed. It was almost as if Brands impresario John Webb had scripted it.

Clark had won the first 40-lap heat in his Lotus 33, but the clanger came in the second. He dropped it at Bottom Bend, under pressure from the man it's said he rated more than anyone: his good friend Dan Gurney. Then the American was out three laps later when his Brabham's engine failed.

So who should lead now? Second Lotus drivers only rarely got a look-in, and here was Mike Spence's chance. A striking figure with swept-back blond hair, Spence also stood out thanks to his garish orange helmet. He'd already finished fourth (inevitably behind winner Clark) in the world championship opener in South Africa, and now here was a breakthrough win for the taking. A pity, then, that wily old Jack Brabham was closing in for the aggregate win – only for 'Black Jack' to lose his oil. Spence was home and dry, beating BRM's Jackie Stewart by a whopping 59.4 seconds, and starting another tradition: surprise winners at the Race of Champions.

1967 Race of Champions The Eagle has landed

This time more Webb-inspired novelty: two 10-lap heats and a 40-lap final – in front of a crowd of 45,000. Forget grand prix purity – this was the Race of Champions. Anything goes; a chance for experimentation.

And what usually went first was something mechanical, in the days when racing cars generally broke more than they worked. John Surtees's Honda V12 was thwarted by a stuck throttle slide; Jack Brabham by a loose lead; and Richie Ginther's Eagle by deranged steering. Lorenzo Bandini – just a couple of months before his awful death at Monaco – put in a characterful charge, but fell just 0.4s short of... Gurney: Eagle was an F1 winner. The Anglo-American Racers (as they were then) would repeat the feat in the world championship proper at Spa, but there's a more quirky stat from Brands: the top five read Gurney, Bandini (Ferrari), Jo Siffert (Rob Walker Cooper), Pedro Rodriguez (Cooper) and Ludovico Scarfiotti (Ferrari) – not a Brit among them, during an era when homegrown talent generally ruled. The first in this case was Chris Irwin, sixth, in a Reg Parnell-run Lotus-BRM. Another tale of the unexpected.

1968 Race of Champions and International Trophy McLaren leads the Herd

"Do you realise that the Race of Champions was the first single-seater race I've won at Brands Hatch since 1958? That's 10 years!" wrote Bruce McLaren in his Autosport column in March 1968. "That was my first race at Brands and I remember Ken Tyrrell and I were both in Formula 2 Coopers. I suppose I really beat him again last weekend as well, because Jackie Stewart's Matra was down in sixth after a pitstop, but I mustn't rub it in because we're not kidding ourselves this early in the season. We're well aware that Clark, Jochen Rindt and Gurney weren't there, not to mention 'Black Jack' and Surtees with a good Honda."

By the time they'd reconvened at Silverstone towards the end of April, Clark was missing again – but this time forever. A minute's silence on the grid and the eerie sound of a lone piper marked the passing of the great man, killed in an F2 race at Hockenheim on 7 April. Then the engines started and, as ever, F1 rolled on...

Just as in its first race at Brands, the McLaren M7A – designed by a young Robin Herd – won again, this time Denny Hulme leading home team leader Bruce McLaren would repeat Gurney's 1967 feat at Spa by winning a world championship F1 race in his own car, but he was spot

on to take nothing for granted. The season would centre around Graham Hill, picking up a deflated Lotus quite brilliantly to see off Stewart's Tyrrell-run Matra. The M7A, complete with potent Cosworth DFV V8 now available for the first time as a customer engine, looked magnificent – but ultimately those early non-championship races flattered to deceive. Herd was soon gone, destined for the false dawn of a Cosworth four-wheel-drive car that would never race. Had he stayed, would McLaren have waited until 1974 to win its first world title? The question can only ever be rhetorical.

1970 International Trophy Amon to all that

One of only two wins in an F1 car – and he didn't even finish at the front of the second heat. Chris Amon always deserved so much more.

The Kiwi had won the first heat, which meant in the second he just had to keep within 12s of a visibly hard-working Jackie Stewart to take the Trophy on aggregate. The victory marked a maiden win for those cocky upstarts at the March factory, Stewart having already given the 701 victory at the Race of Champions for customer Tyrrell and at the Spanish GP too, a week before Silverstone. Like his M7A, Herd's 701 hit the marks out of the box, but then never quite matched those heights as the season progressed. At Silverstone, Stewart even tried Piers Courage's new Frank Williams-run De Tomaso in practice (imagine such a thing today!). Just a second-opinion favour for a mate, or a sign that he really didn't fancy this customer chassis he'd been cornered into for 1970?

Amon's other F1 win, incidentally, was another non-championship race: the 1971 Argentinian GP at Buenos Aires, again a two-heat contest, won in a Matra.

1971 International Trophy Not yet over the Hill

Talk about a feelgood result. By 1971, Graham Hill was surely just playing for time despite his glint-in-the-eye charisma keeping him high in the public's affections. But at Silverstone in the two-heat *Daily Express*, at 42 years old, Hill defied the naysayers for his first F1 win since Monaco 1969 – and what would prove to be his last in an F1 car. Remarkably, he still had an inspirational Le Mans win in him, for Matra in 1972 that astonished even his doubting team-mate Henri Pescarolo. But it wouldn't be until 1975 that he'd reluctantly stop – by then undoubtedly beyond last orders.

Sure, that day in 1971, driving the 'lobster-claw' Brabham BT34, Hill inherited his win. Jackie Stewart had won the first heat comfortably for Tyrrell, but crashed early in the second thanks to a stuck throttle. Tellingly, the field was also bulked out by a mixed bag of F5000s – the race also counted as a European championship round – for which Silverstone was given a serious chewing by Autosport's Simon Taylor in his editorial. But for Hill, especially at this stage of his life, a win was a win – and they all counted, points or not. And he always was a crowd-pleaser.

1973 Race of Champions No second Gethin

Our man Mr Taylor knew which way the wind was blowing for non-championship F1 races in 1971, but he couldn't have known that Formula 5000 grid-fillers would lead to the most famous, most unexpected – and greatest – 'pointless' victory, at Brands Hatch two years later.

Peter Gethin, Chevron B24: giant-killer? Well, in truth, the giants really killed themselves as high attrition once again became the deciding factor. But in a race led by Jean-Pierre Beltoise (Firestone-tyre-eating BRM), Ronnie Peterson (broken diff, Lotus), Mike Hailwood (nasty crash, Surtees) and Denny Hulme (failing clutch, McLaren), Gethin – to his eternal credit – hung in there, picked up places and hit the front with two to go, as Hulme limped home second just ahead of James Hunt. Back in 1971, Gethin had already emerged the surprise right-time, right-place winner of the closest finish to a grand prix at a breathless Monza slipstreamer. Now this.

Which was the greater achievement? We'd argue this one. >>

1974 Race of Champions Ickx takes the high ground

That move. That's why this race has to be here (and in our top 10 list, see page 26). Not to mention it marked another big result: the final F1 flurry from a grand prix great whose top-line single-seater career was already dipping into terminal decline.

What made it all the sweeter was that Jacky Ickx's high-line pass at Paddock Hill Bend, in a Lotus 72E beginning to creak with age, was pulled off not only against the gathering storm that was Niki Lauda, but to the cost of Ferrari, for which he had previously achieved so much. As Autosport's report ran: 'Revenge in the Rain.'

The weather was atrocious (Brands in March? Never!). And Ickx, already revered as a rain master, was having 'one of those days'. He'd already picked off Emerson Fittipaldi's McLaren and now closed in on Lauda. Hardy but oh-so-lucky onlookers thought the Belgian had a stuck throttle when he shot up the outside line, such was the speed differential. But this was no failure – and no fluke as the Lotus slithered into the lead.

Forget about Wolf-Williams, Ensign and Ligier. Pretend those years didn't happen, that Ickx's F1 career ended right here, with a golden pass worthy of the great man at his best.

1975 Race of Champions A Pryce worth paying

To complete a hat-trick of mid-1970s Brands magic, here's the Prince of Wales, Thomas Maldwyn Pryce, sublime in the spring on his way to his only F1 win – and another pointless landmark.

The Shadow had smoked its fat Goodyears from pole position, bogging down in the famous Brands startline dip, as fellow front-row man Jody Scheckter scorched away in his Tyrrell. But Pryce, still green and with it all seemingly stretching ahead of him, quickly made up what he'd lost, dispatching Lotus duo Ickx and Peterson no less, and then chasing down Scheckter. Closing, closing... and then bang: Scheckter's Cosworth let go – "It was a crisp, clean cut like a severed head" as our ebullient reporter Chris Witty put it – and Pryce was away. Behind him, a charging John Watson also cleared the Lotus duo and took a strong second for Surtees to record a remarkable footnote: the first British 1-2 in an F1 race since Graham Hill and Piers Courage finished first and second at Monaco in 1969.

1974 International Trophy Hesketh in the Hunt

Let's break the chronology for a moment, step back a year and return to Silverstone. It would be remiss to forget the race in which James Hunt charged to his breakthrough win.

As 'Le Patron' Lord Hesketh helicoptered champagne-quaffing guests in from his nearby estate, his plucky little team of genuine racers got on with winning an F1 motor race for the first time. Hunt set pole position – by a massive 1.7s! – then put in a stirring performance after a disastrous getaway. Lacking a clutch and blistering his hand on a broken gearlever, Hunt beat a decent field that had convened just eight days after the South African Grand Prix. Not for the first time or the last, a setback sparked the fire that ignited the best from 'Master James': having plummeted down the order he was up to fourth by lap seven, which quickly became third. By lap 13 he was past the Surtees of future McLaren team-mate Jochen Mass, then zeroed in on leader Peterson's Lotus 76. Think of 'SuperSwede' and images of his Lotus 72 on opposite lock at Woodcote are never far from our minds – but it was at 'Ronnie's corner' that Hunt swept past, Peterson struggling with a chunking left rear Goodyear before his engine tightened and seized. This was Hunt and Hesketh's – and Firestone's – day.

1978 International Trophy Young punks rock in the rain

"The BBC were over the moon," said the stage manager in Autosport's Catchpole cartoon strip. "The best live drama since Bill Grundy and The Sex Pistols." And on a sodden stage at Silverstone, two of F1's own young punks had stuck a rocket up the establishment. "Ever feel like

"Lauda was last seen being given a piggyback by a marshal, with his Brabham plugged in what looks like a ploughed field. You can imagine his short-syllabled verdict"

you've been cheated?" to quote Johnny Rotten. Not on this day, as the final (contemporary) F1 International Trophy played out in a deluge.

And what a sign-off. The front row didn't even line up, poleman Peterson being forced to start his Lotus from the pitlane and Lauda not bothering at all after skating off in practice. He was last seen being given a piggyback by a marshal, with his Brabham plugged in what looks like (and probably was back then) a ploughed field. You can imagine his short-syllabled verdict on the whole affair.

As for the rest, just four out of the 15 who actually took the start made it to the finish. Abbey was close to flat-chat back then, but not on 19 March 1978: drivers were forced to pick their way through a route more befitting of a rallycross – and there at the end was Keijo Rosberg, in of all things a Theodore. For Keke, in just his second F1 race, this was just the start. "I had only two spins, so it wasn't too bad," he told Nigel Roebuck.

As for the other 'young punk', Derek Daly would later make his name mostly for cartwheeling Tyrrells. But he'd been magic in an old Hesketh at Silverstone, even leading until he finally joined the congregated masses in the Woodcote catch-fencing. "One of my visor studs had broken and my visor went with it," explained the Irishman. "I knew it was going, but there was nothing I could do. My heart was in my boots. Still, I was really pleased by the reception I got from the spectators. They were super. I suppose that race hasn't done me any harm."

Pointless? Not for Formula 1's young punks, that day and all through the decades.

1983 Race of Champions Rosberg closes an era

The final (proper) Race of Champions was the last contemporary non-championship F1 race. By then, F1 was moving ever faster, not only thanks to the ground-effect cars that had just been outlawed but also increasingly because of the powerful little bloke running Brabham. By 1983, Bernie Ecclestone's grip on F1 was welded solid. He'd won the war with race promoters and the FIA and, in his vision of increasing F1 conformity, pointless races had become exactly that. Just 13 cars lined up for the first Race of Champions since 1979, with a clashing test at Paul Ricard proving a conclusive diversion.

There's a pleasing symmetry that the same chap who won the final F1 International Trophy at Silverstone should also win the last Race of Champions. By now Rosberg was a new world champion, pedalling a tidy but vastly outgunned Williams FW08C. Not at Brands though, where Rene Arnoux's turbocharged Ferrari 126C2B was cooking its tyres. Up stepped American F1 rookie Danny Sullivan, flown in direct from LA to sub at Tyrrell for Michele Alboreto, who was cup-tied by a world sportscar round for Lancia.

Thanks to the future Indianapolis 500 winner, a long and illustrious era at least ended with a decent scrap. Sullivan, having prepared his tyres carefully in the warm-up and thus avoided the blistering that afflicted almost everyone else, pushed Rosberg as best he could, even making a move on the outside at Druids at the close. But the wily Williams driver coolly held his line at the exit, forcing the Benetton-backed Tyrrell towards the grass. Rosberg, his left-rear alarmingly blistered, crossed the line to win by 0.5s. The battle of the Cosworth DFVs, a pleasing throwback in itself to simpler times, was done.

Would F1 miss the non-champ races in the years that would follow? Not really. But hardy British fans, those who'd relish the brutal realities of barren Brands and Silverstone on cold (and often sopping) days in the spring, certainly would. A little piece of F1 soul died that April day at Brands Hatch. ✎



Ickx's last F1 win came at Brands in 1974...



McKLEIN

...before Pryce and Shadow led the way a year later



Hesketh hunts Peterson at International Trophy in 1974



Rosberg closed an era with heroic Brands win



FORGOTTEN RACES
FORMULA 1

TOP 10 NON-CHAMPIONSHIP F1 RACES

There were many great Formula 1 events that didn't count for points between 1950 and 1983. Here's our pick of the best

KEVIN TURNER

PHOTOGRAPHY  **motorsport**
IMAGES

10

**1973
BRDC International Trophy
Silverstone**

Snow is not normally associated with F1, but it was a key element in the outcome of the 25th International Trophy at Silverstone. Autosport was moved to comment on the competitiveness of the best of the 16 stock-block F5000 machines that shared the grid with 13 F1 cars, but it was the three-litre thoroughbreds that led the way.

Poleman Emerson Fittipaldi's Lotus suffered clutch failure off the line, leaving team-mate Ronnie Peterson in front. But Jackie Stewart's Tyrrell outbraked the Swede into Stowe on lap two and started to pull away – until he atypically spun at Becketts.

That put Peterson back in front, as Stewart mounted a charge from sixth position. He scythed through to second and, on his softer tyre compound, caught the leading Lotus. Stewart then struggled to find a way by, until snow arrived on lap 32 of 40... "Peterson arrived into a Becketts gone suddenly greasy wet and slid off on to the grass," reported Autosport's Pete Lyons. "Stewart, with an instant's more



warning, held himself on the track and passed by into the lead.

"Peterson rejoined with a plume of tyre smoke into second place and rapidly made up half of his lost ground, but the surface was getting ever wetter and three laps from the end he gave up his hopes of a first F1 victory and let Stewart go."

Stewart crossed the line 10.4 seconds ahead, recording an average speed of 132.8mph, then the fastest race held in the UK since the closure of Brooklands, despite the snow. It also set the scene for the Stewart-versus-Lotus contest for that year's F1 title.

9

1971 Questor Grand Prix Ontario

A 'Race of Two Worlds'-style contest at the new Ontario Motor Speedway pitted Formula 1 cars and drivers against Formula A (to become F5000) machinery with American stars. It would prove to be a one-sided contest, apart from the Penske-entered Lola T192 Formula A machine of Mark Donohue, but it was still an enthralling event.

Due to the smaller tank capacity of the Formula As, the Questor GP was run over two heats of 32 laps each. The circuit used part of the oval and an infield, creating a 3.2-mile course, and there were 30 starters.

Jackie Stewart took pole – and lapped faster than AJ Foyt when he had a go in the American's McLaren-Chevy Formula A car – but was overpowered by Jacky Ickx's Ferrari at the start of heat one. The Tyrrell stayed with Ickx and slipstreamed into the lead at the start of lap five. He then drew away as Chris Amon's Matra hounded Ickx.

Behind the lead trio, Mario Andretti – who was also competing in a USAC race at Phoenix and had started 12th – started challenging Donohue for fourth. Andretti would later claim that "Mark was driving brilliantly, he didn't make any mistakes at all", but the three-litre flat-12 Ferrari outgunned the five-litre V8 shortly before half distance.

Ickx was then forced to pit with a puncture, allowing Andretti into third. With 12 laps to go, Stewart led Amon by 4.5s, with Andretti another 5s back. Then the Matra suffered a flat tyre and Andretti moved into second and started closing rapidly on Stewart, who was also having trouble with his rubber.

"As they started the penultimate lap the Ferrari was pushing the Tyrrell," wrote Pete Lyons in Autosport's report. "Stewart was weaving to try to break the draft, but it was hopeless. The flat-12 rushed by almost contemptuously."

Donohue lost a seemingly certain third place with an engine issue, handing the spot to Jo Siffert's BRM.

Lyons reported that Andretti "jumped the rolling start by a grand margin" to lead heat two from pole. Stewart nevertheless grabbed the lead on the second lap. Donohue rose briefly to third, but his fine performance ended with fuel-pump issues.



Having allowed Stewart to build a lead of 3.2s, Andretti started chipping away at the gap, the power of the Ferrari offsetting the small advantage of the Tyrrell through the corners. "The power difference was the deciding factor, reckoned Lyons. "On the ninth lap Mario shot by on the main straight."

Andretti quickly pulled away as Stewart fell back into Amon's clutches. The Matra tracked the Tyrrell relentlessly but could not find a way by. "Neither driver was making any mistakes and it was a real lesson in superb car control for the entranced 68,000," wrote Lyons. "Going around the last lap they could not have been closer, but Amon just could not do it."

So Stewart narrowly won a fine duel for second even with shredded Goodyears, but Andretti was a clear winner in his Firestone-shod Ferrari, despite a misfire. "I never drove a car that handled so well," he said.

European machinery had won, but there was a home hero behind the wheel. The event was generally regarded as a success, but it was never repeated.

8

1952 Daily Mail International Trophy Boreham

Combining Formula 1 and F2 was not uncommon in the 1950s and 1960s. Such was the dearth of competitive F1 machinery in 1952-53 that the drivers' world championship was run for F2 cars, but there were still F1 races. One of those took place at the Boreham circuit in Wiltshire in 1952, where 35 F1 and F2 cars battled for the *Daily Mail* International Trophy.

Luigi Villorosi's 4.5-litre Ferrari started from pole on the five-wide front row(!), with the powerful BRM V16s of Jose Froilan Gonzalez and Ken Wharton among the main opposition.

At least, they should have been. A torrential downpour changed the balance of power and gave up-and-coming British ace Mike Hawthorn another chance to shine in his two-litre F2 Cooper-Bristol.

Villoresi led early on, ahead of the Ferraris of Louis Rosier and Francisco Landi, with Hawthorn next after Gonzalez went off in the lurid BRM. The 1.5-litre supercharged engine's power delivery was ferocious and meant the BRMs were all at sea, and the more

circumspect Wharton plummeted backwards.

Hawthorn, who had already impressed earlier in the year, went the other way, grabbing second in "a superb display of driving on an almost waterlogged track", according to Autosport, which reported that the gap to Villorosi was then less than 20s. "Notwithstanding the dreadful weather conditions, there is something comical about one of the world's most powerful racing cars in the hands of an acknowledged master, about to be challenged by a tiny two-litre machine driven by a youngster with no Formula racing experience up till this season."

On lap 30 of 67, Hawthorn sensationally took the lead, "the crowd almost going delirious with excitement". The Cooper-Bristol then stormed away, opening a 40s lead in a dozen laps.

But, as the track dried, the Ferrari started to close back in. Villorosi retook the lead, only for Hawthorn to snatch it back again immediately. Eventually the V12 pulled clear and, with Hawthorn starting to lose power, he fell prey to Landi's Ferrari too.

Landi provided one more element of excitement in the rollercoaster contest, his exuberant charge meaning he failed to usurp Villorosi by just 10s after nearly two and a half hours of competition.

Hawthorn finished third, winning the F2 category by nearly 40s, having once again served notice of his ability.

7

**1975
BRDC International Trophy
Silverstone**

The reigning world champion and the next two title winners made the 27th International Trophy a memorable one for the 45,000 spectators.

There was one car from each of the main world championship teams, plus some privateers, and it was a rare case at that time of no F5000 machines being required to bolster numbers. All cars were also on the same Goodyear rubber.

Lotus brought two cars, but neither Ronnie Peterson (engine trouble) nor Jim Crawford (practice crash) made the start.

James Hunt took pole and narrowly held off the Ferrari of Niki Lauda at the start. The Hesketh, Ferrari and reigning champion Emerson Fittipaldi's McLaren quickly pulled clear at the front of the field, their lap times almost at qualifying pace.

In a preview to their Dutch GP squabble, Hunt seemed comfortable out front, despite Lauda's pressure.

"Hunt was holding his own beautifully, the Hesketh coming around like the cutting edge of an axe, literally sucking the Ferrari and the McLaren – which was wiggling raggedly – along with it," wrote Autosport reporter Pete Lyons.

Then, after 24 of 40 laps, the Hesketh's Cosworth DFV engine blew. With the Hesketh no longer leading



the way, the pace slackened and the top two stayed tied together.

A front-wheel vibration hampered Lauda in the closing stages and the McLaren of Fittipaldi, increasingly comfortable as the race wore on, harassed the Ferrari.

On the final lap, Fittipaldi got a run out of Club and through Abbey, forcing Lauda to move to the inside on the approach to the final Woodcote right-hander. Fittipaldi tried to go all the way around the outside in a classic 'Silverstone-type finish', but it was the Ferrari that crossed the line ahead by a scant 0.1s.

6

**1960
International Gold Cup
Oulton Park**

"That the British public really loves grand prix-style racing was proved beyond doubt," said Autosport of the 1960 Oulton Park International Gold Cup, which attracted 30,000 spectators.

The Gold Cup was one of the major events in the UK and, of the leading F1 teams, only Ferrari was absent from the 1960 edition.

Stirling Moss, already a three-time Gold Cup winner, took pole by over a second in Rob Walker's Lotus 18. Behind, Jim Clark (works Lotus), Jack Brabham (Cooper) and Graham Hill (BRM) all set the same time.

Brabham grabbed the lead at the start, while Innes Ireland's Lotus jumped from sixth to second from the 4-3-4 grid to lead the chase.

Ireland and Clark soon overcame Brabham, while Moss recovered from a less-than-ideal first lap.

As Ireland edged away, Moss and Brabham engaged in a fierce duel. "Stirling tried everything, but whenever he sought to pass, the Cooper-Climax was there, hurled round by the determined Australian," wrote Autosport's Gregor Grant. "After 10 laps Brabham and Moss were seven seconds behind Ireland, going at it hammer and tongs."

Team Lotus's 1-2 was spoiled when



Ireland and Clark attempted to lap Brian Naylor's JBW-Maserati. The backmarker apparently failed to see Clark, contact putting both out.

Then Ireland went off at Cascades and rejoined behind the Brabham-Moss battle. Grant: "Now came a really superb piece of driving, for in less than three laps Ireland was once again in the lead. To overtake both Moss and Brabham is something that could only happen once in a blue moon!"

As Ireland edged away, Moss attacked Brabham once more and finally made it by. Moss closed in but Ireland looked in command until his Lotus failed him. Moss was left to cruise home to one of his few fortunate victories, 22.8s clear of Brabham.

5

1969 BRDC International Trophy Silverstone

The 21st International Trophy attracted 14 cars, including two Ferraris and the Lotus 49s of reigning world champion Graham Hill and Jochen Rindt – though they missed the best of the practice conditions.

Jackie Stewart started at the back in his Matra MS10 as the MS80, which he had qualified on pole, was poor in the wet on unsuitably wide wheelrims and the track was very wet for the beginning of the race. That meant Jack Brabham started at the front and he duly led Brabham team-mate Jacky Ickx, then built a lead of around half a minute while Ickx battled the Frank Williams-run Brabham of Piers Courage.

Meanwhile, Rindt was putting on an impressive charge after an early misfire had briefly dropped him to 11th. By lap 10 he was sixth and catching Stewart. The McLaren of fourth-placed Denny Hulme suffered an engine failure just as Stewart caught him, giving Rindt another place, and the Lotus was soon with the Matra.

“This brought the prospect of the two drivers who are probably the best grand prix pilots in the world having a duel,” wrote Autosport’s Simon Taylor. “But now that the track was drying a little Stewart was beginning to find his narrow tyres an embarrassment and, after getting alongside at Becketts on lap 19, the irrepressible Rindt sneaked past at Maggotts on lap 20.”

Just before half-distance of the 52-lapper, Rindt despatched the battling Ickx and Courage to take second. He looked capable of closing on the leader, but Brabham responded. “A pit signal went out to Brabham, and wily Jack pulled out a little more speed, still driving superbly,” wrote Taylor in our report. “At lap 29 the gap was 27s.”

Rindt kept charging, but Brabham still held a 9.8s advantage going on to the final lap. Then the BT26A slowed as Brabham ran out of fuel. He coasted over the line with no power, but Rindt was 2.2s too late.

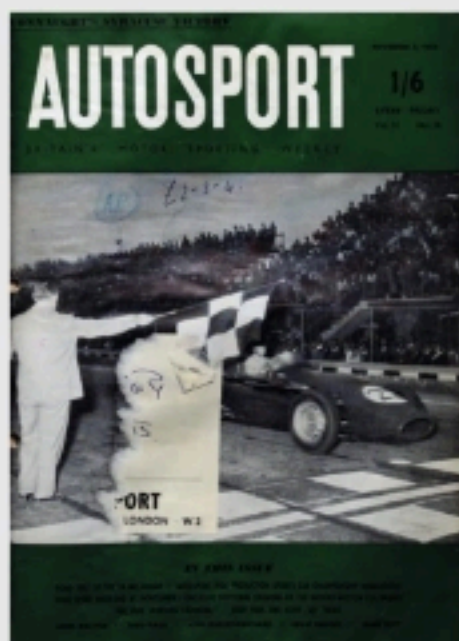
“Thanks to Jack and Jochen, it had been a first-class race,” concluded the Autosport report.



4

1955 Syracuse Grand Prix

This is arguably the most famous non-championship F1 race, at least in the UK. It had been 31 years since a British driver had won a GP in a British car when dentist Tony Brooks, who had not driven an F1 machine before, headed to the Sicilian circuit of Syracuse, a track he had not seen before.



The underfunded Connaught team arrived a day late, and practice running was further limited to minimise the wear on the cars (and ensure the crucial start money), which did not help Brooks learn what was then considered a driver’s circuit. He nevertheless surprised the factory Maserati team by qualifying third.

Having not made a race start in the Connaught before, a cautious Brooks was slow away as the Maserati 250Fs of Luigi Musso and Luigi Villorresi led the

15-car field. But Brooks quickly recovered and then picked off Villorresi.

He engaged Musso for the lead, the duo swapping places as the Maserati repeatedly dived down the inside into the hairpin. Brooks, expecting his disc brakes to last better than the Maserati’s drums, kept his cool and outaccelerated the 250F on the exit.

Despite limiting his revs to 6200rpm when the limit was 7000rpm to look after the fragile four-cylinder Alta engine, Brooks broke the lap record and pulled away. His consistent pace completely ground down the Maserati opposition and he crossed the line 51s clear of Musso, who was the only driver not to be lapped twice in the 2h25m encounter.

“The pace of the British car greatly surprised the organisers, and they ordered the 2.5-litre Alta engine to be stripped after the race for verification of capacity,” reported Autosport, which ran a green cover for John Riseley-Prichard’s full account in the 4 November 1955 issue. “We have the drivers, and it now remains to give them machines worthy of their skill. This Connaught success may prove to be the turning point of the threatened export of top-line British pilots to Continental stables.”

Interestingly, the success came the same week Mercedes announced its withdrawal from motorsport. Drivers of Italian cars would win the next three F1 drivers’ titles but, by 1958, Vanwall and Cooper had well and truly expanded the British onslaught, one in which Connaught had played a small but memorable part.

3

1964
Mediterranean Grand Prix
Enna-Pergusa



Siffert and Ireland lead the Lotus pair

The Sicilian circuit of Enna-Pergusa was described by Autosport as “the fastest non-banked circuit in Europe”, and a lap of the three-mile track took less than 1m20s.

Jo Siffert’s privately run Brabham-BRM pipped the BRP of Trevor Taylor to pole by 0.1s in a BRM-powered 1-2 for the 1964 Mediterranean Grand Prix, with Jim Clark’s Lotus-Climax 1.1s down in third.

Reigning F1 world champion Clark took the lead at the start, but Siffert powered by on lap three. For much of the 60-lap race, Innes Ireland (BRP-BRM) was Siffert’s closest challenger and even edged ahead several times, though Clark and his team-mate Mike Spence also formed part of the lead group.

The fight between Ireland and Clark grew intense during the middle portion of the race and Ireland’s goggles were smashed by a stone. Clark finally made it by on lap 42, by which time Siffert was 3s ahead. He closed the gap, taking Ireland and Spence with him. Clark and Ireland swapped places twice more, while Spence was forced to stop for fuel, leaving a Siffert-Clark-Ireland contest in the closing laps.

“Harried by Ireland and Clark throughout the 180-mile race, Siffert maintained the slightest of advantages to resist the final bid of Clark, whose Coventry Climax engine did not have the top-end performance of the BRM,” wrote Bill Gavin in Autosport’s report.

“Clark was beside Siffert more than once but, despite the effort on the final lap, he just didn’t have the steam to get by and they crossed the line as one. A truly exciting race.”

Siffert averaged 133.9mph as he beat Clark by 0.1s.

2

1974
Race of Champions
Brands Hatch

Autosport described the race as “a superb curtain raiser to the European F1 season”, and Jacky Ickx’s sensational defeat of rising star Niki Lauda was arguably the Belgian’s last great F1 performance.

James Hunt’s Firestone-shod Hesketh took pole in the dry, but Goodyear’s new wets were what was needed in the appalling conditions on race day. Lauda’s Ferrari started third on the grid, while Ickx’s ageing Lotus 72 was only 11th, having suffered engine issues in practice.

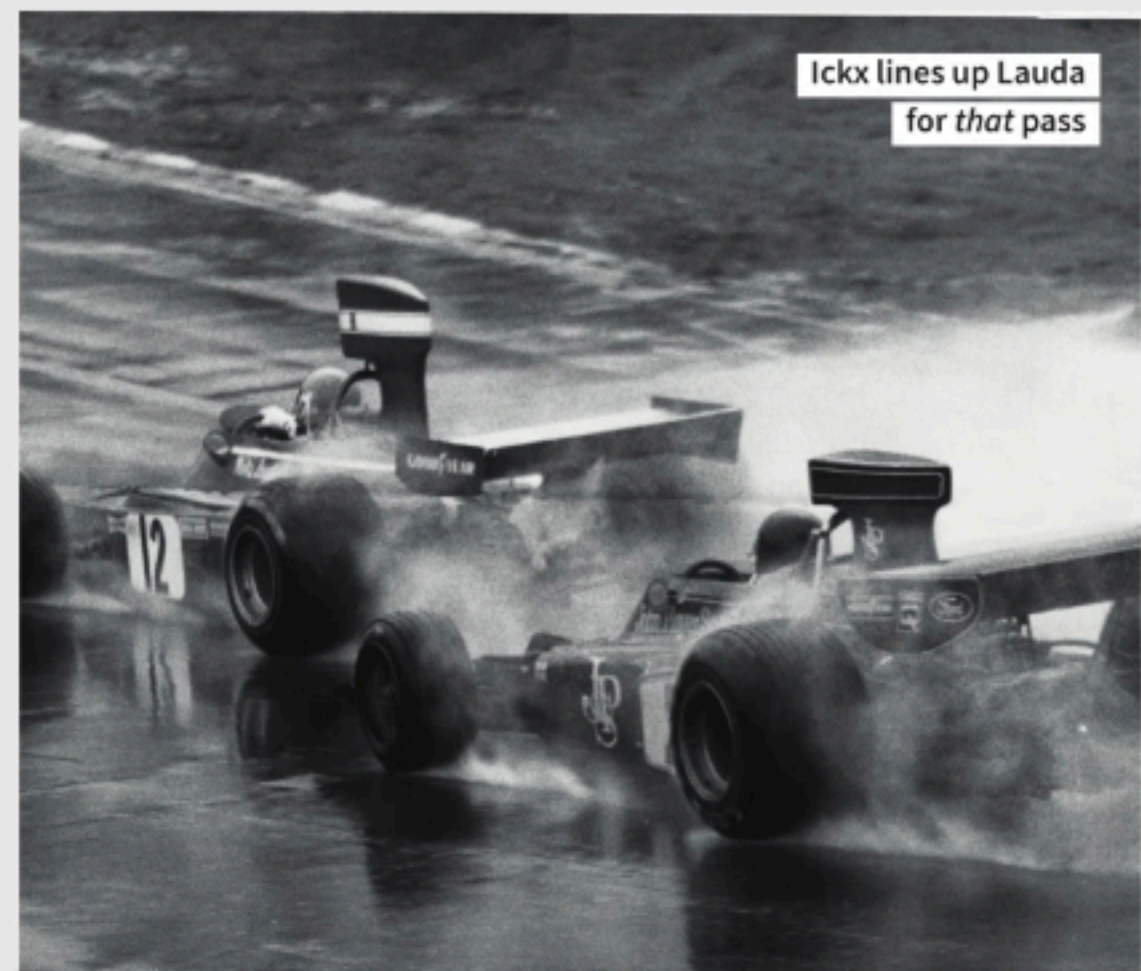
Carlos Reutemann’s Brabham made a fine start (some felt too good) from row two to grab the lead, while Clay Regazzoni (Ferrari) and Emerson Fittipaldi (McLaren) went side by side at Druids, the duo running wide enough to allow Lauda to follow Fittipaldi past the other Ferrari. Already Ickx had risen to fifth, and he also took advantage to pass Regazzoni on the run to South Bank corner (now known as Surtees).

Lauda soon grabbed second and Reutemann started suffering with his front brakes locking. When the Brabham ran wide at Clearways at the end of lap seven, Lauda took the lead. Another moment at the same place a few laps later allowed Fittipaldi through and Ickx to get a run that allowed him to secure third on the run to Paddock. Reutemann held fourth for a while but would eventually crash out.

Negotiating Tony Dean’s Chevron in the spray then gave Ickx a chance to grab second. “It was really terribly difficult in the traffic because of the vision,” explained Ickx. “That was how I passed Emerson; it was with traffic and I was able to have the luck – but I didn’t see him as I passed!”

Ickx swept by on the outside into Paddock, as Fittipaldi got boxed in behind the F5000 car, and set off after Lauda.

After three quarters of the race, Ickx started to look like more of a threat. “Lauda, who had been driving as superbly as Ickx on the



streaming wet surface, was suddenly in trouble,” reported Autosport’s Pete Lyons. “Not big trouble, for it was merely that the soft rubber bump stop on his right rear suspension damper had torn away, but now the chassis was taking sharper blows from the Brands Hatch bumps. It was enough to destroy the equality between the two men.”

After having a look at Paddock at the start of lap 34, Ickx committed to a bold move on the outside the next time around, coming from some way back and carrying remarkable speed into the downhill right. “I planned it,” said Ickx, who went on to win by 1.5s. “I knew that would be the best place to overtake Niki, but also that I would have to do it really very carefully.”

“That was the best moment of a very fine motor race,” reckoned Lyons. “Some people say they dislike wet racing, but they cannot say there is anything wrong with it as a spectacle.”



Clark (left) and Hill were given the same time after a dramatic finish

1

1962 BRDC International Trophy Silverstone

Jim Clark and his Lotus 24 started as favourites for this race at Silverstone. Graham Hill's BRM pipped Clark to pole, but in slippery conditions the Lotus took the early initiative.

After a slow start, Hill moved into second on lap three, but he could do nothing about Clark's early charge. The BRM started to lose its vertical exhaust pipes and briefly ceded second to the Lola of John Surtees, but Hill was soon back ahead.

Clark was around 25s clear until Hill started to catch him in the closing stages. With two laps to go the gap was still 6s, but Hill gained 4s on the penultimate tour and poor Lotus communication left the leader vulnerable.

"Team Lotus and Jimmy combined forces to lose," wrote Lotus mechanic Cedric Selzer in his book *If You Have Come Second You Have Lost*. "We gave Jimmy 'plus six seconds' on Hill at the start of the last lap. In fact, this was the time of the previous lap."

"The last lap will be talked about for years to come," reported Autosport's Gregor Grant. "Clark arrived at Club among one or two slower cars and swept up Abbey Curve to what he thought was victory. Meanwhile, Hill had threaded his way past the same cars and howled up Abbey closing all the way on Clark.

"Hill's BRM hurtled over the line in what looked like a photo-finish, arriving almost sideways in that last, desperate effort. No one could have been more astonished than Clark."

In *Life at the Limit*, Hill wrote: "I crossed the finish line in a big broadside and pipped him by about a car's length or less. It was a fantastic finish, one of the most thrilling I've ever had. To beat Jimmy Clark and Lotus at the same time made it doubly a pleasure, though I did feel a tiny bit sorry for Jimmy."

The Lotus had led 51 of the race's 52 laps, but Hill snatched victory in the final yards in a finish that Autosport described as "almost unparalleled in F1 racing".

Remarkably, there was a similar finish two years later, Hill this time being the victim as Jack Brabham boldly pipped him at the final corner.

➔ P34 WHEN THE BRITS TRIED TO BREAK AWAY FROM F1

WHEN THE BRITS TRIED TO BREAK AWAY

Threatening to form a new series comes up routinely during Formula 1 arguments, but in 1961 things went beyond words

PAUL FEARNLEY

PHOTOGRAPHY  motorsport
IMAGES



Brabham leads at the start of the 1961 International Trophy, but it would be Moss's (4) day



FROM FORMULA 1



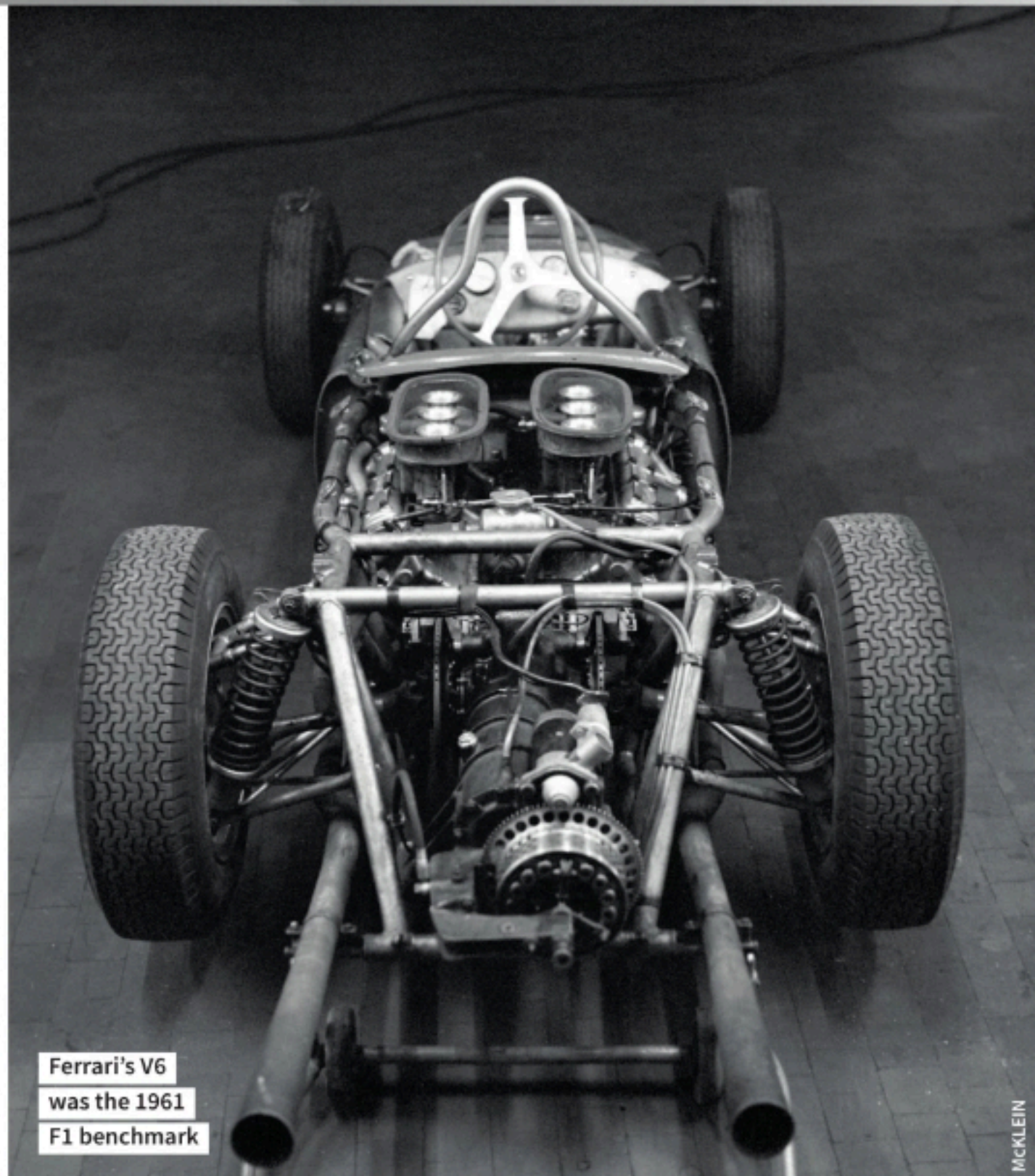


Moss also won Empire Trophy in the 'big' Cooper

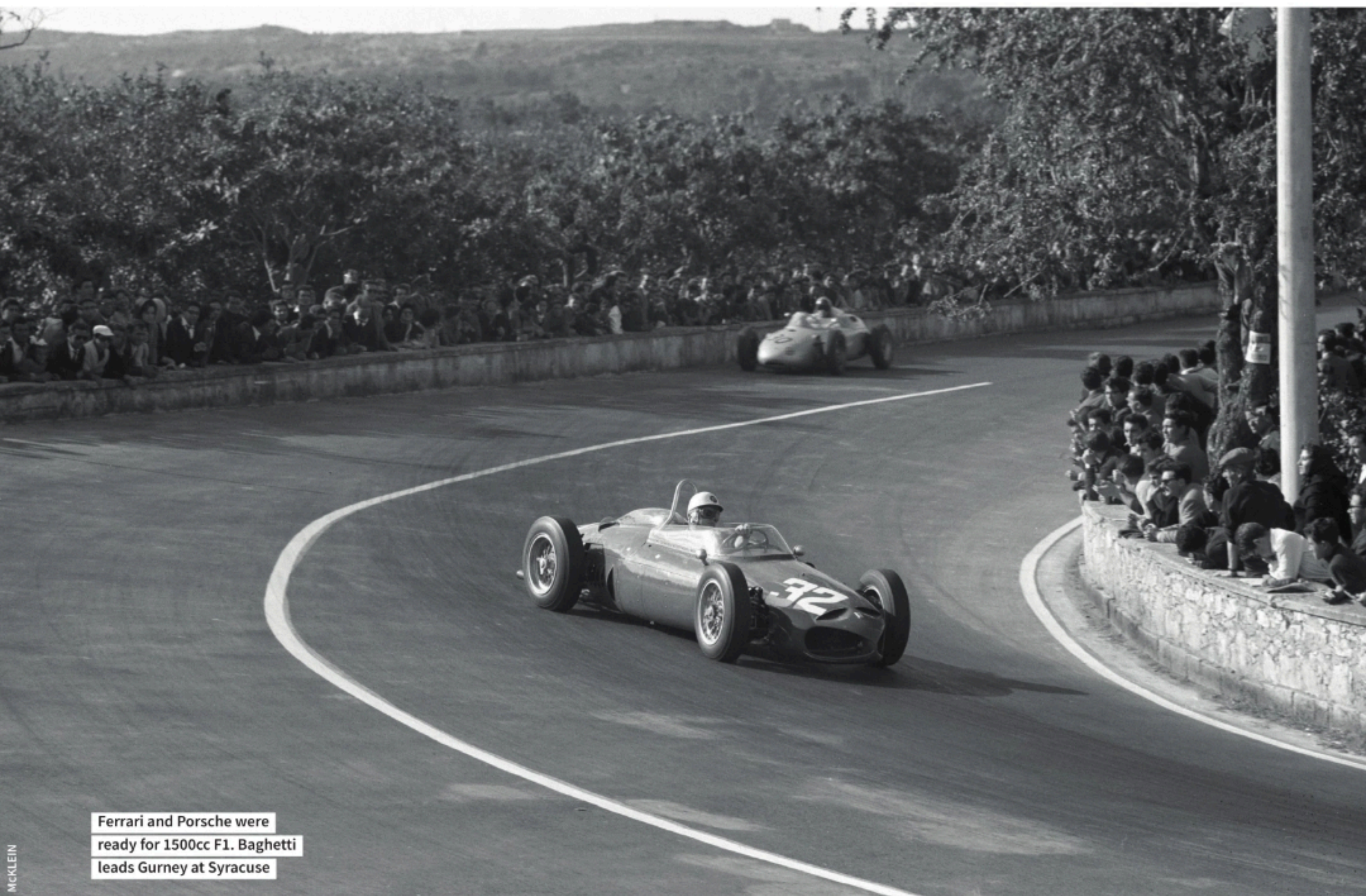
He misread the room, it is fair to say. Britain's racing establishment had gathered at the RAC Club on Pall Mall to celebrate its first world champions: Mike Hawthorn and Vanwall, and Cooper's rear-engined breakthrough; French party poopers, therefore, beware. Yet Augustin Perouse, President of the Commission Sportive Internationale, the sporting arm of the FIA, blundered on. Brushing aside the invited viewpoints of Hawthorn and Stirling Moss, plus those of team bosses Tony Vandervell and Charlie Cooper, his announcement of a Formula 1 of reduced power (1500-1300cc normally aspirated) and increased weight (500kg minimum) for 1961 went down like a loose spanner in the footwell.

There were reasonable arguments for change – the 2.5-litre formula had been in situ since 1954 and the category was clearly on the cusp of a technological shift – but the jolly old evening of 29 October 1958 was not the time for them. The mood swiftly turned sour and curdled thereafter. The Brits were still cheesed indeed when in March 1960 the sporting sub-committee of the Society of Motor Manufacturers and Traders, chaired by long-time Jaguar team manager 'Lofty' England, issued a challenge to the FIA's hegemony by refusing to recognise its looming new F1 and demanding a three-year extension to the current one. Or else.

The CSI, caught unawares by the vociferousness of the initial rejection, played a smart hand thereafter. Though Britain wielded only one vote, its on-track domination – Aston Martin had



Ferrari's V6 was the 1961 F1 benchmark



Ferrari and Porsche were ready for 1500cc F1. Baghetti leads Gurney at Syracuse

completed the set in 1959 by winning the (three-litre) World Sportscar Championship – made its voice powerful. So the governing body arranged a special meeting in Lausanne and listened carefully – without heeding entirely. It legitimised a parallel premier single-seater series – keep your enemies close – without awarding it world championship status. It also trimmed 50kg from the new F1's minimum weight to appease uppity constructors. Most else was kept vague.

“The British had banked naively on Ferrari’s support. But the reality was that it had been developing its 1.5-litre V6 since 1956 and thus was far ahead of the latest F1 game”

The Autosport editorial of 29 April spelled out the dilemma: “Will alternative world championships be created outside the sphere of operation of the FIA, or will today’s entrants quietly forget about their objections and go ahead and build 1.5-litre Formula 1 cars?”

In May 1961 Stirling Moss would score the greatest win of his single-seater career – as well as his most satisfying. They were not one and the same. The latter was achieved in the renegade three-litre Intercontinental Formula. By far the more famous of them, however, was achieved the following weekend at Monaco and in the presence of Ferrari – factors that all but guaranteed F1's primacy.

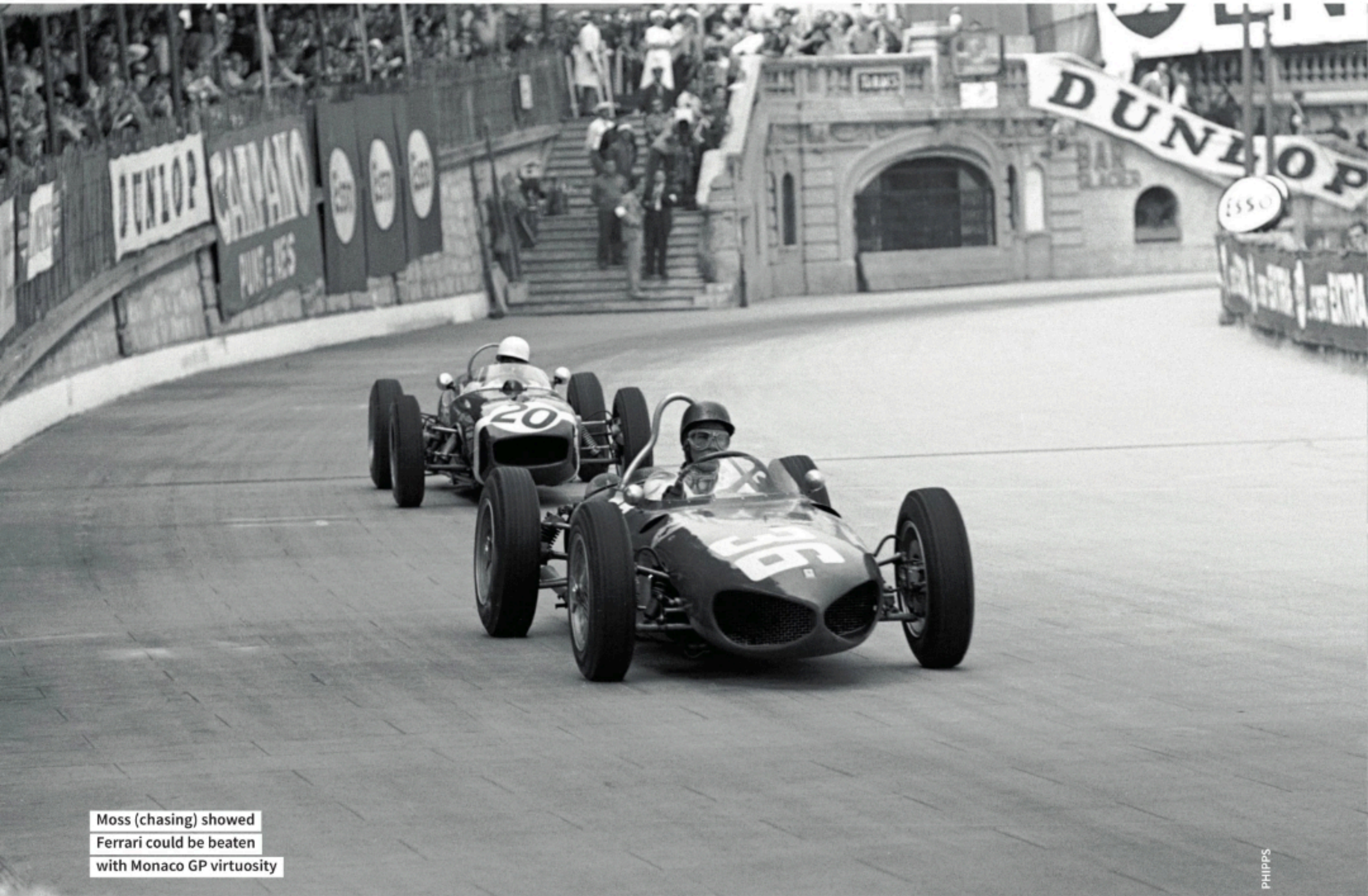
The British had banked naively on Ferrari's support since Italy's CSI representative Count 'Johnny' Lurani, an Anglophile and an ally, had waved a letter of admonishment – signed in Enzo's trademark purple ink – under Perouse's nose. The reality, however, was that Ferrari had been developing its 1.5-litre 'Dino' V6 since 1956 – it first raced in April

1957 – and thus was far ahead of the latest F1 game; a fact confirmed by inexperienced newcomer Giancarlo Baghetti's comprehensive defeat of the unprepared and underpowered BRM, Cooper and Lotus teams at the non-championship Syracuse Grand Prix of 25 April 1961. Whereupon airy rumour disappeared in a puff of cold, hard logic: there would be no Intercontinental Ferraris at Silverstone a fortnight later.

There had been warning signs. The CSI's provisional Intercontinental calendar – a minimum of six rounds was required to warrant championship status for drivers and constructors – had included two Italian races: Monza's Lottery GP in June and the grandiosely titled 'GP of the Century' in Turin in September. Both had been cancelled by the time of the opening round in May.

Not that Moss cared overly. Such was his margin over second-best, what he wanted as much as anything was fun, something that a torquey, well-balanced 2.5-litre 'Lowline' Cooper-Climax offered in spades. He had missed the toe-in-the-water 100-mile Lombank Trophy at Snetterton – held jointly for Intercontinental and F1 cars – on 26 March, but had won the Lavant Trophy at Goodwood on Easter Monday by 0.6 seconds after a feisty battle with the Tommy Atkins-run sister car of Bruce McLaren.

Just nine started the Goodwood race, a standalone 50-mile sprint that had shared the programme with the 100-mile F1 Glover Trophy. The BRDC's *Daily Express* International Trophy on 6 May, therefore, was Intercontinental's acid test: 19 cars competing over a 'GP' distance of 234 miles. Its field was strong but hardly international. Porsche, happy graduating to F1 from 1500cc F2 with minimum effort and expense, had been bemused by British intransigence throughout the whole sorry saga, and its absence was, therefore, no surprise. But there had been expectation that the extra 500cc would pique American interest; it was 'met' by a singleton overmatched entry from Scarab. There had >>



Moss (chasing) showed Ferrari could be beaten with Monaco GP virtuosity

PHIPPS

been encouraging noises Stateside, but the Indianapolis 500's mooted Intercontinental inclusion – now that the US's greatest race no longer counted towards the F1 world championship – was pie in the sky. The Watkins Glen round scheduled for October was still on – for now – but already a series born of British huff-and-puff was looking like a house of straw.

It rained heavily at Silverstone and as Tony Brooks, Jim Clark, Innes Ireland, McLaren (on pole again), Graham Hill, Ron Flockhart and John Surtees (who ran as high as second in the bespoke Vanwall 'Whale' in its only race) slid, spun and/or crashed, Moss drove as only he could. After taking the lead from Jack Brabham's Cooper on lap 23, he would double the entire field within 30 more laps. His genius had made Intercontinental look bad. In contrast it would make F1's 'kiddy cars' look exciting at Monaco while easing British fears that the more powerful 'Sharknose' Ferraris would be unbeatable.

By the time of the Guards Trophy at Brands Hatch on 7 August, Moss in Rob Walker's privateer Lotus had done it again: beaten the Ferraris, this time assisted by a brave tyre choice in changeable conditions at the German GP. He arrived at Brands 'fresh' from the Nurburging – after a noisy flight in a Dakota – and thus was only half-joking when he suggested that this Bank Holiday Intercontinental 201-miler be reduced from 76 to 50 laps so that everybody could get to bed early. Life in the farce lane.

Moss had won Silverstone's 150-mile British Empire Trophy – the name says it all – on 8 July, lapping all bar runner-up Surtees, now at the wheel of a Yeoman Credit-run Cooper, and the BRM of Graham Hill in another rain-hit Intercontinental encounter. Despite this obvious display of skill, he had crossed the line to "a bored silence", according to *Motor Sport* magazine. And by way of an ill omen, Chuck Daigh had crashed the Scarab during practice, wrecking the car and putting himself in hospital. *Motor Sport* warned: "It seems the

Intercontinental Formula will die after the Brands Hatch race unless something drastic happens to put new life in it."

Moss and Surtees would again battle it out, this time in the dry. Surtees led before crashing, and poleman Moss's broken gearbox handed victory to the Cooper of Brabham. There were only seven finishers – a genuine whimper – and, as predicted, this was

"The furore had been quelled by the arrival in the latter half of 1961 of a brace of V8s that would put the superior chassis of the British garagisti back on top in F1"

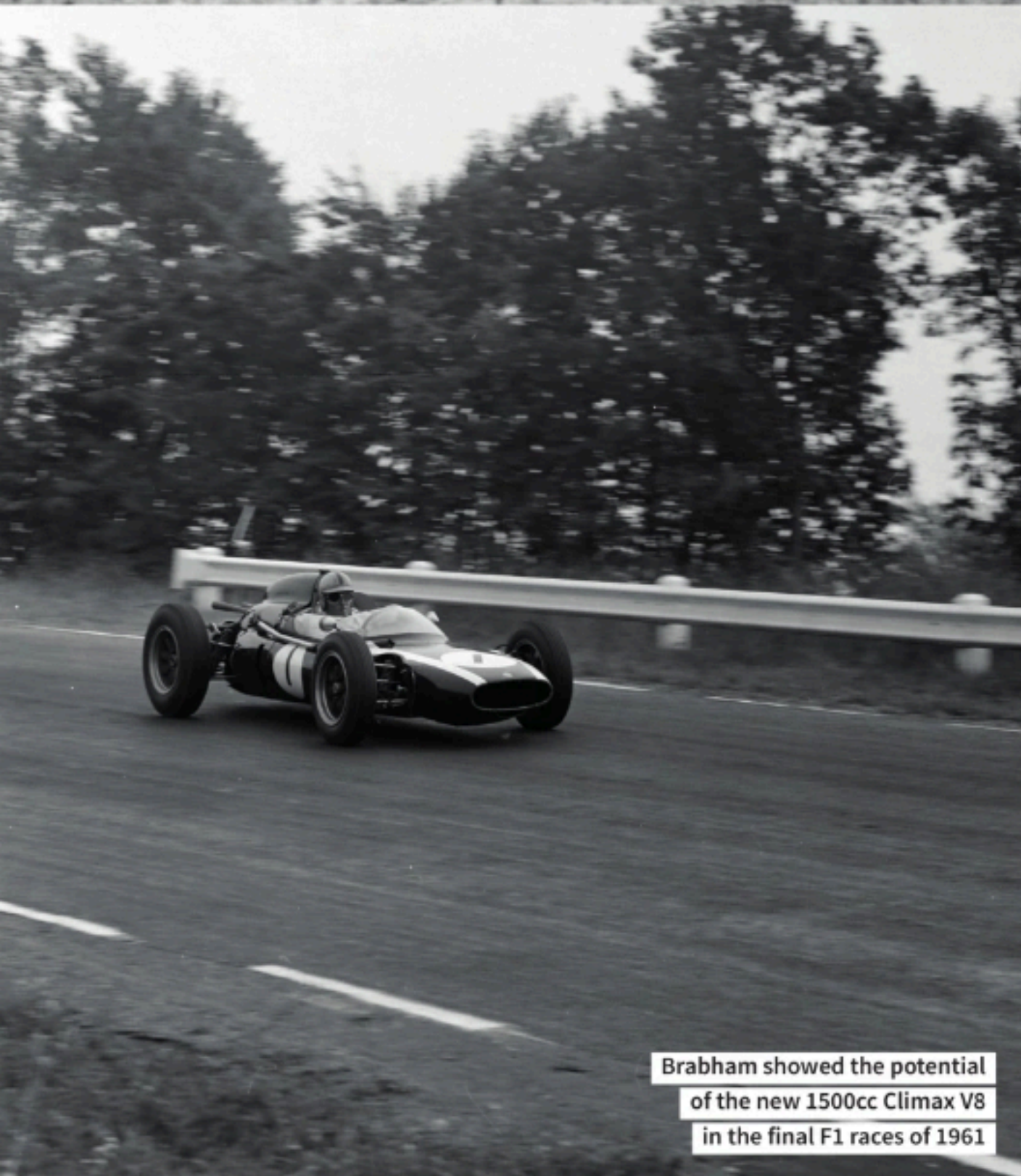
to be the final race of a series rendered null and void already. (Watkins Glen switched its 8 October date to F1 when asked to host its nation's grand prix in Riverside's stead.)

Sixth that day at Brands Hatch, five laps in arrears, was the front-engined three-litre Aston Martin of Melbourne's Lex Davison. That extra 500cc had been meant to embolden competitors from down under too, but although there was a clear link to the 'winter sun' races in Australia and New Zealand – preceding the 1964 codification of the Tasman Series as a 2.5-litre category – these were Formule Libre affairs. Intercontinental was dead in the water before it had crossed the English Channel.

Its final faint hope had been USAC in the US, but provision of an Intercontinental class at the first two rounds of its 1962 Road Racing Championship – at Hilltop Raceway in Louisiana and Indianapolis Raceway Park – came to naught; it was run entirely for sportscars thereafter. The permitting of stock-block engines proved a dead end



Ferrari missed the 1961 US GP, and by then it was clear that F1 had defeated the Intercontinental Formula



Brabham showed the potential of the new 1500cc Climax V8 in the final F1 races of 1961

too. Scarab had built a rear-engined single-seater based around Buick's new aluminium V8, enlarged to 3.9 litres, with a view to its going into production, only for a regulation change – issued by a CSI sensing victory and stipulating stock heads as well as blocks – to render the car ineligible in this form. It raced just once, a recovered Daigh finishing fourth behind a trio of Coopers – but ahead of Moss's Lotus – in a Libre encounter at Australia's Sandown Park on 11 March 1962.

In truth, the furore had been quelled by the arrival in the latter half of 1961 of a brace of V8s that would put the superior chassis of the British garagisti back on top in F1. BRM designer Peter Berthon had predicted that any Racing Green alliance would prove fleeting and insisted therefore that a 1.5-litre engine be the priority. Coventry Climax in turn had pointed out that though its FPF 'four' would not stretch to three litres – though it ran to 2.75 for Brabham's (unconnected) 1961 Indy 500 bid – it could, however, act as an F1 stopgap prior to the delivery of its new multi-cylinder.

F1 in its 1.5-litre guise ran unchallenged for four further seasons, accelerating technology while providing healthy competition. The subsequent 'Return to Power' of 1966 caught the Brits on the hop – rather than hopping mad this time – but their maturing racing infrastructure of specialist suppliers and sub-contractors, plus increasing and targeted industry involvement, soon had them back at the front.

Proved right, this fundamentally three-litre atmo guise would, bar a single season (the totally turbo 1986), hold sway for the next 40 years and provide the spectacle and stability for F1 to go global – they flourished as a result. But it hadn't hurt that others had prevented them from getting too far ahead of themselves in 1958. The one step forward/two back of the Intercontinental Formula was a valuable lesson for all that has in the main be heeded since: there can only be – and need only be – one F1 at any one time. ✎



PEUGEOT 905 MAJOR WINS

YEAR	EVENT (DRIVERS)
1991	Suzuka (Mauro Baldi/Philippe Alliot)
1991	Magny-Cours (Yannick Dalmas/Keke Rosberg)
1991	Mexico City (Dalmas/Rosberg)
1992	Silverstone (Derek Warwick/Dalmas)
1992	Le Mans (Warwick/Dalmas/Mark Blundell)
1992	Donington Park (Baldi/Alliot)
1992	Suzuka (Warwick/Dalmas)
1992	Magny-Cours (Baldi/Alliot)
1993	Le Mans (Eric Helary/Christophe Bouchut/Geoff Brabham)

MY LIFE WITH THE *PEUGEOT 905*

Peugeot's Group C racer became one of the great sportscars, but things didn't always run smoothly. Our technical expert looks back at his time as part of the French programme

TIM WRIGHT

PHOTOGRAPHY MCKLEIN AND  motorsport
IMAGES



During the 1990 German Grand Prix, I bumped into Keke Rosberg, whom I had known for several years – we had worked together during our Fittipaldi and McLaren days in Formula 1. Keke had been hired by Peugeot to drive the new 905 Group C sportscar but, as he confided to me, it was a bit of a disaster and was in need of some serious engineering input. Would I be interested in going to help out with the project?

At the time I was Gerhard Berger's race engineer at McLaren and was coming to the end of a seven-year period with the team. Was this the itch I needed – to immerse myself in a different project? Unfortunately, about a year or so earlier, I had been to see Ron Dennis about the engineers having proper signed contracts, to which he agreed. Therefore, having made the decision to leave the team and join Peugeot, I had to relay this information to Ron, who prided himself in keeping key members of the team together and happy. He was more than upset and, to prove the point, had his lawyers come up with a solution that basically cost me about a month's wages.

There then followed a couple of interviews with Jean Todt, the boss of Peugeot Talbot Sport, during which he outlined his plan for the team and what he expected my role to be. There were to be two cars entered into the 1991 Sportscar World Championship, with me engineering the one driven by Keke and Yannick Dalmas (another ex-F1 driver), and Jean-Claude Vaucard engineering the second car, driven by Philippe Alliot and Mauro Baldi. Andre de Cortanze was the tech director.

The workshop at Velizy on the outskirts of Paris was one enormous factory unit, housing not only the 905 project but also all the other Peugeot racing series of that time. At the far end of the building was the engine shop and stores, but the offices, drawing office and all administration ran around three sides on the first floor of the building. I remember one time a company coming in to check the fire alarms, but the ceiling in the workshop was so high that when they sent smoke upwards, it plateaued before hitting the sensors.

The mechanics were all from the rally programmes and were mostly French, with the exception of the number one on my car, Carlos, who was Portuguese but spoke fluent French and good English. A later addition to the team was the son of Sacha Distel. For those who don't know who Distel was, not only was he a famous singer and actor (he recorded *Raindrops Keep Fallin' on My Head* from the film *Butch Cassidy and the Sundance Kid*), but he was married to an equally famous woman, Francine, who was a member of the French Olympic downhill ski team, and was also a very good friend of Mr Todt; you can see the connection.

One of the biggest problems for me at the beginning of my tenure was that the meetings with board members of Peugeot were all, >>

unsurprisingly, in French. Todt insisted that I would have to improve my schoolboy French and therefore hired a succession of pretty female teachers who, although very easy on the eye, didn't really grasp the fact that what I needed was an insight to the technical language. In the end, I think I learned more from the mechanics than the teachers!

The whole ethos behind the 905 was that, as it was a Peugeot, it had to look like a racing version of one of the road cars and so had been styled by the car company. In its first iteration it looked very pretty and had vague similarities to the 205/405 series, which Peugeot had successfully raced and rallied, including the fearsome 405 Pikes Peak car with which Ari Vatanen had created a new course record. Jean Todt himself had been a successful co-pilot in both the Talbot Sunbeam Lotus and the Peugeot 205 and was already becoming known for his managerial skills, so he soon assumed the overall leadership of Groupe PSA (Peugeot Societe Anonyme) competition, then going on to create Peugeot Talbot Sport.

The chassis was designed and built by Dassault, the French aerospace company, in carbon, but was horribly over-engineered and heavy, with the front suspension fixings set into the sides of the monocoque and therefore non-adjustable. The best bit I always thought about the chassis was the windscreen, which had double-curvature and was heated (like the fighter aircraft) and probably cost a fortune.

“WE COULD HAVE TALKED KEKE THROUGH FIXING IT. BUT HE WOULDN'T BE INTERESTED”

Peugeot had completed several tests with Jean-Pierre Jabouille before sending one car to run in the last two races of 1990 in Canada and Mexico, which guaranteed the team an entry into the next season. Although it proved to be fairly quick compared to the other normally aspirated cars, Keke realised a lot more work was required to turn it into a winning option.

There were two main problems with the initial car, one being the aerodynamics and the other the gearbox. In an effort to appease the car company, Todt had asked La Garenne to design and build the gearbox, which turned out to be an 80kg monster! For some reason they had decided to run four gears ahead of the final drive, with the other two and reverse behind, connected by a long shaft. It was this shaft that would regularly break, plus it had a fragile manual gearchange linkage.

As I said, the styling was fashioned by the car company and, while it looked slippery, they had not taken into account what effect a large flat floor would have on the aerodynamics. The result was what the French call 'pompage'. Essentially, what this translated to was the car being sucked down at the front due to low pressure and then releasing violently



PHOTOS FROM IAN WRIGHT

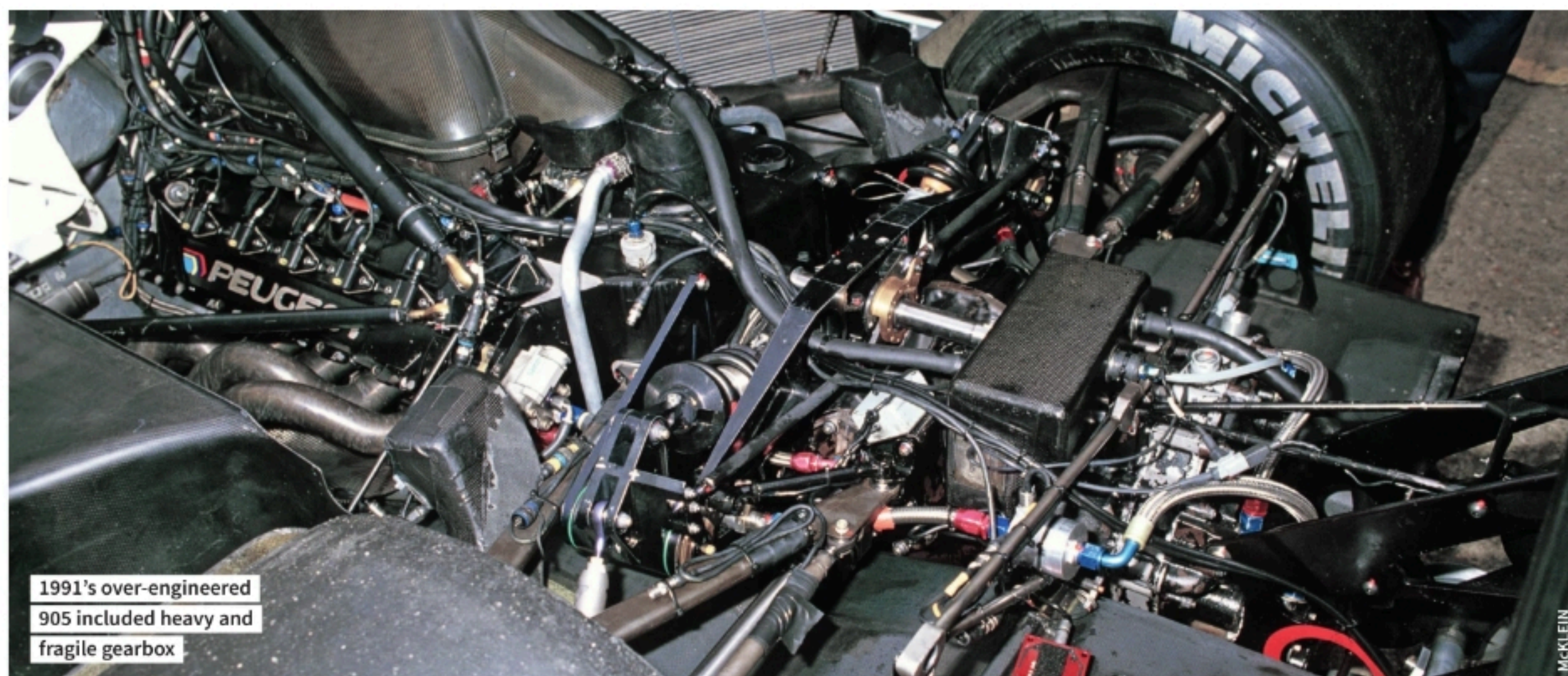


when the floor bottomed out; behaving a bit like a flapping fish on dry land. To combat this, we had to run very stiff front springs and anti-roll bar while being fairly soft on damping so that we could regain some grip.

We struggled through the first half of the 1991 season with a variety of mechanical problems (nearly all engine-related), although our sister car managed to win the first race of 1991 at Suzuka, mainly by default as the opposition all fell by the wayside. But it was at this first race where we realised just how far we were behind the Jaguar XJR-14s when they lapped nearly four seconds faster than anybody else.

The second race at Monza turned out to be embarrassing, not only because the Jaguars scored a 1-2, but also when we came to the first pitstop. I had warned Yannick that the new pits had a section in front of the garages that was smooth concrete, and to be careful when braking. He didn't heed my warning and came in at normal speed, locked up on the concrete and took out the refuelling rig and one of the mechanics! I remember Keke looking at me and just shaking his head in disbelief.

Le Mans was a disaster, as we were ill-prepared, with both cars failing



1991's over-engineered 905 included heavy and fragile gearbox

MCKLEIN



Hard work in '91 mid-season break enabled 905 to challenge Jaguars

before the four-hour mark. My car stopped on the Mulsanne Straight when the gear linkage fell apart. Keke was driving at the time, and before we could establish a proper radio conversation with him he exited the car and walked away. In the regulations it says that if the driver leaves the car by more than five metres, it is deemed to have been abandoned. Had he stayed with it, we could have talked him through removing the rear bodywork to find the problem. In retrospect, I can't imagine Keke being remotely interested in doing that.

During a two-month break in the season, much work was undertaken to improve the car, not only with the engine, but to make the car more consistent to drive. This included a double-tier rear wing, the lower element designed to help the underbody, and the addition of a front wing to create the 905 Evo 1 Bis. This transformed the performance in every area, so much so that we were actually able to challenge the Jaguars for the lead at the Nurburgring. Sadly, Keke, having started third on the grid, had a coming-together with a slower car and didn't finish, but the sister car held the lead for some laps before depositing its oil onto the circuit.

The turning point really came at Magny-Cours, where we had performed a lot of the testing with the improved chassis. It turned out that there was so much Michelin rubber on the circuit that the Goodyears, which almost all the opposition were running, wouldn't work and we completely dominated the weekend and finished 1-2.

We repeated this feat at the penultimate round in Mexico City, before heading back to Japan, where the last race was held at Autopolis, a very strange circuit in the centre of an extinct volcano.

The most peculiar feature of this circuit is a one-in-10 uphill section, but it is a spectacular setting, although not easy to access – it was at least 45 minutes from any other signs of life (and hotels). There were many rumours of the project having been funded by the Japanese mafia – stories abounded of bodies in the concrete structures. But there were other amazing features such as a climate-controlled art gallery on the top floor of the pit complex. Many very expensive pieces of art adorned the walls in subdued lighting. Surrounding the vast paddock behind the pits were about 30 individual garages, each one containing an iconic car, such as a Rolls-Royce, a Ferrari and a Ford Mustang, plus many more.

This race marked the appearance of Toyota, which had decided to join the fray in readiness for the 1992 season. The Tony Southgate-penned car proved to be fast and reliable in its first outing, which was a slight worry for Peugeot.

At the end of the season, Rosberg decided to call it a day – this was

a great disappointment for me, but at least we had managed to win two of the races that year. His replacement, I learned, was to be Derek Warwick, as Jaguar had decided to quit the series along with Sauber-Mercedes.

At Todt's behest, we embarked on an intensive testing programme over the winter of 1991-92 as we searched for reliability and his dream of winning the Le Mans 24 Hours.

With his incredible influence and range of contacts, we were able to conduct one 24-hour test every month from October through to March. You can't imagine how cold Paul Ricard becomes in winter, with its situation quite high above sea level. The circuit at the time did not have the chicane in the middle of the 1.5km Mistral back straight, so to make it more like the Mulsanne we installed a makeshift chicane using plastic bollards.

The cars were set up in Le Mans specification, without the front wing and a reduced-section rear wing. We had all the drivers on call, including Jabouille and Mark Blundell, who were to be the third drivers in the regular cars. Later in the programme we introduced a third car, engineered by Paolo Catone, who had been in the Peugeot drawing office and had been responsible for a lot of the chassis design. Of course, he would go on to design the very successful Peugeot 908 hybrid cars.

I remember one test. When running in the night, I noticed that the times were getting close to a daytime mark and started thinking that something suspicious was going on. It later transpired, when the drivers confessed, that they (mainly Alliot and Jabouille) had gradually been nudging the plastic bollards of the chicane until they could almost drive straight through. They may have thought this ingenious but they missed the point that we were trying to see how long the brakes would last.

Gradually we ironed out all the faults and, through painstaking attention in pitstops, honed the mechanics in the art of changing brake discs and pads quickly, as well as finding the most efficient way to change tyres, and remove and replace bodywork.

One of the biggest changes we made to the car was to abandon the overweight gearbox and use a bespoke design by Xtrac. I had come to know Mike Endean during my time at McLaren and so convinced the Peugeot board to sign him up. Thank goodness, they agreed and Mike came up with a lightweight magnesium casing that housed the latest technology with a sequential gearshift system. This not only improved the engine response due to the faster gearshifts but also improved the weight distribution enormously.

The 1992 season started at Monza and, although we knew Toyota >>



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MOTORSPORTIMAGES

had also spent the winter putting their car through its paces in Australia, we were confident that we had the edge. It started well, with Yannick putting our car on pole, and we led most of the race until the final few laps, when Dalmas was having trouble with the brakes. Two laps from the end, he locked up, spun and gracefully landed upside down in a gravel trap. Luckily, he was unhurt and, although this allowed Toyota the win, there were so many other retirements that we were still classified in second.

Silverstone was next, with a return to form in qualifying, but the race was a series of mishaps (Yannick stopping to have his seat belts tightened), and a flash fire during refuelling put us nearly a lap behind the Toyota. However, after their last pitstop, the Toyota ground to a halt and Derek cruised to an unlikely win.

We took six cars to Le Mans, three for qualifying and three for the race, as there was nothing in the regulations to prevent us doing this. The third car was to be piloted by Karl Wendlinger (who I later worked with at Sauber in F1), Eric van de Poele and Alain Ferte. The sister car of Alliot/Baldi/Jabouille took pole position with my car one second behind, but in third place was the Toyota of Geoff Lees/David Brabham/Ukyo Katayama, some four seconds adrift.

The race started with our cars on intermediate tyres as the rain had been falling for most of the day. Our drivers were taking it easy, but the Mazda, based on the XJR-14, nipped past both of our cars and was still ahead after the first hour. During the first pitstops, we gained an advantage when all our drivers decided they could do a double stint. We took the lead that was to last until the end of the 24 hours, although we had a scare on the Sunday morning when Derek reported that the engine was cutting out.

He managed to return to the pits and that allowed us to replace the

“I ALWAYS FELT THERE WAS A RESENTMENT IT WASN'T THE MAINLY FRENCH CAR THAT WON”



MOTORSPORTIMAGES

Jean Todt masterminded Peugeot's campaign in world sportscars



Peugeot 905 Evo 1 driven by
Yannick Dalmas/Derek Warwick/Mark
Blundell won 1992 Le Mans 24 Hours

battery and ECU, but a few laps later the same thing happened, and we realised that the voltage regulator had failed, and the battery was unable to charge. Once this was replaced, the car ran faultlessly to the end. Our sister car managed to salvage third place following a myriad of problems, but unfortunately the third car succumbed to an engine failure. Todt had realised his goal, but I always felt that there was an underlying resentment that it wasn't the predominantly French car that had won.

The last three races of the Championship were shared between our two cars, with Alliot/Baldi winning at Donington Park and Magny-Cours, and 'my' car the race at Suzuka, but this was enough for Warwick and Dalmas to wrap up the championship.

Unfortunately, the entries into this season's championship were dwindling, with only eight appearing at the last round, three of which were Peugeots. This meant the end of Group C, with only the prospect of Le Mans being available for the 905 in 1993.

During the latter part of the year we had worked on a slightly controversial version of the 905 called the Evolution 2, with an F1-type nose section carrying a full-width wing and two large flaps. The front wheelarches were separate and fixed to the wing at the front and a couple of aero panels to the nose at the rear. This proved to change the car's dynamics significantly as not only did it give too much front grip, but somehow was spoiling the air to the diffuser. After a few tests we decided to take it to Magny-Cours for Warwick/Dalmas, but it soon became obvious that the rear end was struggling with all the changes of direction and the tyres were not coping, therefore it wasn't raced.

Things were getting very political at Peugeot as we headed into 1993 as Jacques Calvet, who was then head of PSA (Peugeot and Citroen), was trying to also make his way into politics. He was not a fan of sportscar racing and preferred rallying, as he thought this aligned more with road cars, and so was pushing Todt to abandon the 905 programme.

However, Todt wanted one more crack at Le Mans and so again we prepared the three cars, but instead of Warwick/Blundell joining Dalmas, we employed Thierry Boutsen and Teo Fabi. The third car this time was driven by Geoff Brabham/Christophe Bouchut/Eric Helary, again engineered by Catone.

During the race, which we dominated, the Alliot/Baldi/Jabouille car again had multiple problems, including an issue with their exhausts, which cracked and broke. Todt ordered me to pit my car so that we could check our exhaust, thereby relinquishing the lead to the third car. We found nothing wrong, so continued without further interruptions and ended up second, with the Alliot/Baldi/Jabouille car recovering to third.

For me it was a disappointing end to a very enjoyable time with Peugeot, especially as the other project we had been planning was to design and build an F1 car using the V10 engine. Peugeot had employed Enrique Scalabroni to design the car and between us we were a long way down the line when Calvet finally pulled the plug on any development in racing.

The only cherry on the cake for me was that Boutsen convinced me to go and engineer his F1 drive with Jordan, but that's another story! ❄

➔ P46 DEREK WARWICK ON THE 905

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DEREK WARWICK

ON THE PEUGEOT PROJECT

The British Formula 1 driver and sportscar ace recalls his 1992 title success

KEVIN TURNER

PHOTOGRAPHY  motorsport
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Derek Warwick was one of Peugeot's main rivals in 1991, driving the goalpost-moving Jaguar XJR-14. Indeed, had it not been for a team blunder that denied him the points for victory at Silverstone, he would have won the Sportscar World Championship that year.

Warwick did achieve that accolade with Jean Todt's Peugeot team in 1992 alongside Yannick Dalmas but, like his engineer Tim Wright, he recalls that a lot of work had to be done to make it happen.

He had already decided to switch to the French manufacturer even before Jaguar's withdrawal from the category. "The move was going to happen anyway," recalls Warwick. "Jean was already talking to me. We stalled because of money, like all racing drivers! I showed him my Jaguar contract and we ended up with an agreement.

"I wanted to drive the old Peugeot and it was laborious. The gearbox was heavy and the car was heavy. It was nowhere near as light and nimble as the XJR-14. But Tim had already told me what the team was doing and

I had the right people around me. That gave me the confidence.

"The 1992 car was much better, though the gearbox was still fragile. It had a great engine. It also had Michels and usually when I drove on Michels I had the best tyre. The aero was not bad, but it was nowhere near the XJR-14. I still think the XJR-14 would have beaten it."

Even so, it wasn't just the car that needed to improve. "At the very first debrief at the first test it felt like we had 500 people there," says Warwick. "And in that sort of situation everyone has to be the most important person in the room. Even if you didn't have a suspension issue the suspension guy would want to talk. After an hour I got up and said, 'Jean, this is not going to work,' and I walked out.

"Later Jean found me and I said, 'If you want to win Le Mans and the world championship you have to change the whole structure. You have your engineer, your chief designer and the drivers. If you have a problem, you bring the right person in.' And at the very next debrief it was exactly that."



Todt (far left), Blundell, Dalmas and Warwick celebrate Le Mans win



Mark Blundell (left) joined Warwick (right) and Dalmas in team for 1992 Le Mans



Warwick, in the leading Peugeot, drove car for final stretch to flag

The improved 905 Evo 1 Bis lost out to Toyota at the opening round at Monza, but Peugeot wouldn't be beaten again during the campaign. Warwick and Dalmas won at Silverstone before being joined by Mark Blundell for the big one: Le Mans.

Warwick suspects that the management may have wanted the 'more-French' car of Philippe Alliot, Mauro Baldi and Jean-Pierre Jabouille (at Le Mans) to win, but never felt there was any bias in the team: "I think deep down Jean wanted the 'French' car to win, but he

"WHEN YANNICK ARRIVED, ME AND MARK PULLED MOONEYS AND HEARD A BIG LOCK-UP!"

never showed that to me. The team is built around the drivers, and the mechanics and engineers don't care where you're from. If you handle it right, they want you to win."

Le Mans was the focus and the team did huge amounts of testing. Warwick doesn't recall any bollard shenanigans – "That's typical Alliot and Jabouille" – but has other Paul Ricard memories.

"Just before Le Mans we were testing with Mark Blundell," says Warwick. "Yannick was in the car and me and Mark went to the chicane. When he arrived we both pulled mooneys and all you could hear was a big lock-up! We did so much testing at Ricard. We didn't do 24-hour

testing – we did 36 hours, until something broke."

Warwick kept his eye on the prize at Le Mans and wasn't worried when the other Peugeot made a bid for pole. "We were not bothered," he says. "We were working on race set-up. And looking after the gearbox – we knew that was the weak link."

The approach paid off in the hard-fought contest, the second Peugeot and challenging Toyota hitting troubles late on, leaving Warwick, Dalmas and Blundell to win by six laps. And Todt made a decision towards the end that has stayed with Warwick.

"Jean knew everything that I'd been through with my brother [Paul Warwick had been killed in a British Formula 3000 crash at Oulton Park the year before] and how much it would mean to me to win Le Mans," says the 65-year-old. "With half an hour to go Jean brought the car in for a spruce-up. He pulled Yannick out and let a British driver finish the race. It was his thank you to me and it was a pretty special moment."

After Le Mans, Dalmas and Warwick won at Suzuka and comfortably beat Alliot and Baldi to the title. Warwick had the option to continue or go to Indycars, but ended up returning to F1 with Footwork. He has good memories of the campaign and working with Wright.

"Tim was a conservative, gentle guy – a great engineer," says Warwick. "He knew how to get the best out of the car and bought into how to win Le Mans. He was an important part of winning the championship and the 24 Hours."

"It was nice racing for Peugeot as a company. Everyone wanted to win." ✪

[P49 TOP 5 FRENCH LE MANS WINNERS](#)

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TOP FIVE



OTHER FRENCH LE MANS WINNERS

Peugeot – with its 905 and 908 sports-racers – isn't the only French firm to score success in the country's famous 24-hour event. Here's our pick of the top five other 'home' cars, based on level of success and, we'll be honest, cool factor

KEVIN TURNER



5 TALBOT-LAGO GS T26
Not many cars have scored success in grand prix racing and at Le Mans, but the 1950 winner of the 24 Hours bore more than a vague resemblance to the Talbot-Lagos that chased the Alfa Romeos in Formula 1. GP racer Louis Rosier was in the mix from the start and had moved ahead even before Raymond Sommer's Ferrari hit trouble. Aside from a brief break when son Jean-Louis took over, Rosier drove all the way.



4 RONDEAU M379B
Local hero Jean Rondeau managed the unique achievement of winning Le Mans in a car bearing his own name in 1980. His team had built several cars in the late 1970s, but it was the Cosworth DFV-engined M379B that got the job done. Sharing with 1978 winner Jean-Pierre Jaussaud, Rondeau narrowly defeated the Porsche 908/80 of Jacky Ickx and Reinhold Joest to lead a Rondeau 1-3.



3 BUGATTI TYPE 57
Bugatti was one of the leading French players in the 1920s and 1930s, particularly in GP racing, but success at Le Mans took a while to arrive. And when it did, the car was not the most beautiful of Bugatti creations. The first victory came in 1937 with the T57G 'Tank' driven by Jean-Pierre Wimille/Robert Benoist. By 1939, the 3.3-litre engine had been supercharged and Wimille/Pierre Veyron's T57S (below) won.



2 ALPINE-RENAULT A442B
Renault was beaten to the punch in becoming the first manufacturer to win Le Mans with a turbocharged engine by Porsche in 1976, and suffered a serious defeat the following year. The two giants clashed once again in 1978. The more-powerful Alpine-Renault A443 set the pace but broke late on, leaving the cool-looking, two-litre A442B of Didier Pironi and Jean-Pierre Jaussaud (below) to defeat two Porsche 936s.



1 MATRA MS670
How could this not take top spot? The sonorous three-litre V12 machine is the only French racer to have scored three wins in the 24 Hours. Graham Hill (below) and Henri Pescarolo kicked things off in 1972, and Pescarolo completed the car's – and his – hat-trick in 1974 with Gerard Larrousse. The car's finest moment probably came in 1973, when Pescarolo/Larrousse beat serious works Ferrari opposition to win.



Adielsson drove Audi S1 in 2019 Ekstrom Spa livery to victory in hotly contested race

FINAL

1ST

- 1 Mattias ADIELSSON
- 2 Killian DALL'OLMO
- 3 Lukas MATEJA
- 4 kevinabbring
- 5 Timmy HANSEN



Adielsson restores the pro drivers' pride

WORLD RX ESPORTS INVITATIONAL BARCELONA (ESP) 19 APRIL ROUND 1

Pre-event discussions for the first World Rallycross Esports Invitational event were dominated by the professional drivers downplaying their chances against the sim racers. The likes of reigning World RX title winner Timmy Hansen and returning two-time champion Johan Kristoffersson believed their limited time in the virtual world would guarantee defeat when they faced off against the fastest drivers on Codemasters' *DiRT Rally 2.0*.

As the event at the virtual Barcelona RX circuit began, it became clear those initial fears were wide of the mark. While the

three gamers who qualified via pre-event competition were fastest, they often struggled with the pressure of the event and the brutal racecraft.

Swedish rally driver Mattias Adielsson was victorious in the final ahead of *DiRT Rally 2.0* World Series winner Killian Dall'Olmo and another top sim racer Lukas Mateja. Adielsson, an avid sim racer between his real-life rallying exploits, sealed his win with a forceful move over Mateja on the opening lap.

Adielsson raced an Audi S1, the same-spec and livery that Mattias Ekstrom used on his one-off appearance in the real-life championship last year at Spa.

Dall'Olmo dominated his semi-final but a heavy-handed push from Hansen in the final dropped him to last on the exit of

Turn 1. He recovered to steal second from Mateja on the final lap, but the duo's intense duel allowed Adielsson to hold his lead.

Dall'Olmo's brother Quentin beat Hansen to the top qualification spot but buckled in his semi-final and spun on the opening lap. As he rejoined, he reversed into Kevin Hansen and earned himself a 10-second penalty as well as ending his and Kevin's chances of making the final.

Kevin Abbring, Timmy Hansen and Adielsson made it three real-life racers in the five-driver final. Abbring beat Hansen to fourth with a bold move. His strong pace was little surprise as he owns a business coaching professional drivers on simulators.

In contrast to the intense preparation of some of his rivals, 2019 World RX runner-up Andreas Bakkerud claimed he had done just 20 laps of practice prior to the event. He was on course to qualify for the final until he collided with Mateja. Bakkerud was furious with the Czech sim racer, believing he "got punted". The stewards disagreed, and Mateja advanced to the final while Bakkerud was dumped out of the competition.

Kristoffersson's attempt to return to rallycross was miserable. He was hit with multiple technical issues and his event never really got going. Likewise, two-time DTM champion Timo Scheider completed a limited number of laps before exiting. Aston Martin factory driver Nicki Thiim swapped endurance racing for rallycross and ended up in a respectable 16th place.

JOSH SUTTILL



Bakkerud tripped over Mateja and so failed to make the final



Guenther tips the level playing field

FORMULA E RACE AT HOME CHALLENGE
MONACO (MCO)
18 APRIL
NON-CHAMPIONSHIP

Maximilian Guenther was untouchable in the pre-season round of Formula E's Race at Home Challenge race. The BMW driver blitzed qualifying and retained a comfortable 1s cushion over Stoffel Vandoorne for the duration of the 15-lap contest that ran in support of UNICEF.

Guenther held a comfortable 0.4s margin over Mercedes pilot Vandoorne in the shootout for pole, and together they ran away unchallenged around a virtual Monaco FE circuit. Such was their command, and despite all competitors using equal machinery and fixed set-ups, the

duo wound up 10s clear of Porsche's Andre Lotterer, who claimed the final podium spot.

The race seemed to pivot around reigning series champion Jean-Eric Vergne. Having lined up fourth on the grid, he climbed to third but was soon demoted at the Harbour Hairpin. Lotterer dived up the inside, which delayed Vergne enough for Nick Cassidy – standing in for Sam Bird – to also move through for fourth.

Vergne continued to falter and lost his car at the apex of La Rascasse, which promoted the chasing pair of Oliver Rowland and Nico Muller.

Vergne tried to recover past the Nissan of Rowland into Sainte Devote, but he ran wide on the exit to allow Jaguar driver Mitch Evans to sneak through into an eventual seventh.

MATT KEW

Leclerc fends off Albon to double up

VIRTUAL GRAND PRIX
SHANGHAI (CHN)
19 APRIL
ROUND 3

Ferrari star Charles Leclerc took his second successive Virtual Grand Prix victory, beating Red Bull's Alexander Albon in the latest round of Formula 1's sim racing series. Leclerc dominated on his debut two weeks ago at Albert Park, but Albon provided the much-needed competition this time around at a virtual Shanghai.

Leclerc took pole, and would have been joined by George Russell had the Williams driver not picked up a five-place grid penalty for illegal blocking. This promoted Albon onto the front row alongside his former GP3 title adversary Leclerc.

Albon successfully undercut Leclerc, but Leclerc barged his way back past into Turn 1 on the 11th of 29 laps with



a forceful move. Leclerc touched the grass and banged wheels with Albon but emerged with the race lead and managed to hold it to the chequered flag.

Albon was forced to settle for second ahead of Bahrain Virtual GP winner Guanyu Zhou, who was promoted to the final podium place after ex-McLaren driver Stoffel Vandoorne picked up a five-second penalty for corner-cutting. This also promoted the recovering Russell to fourth. Carlos Sainz Jr spun on his debut but recovered to finish 10th.

JOSH SUTTILL

IN THE HEADLINES

PAGENAUD EARNS BRACE

Simon Pagenaud netted his second successive victory in the IndyCar iRacing Challenge series after his Team Penske team-mates Will Power and Scott McLaughlin collided with a lapped Oliver Askew. Five-time champion Scott Dixon was second at the virtual Twin Ring Motegi, while Power recovered to third ahead of Marcus Ericsson, polesitter Robert Wickens and Jack Harvey. Reigning NASCAR Cup champion Kyle Busch was 13th on his debut.

GP DRIVERS RAISE £58K

A field of racing drivers including six Formula 1 stars (Alexander Albon, Antonio Giovinazzi, Charles Leclerc, George Russell, Lando Norris and Nicholas Latifi) have raised over £58,000 for COVID-19 relief efforts after setting up a six-race Esports series on Codemasters' *F1 2019*. Leclerc beat Albon's younger brother Luca to the unofficial title.

LEIGH BACK TO VIRTUAL BEST

Two-time Formula 1 Esports champion Brendon Leigh took his first win in the series since 2018. He beat Red Bull's Frederik Rasmussen in the latest Virtual GP-supporting F1 Esports Pro Exhibition race. The Mercedes driver had a disappointing and winless 2019 campaign but took his first 2020 victory from pole at the virtual Shanghai circuit. Williams Esports driver Alvaro Carreton completed the podium ahead of defending champion David Tonizza.

F1 MANAGER MODE INBOUND

Codemasters has announced the official *F1 2020* game will be released on 10 July and is to feature a team management mode. Players can create, drive for and manage an 11th team. There will also be a bonus edition centred around Michael Schumacher. It will feature four of his cars, including both title-winning Benettons and the Jordan 191.



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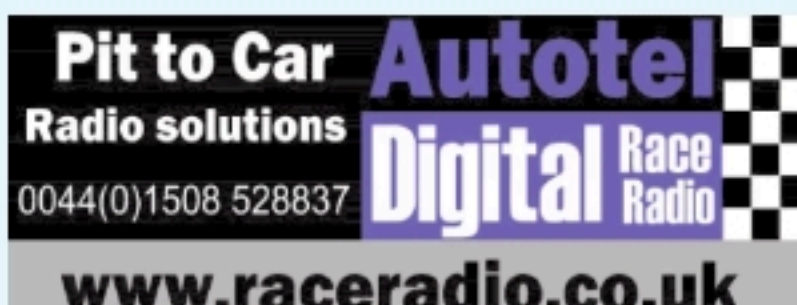
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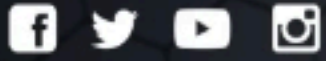
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Dragonsnake machine set NHRA records across four classes and won the 1967 title



TOP DRAG RACING COBRA TO BE PREPPED FOR CIRCUITS

HISTORICS

The all-time most successful AC Cobra drag car is to be race prepared by the Jordan Racing Team and is expected to compete in the 2021 Goodwood Revival.

One of three cars to be modified to 'Dragonsnake' specification, chassis CSX 2093 was built in 1963 and set National Hot Rod Association records in the US across four classes, and won seven events plus the 1967 World Championship.

Such was its success over the works drag racing Cobras that it led to Carroll Shelby withdrawing his factory support of the project.

JRT, formed by British Touring Car Championship race-winning father-and-son pairing Mike

and Andrew Jordan, has been commissioned to prepare the car to pre-1963 GT standards, most notably for competition in the Kinrara Trophy at the Goodwood Revival.

"It's quite a long-term project – it won't be ready for this year's Revival," said Jordan Jr. "The plan is to do the necessary work to it because it's a drag car. But it's an original car with huge history. We need to keep it to the original look and detailing, but also do what we need to turn it into a successful race car. It's bloody cool, a great project for us to be involved in."

"The customer who has bought it has some other race cars. He wanted something different and went to where it was for sale. He'd gone to look at something else and just fell in love with it. He likes things that are bright and in your face, so it ticked all the boxes!"

The Cobra was originally red before its first owner traded it in for a new Jaguar. It was then bought by Jim Costilow, who oversaw the modifications, and it was later painted with 31 coats of fuchsia metallic.

The car was retired from competition in 1969, sold to a buyer in Oklahoma and repainted light green. It was then used as a road car.

After winning several concours class titles, in 1991 it was restored back to its distinctive livery and then sold to Bruce Larson, who had originally raced the car on behalf of Costilow.

Larson maintained CSX 2093 at his museum before its sale in 2010. Six years later, the Cobra was auctioned by RM Sotheby's, where it sold for an inflation-adjusted £863,000.

MATT KEW



Jordan's team will convert car to race specification



Spa BGT could run without fans

BRITISH GT

The British GT Championship could run its season-opening round at Spa in July behind closed doors, among a raft of measures to get its campaign under way.

Following the coronavirus-induced postponement of its first four rounds, British GT was due to begin at Spa on 18-19 July, but this was thrown into doubt when Belgium's prime minister announced last week that all mass events would be prohibited until the end of August.

In response, the SRO Group that organises British GT postponed the Spa 24 Hours, which was scheduled to run one week after British GT.

Championship manager Lauren Granville told Autosport the series was awaiting "further clarification from the Belgian authorities" before following suit.

"A behind-closed-doors event might be possible in theory, but there are many other factors to consider," she said.

"Equally, racing somewhere in Britain could be an option in July, although that depends on the British government and Motorsport UK. Nevertheless, it's an option we are evaluating with circuits."

Granville added that the revised 2020 calendar is "close to completion" with new dates for postponed races "all agreed in principle", but said moving its second Donington Park event – which now clashes with the rescheduled Le Mans 24 hours – was "a secondary concern".

"We will revisit this once the rest of the calendar is locked in," she said.

Autosport understands that the rescheduled three-hour Silverstone 500 will become the new season finale.

JAMES NEWBOLD

RADICAL WINNER BROOKS TO MAKE RACING RETURN

BIKESPORTS

Former RGB and Radical Clubman's Cup race winner Martin Brooks is set to return to competition this season after six years away.

Brooks last raced in 2014, but will now contest a campaign in the Bikesports series once the season can get under way after coronavirus restrictions are lifted. He will race a Radical PR6 run by RJ Motorsport – the squad operated by Brooks's old RGB rival Josh Smith.

"I missed the competitive edge of it all and I've done trackdays with some friends, but I miss the mental exercise of thinking about cars and racing," said Brooks. "I've been window-shopping for a long time and got in touch with a few people about cars and what to race in. It came back to RGB or Bikesports – I know the cars, how to make them go fast and loved the racing. They handle well and I love the challenge of them."

"Josh found a few cars that were not even advertised for sale. We were about to pick up the car when we went into lockdown, so Josh tore up the motorway to pick it up and has been working on it. Josh knows a lot about them and has run his own PR6 for quite a while."

"What will be different is Josh is racing against me and running my car – that's going to be interesting!"

Brooks added his return is all about enjoyment but he still wants to be competitive. "I expect Josh to be fighting for wins and my goal is to be on the podium with him," he said.

STEPHEN LICKORISH



RUSS COCKBURN 1943-2020

OBITUARY

Countless British BMW racers will have been grateful to marque expert Russ Cockburn, who died last weekend of coronavirus, having been unwell for a while.

Cockburn ran Century House Garage near Richmond, North Yorkshire until he 'retired,' then worked for son John (ex-Alan Docking Racing and Beechdean Motorsport) at JC Racing in Thirsk.

Originally into rallying, he turned to building and running racing cars, mainly BMWs, for drivers such as Guy Povey, Chris Hodgetts, Ian Flux and Nigel Greensall, and loved the Spa and Nurburgring 24 Hours.

Cockburn looked after local hillclimber Peter Herbert's successful Westfield-BDH, then generously lent him a Group N Schnitzer-built M3 for European



championship rounds.

Ever ready to help fellow competitors, nothing fazed Cockburn (above), with his trademark single-armed spectacles. He became the go-to specialist for engine, gearbox and diff rebuilds from the British Touring Car Championship down and loaned cars to Super Touring competitors.

Leaders' clash hands Bickers virtual victory

ESPORTS

An opening-lap clash between race leaders Marcus Littlewood and Joe Fowler handed Lewis Bickers the win in the senior class of the Motorsport UK Karting Esports Championship last week.

In association with Motorsport Games, Kart Sim, and Alpha Live, UK motorsport's governing body organised an Easter Esports Series to act as a prelude to a full season of competition.

Motorsport UK licence holders under the age of 12 made up the first class, with licence holders over the age of 12 in another category. The third and final class was open to all over the age of 12, regardless of their real-life karting credentials.

Bickers dominated the final race of the senior licence holders after poleman Littlewood collided with Fowler in the Mike Wilson complex of the PF International circuit. Fowler was left facing the wrong



way while Littlewood limited the damage, rejoining in third. He remained there until the final lap when he dropped behind Brandon Williams. Ted Bradbury took second, while Fowler recovered to eighth.

Kieran Shanks, 21, triumphed in the open class after polesitter Williams made a small mistake on the first lap and allowed experienced kart racer Shanks into the lead. Williams battled hard with the karts behind and this enabled Shanks to build an impenetrable gap. Williams held on for second ahead of Ryan Elliott, who charged from seventh to third.

The junior class featured a tense race-long battle between Nathan Tye and Henry Joslyn. The latter led away from pole, but Tye was able to wrestle the lead at the end of the opening lap. Joslyn then hit back in style on the fourth lap with a bold move on Tye, only for Tye to re-pass him two laps later. Joslyn harried Tye for the remainder of the 15-lap race but was eventually forced to concede the junior class victory to Tye.

With the continuing postponement of all motorsport, details of a full virtual karting season will be revealed shortly.

JOSH SUTTILL

Munro takes a step closer to Scottish Esports title

ESPORTS

John Munro took a big step towards securing the Scottish Motor Racing Club Esports PC title after taking a double win under the lights of a virtual Brands Hatch Indy last weekend.

The penultimate round of the Spring Championship was again a capacity affair and featured Ginetta G55 GT4 machines. These proved more than a handful for some, including PC frontrunner Lorenzo Turri, who failed to make it through the mid-week qualifying heats.

Munro and title contender Craig Lax were again the ones to beat on pace, but a mistake from Lax while chasing Munro at the start of the first race extinguished any victory hopes.

Lax started from pole in race two and briefly led Munro but again dropped down the order, eventually finishing fourth after receiving a two-second time penalty. Munro heads into the final round at Silverstone this weekend with a 17-point advantage over Lax.

Martin Buchan and debutant Rory Skinner claimed the



PlayStation 4 honours as real-racer Michael Weddell boosted his title chances with a pair of thirds.

Meanwhile, runaway points leader Ayden Wilson edged closer to wrapping up the Xbox

crown following another victory. Jonathan Atkinson picked up his first win in the championship in race one after an assertive move on Wilson at Graham Hill Bend on the second lap of 12.

STEPHEN BRUNSDON

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A helping hand

Motorsport UK has stepped up quickly to create a £1million continuity fund to support ailing clubs during the coronavirus crisis, but is it going to be enough?

STEPHEN LICKORISH

It sounds like a large number. When governing body Motorsport UK announced earlier this month that it had prepared a £1million continuity fund to help struggling clubs through the difficult financial situation posed by the coronavirus pandemic, it was clearly very welcome news.

It showed decisive action from the sport's leaders in this country – there was certainly no sitting on hands as the funding application process was put together very quickly, and the first meeting to hear emergency cases is due to take place this week. And it was reassuring, too, for clubs and competitors to see that the governing body is prepared to step in during these unpredictable times.

But the announcement was accompanied by another large number. There are 720 motor clubs in this country. Therefore, if every single club was to receive an equal share of the pot, they would be given just under £1400 – a figure that would make little difference to the vast majority of those clubs.

That said, the whole point of this funding scheme is that it's not for every club. As in the wider economy, not every business needs to take advantage of the support on offer. Multi-millionaires such as Richard Branson and enormously wealthy football clubs have been lambasted for using the government's Job Retention Scheme and adding to the burden on taxpayers when they don't really need to.

And it's the same situation with this funding. Motorsport UK

“There are mixed views about which size of club will be most affected by the situation”

has made it explicitly clear that this help is available to those most at risk of collapse due to the COVID-19 outbreak. On the application form, it states: “The Motorsport UK Club Continuity Fund should be a last resort for clubs who are able to demonstrate that, after taking all reasonable steps and without a level of intervention, they will struggle to resume activities as a direct result of COVID-19.”

The form also includes a variety of questions about what steps clubs have taken to reduce costs, what they would spend the money on, and how the pandemic has directly impacted the events they organise. Clubs are required to submit a detailed breakdown of their finances, listing all their sources of income and expenditure – from event costs such as catering, equipment and stationery to overheads and admin expenses. Full accounts from the 2018-19 financial year are also required to make sure clubs aren't sitting on

large reserves intended for unprecedented situations just like this.

So, there can be no disputing that Motorsport UK is doing everything it can to ensure it's helping the right people through this funding programme. Even if every club applying seeks the maximum grant of £10,000 or maximum loan of £25,000 (a completely unrealistic situation), that would still be an absolute minimum of 70 clubs that can benefit from the scheme.

Considering it's designed for the most at risk, to be able to help at least the most vulnerable 10% of organisers is a good starting point.

But there are mixed views about which size of club will be most affected by the current situation. Motorsport UK chairman David Richards believes it is the smaller clubs that will struggle the most as they are staffed by volunteers, and so cannot take advantage of other government support such as its Job Retention Scheme.

“When you come to the larger clubs, they're more commercial organisations and they have other routes for funding,” says Richards. “They have assets, they have bank arrangements, they have ongoing debtors and creditors. Not dismissing in any way how difficult it's going to be for anyone, but they have other means.”

“If you are a small motor club and you have planned an event in March or June this year and you've done all the work for it, you've put deposits down for this, that and the other and you've got very limited resources, and you're relying on the income from the competitors to cover these costs and this event doesn't happen, then you've got no means of recouping it and it could mean the end of an important, active motor club.”

But, naturally, some of the larger clubs believe they are the ones that will struggle the most. They say that, because they employ more staff and have greater costs, they will suffer more hardship from the current crisis than smaller organisations that are run by volunteers and do not have to pay for offices to house their staff.

Regardless of whether it's small, medium-sized or larger clubs that take advantage of this funding, it's still an important step in making sure club motorsport can continue as successfully as possible once restrictions are lifted. But it only covers one aspect of the sport: the clubs. Teams, suppliers, circuits and preparers will still need to source financial help from elsewhere.

Clubs have variously described it as an “olive branch”, “very positive” and “a step in the right direction”. Castle Combe Racing Club chairman Ken Davies says: “I think it could be something to help give a leg up to clubs to give a bit of extra promotion to get motorsport to hit the ground running.”

And that's very much the key point here. If this funding helps in some small way to ensure grassroots motorsport can get back on its feet again, it will certainly have done its job. ❧

➔ P66 HOW CLUBS ARE RESPONDING TO CRISIS

HOW CLUBS ARE RESPONDING TO THE COVID-19 PANDEMIC

With no circuit racing until at least July, organisers face a difficult time balancing the books and preparing for the eventual resumption of motorsport

STEPHEN LICKORISH



“**T**his couldn't really have happened at a worse time,” says Ken Davies, chairman of the Castle Combe Racing Club. There is never a good time for a pandemic to strike the world but, with Motorsport UK suspending event permits just days before the circuit-racing season was due to begin, it has made the situation especially difficult for organising clubs.

“What some people don't realise is a racing club has a six-month window to generate all of its income and then a six-month period where it has to live on what it's been able to generate,” explains Davies. “All revenue stops until racing starts again the next April.”

So this year, instead of the difficult winter time for clubs lasting from November until April, it will continue until at least July and possibly even longer than that. Inevitably, such a long fallow period is going to have an impact, and clubs up and down the country are now working to minimise the effects of the coronavirus outbreak.

Governing body Motorsport UK is helping with that too, by

offering a £1million fund to support struggling clubs through this difficult spell (for more on this, see p63). But the grants of up to £10,000 and loans of up to £25,000 are only available as a last resort for the clubs facing the toughest economic conditions.

Each club is unique and faces a subtly different set of circumstances and is therefore responding to the crisis in a different way. For example, Davies believes the CCRC is well placed to ride this storm. “Our overheads are pretty low,” he says. “Coincidentally, on the 12 March [before the lockdown began] I was at the circuit and we had a financial meeting and think we're in good shape.”

Not all clubs are in such a position. Some of the larger organisations employ dozens of people and clubs such as the British Automobile Racing Club and British Racing & Sports Car Club have taken advantage of the government's Job Retention Scheme, furloughing a significant proportion of staff.

But cutting back all expenditure is just one of the areas clubs

Castle Combe Racing Club chiefs feel it's well placed to survive the struggles



READ

“A RACING CLUB HAS A SIX-MONTH WINDOW TO GENERATE ITS INCOME AND THEN ALL REVENUE STOPS”

have to consider at the moment. Ultimately, they are all racing clubs and their purpose is to organise motorsport events. Motorsport UK's decision to suspend event permits until at least 30 June means that, across the UK and Ireland, 84 national race meetings have either been cancelled or postponed. And that is just a minimum number – the final figure could be significantly higher depending on if and when the season does eventually get under way.

While many clubs are optimistic that club racing can begin in >>



There are concerns about calendar congestion

HAWKINS

The MG Car Club is still preparing for its July Donington event



July or August, some are planning for a range of different scenarios.

BRSCC chairman Peter Daly says: “Paul [McErlean, the club’s race operations and general manager] and myself are communicating regularly and redesigning our championship calendar. I drew up three scenarios for the BRSCC’s executive team to work on.

One was no racing this year, the second was we carry on racing with the same dates, and the third one is up in the air and see what dates come back [from circuits].”

This means the BRSCC has already got a business plan prepared for a situation where no racing at all takes place, again in a bid to mitigate the financial impact. On the other hand, some clubs have decided not to get too far ahead in planning for certain scenarios given how rapidly the picture is changing. After all, just over a month ago, many still believed club racing would not be significantly affected by COVID-19.

“I’m a glass-half-full kind of guy and we have to work with what we have,” says Mark Baulch, competitions secretary of the MG Car Club, which has had to postpone three of its six meetings so far, including its popular MG Live event. “We continue to work with Donington Park being our first meeting of the year on 11-12 July. But it’s a changing picture all the time. If we get the green light, then we will make sure we’re in a position to go [for the July meeting]. Unlike some of the big sporting events in July like the Festival of Speed [which has been postponed], we don’t have as much infrastructure to put in place so we can get that event off the ground fairly quickly.”

At present, it is impossible to tell if that MGCC event at

Donington Park, along with scores of others in July, will take place as planned. A decision on whether the British Grand Prix will go ahead on 19 July is expected imminently, and that could give clues to when the club-racing season will start.

“There’s not a lot we can do, just sitting back waiting to find out if and when we can go racing,” says BARC general manager Ian Watson. “I would like to be optimistic and say we can get started in July, but with the Goodwood Festival of Speed being cancelled and the grand prix on the edge of being cancelled, it doesn’t bode very well – but that’s for a large number of people in one place at one time. It might be possible we can get our club racing back under way in July. If they can get the grand prix away then I will be optimistic about getting started pretty quickly. If they cancel that, I think we will be back in August.”

Daly is also optimistic that club racing can resume before some of the larger international events. “The first race meetings may take place behind closed doors, which will lend itself to televised events or club racing,” he adds.

But, regardless of whether it is July, August or later that racing does indeed resume, there are still three key factors that will influence how many club meetings can be rescheduled into those final few months of the year.

The first of those is that club meetings are likely to be towards the bottom of the pecking order when it comes to accommodating new dates for postponed events. Silverstone has talked of the possibility of holding multiple grands prix at the venue, given the majority of Formula 1 teams are based in this country – if such a move were to happen, then it could have a significant impact on club racing at the circuit. The Classic Sports Car Club has already experienced this to an extent as its August meeting at the Northamptonshire venue was cancelled when the Silverstone World Endurance Championship round was due to move to that weekend – only for a UK fixture to be omitted from a revised WEC calendar.

There is an acceptance among clubs that, as well as these international events, meetings that draw large crowds will be the priority when it comes to rescheduling. “It all revolves around TOCA and British Superbikes – they’re going to be the first ones,” says Daly. Watson adds: “We as clubs need to be realistic. It’s going to be more beneficial for circuit owners to go with British Superbikes and the British Touring Car Championship.”

Track operators are also facing a difficult period, and it is therefore understandable for them to initially focus on accommodating the events that attract the larger paying crowds.

Another consideration for clubs to make is officials. Several race





“TRYING TO FIT TWO RACE MEETINGS INTO A MONTH WON’T NECESSARILY WORK FINANCIALLY FOR SOME”

meetings were either cancelled or altered last year due to a shortage of marshals, and that situation could become even worse if a significant number of events are slotted into a short period of time.

Baulch believes that is another significant factor in determining whether the MGCC’s July Donington meeting does run. “The biggest challenge would be making sure we have enough marshals and medical people,” he says.

And that point about doctors and rescue crews is significant too. “Motorsport cannot function without proper medical services, and it would be wrong to redirect that cover to motorsport or any sporting event until the government says we can have access to use paramedics and ambulances,” Davies says. “Lives come first.”

Motorsport UK chairman David Richards also acknowledges this could be a problem and believes it is essential to properly recognise the role these medical staff play.

“It’s all very well saying the government has opened things up and said we can have sporting events in August – or whenever it happens to take place – but we’ve got to remember a lot of people we rely upon to run our events have been on the frontline in this pandemic for the last few months,” says Richards. “It will be a fairly tough time for them, that they’re going to take some time to get over, and we should recognise that and find ways of acknowledging that.”

There is one more factor that still needs to be considered – and it is one of the most important. Even if racing is allowed to resume in July or August, and clubs are able to secure the track time they seek, and there are enough marshals, officials and medical crews, the meetings still need drivers to race at them. Given how coronavirus has financially impacted everyone in one way or another, whether sponsors or drivers themselves will be able to pay to participate in motorsport is the big unknown.

“While we’ve redesigned our calendar, we are also aware we have to rely on members’ appetite to go racing,” states Daly. “While the appetite to go racing might be there, it’s whether they have the financial resources to pick up their helmet. At club level, there will be a lot of questions asked of families who, at this moment in time,

are going through all the stress of having [only] 80% of their income. At the same time, there’s a lot of others who will be self-funded company directors going racing and asking whether they can justify their actions.”

Watson believes this is a factor that will determine how many of the postponed meetings end up getting new dates. “The one thing we need to take into account is people are going to be tight for money,” he says. “I have to schedule one race meeting a month for my championships [under normal circumstances], because that’s what people can afford, so trying to fit two race meetings into a month won’t necessarily work financially for some competitors. We have to be realistic about what we can and can’t do.”

It is certainly plausible that competitors throughout the country, despite being desperate to get back on track as soon as possible after such a long ‘winter’ break, will not actually have the funds to do so. And Baulch believes it is vital that clubs keep in contact with members to avoid them losing interest in this long down period.

“The clubs that will do well out of this will be the clubs that are ready to go and look after their members,” he says. “From the club side, we’re keen to maintain our magazine and keep members engaged.”

At a time of great uncertainty, what we do know is that the 2020 club racing season will be unlike any other. Even if a decent number of meetings does take place, Richards says there is no hiding from the fact that it’s a tough time for everyone.

“I wouldn’t say a half-year is ever going to be considered a successful season, even if we can get up and running by July,” he says. “It could be we allow motorsport to happen for a while and then we have another clampdown because of the same circumstances we are in today. The one thing I am confident of is motor clubs in this country are robust organisations that really drive the grassroots of the sport and I know they will rally round.”

The robustness of the clubs will be tested like never before over the coming months. Despite all the scenario planning taking place now, it’s still impossible to tell what the final outcome will be. ❧

The banner includes a cartoon strip with the following panels:
 1. A sign for 'ANGELO R. DRIVE'S 24 HOUR MOW'.
 2. A man on a lawnmower saying 'OIL CHANGE DIE WSLAPS!'.
 3. A man saying 'THIS IS TOUGH GOING, I'M KNACKERED, CAN YOU CHANGE THE SIGN?'.
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NEW PODCAST IS IT JUST ME?

Formula 1 fans will have a new platform to discuss and debate their hot takes in a new podcast, *Is It Just Me?*

Joining Motorsport Network's wide portfolio of podcast programming, *Is It Just Me?* is a new weekly show co-hosted by Jessica McFadyen and Autosport's F1 reporter Luke Smith.

Each week, McFadyen and Smith will take a deep dive into some of F1 and motorsport's burning issues, with the conversation firmly driven by fans via social media. Viewers and listeners will be invited to submit their own unpopular opinions and takes on any topic of their choosing through messages on social media, or by sending in video or audio clips to play on the show.

The pilot episode – which premiered on Wednesday 22 April – features McFadyen and Smith discussing the impact of Esports and the *Drive to Survive* Netflix series on F1. They weigh up which will help bring in more fans.

During the current break enforced by the COVID-19 pandemic, Esports has been enjoying something of a boom as drivers and fans look for ways to get their racing fix while staying safe at home during lockdown. Sim racing has proven popular as a way to keep entertained, but will it turn out to be a sustainable way of drawing more fans into the sport? And is it accessible enough to make a lasting impact once real-world motorsport resumes?

The first two seasons of *Drive to Survive* on Netflix, meanwhile, have drawn widespread acclaim from the F1 paddock and have been credited for helping to bring numerous fans to the sport by opening it up to a large, new audience. But is there enough longevity and freshness in the series' format to keep people coming back in the future? And does it risk overhyping F1's current product?

All episodes of *Is It Just Me?* will be available to watch on YouTube, and will also be available to listen to and download on audio platforms including Apple Podcasts, Google Podcasts and Spotify.

"I am very excited to be co-hosting *Is It Just Me?* alongside Luke," said McFadyen. "Nothing seems to fire up us motorsport fans more than a good controversial opinion, but if we're honest we've all got loads of them! This podcast is all about sharing them, airing them and getting to the bottom of them.

"While this show is likely going to get heated at times, a big part of our effort with this podcast is going to be promoting better behaviour and interaction with each other when online. Too often the comment threads on unpopular opinions lead to toxic responses. With this show, it's OK to get feisty, it's OK to not agree with one another – just don't make it personal!

"This podcast will hopefully provide an entertaining but safe place for people to debate some hotly contested subjects with one another. We're hoping to build a truly interactive fan-led video and audio show for us all to debate with each other without the fear of being totally ripped apart – well... mostly!"



Smith added: "I'm really excited to be part of this new project co-hosting *Is It Just Me?* alongside Jess. It's an awesome opportunity to try and put to rest some of the biggest debates in racing.

"I've learned through my time in F1 that there is nothing more important than listening to the fans, making it a natural decision to place them at the heart of the show. I'm really excited to interact with one of the most vibrant and, importantly for the show, most opinionated communities in sport!

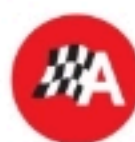
"Whether it's arguing over the greatness of drivers, the future of the sport, or even our least favourite tracks – something Jess and I have already disagreed on even before this show launched – everyone has some hot takes burning away. This will be the ideal place to share those for some fierce, fun and friendly debate."



The all-new *Is It Just Me?* podcast, available to watch on YouTube, and to download on Apple Podcasts, Google Podcasts, Spotify, and all good audio platforms.



[autosport.com/podcast](https://www.autosport.com/podcast)

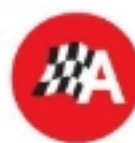


Formula E chairman Alejandro Agag spoke exclusively to Autosport for our #thinkingforward series with motorsport leaders about the scale of opportunity that faces the racing industry, despite the severe challenges caused by the postponement/cancellation of all events.



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There have been many weird and wonderful liveries and logos throughout the decades in Formula 1, so Autosport has taken a trip down Memory Lane to pick seven of the strangest F1 sponsorships we've seen to date. Go to bit.ly/oddF1sponsors

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How a dalliance with McRae transformed Skoda's rally reputation

Skoda's spell as a works team in the WRC's top category was largely unsuccessful. But a two-round cameo by 1995 champion Colin McRae in 2005 showed the brand could become a force in top-level rallying.



FROM THE ARCHIVE

Future Formula 1 team boss Giancarlo Minardi signed a deal with Ferrari for his Scuderia Everest outfit to run a car in non-championship F1 races in 1976

to promote young Italian talent. Here, Giancarlo Martini (uncle of Minardi F1 go-to driver Pierluigi) is en route to a lapped 10th place in the International Trophy at Silverstone; a better result

than his previous effort in the Race of Champions, when he crashed his 312T – the same chassis used by Clay Regazzoni to win the non-championship 1975 Swiss Grand Prix at Dijon – in the warm-up.

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Rondeau victory kicks off new sportscar era

22 April 1982

The 11 seasons during which the world sportscar championship was run to Group C regulations is now revered as one of the golden eras of endurance racing. But spectacular cars from Porsche, Lancia, Jaguar, Sauber and many more make it easy to forget that things didn't start quite so promisingly.

The first Group C race, held at Monza this week in 1982, was almost won by a car from a different class. Given the struggling state of sportscar racing and the new rules, the sport's governing body allowed cars built to Group 6 rules to compete. The idea was to allow older machines to bolster the grid, but Lancia took the opportunity to build its new LC1 to take advantage of the situation – and run without the fuel-limit concerns of the new Group Cs.

The two LC1s of Riccardo Patrese/Michele Alboreto and Piercarlo Ghinzani/Teo Fabi dominated the event until both were halted by distributor

failures, allowing the Rondeau M382C of Henri Pescarolo/Jean Rondeau/Giorgio Francia to win. Only two of the top six finishers were Group Cs.

'Rondeau saves the day' was Autosport's headline, with reporter Quentin Spurring pointing out that: "The C-car entry was very encouraging in terms of numbers and variety, but disappointing in terms of reliability."

The Lancias would remain competitive all season, but Porsche's 956 – which arrived for round two at Silverstone – would ensure a Group C driver (Jacky Ickx) and manufacturer would win the titles.

Incredibly, Ferrari Formula 1 driver Didier Pironi spent the April weekend racing David Piper's 1967 Ferrari 330 P4 at the Montlhery SuperSports event. The Frenchman led until he suffered engine failure, which left 1970 Le Mans winner Richard Attwood to triumph, appropriately enough in a Porsche 917.



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Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Brooklyn, NY 11256. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.



CIRCULATION TRADE ENQUIRIES

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: +44 (0) 20 7429 4000.
 Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
 ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

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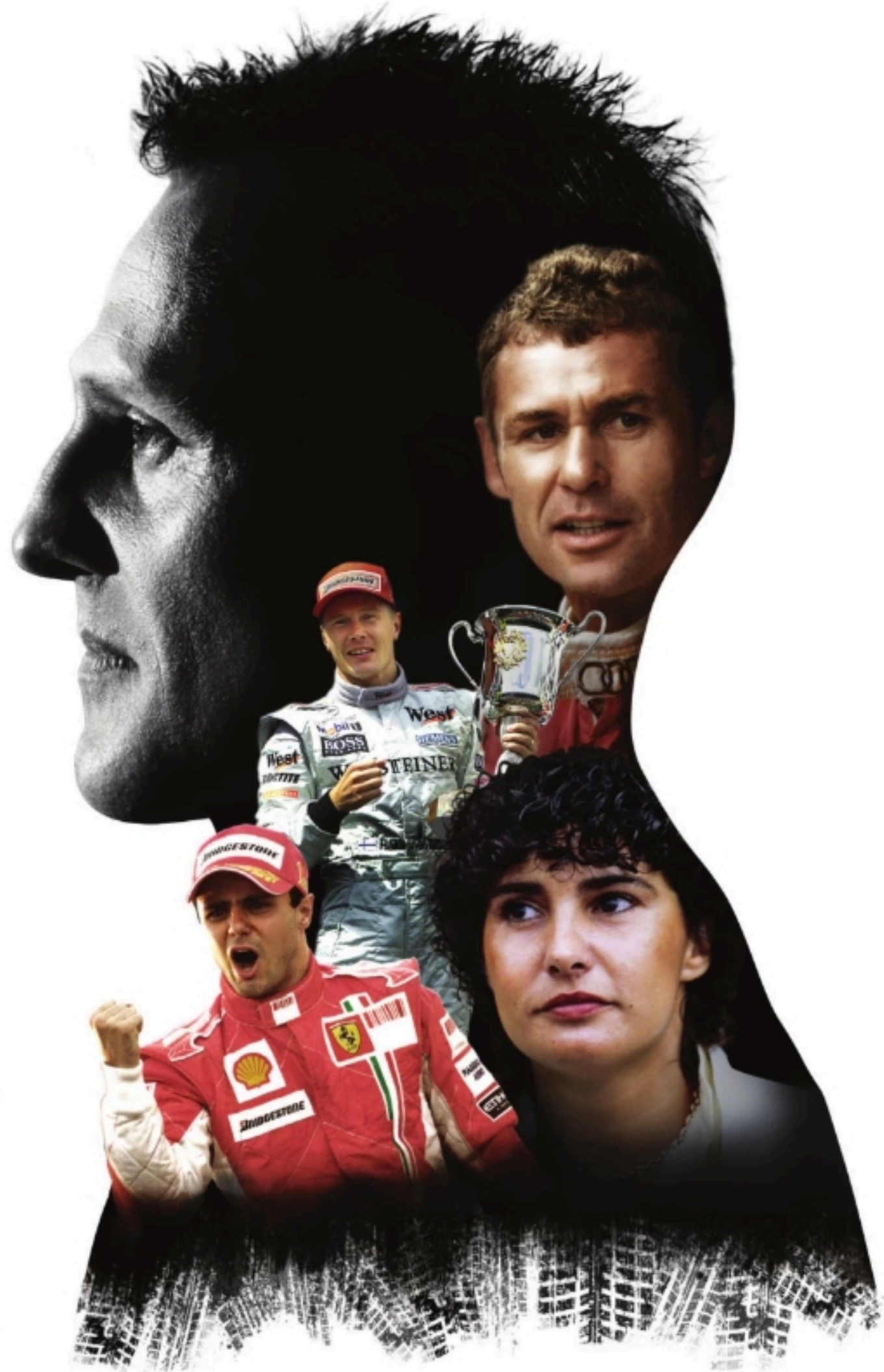


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