MAY 2020

MOTOR SPORT

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F1 at 70

COLLECTOR'S EDITION

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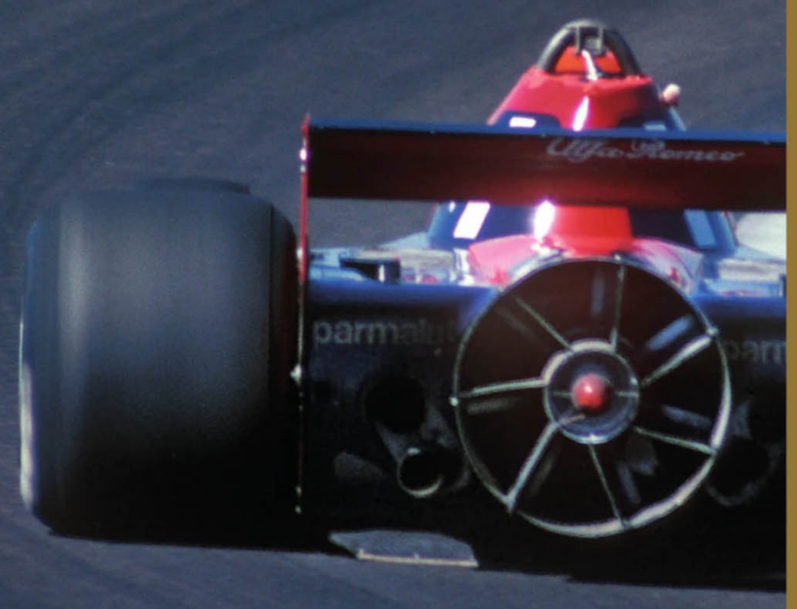
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MOTOR SPORT

THE EDITOR

"F1 must consider where it wants to be in a dramatically altered world"

THERE IS NO GETTING AWAY FROM THE FACT THAT WHAT went on in Australia last month was a travesty. Fans queued outside locked gates on Friday morning, and volunteer marshals pulled on their overalls. Meanwhile, the FIA and Formula 1 squabbled over the contractual small print in a Melbourne hotel room before making the only call it could ever have made.

It says something about the gargantuan amount of money at risk that no side was willing to stand up, do the right thing, and then argue about the legal details later. Noble gestures when tens of millions of pounds are at stake simply aren't possible in the way they are when the stakes are lower. This is part of the problem: if ever a sport appeared to have become too bloated and too fixated on the money ahead of its fans, it was F1 in Australia.



Lewis Hamilton spoke like a true champion when he explained with clear distaste the reasons for the race initially being given the green light in the face of a global health crisis: "Cash is king".

That crisis is still with us, and growing by the day, and the full consequences will play out in many more important areas than F1. However, the crisis does allow F1 to take stock and consider where it is, and where it wants to be, in what will undoubtedly be a dramatically altered world when the crisis passes.

Given the enormous impact it will have on the economy, the era of conspicuous consumption in terms of cash and CO_2 will surely end. After all, it was looking outdated leading up to the Australian Grand Prix. Will this new world also be as globalised? Is it possible that the great expansion of the F1 calendar championed by Liberty, which had hoped to hold races in Vietnam and potentially Saudi Arabia, will start to look as old fashioned as grid girls? And could the change in attitude affect existing grands prix, particularly those held in countries with little local support for the races, and which have been added for reasons of business or marketing or reputation laundering?

With these races gone, perhaps a simplified, reduced calendar would concentrate on the historically key races in countries with a history and love of F1 and, in doing so, bring it back to its fans. Future generations may look back and marvel at when F1 raced in Baku, China and Bahrain but had no place for the German GP, as intended in 2020.

In the short term, F1 and motor sport has the chance to prove itself more practically. Within days of the shortage of medical equipment in Britain, several F1 teams turned their collective engineering and production skills towards creating ventilators for the NHS. But why stop there? Although F1 teams are small when compared to commercial car makers, there are many even nimbler outfits in the UK which could be drafted into action. A couple of years ago, I was involved in a meeting with the winners of the RAC's Dewar Trophy, awarded for technical excellence. That year it had been given to a company called Integral Powertrain for its work on the electric motors and inverters that powered the Pikes Peak-winning, all-electric VW IDR.

During the meeting, director Roger Duckworth, son of Keith, explained how the competitive eco-system of Britain's motor sport community fuelled innovation. He added it meant dozens of small companies had to be agile and imaginative in coming up with quick engineering solutions at a moment's notice. That is exactly what is required now.

It isn't only high-tech operations that the government may call into action. I recently spoke with the people at Jim Stokes's workshop, which restores and preps historic racers: "We are ready, we have the tools and CNC machining, we just need the designs." Jim Stokes is a company of 50 workers, of which around 15 work in the machining department. That's not many, but there are dozens of similar outfits. If, as the prime minister has said, we are at war with coronavirus, then these small companies can be our flotilla of Dunkirk sailing ships and pleasure boats. What they lack in size can be made up in numbers and know-how.

Who knows, perhaps it will show people that motor sport is about more than the "cash is king" attitude F1 displayed in Australia, but is, in fact, more noble than that.

READERS WILL NOTICE A CHANGE TO THIS ISSUE OF *MOTOR SPORT*. We have decided to cheer ourselves and hopefully you, our readers, up by having the entire issue celebrate the 70th anniversary of the first World Championship F1 race, which took place on May 13, 1950 at Silverstone. To do this we have gathered what I think are the finest writers out there to pick a decade and give their take on it.

Our celebrations don't stop there. For the next few months, we will celebrate the milestone with special online features, galleries and archive race reports. We are also asking our readers to share their memories and photographs, which we will publish later in the summer. Visit the website to find out more details on how to collaborate with us and please enjoy this very special issue of *Motor Sport*.



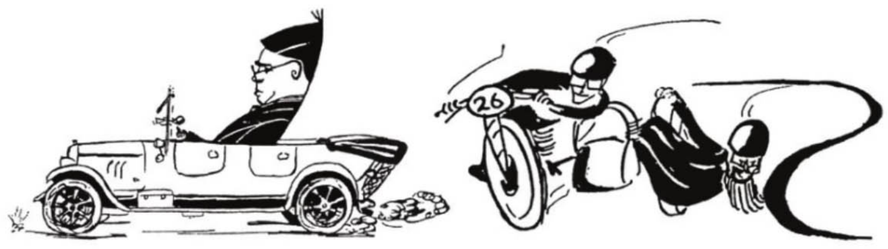
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NEXT ISSUE: OUR JUNE ISSUE IS ON SALE FROM MAY 1

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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Details matter.



In this month's *Racing Lives*, Derek Daly's Ensign N179 from the 1979 South African Grand Prix features. Its stepladder-like nose broke cover for the first time at Kyalami, designed to incorporate the oil cooler and radiator in the nose. But overheating problems arose, and Daly complained about the handling. The revised car without the odd nose didn't fare much better, the N179 qualifying for just four grands prix in its lifetime...

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Eight grands prix off, and counting

Coronavirus-induced calendar uncertainty claims more races

The global motor racing calendar has been thrown into chaos in the face of the coronavirus outbreak, with eight Formula 1 grands prix cancelled so far and more expected to fall in the coming weeks.

As *Motor Sport* closed for press, the F1 calendar was still in flux, with the Baku GP becoming the eighth fixture to fall victim to the virus, meaning Canada on June 12 is now scheduled to be the first race of the year. However, Canadian organisers have already warned of postponement, as has France, which was due to follow on 26 June.

Despite the growing crisis, Liberty boss Chase Carey struck a defiant note in late March, promising fans that a reduced



Lights out and away we (don't) go: F1 remains on hold during the COVID-19 pandemic

season of 15-18 races running well beyond the original end date of 27 November is being prepared for. "We are all committed to bringing our fans a 2020 championship season," he said in statement. "We recognise there is significant potential for additional postponements, nonetheless we and our partners fully expect to start at some point this summer."

With the outbreak in the UK hoped to ease within three months, Carey's plans raise the intriguing possibility that the British GP on July 17-19 could be the first of the season. If that were to happen it would be the first time Silverstone has hosted the opening race since the first F1 World Championship race back in 1950.

Meanwhile, F1 continued to come under fire for its handling of the cancellation of the opening round in Australia. Max Mosley, FIA president between 1993 and 2009, said that criticism "came with the territory" in F1.

"People can forgive you for being wrong but they can't forgive you for being indecisive," he said. "You've got to take a decision and the sooner you take it, the better. Obviously, all big decisions are taken with insufficient information. That's life."



Mosley was closely aligned to Ecclestone during FIA tenure

DPPI, GETTY



Gow has BTCC contingency plan for 2020 season

Motor sport's 'war-time spirit' kicks in

Motor sport tends to be a microcosm of the real world, and that's certainly the case right now during the coronavirus pandemic as businesses face financial uncertainty - and even ruin. But Alan Gow, boss of the British Touring Car Championship, has voiced optimism that motor racing will bounce back.

The BTCC was forced to postpone events in the wake of government announcements on mass gatherings. "We're effectively going to time-shift the championship," Gow told *Motor Sport*. "As long as we can get the 10 events, or as close to it as we can, it doesn't have a financial impact - apart from looking after cashflow for suppliers until we start racing again."

On that point, it's crucial companies offer each other "latitude" right now, he added. "It's a war-time spirit. What we're seeing in our motor sport businesses is the same as real life. People are just getting on with it because there is nothing else we can do. We know the motor sport community is close-knit and companies will be supporting each other. Businesses won't be sending each other to the wall.

"We will do what is required to get the season done," said Gow. "We'll have to be creative, and there will be a lot of back-to-back weekends, but teams are up for it."

One thing is for sure however: there will be no racing in front of empty grandstands. Gow is unequivocal about the idea for the BTCC. "Racing behind closed doors was a non-starter."



Miles, as Shelby American's test driver, took 5R002 to victory at Green Valley in 1965

Flying Mustang set to take on auction record

A 1965 Shelby GT350R Competition Model that was raced by Le Mans 1966 runner-up Ken Miles is expected to fetch a record-breaking price when it is sold at auction this May.

Miles drove the GT350R, otherwise known as the "Flying Mustang", at Green Valley Raceway on February 14, 1965, taking a sublime win as part of the car's first competitive race.

He was photographed during the race with all four wheels off the ground, in what become an iconic image (*right*).

Porsche's retro goes futuristic



PORSCHE GAVE SPECTATORS AT THE Amelia Island Concours a blast from the past as its new all-electric Taycan was adorned in three classic racing liveries. The no23 car bears the red-and-white colours of the 917K which won the 1970 Le Mans 24 Hours by five laps in the hands of Hans Herrmann and Richard Attwood. The rapid Porsche 917/20 that stunned in the build-up to the 1971 enduro gets its homage through the famous 'Pink Pig' livery. The no59 red-blue-and-white livery pays tribute to the Brumos Racing squad, which won the Daytona 24Hrs four times with the marque.



The retro-styled Taycans featured at Amelia Island



Ken Miles association should help the Mustang break an auction record



Miles's driving earned the car the "Flying Mustang" moniker

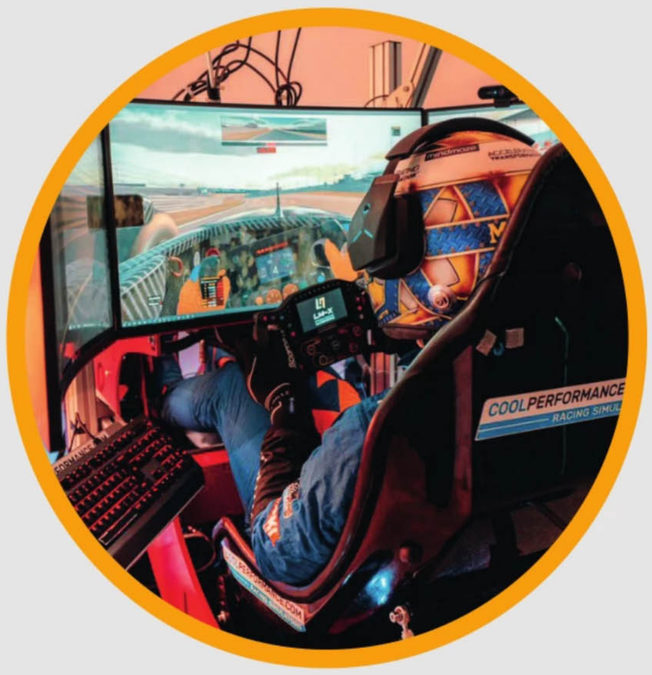
Miles' role as the Shelby American test driver who developed the Ford GT40 for Le Mans was made famous in last year's *Le Mans '66* (or *Ford vs Ferrari*, depending on your location) film.

This particular car, the 5R002, was the testbed for Shelby American's engineering projects, including the second 5R001 Mustang and the 34 customer R models.

Bob Bondurant, Chuck Cantwell, Peter Brock and Jerry Titus all drove the 5R002 as well, with the latter taking the B-Production SCCA National Championship crown in 1965 with the Mustang.

It will be available as part of the John Atzbach collection at the 33rd Original Spring Classic event in Indianapolis from May 12-17.

The Shelby in question is expected to break the existing Mecum Auctions record for Ford Mustang sales, topping the $3.74m (£3m) price tag the *Bullitt* Mustang generated at the Mecum Kissimmee 2020 event.



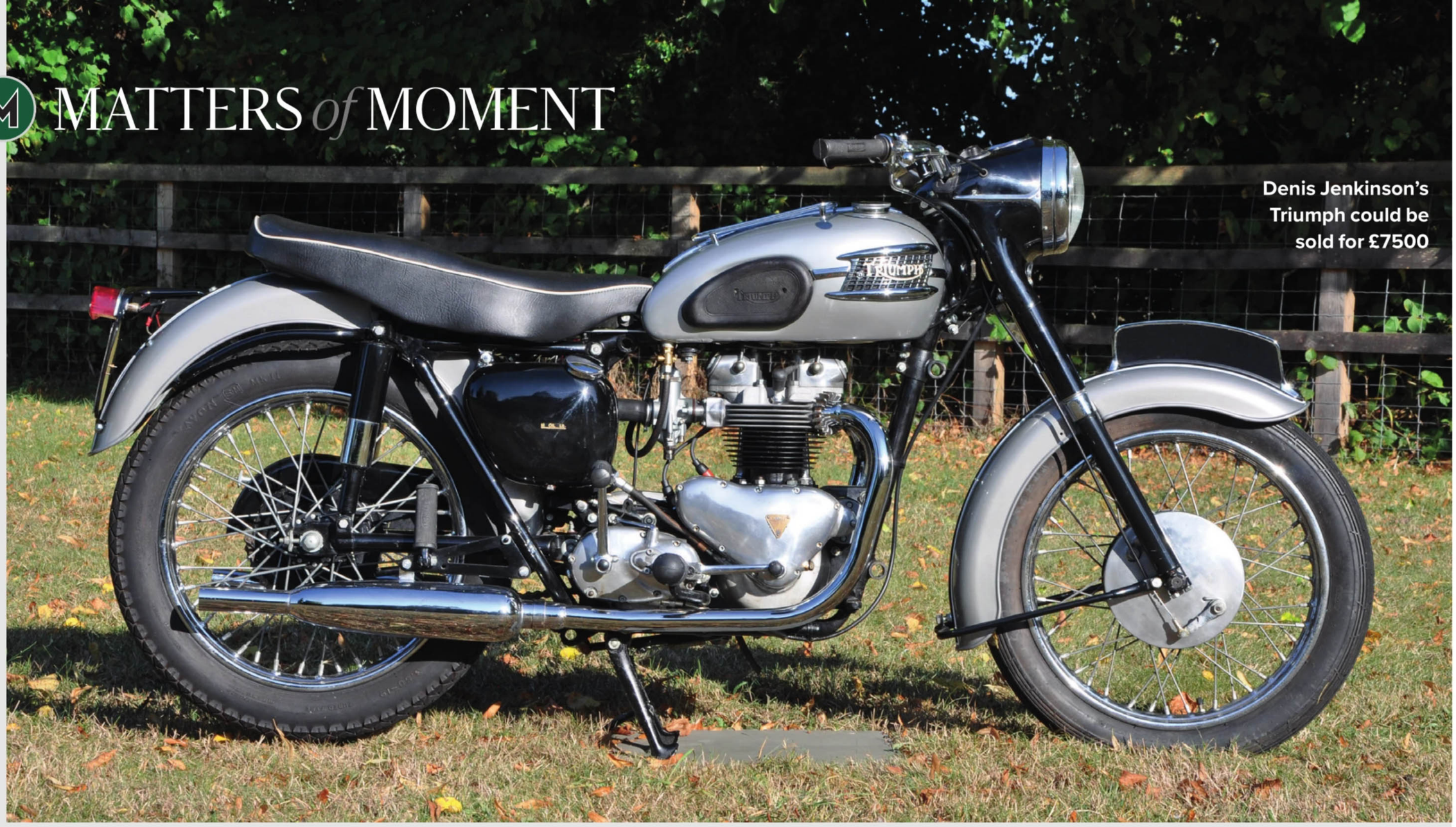
PORSCHE, MECUM, GETTY

Racing stars head online

AS RACING CIRCUITS LIE EMPTY, eSports promoters are seizing the moment, bringing professional drivers together in virtual competition.

On the date of the Australian Grand Prix, an online race organised by Veloce eSports, involving Lando Norris, Stoffel Vandoorne and Esteban Gutiérrez, was watched more than 2m times. The 29-lap competition, on the Albert Park circuit in *F1 2019*, had professional gamers take the top spots above the drivers. Max Verstappen, Juan Pablo Montoya and Antonio Felix da Costa took part in another eSports race the same day.

NASCAR has teamed-up with *iRacing* to launch an eSports competition involving 2019 Cup Series champion Kyle Busch, and IMSA also hosted a 90-minute race involving championship drivers in place of the Sebring 12 Hours.



Denis Jenkinson's Triumph could be sold for £7500

Jenks' Triumph up for sale

The Triumph T110 belonging to *Motor Sport's* Denis Jenkinson will be on sale this month at the National Motorcycle Museum.

Witness to innumerable moments in motor racing history as the continental correspondent for *Motor Sport* for several decades, Jenks owned the 1958 Triumph bike during the 1970s and 1980s, during his time travelling around Europe covering Formula 1.

An avid racer in his own right, he won the 1949 Sidecar Championship as passenger to Eric Oliver, and Jenkinson went on to win the 1955 Mille Miglia as navigator to Stirling Moss, authoring the famed *Motor Sport* article, *With Moss in the Mille Miglia*.

"This bike once more demonstrates his love of anything mechanical," head of motorbike sales for H&H, Mark Bryan said.

The current owner has kept the T110 in running order, with a prior restoration meaning it is in good overall condition.

The motorcycle will be on sale on April 7, and the Triumph is expected to fetch up to £7500.



Denis Jenkinson (right) and Eric Oliver had success together



Ogier described Mexico win as "strange"

Seb's pyrrhic Mexico victory

Sébastien Ogier took victory in a curtailed Rally Mexico last month in what looks destined to be a truncated 2020 World Rally Championship season.

Ogier claimed his first win for Toyota, and the Frenchman has now won the South American round a record-equalling six times to tie old foe Sébastien Loeb.

The rally took place despite criticism that it should be postponed, in the face of growing concerns at the time about the rapidly developing global health crisis. Organisers agreed to conclude the rally on the Saturday, losing three stages, in order for those involved to beat expected travel shutdowns.

Ogier said of his win: "It's definitely a strange victory for me this weekend... I did not want to race basically and I've been convinced to do it.

"I've done my job but for me protecting human life should go first and I hope we didn't bring any harm here to our friends in Mexico."

A week later, the WRC announced the postponement of Rally Argentina, which had been due to take place on April 23-26.

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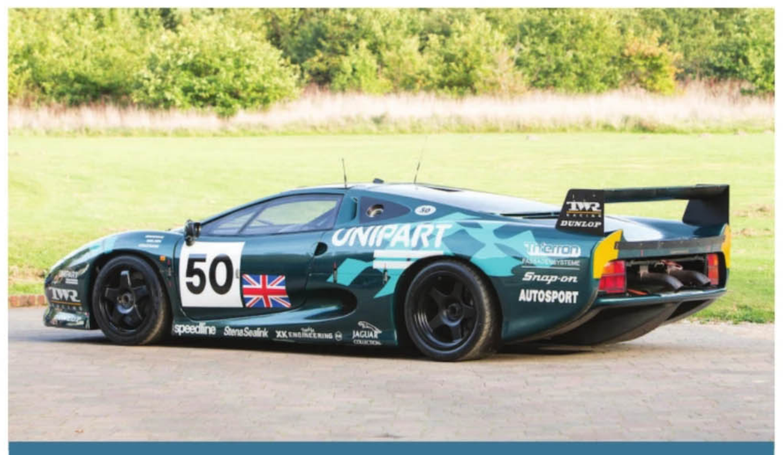


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MARK HUGHES

"The more races that are rescued, the better, but it's not in F1's hands"

It's strange times as Formula 1 grinds to a coronavirus-induced halt along with the rest of the world.

The cancellation of the Australian Grand Prix mid-event was swiftly followed by postponements of the immediately-following Bahrain and Vietnam races, China had been called off weeks earlier. Bahrain had been preparing to host the first spectator-less grand prix but, in the end, that precaution wasn't necessary as Ferrari, Mercedes and Renault had all decided they would not take part, nor supply engines, which would have left just the four cars from the two Red Bull teams.

As things stood at the time of writing, the Netherlands, Spain, Monaco and Azerbaijan races had been halted, bringing the total of affected grands prix to eight, and there was little optimism that the following races would happen on their scheduled dates. Limits on crowd gatherings and restrictions on travel seemed unlikely to be lifted in time.

As a shocked F1 looked at what might - at a later date - be salvaged from the season, Ross Brawn confirmed that the early thinking was using up the previously scheduled summer break to claw back lost races. But Brawn acknowledged that getting them all back was unlikely. Although the Melbourne race has officially only been postponed, Australia's isolated geographical location, and the logistical challenge of hosting a race within Melbourne, makes it unlikely to return this year.

"Maybe we take a hiatus, we take a pause," said Brawn. "Then we use that opportunity to say: 'right, for this time at the beginning of the year we won't have any races, we'll look at relocating those races later in the year'. I think by freeing up the August break, we give ourselves several weekends where we can race. And I think we can build a pretty decent calendar for the rest of the year. It will look different, but it will still preserve a good number of races, and they're exciting races. So the season's going to start later, but I think it will be just as entertaining. I think we can squeeze them in. But it depends on when the season will start."

Given the unknown future trajectory and impact of the virus, it's probably an optimistic view to believe there will be a 2020 championship at all. But for now, F1 is hopeful that even with a start as late as June, it could still fit in 17 or 18 races. Money from the race hosts and TV companies are, of course, the lifeblood that keeps F1 and the teams alive. The more races that can be rescued, the better - but it's not in the hands of F1.

But let's assume a late-June start - and Brawn's target of 17 or 18 races. How might it look? Canada could be the opening race of the season, with the France/Austria back-to-back staying as scheduled two weeks after Canada. A further two-week gap then follows before Great Britain, with Hungary following two weeks after that to take us up to what had been the summer break.

"It's probably an optimistic view to believe there will be a 2020 season at all"

Races could be slotted into those spare weekends before the break. But challenging. "The teams have got to be flexible," warns Brawn, clearly anticipating resistance herding the cats. "They need to give us scope to give them good economic opportunities. We don't want to put teams in financial hardship because someone doesn't want to do three weekends on the trot."

There are three weekends currently spare in the summer between the Hungarian and Belgian races. These would be the favourite slots to make space for Holland, which is three-times over-subscribed and a major part of F1's business model, and possibly Spain - less crucial as it's struggling to make its race pay and was only granted a late reprieve this year. Monaco, which uniquely doesn't pay a host fee and undergoes a major reorganisation of a town to accommodate it, has been lost to the 2020 calendar.

After the Spa/Monza back-to-back races, we're scheduled to head off for the long hauls - and this is where some of the early-season long-haul events might be slotted into place, probably around the fixed point of Singapore's date, given the logistics of taking over the city.

To accommodate this revised schedule, date changes would have to be made as part of a physically gruelling sequence at the end of the season. Brawn talks of having some two-day meetings to reduce the strain. That looks hugely ambitious from the perspective of mid-March.

Furthermore, if we look at the projections of the virus spread, many have its peak coming in mid-June. Perhaps all this rescheduling is impossibly optimistic? Eight races are all the FIA statute books insist on to make an official World Championship. Whether F1 and every team could survive financially on those terms is doubtful.

"Are we looking at various options? Sure," says Liberty's Chase Carey. "But I don't think you can put plans in place longer-term. We will see where it evolves. Everybody hopes it gets back to a place where it's a functioning world and marketplace."

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

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MAT OXLEY

'Redding is a bit like a boxer who's fought his way out of the Bronx'

Britain has enjoyed substantial success in the World Superbike Championship during the past three decades: 13 world titles, against none in MotoGP.

The event that prompted the nation's pre-eminence in motorcycling's version of touring cars was the recession of the early 1980s. British riders and teams soon ran out of the money needed to race grand prix bikes in the national 250cc and 500cc championships. Race promoters reacted quickly to the dwindling grids by creating a low-cost series for 750cc road bikes. The Superstock championship used showroom bikes running slick tyres and loud pipes.

When World Superbike – also for 750cc road bikes – was launched in 1988, British riders were ready, while most other nations stuck with their 250 and 500 GP bikes.

Even now WSB is dominated by Britons. Five of the six riders in the leading three manufacturer teams are British: reigning champion Jonathan Rea rides alongside Alex Lowes at Kawasaki, Chaz Davies and Scott Redding are at Ducati and Leon Haslam competes for Honda. Haslam, Davies and Redding all tried to make their way in grand prix racing, but eventually gave up and took refuge in superbikes, where they've since flourished.

Redding is the latest arrival, joining in 2008. He won a grand prix in his rookie season in the 125cc World Championship, graduated to Moto2 in 2010, challenged for the title in 2013 and moved to MotoGP in 2014. But he never had strong machinery in motorcycling's premier category, so last year he retreated to the British Superbike Championship and took the title at his first attempt, which won him a 2020 WSB ride with Ducati.

Redding is an interesting young man. He comes from a tough background, so he's like a boxer who's fought his way out of the Bronx. "I was born into racing; it wasn't my choice," he says. "I was too scared to say no. Did I want to go riding every Tuesday, every Friday, every weekend, when my friends were out doing other stuff? No, I didn't, but I never had the balls to say no.

"I saw a lot of bad shit when I was growing up. I grew up in quite a shit area with a lot of bad people. When you see a mate beating up his parents and you have to go to him and say 'What are you doing?' it's not nice. You know that's not normal. But I could've done the same; I could've turned to drugs and alcohol and done nothing, like most of them. But I had a chance and luckily I dug deep to do it."

Redding certainly put up with a lot in his early years, racing minimoto bikes around kart tracks in Britain and then moving onto the Continent.

"I used to be so scared!" adds Redding, who started minimoto at the age of four. "But I could never tell my dad I was scared because he would've thrown me in the van and that would've been it."

His father and his uncle pushed him hard because they thought this would be his one and only chance to make something of himself. Redding remembers travelling to Italy for a minimoto event where he crashed and damaged his favourite helmet.

"I started crying. I wasn't hurt, I was just crying. I got back to the van, and my uncle was like, what are you crying for? I said, 'my helmet'. He grabbed the helmet, 'F**k the helmet!'. Then he smashed it on the floor, threw it out of the window and said, 'We don't come here for you to cry!'. That was to teach me that the helmet wasn't for show, it was there to do a job."

When he was 13 years old, Redding was selected to join the Red Bull-backed MotoGP Academy. He moved to Spain to live with other up-and-coming youngsters in a sports college outside Barcelona. Two years later he was in grands prix.

Redding survived his difficult upbringing miraculously well. He is a huge character on the racetrack and in the paddock. During the slowdown lap after his last MotoGP race – Valencia, November 2018 – he stopped, gave his bike to the marshals, removed his leathers and stripped down to his underwear. The fans love him.

"I prefer to make someone else happy than myself because that makes me happy anyway," he adds. "I just try to live my life, because it can end any day, any time. I need to be grateful for what I've got, even though I don't know what I've got. Honestly, I don't know how much money I've got; no idea! I've never asked my manager how much is in the bank, and honestly, I don't care."

"I've never asked my manager how much is in the bank. I don't care"

This year Redding is earning good money and has arguably the best bike competing in the World Superbike Championship: a Panigale V4R, Ducati's showroom version of its Desmosedici MotoGP bike.

He has a good chance of winning the title in his rookie season, although it will be hard to beat Rea, who has the measure of what it takes to win the crown. The Northern Irishman has won the past five titles on factory-entered ZX10-Rs, a unique feat.

Redding had a great start to his 2020 campaign, scoring podium results in the first three races at the opening Australian round. Like the World Touring Car Cup (WTCR), WSB features three races per weekend. The British round takes place at Donington Park on the weekend of July 4-5.

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

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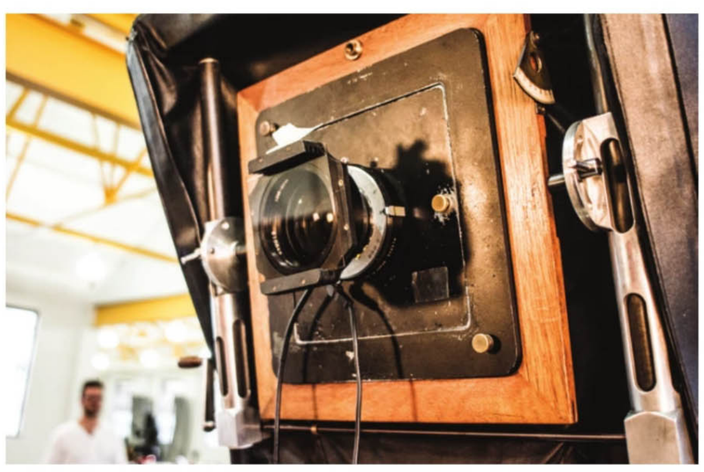
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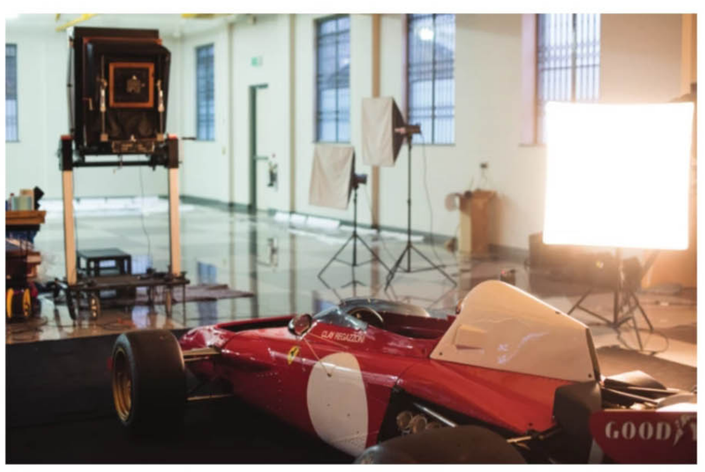
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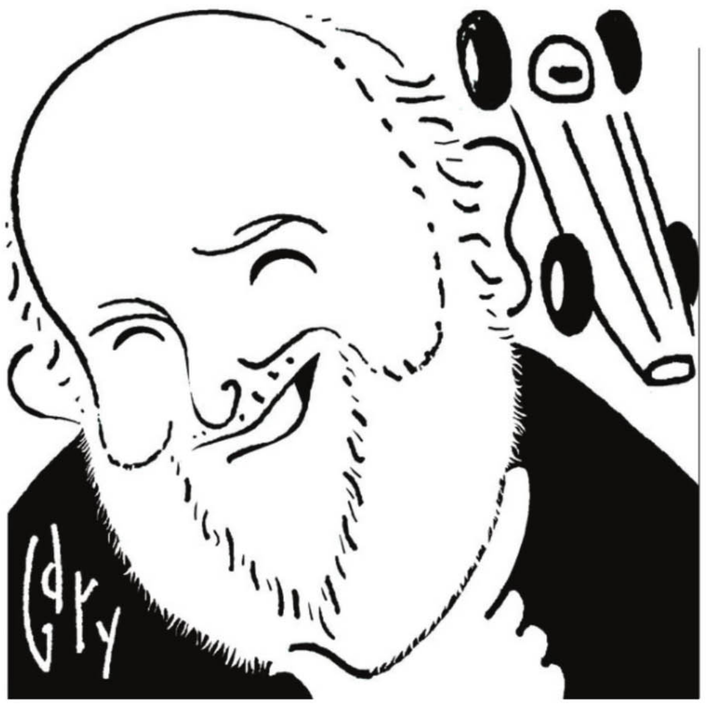
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DOUG NYE

"In motor sport's history, lengthy suspensions of racing have been rare"

Much has been made of the battle to improve Formula 1's watchability, and the proposals to improve it made by F1's owner and promoter, Liberty Media, and motor sport's governing body, the FIA.

Whether they manage to improve the show or not remains to be seen. First, however, they have to address the pandemic problem that remains an enormously bulky elephant in the room in sporting terms, as motor sport tries to salvage a 2020 season.

Coronavirus threatens to upset the global applecart in so many ways that even a zillion-dollar global sport could effectively vanish overnight into a Governments-enforced suspension. Such an event will mean only the most supremely fit and securely long-term funded of race entrants survive.

Through top-class international motor sport's long history, lengthy suspensions of activity have only intruded through the two ghastly periods of World War. It was only a month after Mercedes finished 1-2-3 to a glumly silent crowd in France's Grand Prix de l'ACF on July 4, 1914, that German forces invaded Belgium. Kaiser Wilhelm II declared war on France and, in a treaty-bound response, the British Government counter-declared war with Germany.

The confined motor sport community of the time either shut up shop to confront the reality of an exploding world order or - where the major European manufacturers were concerned - supported continued racing activity in nations then uninvolved in the conflict.

In the isolationist United States, motor racing continued into 1916. Italian-derived American Ralph de Palma won the 1915 Indianapolis 500 for Mercedes, while Italian-derived Welshman Dario Resta took both the American Grand Prize and Vanderbilt Cup races for Peugeot. Homeland star Gil Anderson had won the Elgin road race for Stutz. Into 1916, Peugeot designs took the top three American races by storm. Resta took victory in the shortened Indy '300' and a second consecutive Vanderbilt Cup race, while American duo Howdy Wilcox and Johnny Aitken won the American Grand Prize for the French marque.

America finally waded into World War I in April 1917 and decisively tipped the balance against Imperial Germany. After that war was halted by the Armistice on November 11, 1918, premier-league motor sport staged a spritely return as early as May 31, 1919. Wilcox won the Indy 500, yet again for Peugeot. Europe lay devastated, but Count Florio still revived his Targa Florio in untouched Sicily on November 23 that year. André Boillot would secure yet another top-line Peugeot success.

Motor racing proliferated worldwide through the between-war years until the politicians and their supporters lost the plot once again by getting us into World War II, interrupting the only activity that ever really matters. While Germany, Great Britain and France returned to ripping bits off one another, those sensible Italians continued racing in Sicily and Tripolitania (now Libya) into 1940. Luigi 'Gigi' Villoresi would win for Maserati in Palermo and Giuseppe 'Nino' Farina took victory for Alfa Romeo in Tripoli.

"A zillion-dollar global sport could effectively vanish overnight"

Isolationist America, meanwhile, continued racing into 1941. Wilbur Shaw had won the Indy 500 for the second consecutive year in the Boyle Maserati 8CTF in 1940 but he then lost a wheel in the 1941 race to leave the Wetteroth-chassised Offy co-driven by Floyd Davis/Mauri Rose to win. Seven months later came Pearl Harbor, the US entered the war, and racing stopped...

Further from the seat of conflict, Alfa Romeo had accumulated seven more worthwhile race wins in 1940-42, doing so in unengaged Brazil, Argentina and Uruguay. Private owner-drivers Canziani, Nascimento, Chico Landi, Malusardi and Pessatti achieved those honours.

Over the long years since peace returned in 1945, whenever recession, depression or disease threatened, blindly optimistic racers have just charged on regardless. But today such nonchalance will surely be condemned and/or punished by the government and 'woke' society alike. The 1955 Le Mans disaster led to multiple race cancellations, while the game and governing body alike found sticking-plaster 'fixes' to assume a fig leaf of improved racing safety.

The Suez Crisis caused British racing to be restricted by five months of petrol rationing in 1957 and that year's RAC Rally was cancelled. Ten years later, the 1967 event went the same way at just 24 hours notice due to foot and mouth disease - in cattle, not the crews. Just the first four-mile stage was run in compensation, near Camberley.

Today, a repetition of global war seems unlikely, thank goodness. But a disruption to motor racing by a viral pandemic could have the same effect: a suspension of unpredictable duration.

As our late friend 'Jenks' wrote on his kitchen wall - "Aah nostalgia - the real thing". There's certainly a huge temptation for us, the unengaged enthusiasts, to take solace by looking backwards in time to where there's still so much to savour. And of course that past - from this range - is a safer place.

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



ANDREW FRANKEL

"I was stunned by how modern the 1938 BMW 327/28 drophead coupé felt"

ONCE A YEAR, ME AND A FEW friends from within the business go on a driving weekend. I'd love to tell you a convoy of Italian hypercars subsequently howls to the South of France and back in record time, but that's not what happens.

Instead, we turn up at one of our houses in whatever bit of old wreckage we have lying around in our sheds and then spend our time following a route devised by the host, rarely driving our own cars and instead trying to figure out what on earth inspired the others in the group to buy their cars.

Sadly, this year one of our number cheated and required a stern talking to. He brought an utterly gorgeous, vanishingly rare 1938 BMW 327/28 drophead coupé, which is a 327 enlivened by the engine from the famed 328. I'd not driven one before and was somewhat stunned by how modern it felt for a car some distance past its 80th birthday. But then it has independent front suspension, rack and pinion steering, hydraulic brakes and a sophisticated, aluminium not-quite twin-cam straight-six engine that would have post-war service as a Bristol motor in everything from road to Formula 1 cars. I reckon it would give a contemporary Derby Bentley the fright of its life, despite an engine less than half the size, and provide twice the fun.

Another chum turned up in a 1961 Saab 96, a fascinating car not least for how it stretches the mere 38bhp emanating from its 841cc, twin-cylinder, two-stroke engine. Despite having less than half the power of the next weakest engine in our group, it never struggled to keep up thanks to it making up for its lack of power through torque, weight and aerodynamic efficiency. It's a curious car, with just three speeds on a column change, but it handled so well I could quite understand why it became such a formidable rally car in the hands of Erik Carlsson and others.

All I disliked was its free-wheeling clutch which disengages the drive when you're going downhill because two-stroke motors rely on throttle opening for their oil supply. If left at high revs but with the throttle shut, it would starve itself of oil in short order. But it also means you have no engine braking either.

We even had an Austin Princess in our midst (or just Princess to be accurate, as it was intended to be thought of as a brand in its own right), which won few friends in period and at which it is exceptionally easy to titter today. Yet even here there was so much to enjoy, it's astonishing brown velour upholstery being merely the most obvious. Alex Moulton's Hydragas suspension still provides a low-speed ride to rival that of many luxury cars today, and its 2.2-litre six-cylinder engine, while not awash with power, is smooth, pleasant to use and very good at starting conversations among us geeks about other cars to have gone on sale with transverse straight-six engines. Not many, that's for sure. Volvo had one for 10 years until 2015 and that's all I can think of.

As for me, I brought along nothing more exalted than an original Mercedes-Benz A140 hatchback, all 82bhp straining at the leash. It's nothing to drive, but its design is interesting and instructive, offering more interior room and boot space than many executive class cars, with rear seats that individually fold, slide, recline and remove (you can remove the front passenger seat too, turning it into a single-seater) all in a machine shorter than an original Ford Ka.

When my first child was born, I bought a one-year-old ex-press car in 1999, kept it for 10 years, then sold it back to Benz, which restored it to show condition because it is the UK's oldest A-class. I bought it back last year when it was no longer needed by its creator. In packaging terms, it was the most revolutionary car, at least since the original Mini, but today people would rather buy a car that is wrong for them so long as they think it says the right things, so it got canned.

"I could see why the Saab 96 became a formidable rally car"

I HAD A CAR CRASH THE OTHER DAY, MY FIRST in longer than I can remember. As such incidents go, it was a complete non-event but I was still taken back. The details aren't that interesting – I was waiting to pull onto a roundabout when someone in the next lane, for reasons unknown, drove straight across my bows ripping off my car's front bumper. What stressed me far more than the accident was the other driver's steadfast refusal to accept it had anything to do with him, despite the fact I was squarely in the correct lane and not moving at the time.

For his part, he could offer no explanation, plausible or otherwise, as to what had transpired, and chose merely to repeat that 'it's not my fault' regardless of the transparently obvious facts before him. I know you're not meant to admit liability but had the roles been reversed I'd have done so on the spot and with profuse apologies because where the guilt lay was beyond dispute. But now I fear that with no witnesses he will concoct a story which provides him with some kind of deniability and because the claim is small, the insurers will just settle it in five seconds on a knock-for-knock basis, putting a black mark on my record, raising my premium and forcing me to admit to an accident in which I played no part, every time I have to fill in an insurance form.

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery
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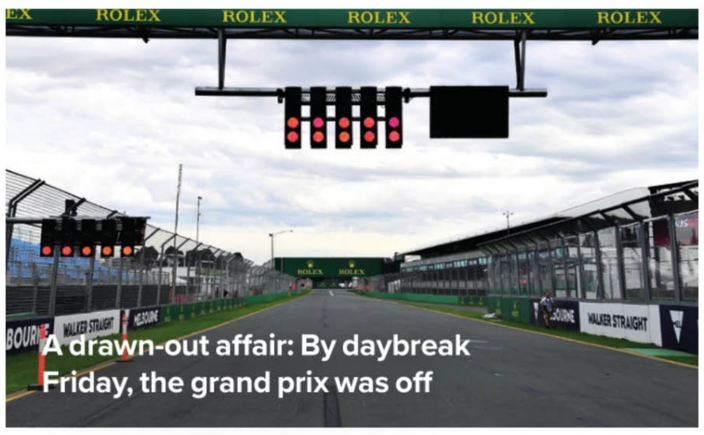
Melbourne's cancelled grand prix revealed F1's seamier side, as **Mark Hughes** explains

FORMULA 1 HAS ALWAYS EXISTED IN a bubble, sealed from most of the concerns of the wider world. Even as the COVID-19 virus was threatening extensive lockdown, F1 was preparing to travel from Europe to Melbourne for the opening round of 2020. After that, it intended to head straight for Bahrain, though the organisers of that race announced no spectators would be allowed to attend. "Convening a major sporting event, which is open to the public and allows thousands of international travellers and local fans to interact in close proximity, would not be the right thing to do at the present time," said their statement. F1 could ill-afford to agree, so it said nothing.

It was a particularly troubling time for Ferrari. Fourteen provinces in northern Italy, including that of Modena (in which the Maranello Ferrari factory resides), were put into effective lockdown just as the team's personnel were preparing to leave. If Ferrari couldn't take part, the Australian Grand Prix wouldn't be happening, as Liberty's Ross Brawn confirmed: "If a team is prevented from entering a country we can't have a race. Not a Formula 1 World Championship race, anyway, because that would be unfair... Where a team is prevented from going to a race because of a decision of the country then it's difficult to have a fair competition."

The last of the team members were leaving on Monday as the travel ban came into effect. With Ferrari taking part, the race was on. That left Ferrari to worry about the ongoing controversy of its secret agreement with the FIA regarding its 2019 power unit – which angered seven rival teams that demanded to know the terms of the agreement and what the FIA's technical investigation had found. For a few days, this argument almost made things feel normal, the usual competitive niggle and controversy of F1.

"The behaviour of the FIA is the real scandal," Red Bull's Helmut Marko told *Der Spiegel*. "We should actually instruct Christian Horner to sue for $24m in prize money. We lose a double-digit million amount by finishing third instead of second," he said to *Auto Motor und Sport*. "Not just because more money is distributed for second place, but because our sponsorship contracts are also performance-related. I assume that the other teams are similar." This was assuming Ferrari had been operating outside of the fuel flow regulations, the FIA admitted this was not proven. Hence the 'agreement' that a Toto Wolff-led group of seven rival teams (all but Ferrari customers Alfa and Haas) objected to in a joint letter which reserved their rights to take legal action.



A drawn-out affair: By daybreak Friday, the grand prix was off

It read: "We, the undersigned teams, were surprised and shocked by the FIA's statement of Friday 28 February regarding the conclusion of its investigation into the Scuderia Ferrari Formula 1 Power Unit. An international sporting regulator has the responsibility to act with the highest standards of governance, integrity and transparency. After months of investigations that were undertaken by the FIA only following queries raised by other teams, we strongly object to the FIA reaching a confidential settlement agreement with Ferrari to conclude this matter.

"Therefore, we hereby state publicly our shared commitment to pursue full and proper disclosure in this matter, to ensure that our sport treats all competitors fairly and equally. We do so on behalf of the fans, the participants and the stakeholders of Formula 1. In addition, we reserve our rights to seek legal redress, within the FIA's due process and before the competent courts."

Alliances are always temporary in F1. Red Bull and Mercedes, comrades in the Ferrari case, were butting heads elsewhere.

Red Bull threatened to protest Mercedes' new DAS – the steering column-activated, toe-adjustment system – if it was used in Melbourne. This was in addition to a Red Bull-triggered technical directive on the eve of the race weekend outlawing an extra area of ducting around the Mercedes' rear wheels, used to control tyre temperatures. There was a protest in the air from Renault, questioning

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Fans turned up as normal, even though the race was doomed

the new Racing Point's similarity to last year's Mercedes.

The FIA and Liberty's Chase Carey, meanwhile, replied to the seven teams to reiterate their position. The teams were not satisfied and drafted a further letter.

Onwards coronavirus crept. China, as the home of the virus, had long since gone into lockdown and postponed its grand prix. But Australia was open and still in the early stages of the virus' spread. Everything went ahead as normal on Thursday and Lewis Hamilton was not impressed. "I am very, very surprised we are here," he said in the press conference. "It's shocking that we're all sitting in this room. There are so many fans here already today. It seems like the rest of the world is reacting probably a bit late, but already this morning we have seen Trump shutting down the borders from Europe to the United States. The NBA is being suspended, and F1 continues to go on." He added: "cash is king."

F1 makes its money from race fees and TV deals. The teams in turn feed off F1's money. If events were being cancelled or postponed, it would have to be under the stipulation of the country's government so that the commercial agreements weren't breached. The Australian Grand Prix Corporation is incorporated into the state of Victoria. So the promoter and local government are intimately related. The government is responsible for the health and wellbeing of its citizens, and its health officials could call a halt to proceedings. But the grand prix is also part of Melbourne's sporting city credentials. It pays multiple millions of dollars for it.

The virus then arrived. Mechanics from Haas, McLaren and Alfa Romeo were all tested for it on Thursday after feeling unwell.

"If the tests turn up positive, we need to consider what it means for their close contacts," said Victoria's chief health officer Brett Sutton, "and if they have a number of close contacts across a number of crews, then those individuals need to be quarantined. If that effectively shuts down the race, then so be it. We'll make that call."

The test on the McLaren mechanic came back positive on Thursday evening. The event was doomed. McLaren immediately withdrew. The mechanic and the 14 employees he'd been in close contact with were quarantined for two weeks. Team principal Andreas Seidl stayed behind with them. Ferrari, Renault and Alfa were privately adamant they would take no further part, citing a duty of care to its employees. But if this race was to be cancelled, the organisers weren't going to do it.

> "Will the first race be Canada in June? That's up to the virus."

But without those four teams, the grid was now potentially just 12 cars. One less and the FIA would be empowered to call off the event unilaterally. But unless that was advised to them by the teams in a request to cancel, said an FIA spokesman, "the FIA cannot cancel because there are too many commercial agreements that, in cancelling, the liability would come back to us."

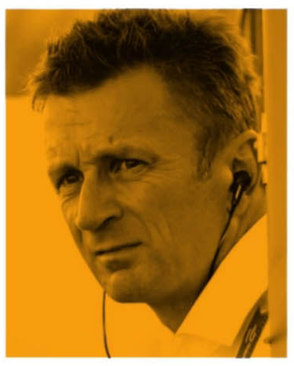
So long as the majority of teams voted to withdraw, they could make that request. It seemed simple. That way, it was *force majeure* and everyone would be able to make the appropriate claims. Who announced, and in what sequence, had serious commercial implications. But it wasn't simple. At an emergency Thursday evening team principals' meeting, not all of them wished to stop. Red Bull, AlphaTauri, Racing Point and Mercedes were initially in favour of continuing, with some paddock 'lockdown' precautions. The Victoria health official and the FIA had no objection. But eventually, Toto Wolff changed his position - giving the required majority. By 2am Friday, it was known internally that the event was off.

But the wrangling continued. Who would call it? Not the organisers. Fans were told to come to the gates as normal. Marshals were requested to turn up at their posts. The F1 two-seater Minardi gave circuit rides. But fans turning up at the gates were not allowed in. An announcement from the organisers stated the race would take place without spectators (as a health precaution). But still, no official confirmation that the event was off. In the paddock, teams dismantled their equipment. They weren't allowed by the organisers to use the pitlane for packing, as it was theoretically in use for support races. This was about ensuring the right chain of announcements to resolve various commercial agreements.Eventually, the teams broke the deadlock by publicising their request to the FIA to cancel.

A joint statement from the FIA, F1 and the organisers quickly followed, part of which read, "The FIA and Formula 1, with the full support of the Australian Grand Prix Corporation (AGPC), have therefore taken the decision that all Formula 1 activity for the Australian Grand Prix is cancelled." So it was the FIA and F1 which cancelled - and quite specifically not the organisers. A lot of money will depend upon that wording.

Shortly afterwards came confirmation of the Bahrain and Vietnam postponements, followed by the Netherlands, Spain, Monaco and Azerbaijan races. But did that mean the first race of 2020 would be Canada in June? That's up to the virus. F1 is not in control.





Marrakesh ePrix

Talking about my generation

On the face of it, Marrakesh was difficult for Audi. But **Allan McNish** sees positives, as well as a glimpse into the role Formula E can play in the next generation's attitude towards motor racing

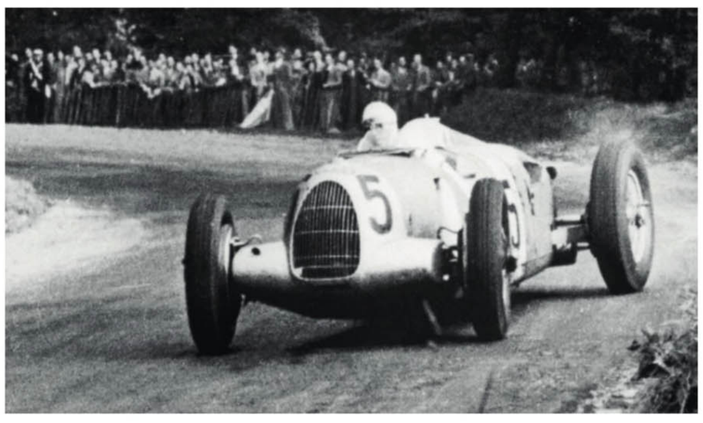
McNISH ON FORMULA E
IN ASSOCIATION WITH Audi Sport

Marrakesh is a circuit everybody knows well because we've been there consistently since 2016-17, when the race joined as part of the COP Climate Conference. It's also been the venue of two rookie tests, and so the overall mileage is relatively high for Formula E.

The other factor in our familiarity is that the track doesn't change because it's a permanent facility in FE terms. Therefore, I think pretty much everybody is quite optimised on it, which we saw throughout the weekend with a clear hierarchy developing throughout the teams. This year was different in that the race was an hour earlier. FP1 was therefore on Friday which, in some respects, goes against FE's traditional one-day format.

I've got to say, though, from the mechanics' point of view, it was a much less stressful day. They were in a better position to prepare than they had been in Mexico, where we had a chassis and battery change after Daniel Abt's accident.

From our perspective, clearly, we've got a bit of work to do. Lucas di Grassi was third in group one qualifying, a tenth-and-a-half behind Alexander Sims's BMW, and that was the difference between ultimately being eighth on the grid or taking 13th, as Lucas did.



Driving a '37 Auto Union Type C opened McNish's eyes to motor sport's rapid development

Eventually, he was able to get up to seventh, which was probably the best we were really able to achieve in such a clean race. We had a straightforward meeting about it all after the race. We know we have to be stronger and our clear aim is to be back on the podium sooner rather than later. The way I see it is that the car had two podiums at the first weekend of the year in Saudi Arabia, and we've been close to good results since then.

It's not happened for a few reasons, particularly qualifying which hasn't been our strongest point in terms of that one-lap push. On the other side, the inherent speed's there, we just need to be able to extract it more often.

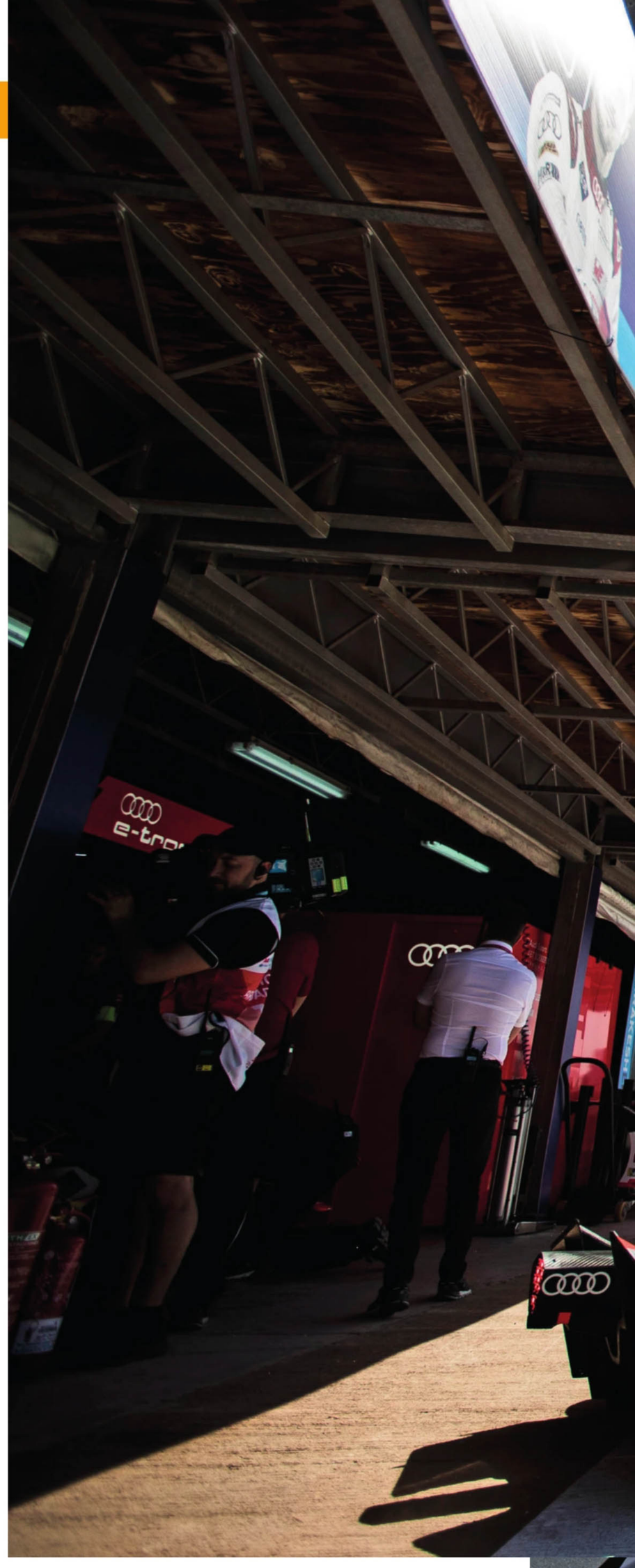
I get asked quite often about the future of motoring and motor racing and how electric technology is going to be involved. I'd like to think I'm in quite a good position to inform on this one, due to the breadth of cars I have competed in and driven on the road, too.

"I drove the Auto Union 1937 Type C, and boy did that make an impression!"

I drove the Auto Union 1937 Type C once, and boy did that make an impression on me! It was a V16 with a beautiful engine, balance, everything else, and was stunning. It had no brakes, no steering response, no aero, no anything, but a beautiful brute of an engine. God did it go!

When I started driving professionally in 1987, it was a petrol-engined Formula Ford 1600, then Formula GM Lotus, Formula 3, F3000, and then I made it through to Formula 1 - all petrol-powered.

It was only in 2005 when Ulrich Baretzky came up with something different, the first diesel-engined LMP1 car, that alternatives started to be viable and successful. So, in a few words, we have gone from 1937 to 2006, and it's all been petrol. Then from there, the next milestone was 2012 with the diesel-hybrid Audis, which had success at Le Mans and elsewhere. A few years on, we're fully-electric with the FE and Audi e-tron programmes.



Honestly, I thought Baretzky was a bit mad, coming up with a concept that was completely different from everybody else. So, there is no way that I thought 12 years later, that first of all, I'd be retired, and secondly, I'd be running a team in an all-electric formula. This rate of development and change makes it very difficult to predict the future. But what I do know is that in competition, it pushes development forwards so much quicker.

I've got an Audi e-tron, and I was very interested to see what it would be like to drive, to live with, and to use. In terms of driving technology, no question, it's very easy.

But the interesting thing is how it changes the dynamic in the way I think about driving. You know, with my racing roots, you could tell my characteristics as a driver. But when you're driving, you've got so many pieces of

Audi came up short in Marrakesh, but McNish feels it's close to a breakthrough





Audi changed the game in LMP1, before switching focus to Formula E

information, and the car can also do so much for you as well. That automatically means your driving style is more efficient. One thing that's quite clear is that, in whatever car, the majority of people driving on the roads are not efficient drivers. They are very inefficient.

Partly because they lug around golf clubs, or whatever, in the boot of the car all the time, without necessarily needing them. We know in racing just how hard we work to shave off a few grammes, never mind five kilogrammes. Then road drivers accelerate and brake as late as possible as if it's the first corner of the Marrakesh E-Prix!

On that side of it, there are systems on the e-tron which automatically recuperate energy, instead of slowing you down by braking. You can switch these things off if need be, but it actually gives you a lot of guidance and feel to bring you into a different style of driving. Or you can just nail it, use all the torque, and put a smile on your face. The choice is there.

I've got two kids, and they look at cars in a very different way to me. They are not bothered about all the things I associated with driving when I went to racing circuits as a teenager, enjoying V12s screaming down the Hanger Straight and so on. For them, it's just too bloody noisy and interfering with their social media or games console.

They are looking at mobility in general, and they'll use cars and vehicles in a very different way to us. We've got to accept that, because they are the future.

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

Porsche keeps the faith

The latest generation 911 Carrera impresses **Andrew Frankel**, but as with previous versions fewer frills mean all the more fun


Less really is more when it comes to the eighth generation Porsche 911

THIS IS A BUSINESS RIDDLED with cliché phrases, peddled by reporters such as me. Whether it's controls 'falling easily to hand', gear levers moving 'like a knife through butter,' or engines with 'a tidal wave of torque', they are everywhere.

But perhaps the most gnarled cliché of all is in the world of the Porsche 911: 'less is more'. The reason it's so overused today is not only because the 911 has been around so long, but because it's also such a damn good way of describing the car. Three syllables to express the essential genius and simplicity that is the 911 in its most basic form.

In the thirtysomething years I've been doing this job - and if you exclude GT and RS models as a breed apart - there are precious few exceptions to this rule. I have never driven a 911 Turbo I preferred to the standard car, though later this month I'll drive an all-new 911 Turbo which may or may not reverse the trend. To me, the essential concept of the 911 is so clean and so clear, that the moment you start trying to 'improve' it by chucking additional ingredients into the mix, you usually achieve the reverse. Automatic gears, four-wheel drive, Targa or convertible roof systems - you name it, they've compromised the 911 experience.

But there are exceptions. First-generation versions of the previous 991 series had awkward manual gearboxes and an engine singularly lacking in mid-range torque, so an 'S' version with a PDK paddleshift was preferable. But for the midlife facelift, Porsche completely re-engineered the gearbox and fitted turbocharged engines to restore the old order.

But will the new 992 series continue the trend? I should say now that my attempt to assess a truly base model 992 has been stymied by the fact that while Porsche has said the car will be available with a manual gearbox, it hasn't got around to producing one yet. I'm assured it's coming, but no one will say when. I hope it does, for if not, it would be the first 911 in 57 years to deny its driver the fundamental pleasure of changing gear with hand and foot. Also, the car I drove was on Carrera S wheels and tyres, which are one size up on the standard, because at the time Porsche ordered its press car, none were available. But a sports exhaust (which adds no power) aside, the car was in absolutely standard form: no active roll bars, no carbon brakes and no optional driver aids.

You can see why it wasn't launched first. A slew of headlines saying 'it can't get better than this' would not be what Porsche would want to read when it has an entire series to roll out. But the point is worth making. For a start, and according to Porsche's figures, the stock 992 Carrera is actually a fraction quicker than the recently deceased 991 Carrera S, admittedly because there are as yet no figures for a manual 992. Even so, when that pace equates to a 0-62mph time of 4.2sec for the cheapest 911, I think we can say that is sufficient for most needs.

But the trick is to stop comparing it to other 911s, whether it's current or former models, and instead get up early, take it to some challenging roads and ask yourself what you'd really want to change.


Porsche promises a manual version of the 911 Carrera... but not yet



"The moment you start trying to 'improve' the 911, you usually achieve the reverse"

The answer is very little indeed. The motor's throttle response and voice are outstanding for a turbo unit, offering zero discernible lag and a long-established soundtrack. Meanwhile, steering is as good as any other electrically assisted system of my acquaintance, albeit still less lucid than the last of the hydraulically assisted 911s that haven't been on sale for eight years.

I drove it on wet roads in the dark and dry roads in broad sunshine and found no area where it felt remotely like the poor relation. I never found myself wishing for more power, more grip or better brakes. I just decided what I wanted to do, issued the instruction, and the 911 did as it was told.

The point is not that this is a better car than the Carrera S, so far the only other 911 derivative released, because it's not. But unless straight-line shove is all-important, you lose remarkably little otherwise. Likewise, you could spend many thousands on tempting optional extras and find yourself with a car that, to drive and enjoy daily, is really very little better.

I sense this is the 911 that Porsche's designers and engineers wanted to build: a car with a near-perfect balance of power and grip, lighter than the others, the one that is most true to the original's brief of being not the fastest sports car in the world, but the most usable. It feels like the core model, the one from which all the others were derived, even if for marketing reasons that's not the order they were launched.

So yes, I'm afraid that once more in the never-ending saga of the Porsche 911, less really is more. I'm sorry to have to describe it in such a hackneyed way, but when you go out and drive a standard Carrera it is the term that comes back to you again and again. Long may it remain that way.

PORSCHE 911 CARRERA



- **Price** £82,793
- **Engine** 3 litres, six cylinders, turbocharged
- **Power** 385bhp
- **Weight** 1580kg
- **Power to weight** 244bhp per tonne
- **Transmission** eight-speed double clutch, rear-wheel drive
- **0-62mph** 4.2sec
- **Top speed** 182mph
- **Economy** 28.5mpg
- **CO_2** 206g/km
- **Verdict** Forget 'improvements' and stick with the base car

Elephant in the room

Faster than a DB11, but can it beat the best hatchbacks?

BACK IN 1983, FIAT GOT SERIOUS about hot hatches and introduced the Strada 130tc whose 2-litre engine, as implied, produced 130bhp. At the time it was the most potent car of its kind. And I don't think you'd have found anyone alive then who would believe that 37 years later, the bar for the 2-litre fast hatchback would now be set beyond 400bhp. It wasn't until the 1990s that Ferrari offered a standard production road car with more power than Mercedes-Benz offers today in a compact hatchback.

The Mercedes-AMG A45S is an extraordinary car, packing 416bhp under its stubby bonnet and distributing it to the four corners via a whipcrack-quick eight-speed double-clutch gearbox. Here is a shopping car that between rest and 62mph will put clear air between itself and an Aston Martin DB11. Thanks to a typically uncompromising AMG chassis and its compact dimensions, the result is one of the quickest point-to-point cars of my recent acquaintance. And yet other slower hatches are more engaging to drive, a Honda Civic Type-R for instance. The A45 is mightily powerful, but it's also heavy at 1635kg and, at over £50,000, more expensive than a Porsche Cayman.

I'd probably take it over its only direct rival, the Audi RS3. For most people, a VW Golf R and £15,000 in the bank is a better bet.



Expensive and heavy, the Mercedes loses out in the competitive hatchback field

MERCEDES-AMG A45S

- **Price** £50,570
- **Engine** 2.0 litres, 4 cylinders, turbocharged
- **Power** 415bhp at 6750rpm
- **Weight** 1435kg
- **Power to weight** 253bhp per tonne
- **Transmission** eight-speed double clutch, four-wheel drive
- **0-60mph** 3.9sec
- **Top speed** 168mph
- **Economy** 32.5mpg
- **CO_2** 192g/km
- **Verdict** Rapid, but better options exist

Hitting the speed limit

A touch of sanity for the RS range creates a better car



EVER SINCE IT STARTED MAKING seriously rapid estate cars over 25 years ago (hands up who recalls the Porsche-developed RS2 Avant?), Audi's mission appears to have been to see how much madder it can make the next one. But now it seems even Audi has conceded that there should be more to such cars.

So this latest RS6 is actually a touch less powerful than the 'Performance' version of its predecessor, though few are likely to complain about 591bhp. It's over 100kg heavier too, so it will be slower.

Who cares? This is a far better car because it's so much more rounded in its abilities. It's a lot more comfortable and quiet too, even on massive 22in rims. But the big difference is that it's not just a straight-line machine any more. With standard four-wheel steering effectively shortening the wheelbase, it feels far more wieldy, a car you can aim down a decent road without the frustration of having to spoon-feed it through the corners. I did 0-180mph down a runway which was frankly easy and not terribly interesting, but then took the long way home and had far more fun.

Here's hoping this RS6 is not a one-off, but signifies a change of attitude at the Audi Sport division that developed it. So many fast Audis of the past have failed to deliver the thrills they have promised on paper, but this one almost does. I will await the next one with more than usual interest.

AUDI RS6

- **Price** £92,750
- **Engine** 4.0 litres, 8 cylinders, turbocharged
- **Power** 591bhp at 6000rpm
- **Weight** 2075kg
- **Power to weight** 185bhp per tonne
- **Transmission** eight-speed auto, four-wheel drive
- **0-60mph** 4.8sec
- **Top speed** 189mph (limited)
- **Economy** 22.6mpg
- **CO_2** 268g/km
- **Verdict** A refined, strong all-rounder

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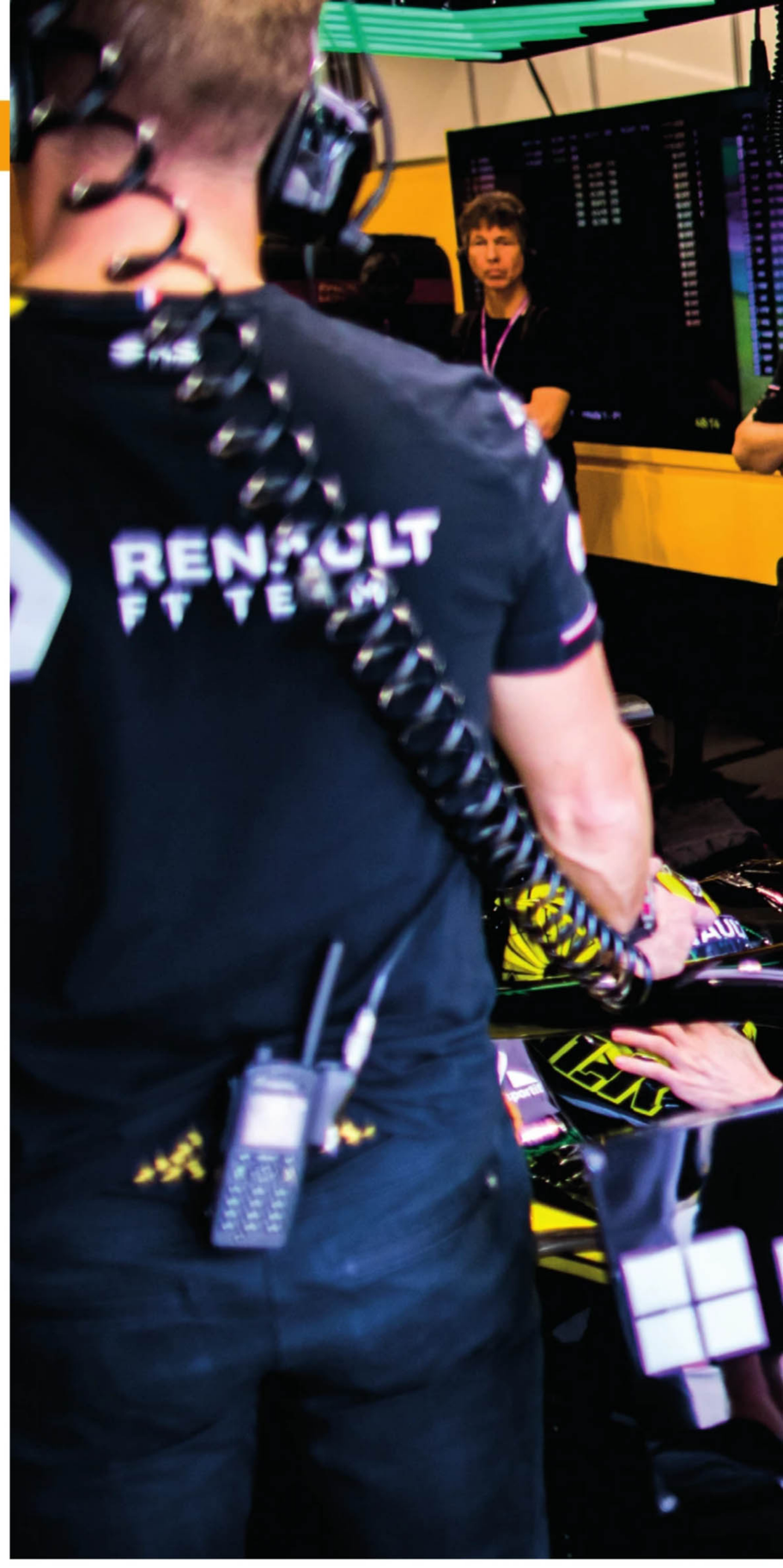
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Netflix's second smash hit?

A new season of behind-the-scenes F1 psychodrama is as captivating as the first, says **James Elson**



LEWIS HAMILTON CASTS A distressed look across his team's briefing area, observing a room that has taken on the atmosphere of a funeral parlour. The drivers are ashen-faced, Toto Wolff is at breaking point, and the rest of the team are almost dabbing their eyes. As they mourn over a disastrous weekend, the dreadful reality finally hits them: for once, Mercedes hasn't won the race. This is the drama of *Drive to Survive's* second season.

The first series was a hit, peeling away Formula 1's often robotic spectacle to reveal the contract discussions, clashes and emotions rarely seen to viewers. So, does *Drive to Survive* live up to renewed expectation for its difficult second season?

At first, the dramatic gears fail to mesh, a tiresome first episode labouring through constant team introductions and explanations of how F1 works. But then there's the return of one of season one's heroes, Haas team boss Günther Steiner. The swear jar fills up once again. His assessment of one race, "f***ing everything's f***ed up", should perhaps be the title of his team's highly engaging episode.

After a promising start in Melbourne, the season quickly falls apart when it emerges the Haas car overconsumes its tyres. The team then shows great surprise when William Storey, the highly eccentric entrepreneur who markets an energy drink, later pulls his sponsorship. When the Haas boss takes his anger out on an unsuspecting onion while dissecting the team's problems in his kitchen one wonders whether a Steiner cooking show might be the next Netflix spin-off.

Metaphors abound on a sailing trip with Haas driver Kevin Magnussen. Is he 'all at sea'? The famously combative Dane complains a bit more about its rubbish car. It could be argued that the success of the Haas story in the Netflix series is indicative of a wider problem in F1 itself: while F1 broadcasts were often criticised for missing the midfield fight last year, those teams star in *Drive to Survive*.

If who's winning the race isn't that interesting, is it even worth watching? While Mercedes runs alone at the front, Haas's *Wacky Races* re-enactment provides the real action. Many will find themselves binge-watching on regardless. The series captivates further with behind-the-scenes narrative. The pain of Pierre Gasly losing his Red Bull seat and Nico Hülkenberg exiting F1 stand out.

As Red Bull boss Christian Horner notes, Gasly gets off to a poor start with multiple testing accidents, and the series takes you to the point where the driver appears on the verge of tears after realising yet another below-par drive has ended his time at the team. The notoriously empathetic Horner's main method of encouragement seems to be to try and unnerve and intimidate his new driver. His motivational techniques trickle down to his staff as they attempt to lift Gasly with helpful comments such as: 'Go faster Pierre', as the driver wilts faster than warm camembert.

As for Hülkenberg, he finds himself carrying the can for Renault's failings. When team boss Cyril Abiteboul suggests that Hülkenberg may be "cursed" in his pursuit of a first career podium, one feels that the driver might be a scapegoat for a slightly rudderless works team.



Ferrari's inclusion was headline-grabbing, but episode is disappointing

Daniel Ricciardo does his best to put the German off in a publicity session by saying his team-mate's name in various comedy accents before then belittling his almost unparalleled pre-F1 achievements. What's a Hulk to do? The Renault driver's radio messages become ever more squealy as his F1 dream begins to slip from his grasp.

An episode that is partly a tribute to Anthoine Hubert is touching, with Gasly speaking emotionally about the loss of his great friend. This kind of emotion, rarely seen in public from F1 personnel, brings an unfamiliar warmth to the paddock. Relatives of various drivers are witness to Hubert's accident, with *Drive to Survive* carefully highlighting the dangers of motor sport.

Season two also features Mercedes and Ferrari for the first time, with the former featured for two episodes and the latter for one. In the German Grand Prix Mercedes episode, the team pulls out the stops to commemorate 125 years of involvement in motor sport, one of which involves team members dressing up in 1950s costume. After a big build-up, Mercedes proceed to deliver



Renault and Hülkenberg provide one of *Drive to Survive*'s more human moments

"The whole Ferrari episode rather feels like a well-choreographed PR exercise"

an *It's a Knockout*-style grand prix performance, with wheels missing in the pits, both cars hitting the barrier and Hamilton asking if he can park the car and go home. In the middle of all this, Wolff plays up to his 'big boss' reputation by intimidating other team principals, slapping down members of the press and brokering crucial driver deals. While Steiner endears himself to many with his onscreen portrayal, Wolff comes across as a much sterner character than the smooth media-savvy persona he normally projects.

This episode is another which shows the series' strength in displaying the excitement and anguish of F1, even if the team's reaction is a tad melodramatic. Viewers deal with, rather than watch, the insipid Ferrari instalment, where Sebastian Vettel, Charles Leclerc and others wax lyrical about "what it means to drive for Ferrari". We then sit through a dull US GP, following the two drivers around as they attend various promotional engagements, conveniently ignoring the rising tension between the two that was a hallmark of 2019. When the race starts, proceedings are marginally livened up by one of Vettel's rear wheels falling off. The whole episode seems a well-choreographed PR exercise, one that could be played at Shell garages...

A painful, but also fascinating watch, is the implosion of Williams, with the car in bits at its Grove factory only hours before it is supposed to be in Barcelona for the first test. Some serious straws are being clutched at when deputy team principal Claire Williams asks an overworked mechanic if he's looking forward to the new team clothing arriving. Somehow, you can't imagine Patrick Head posing the same question. This episode also features one of the series' great moments, as technical director Paddy Lowe nervously approaches Williams on her arrival. At first, Williams ignores him, before turning to give a look so icy Catalunya may freeze over.

Some aspects of the series' presentation become repetitive, especially considering this is a second series. One would be forgiven for thinking Will Buxton is the only person in the F1 community who can provide analytical commentary. Regular F1 viewers will also do well to prevent skin-crawling after the hundredth injection of fake race commentary, but the overall aesthetic is sound.

Drive to Survive is worth watching, whether you're an avid fan or a casual observer. True, those with a basic knowledge of grand prix racing will have to endure explanations as to how F1 works every five minutes, but the level of detail and behind-the-scenes footage still makes it highly viewable.

VLADIMIR RYS



At home in Germany: Seaman (centre) with Mercedes team personnel

Victim of circumstance

A new biography provides the real background to Dick Seaman's impossible political choice, says **Gordon Cruickshank**

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

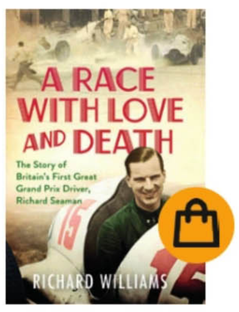
But in his fine new book, Richard Williams offers a rich portrait of this impatient and privileged young man which helps to suggest how his mind coped with his conflict between patriotism and racing passion.

Drawing on unpublished memoirs and much lateral truffling, Williams presents immense research about the family, and especially Dick's mother – not born grand but the daughter of a policeman, determined from a child to will herself into privileged circles. Perhaps it was inheriting that willpower that let young Dick manipulate his parents into funding his racing against their wishes: Lilian claimed she had handed him £30,000 – £3m today – "in easy stages". Which, as Williams points out, was about the cost of becoming a lawyer or an MP, his parents' hope.

Within its elegant prose, Williams's book is packed with detail, about Dick's friends and colleagues, about his gilded life of dinners, dances and house parties, about finances, even down to the cost of insuring Dick's lorry. More, he straddles two worlds, knowledgeably describing the racing while also placing the whole in its social and political context, such as Seaman's difficult decision to remain with Mercedes being coloured by the often-forgotten factor that both countries tried to prolong friendly relations – Britain to avoid war, Germany to neutralise a threat.

Dick's battles with his family over money and his German wife are vividly portrayed, alongside the careful planning and preparation that matched his controlled skill at the wheel.

Was Seaman merely the lucky, selfish child of money, turning a blind eye to evil? This excellent book suggests that careful, thorough, talented, ambitious Dick only displayed the same single-minded drive we admire from someone without advantages who makes it against the odds. After all, which of us would be able to refuse when a long-pursued prize was dangled in front of us?



A Race with Love and Death
Richard Williams
Simon & Schuster, £20
ISBN: 978-1-471179-35-8

This item is available from the *Motor Sport* shop
shop.motorsportmagazine.com

CLASSIC ENGINES, MODERN FUEL

On the day this arrived, the government announced that pump fuel would soon include extra ethanol. Those of us with classic cars have reason to worry as ethanol is known to rot hoses and metalwork on older vehicles, so this small book, which has the promising word 'solutions' in its subtitle, is timely. There's nicely illustrated advice on tuning SU carburettors if you're hands-on, but the rest is seriously scholarly, with charts and graphs aplenty and technical talk of things like 'cyclic variability'. Ireland did really thorough testing to get his graphs, but whether you need to understand as much as he does is debatable. The info you want about how to cope is in there, but you'll have to dig. **GC**

Paul Ireland, Veloce, £15.99
ISBN 978-1-7871-15-90-3

TOM HARTLEY – THE DEALMAKER

Any car fancier will know the name Tom Hartley, car salesman par excellence and millionaire, and his is quite a story. From leaving school at age 11 to then making his first million aged 17, he admits he was driven always by money and the next deal. Claiming the only book he ever read was *Glass's Guide*, he tells us he bought his first Rolls-Royce aged 12. His youthful success soon made him a public figure, something he clearly relishes as he reprints plenty of press coverage in the book, and he's equally proud of his notoriety. As the first supercar trader, he reckons he altered the market, including being black-listed for selling on at a premium. Gleefully recounting being asked to leave the Ferrari stand at one show, he admits scaring many a driver by chasing them down to buy their car. He's a formidable operator, but you don't get this successful by being soft. There were reverses; he lost it all at 19 but with his boundless self-confidence he quickly recovered.

There's a bit of name-dropping, but also his mantras for business success. Just don't go into the same field... **GC**

Tom Hartley and Ken Gibson, Veloce, £19.99. ISBN 978-1-787115-67-5

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£30,000, Node-audio.com

ASTON MARTIN ENGINE BLOCK WINE RACK

Remember the short-lived Aston Martin AMR One... No? You didn't miss much. Following the Aston Martin Lola LMP1, the AMR One was a disaster as Aston and Prodrive attempted to go it alone without Lola's chassis. Two were built for Le Mans in 2011, but both qualified miles off the pace and retired after a combined six laps. At least some of its parts went on to enjoy more success. The chassis were morphed into either the Nissan DeltaWing or the Pescarolo 03, and the Aston-designed 2-litre turbocharged straight-six engine has ended up as this wine rack. Ledon Gifts recycles race-used parts, and it has turned the cylinder linings from one of the AMR One blocks into this stylish wine tower. Seeing as an AMR One engine isn't exactly easy to come by, only five have been made.

£430, thegpbox.com





FERRARI CRANKSHAFT KEYRING

It takes something special for us to feature a keyring – that most gratuitous of gift shop purchases – in this section. However, Ferrari has a fine offering for the hardened Formula 1 fan. It's an exact scale recreation of the crankshaft used in the three-litre V10 engine that powered Michael Schumacher's F2004 F1 car to 13 wins and a seventh world championship for the German star. It's made from solid zinc and finished with a traditional enamel Ferrari badge and comes gift-boxed.

£80, store.ferrari.com

Replica racing helmets are nothing new, but every once in a while a standout one creeps on to the market, and this very limited-edition Daniel Ricciardo example is certainly a highlight.

Modelled on the likeable Australian's bespoke design for last year's United States Grand Prix at Austin, it replicates the American football-inspired helmet he wore while dragging his recalcitrant Renault RS19 to a fine sixth place.

The helmet features the branding of the Texas Longhorns college football team, but why? Cue Ricciardo: "I just love Texas. I fell in love with the place when we first visited. I went to see one of the Longhorns' games [in 2018], and it was just an awesome experience, so I thought why not tip my hat to them?"

And so, he did tip his hat. Sort of...

Limited to just two examples, each has been hand-signed by Ricciardo across the visor and comes with a certificate of authenticity.
£5950, mementoexclusives.com



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LE MANS '66 BAGS

Determined to cash-in on the wave of publicity brought about by the *Ford v Ferrari* film – or *Le Mans '66*, depending on your location – organisers of the actual Le Mans 24 Hours have launched a bevy of official tie-in merchandise, and this bag range is rather cool. There are duffel bags, weekend bags, backpacks and shoppers to choose from, and each is retro-styled with 1966 logos, leather and webbing straps and the no2 branding that adorned the winning Ford GT40. Each comes in either navy or beige.

€29-79, boutique.lemans.org



KK AUTOMOTIVE ART PHONE CASES

London-based design agency KK Automotive Art works with some top-class designers to create products that are just that bit different, and its eye-catching range of mobile phone cases is a great example of that. Made to fit a wide range of Apple and Samsung phone models, they feature original artworks of race, road or rally cars. You can choose entries from the entire 2019 Formula 1 grid and street cars, but our picks to truly stand out on the commute would be either Stirling Moss's Aston Martin DB3S or the simply stunning DB4 GT Zagato, both by artist Bernie Reeves.

From £25, kkautomotiveart.com



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Get the GT3 fan in your life this, erm, not-so-subtle McLaren 720S bedding set. Amazingly, it does come in a double...
£49, amazon.com



HAMILTON WINS SET

There's a huge array of designs on Redbubble. But how about a shot of Lewis celebrating his sixth British GP win in 2019?
From £73, redbubble.com



Jack Brabham leading the '65 Italian GP, as featured on Amazon's show

Fill the motor sport void

Need to scratch the itch while racing is paused? Stay at home and dive into the past with *The Racing Years* and more

Amazon Prime, £79 for one-year subscription

The lack of live racing has left a vacuum in the weekend of motor sport fans and plugging the gap will be a serious undertaking.

Up steps Amazon Prime's *The Racing Years*. The massive series documents every motor racing season from 1950-75, with amazing archive footage covering Formula 1, endurance racing, hillclimbs and rallying.

Shots of Mercedes' 1954 F1 debut at the Nürburgring prove truly breathtaking and other vintage tracks, such as Pedralbes and Bremgarten, are covered in detail. Among other curiosities in the series is a non-championship F1 race at the Isle of Man TT circuit.

In early episodes, cars race at near 150mph inches away from spectators, lampposts and garden walls, which helps explain why motor sport was perceived so differently back then.

The multi-disciplinarian aspect of drivers' careers is also emphasised. During the 1950s, Stirling Moss and Peter Collins raced in grands prix, endurance races and, to top it all off, a spot of hillclimbing. Somehow, you can't quite envisage Lewis Hamilton and Max Verstappen sharpening their driving on the Shelsley Walsh hillclimb.

With YouTube footage inconsistent at best, Racing Years provides fine documentation of some of racing's greatest battles.

Not only do we get to see highlights of the 1967 Italian Grand Prix - a race claimed by many to be the greatest of all time - but also Pedro Rodríguez winning the 1000km of Brands Hatch in his Porsche 917K, as well as Paddy Hopkirk taking the Mini Cooper's famous first Monte Carlo Rally win in 1964.

It could be a long while before we see live racing on our TV screens again, but *The Racing Years* will keep any petrolhead occupied for at least a couple of grands prix distances.

James Elson



Pedro Rodríguez's famous and masterful drive in the wet 1970 Brands Hatch 1000km features

A LIFE OF SPEED: THE JUAN MANUEL FANGIO STORY

Netflix, £8.99 per month subscription

With five World Championships during F1's most dangerous period, Juan Manuel Fangio's career made him one of the all-time greats. This documentary dives into his career, titles and his spells with the likes of Maserati, Ferrari and Mercedes-Benz, as well as his legacy.

ESPORTS & ONLINE RACING

Youtube/Twitch

As race postponements racked up, F1 hosted its own official eSports races. Stars involved include Max Verstappen and Real Madrid's Thibaut Courtois. Other series are also entertaining its fans virtually. Head to your favoured series's official channels for more.

DIRT RALLY 2.0 - COLIN MCRAE: FLAT OUT PACK

PS4 / XB1 / PC, standard game costs £35

The second *DiRT Rally* revamp has proved to be one of the finest rally sims in recent years. With the release of the Colin McRae FLAT OUT Pack, the game adds further legendary icons. The Subaru Impreza S4, Legacy RS and over 40 new challenges are available.



LEGO SPEED CHAMPIONS: 1985 AUDI SPORT QUATTRO S1

Lego.com, £17.99

Many of Lego's automotive sets are sublime, even if the end result often captures the spirit, rather than the silhouette, of a car. When the inspiration for a model is as blunt as an Audi Sport Quattro, that's no longer an issue.

NICK FRY: SURVIVE. DRIVE. WIN

Atlantic Books; £12.78 on Amazon

From the ashes of Honda's withdrawal, Brawn GP rose and conquered the 2009 F1 championship, securing both titles. Nick Fry was part of the squad, leading the team alongside Ross Brawn, and his brilliant book tells a compelling underdog story.

GETTY, GRAND PRIX PHOTO, SIMON ARRON



Photo courtesy of Tom Hartley Jnr Ltd Archive

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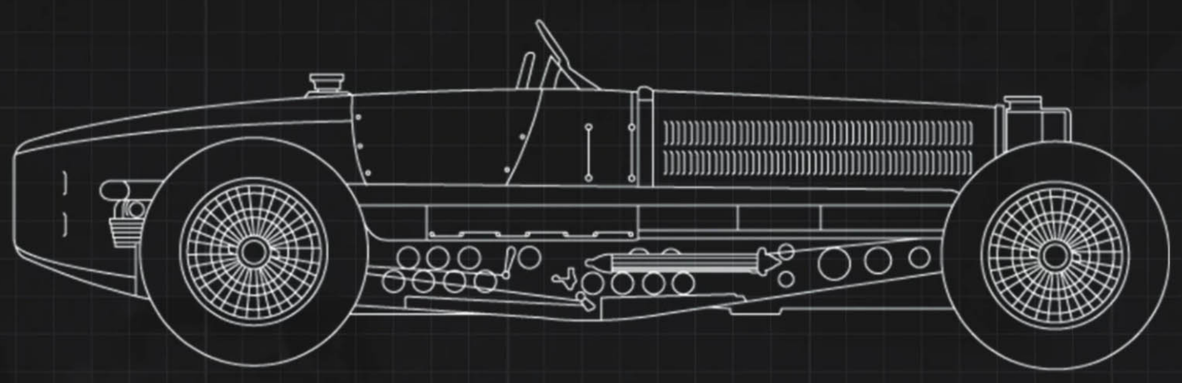
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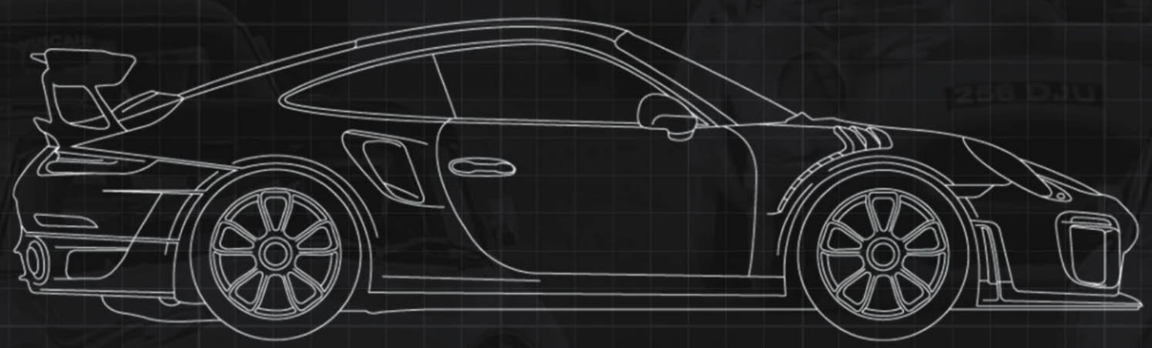
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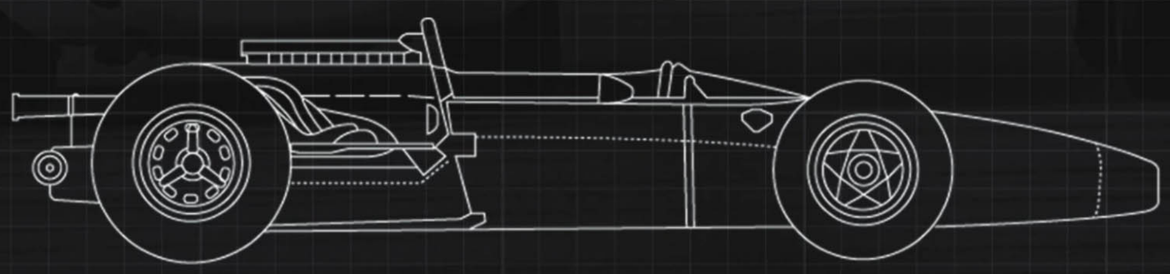
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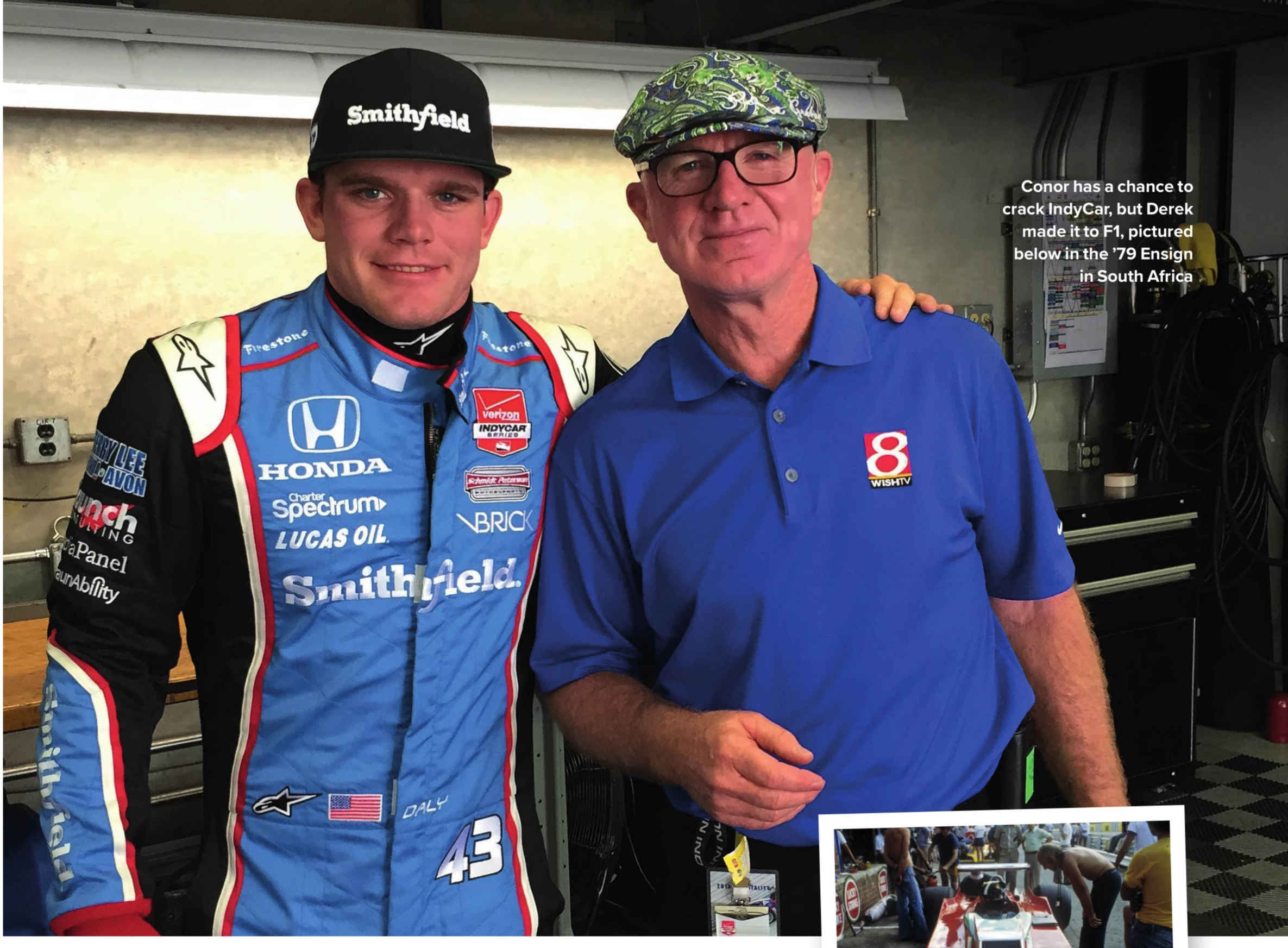






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Conor has a chance to crack IndyCar, but Derek made it to F1, pictured below in the ’79 Ensign in South Africa



GRAND PRIX PHOTO

RACING LIVES

Derek and Conor Daly

DEREK AND CONOR DALY both had to scrap their way through the lower formulas to reach their goal of Formula 1. While father Derek reached the summit, racing for Williams, Ensign and Tyrrell among others for a total of 64 World Championship races, Conor fell short at the GP2 level. But Derek’s experience and management of Conor’s career meant the younger Daly made it to the Indianapolis 500 and has had a stop-start IndyCar career since. Now, Conor is one of the more popular drivers in the American series, and the differences between the two Dalys’ approach to racing couldn’t be starker. ***Interviews by James Mills***

DEREK DALY: “Our upbringing and lifestyle couldn’t have been more different. I lived in Ballinteer on the southern outskirts of Dublin, where my father owned Daly’s grocery store. We kept chickens in the back yard, and it wouldn’t be unusual to walk into the kitchen and there’d be Dad, chopping the head off a chicken and plucking it for Sunday dinner.

It was fairly basic. Dad’s only mission was to provide for his family. It was blue-collar, do the best you can. If I wanted a motorbike, when I was 16, I had to work and save money. When I bought my first car, an NSU Prinz, I had to do the same.

There was no motor sport in our lives, and certainly no interest on my father’s part. But one day, when I was 12, I was coming back from school and there was a truck with Sidney Taylor Racing on the side. I tell Dad, and it turns out he knows all about it, Sidney’s sister is a customer. He says: ‘At seven o’clock tonight I’ll take you to see the car’. Off we go.

The next day, he takes me to Dunboyne, where there was a road race. Also in that race was Mo Nunn, who’d go on to establish Ensign. We sat on the grass banks and watched the cars. I remember the colours, the noises, the smells. That was the day I was hooked: ‘I’m going to be a racing driver,’ I told myself.

Conor was born in America into a racing family. As a baby, he’d be dropped at the Racing Babies crèche while I went to stand in front of TV cameras, reporting on the Indy 500 and other races. It was a very different start, but just because he had a father with connections doesn’t mean he didn’t have to work hard. As Al Unser Jr once said: ‘Yes, my Dad opened doors for me, but I always had to walk through the doors myself.’

I believe that’s so true because, in our sport, you can’t hide anything. Any weakness becomes evident as our sport makes such demands, physically, emotionally and intellectually of drivers.

As he grew up, Conor never knew me as a racing driver, only a media person. Somebody had to tell him I was once a driver, so I don't think it was awkward. He looks like a Daly, and walks and runs like me, which is awkward, but his temperament is the complete opposite of mine. I was a Type A personality; aggressively go-do-it, make your list, get your notes, get it done, follow through. He's the opposite. He's laid-back, placid, easy-going.

When he made the transition into racing cars, I think he was 14 or 15, I told him: 'I'll help you in every way I can, but you have to pull me through the sport. I'm not going to pull you through it. I don't need to live through you. It's too dangerous, too expensive, too big of a time and lifestyle commitment. So, as long as you're pulling me, I'll help you in every possible way.' I went on to manage him, handle his deals, coach him and keep him on the straight and narrow.

At the start of my career, I did things by the seat of my pants. I part-exchanged a Ford Anglia and £400 for an old Lotus 61 Formula Ford, bought from Eddie Jordan. Then David Kennedy and I decided we needed to race in England if we were going to make it. We needed new cars fast, which needed lots of money. We booked tickets to Australia, discounting work at the Keystone oil pipeline in Alaska, because it was too cold and needed expensive specialist clothing, and worked down the iron ore mines. We made a small fortune.

Once home, I won the 1975 Irish Formula Ford championship, then bought an old bus and converted it into a race car transporter to live in. Mum made the curtains and Dad made the mattress, friends helped fit wooden seating and doors. Then I went to England.

Eventually, the lorry broke down outside the Hawke factory in Southend, so I lived in it in the car park! After winning Formula Ford in 1976, including the Festival at Brands Hatch, I left the lorry and hiked back to Dublin. I have no idea what happened to it.

It paid off, as Derek McMahon called me and offered a drive in Formula 3 for 1977. To give you an idea of times back then, at the first F3 test at Thruxton, I didn't even have a mechanic. There was just the car in a Commer van and me, yet I won the championship. It was just ahead of the time when you had a fleet of engineers, spare parts and so on. About 13 months after winning the Festival, I got my first test with the Theodore Formula 1 team.

I don't think I had enough comprehension of the engineering to set-up a racing car, which ultimately meant in F1 I drove on instinct and reflex. If I wasn't going fast enough, I drove harder. Looking back, I'd have preferred a year in Formula 2 to learn the ropes before going to F1.

But Conor has the ability and tenacity. I compare him with Nigel Mansell. Mansell had the talent, the grit and the mental skills, even when people said he was no good. As soon as Mansell won, he won a slew of races. To me, he's a stand-out World Champion because of how he did it."

CONOR DALY "Dad wasn't the only competitive person at home. Mum [Beth] was quite the competitor. She raced jet skis at World Championship level around the time I was a baby, and she would feed me between heats and races. One way or another, I'd be at races with Mum or Dad. It was a big part of our lives.

"Dad found a sponsor for the Indy 500, then the car burned to the ground!"

She knew that the cars were safer than in Dad's day, so she wasn't overly concerned about me going racing in that respect. Yet in terms of career prospects and long-term stability, Mum knew it would be difficult. There are seven billion people in the world, and only 20 get to race in Formula 1 and 33 compete at the Indy 500. So she's super-supportive and, like all good mums, she's my biggest fan.

Dad was tough on me but never forced me to race. We went to the kart track because my neighbour wanted to go, I thought I'd tag along and try it. I had to show that I was prepared to do whatever it took to be the best I could be. I was reading go-kart set-up books when I was 13 or 14, through to early high school.

My path to racing was helped by the buzz I was creating in karts. That's what people want to see, and Dad was then able to get out there and make approaches, which brought on board the likes of Greg Pickett, of Muscle Milk, and Jerry Forsythe, the Indy and Champ Car team owner. But it was a small sum we had to find when I started in the Skip Barber series.



Conor Daly on the way to finishing 12th at Toronto during the 2015 IndyCar season

GETTY

I was able to win it in my first year, which meant I could be self-funding thanks to a $350,000 scholarship.

That was a launchpad. Dad was my rock. He was the guy I would go to with questions about driving, the one that would organise travel and logistics, help with sponsors. I figured all I had to do was focus on racing.

That's how things played out when we went to Europe in 2011. We had won everything we needed to win in America, and the next step was IndyCar or F1. Dad said it was now or never, and spoke to the right people at the right time and came up with an option on an F1 contract with Force India. All I had to do was prove myself in GP3 [F3].

In 2013, I was in contention for the championship with two races to run. I had to win the title to keep my funding and support from Force India but at Monza, in the first race, a car [driven by ART GP team-mate Dino Zamparelli] lost control and took me out. It meant Daniil Kyvyat won the championship. At that point, everything I had in Europe had gone, and it was a tough time.

I thought I could have won that series and wanted to prove a point to people, so in 2014 I managed half a GP2 season, but I was aware that my European career was over and I started handling my affairs.

I'd done the Indy 500 in 2013, and that had been such a great year, up until the downer of the crash. But I'd kept in touch with a lot of people, and by 2015, I fully committed to the US race scene, and Dad managed to find a sponsor for the Indy 500. Then the car burned to the ground before we could race! Sam Schmidt felt bad and had me substitute for James Hinchcliffe, creating enough of a buzz to get me a full IndyCar rookie year in 2016.

This year, I'm grateful for the stability that comes with my partners: the US Air Force and Ed Carpenter Racing. The team has the core group of people that it started with, and they've been so fast - Ed has a ton of poles - and they've won races on road courses and ovals. I like the engineering group and I really can't wait to get racing.

I'd never drive the cars of Dad's era, though. I'll be forever thankful to him for all his support, but when I look at those old cars I feel sick. I find it funny that the previous generation says that the sport doesn't do enough for fans. I am always thinking of my 'brand', appearing on *The Amazing Race*, and I like to fire up my Xbox and game against anyone out there, usually on *Call of Duty* or *Forza 7*. If you fancy your chances against me, my gamer tag is @connordaly22.

Follow James on Twitter @squarejames

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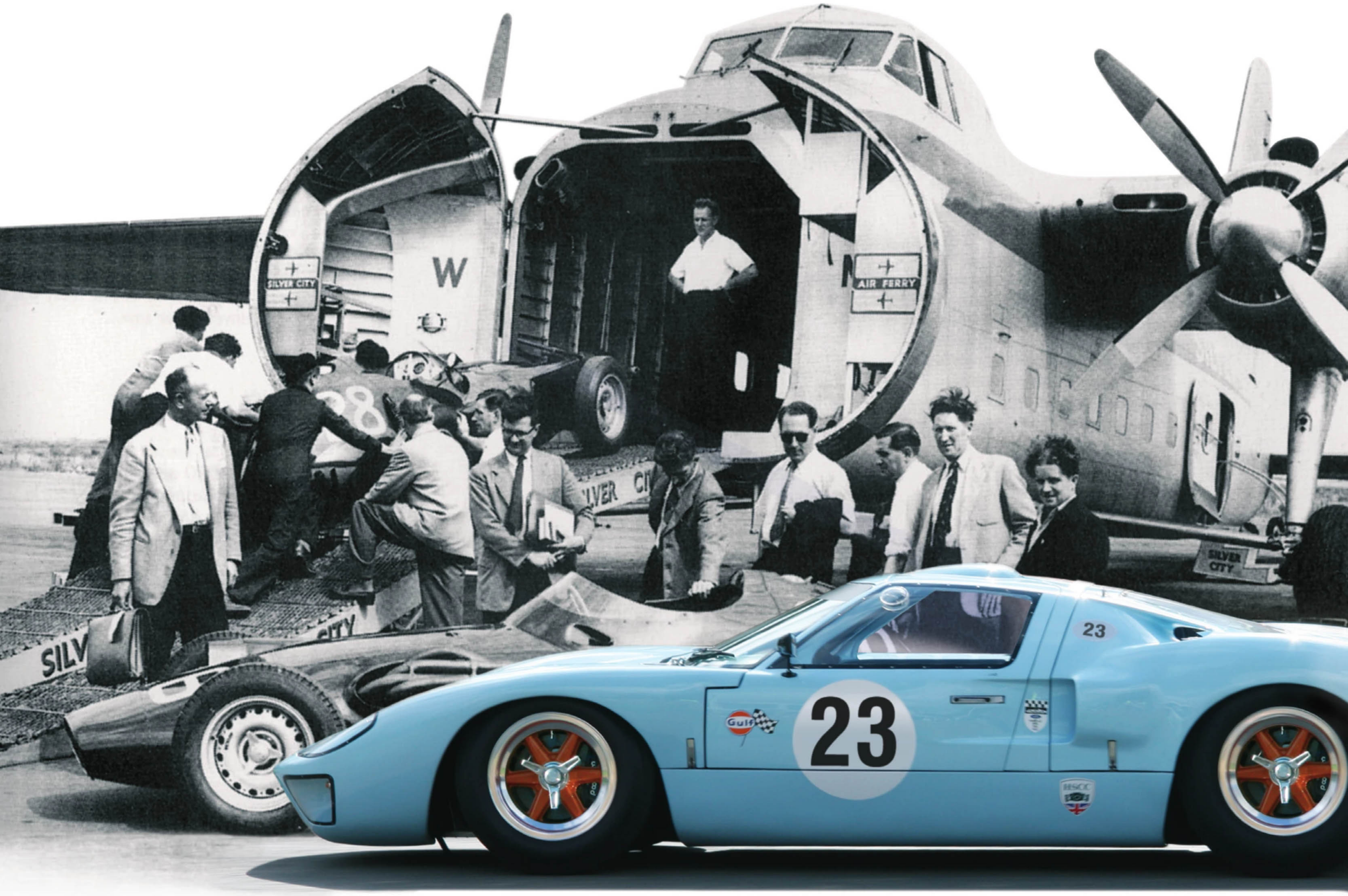
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LUNCH WITH

Christian Horner

A fall from the top, Honda's return to winning ways, Max Verstappen's rise and more. Horner recalls a whirlwind near-decade to **Simon Arron**

PORTRAITS: RICHARD DAVIES

LUNCH WITH *Christian Horner*

THERE IS QUITE A PLEASING functionality about Red Bull's base on an industrial estate in Milton Keynes. It has an opulent trophy cabinet, of course, and there's a show car suspended at 90 degrees by the entrance lobby, but frills are few and far between. The factory was home to Paul Stewart Racing, Stewart GP and Jaguar Racing before Red Bull took the keys.

It's a busy period for Christian Horner, with F1's brief pre-season test schedule in full swing and grand prix racing trying to plot a practical course around a world that is beginning to feel the effects of a coronavirus lockdown. He suggests it would be most efficient to meet at team HQ, where he selects chicken breast with jacket potato and peas as an accompaniment to a conversation that embraces eight whirlwind years.

When Horner sat down for lunch with Simon Taylor towards the end of 2011 [*Motor Sport*, January 2012], Red Bull had just completed its second F1 title double. Its reign of supremacy still had time to run, but since then he's had to manage the team's fall from domination, the dissolution of one of racing's most combustible recent partnerships, the departure of *wunderkind* Sebastian Vettel, the emergence of Max Verstappen, the birth of an Aston Martin hypercar and Honda's return as a serious force in grand prix racing. Almost 10 years have passed since Red Bull secured its inaugural F1 titles. Just where has the time gone? Horner shrugs. "It seems to have flown past," he says, "and a remarkable amount has happened in the interim."

To recap, Vettel won the 2010 title on the final day of the campaign. It was the only time all year that he'd topped the points table, but Vettel was never headed the following season. In 2012, however, things began a little strangely, with the first seven races producing as many different winners. Vettel won in Bahrain, but hadn't added to his tally by the time teams set off for the end-of-year flyways.

"At that stage," Horner remembers, "we introduced some upgrades that really suited him. He won four races in a row from Singapore and thus went into the final race with a shot at the title. [Team-mate] Mark Webber was out of the reckoning and we spoke beforehand about how he could assist. As the race started, though, he all but put Sebastian in the wall on the run to Turn 1, which I couldn't remember having been mentioned in the briefing! Then Bruno Senna and Seb tangled at Turn 4 and I genuinely thought that was it, given the strength of the impact. We could see the bodywork was damaged – and the data immediately told us he'd lost a lot of load from the floor.

"While the field was behind the safety car, we managed to get some pictures of the damage and sent them back to the factory for analysis. They were able to see that the exhaust pipe had a significant dent, but that it looked mainly okay. It was one of those horrible wet-dry races and as Seb started to come back through the field the title became a reality again. He got the sixth place he needed [to win the title], accompanied by great euphoria, but later there was an inquest into whether he'd overtaken under a yellow flag [onboard footage proved he hadn't], so it was a pretty stressful campaign.

"We weren't quite sure how effective the 2013 car was going to be, because the Pirelli tyres really were super-sensitive that season. We locked out the front row in Melbourne, but Kimi Räikkönen won for Lotus and Seb was third. The next race in Malaysia was massively tyre-critical, too. We'd spoken to both drivers about not pushing too hard. We started on inters, but Seb made the wrong call and came in too early for slicks, which put Mark into the lead... and brought us to the infamous 'Multi 21' controversy.

"Sebastian had an extra set of new tyres for the final stint, something he'd saved from the previous day, so he had a pace and grip advantage, but we had given them both the order to hold position and not risk compromising a one-two. 'Multi 21' simply meant that the car in second should stay there, but Seb completely ignored it. We knew his radio was working because as soon as we told him to adjust a fuel setting he'd do it immediately, but clearly, there was some interference when we asked him to remain behind his team-mate... Exactly the same thing had been going on at Mercedes, but its drivers did as they were told."

Friction between the duo had rarely been far from the surface – Webber lost a potential win in the 2007 Japanese Grand Prix when Vettel, then of Toro Rosso, hit him during a safety car period, and they collided more fractiously as team-mates when disputing the lead of the 2010 Turkish Grand Prix.



Webber's exit gave Horner one less headache for 2014



Horner initially had concerns about promoting Ricciardo, who then convincingly beat Vettel in 2014





By the time Vettel went on a record-equalling run of nine-straight victories following F1's summer break, wrapping up another brace of titles for Red Bull and himself, Webber had committed to Porsche in the World Endurance Championship. "He had informed [Red Bull founder] Dietrich Mateschitz that he'd be leaving but hadn't told anybody in the team – I received a text message on my way to Silverstone, just before the announcement was made. I like Mark and we get along fine, but if I'm honest there was almost a sense of relief because there had been so much tension between the two of them. It gave us a clean sheet for 2014.

"The contenders were our Toro Rosso youngsters, Jean-Éric Vergne and Daniel Ricciardo, plus Kimi Räikkönen. Kimi had driven very well that year and we wanted a bolt-in, plug-and-play team-mate for Seb. Kimi was apolitical, which made him an attractive proposition, and I had some discussions with his management. But we'd only have taken that option had we been convinced that our juniors weren't strong enough to fill the seat. At that stage, if you'd had to pick one, you'd probably have taken Jean-Éric, but Daniel stepped things up after that race."

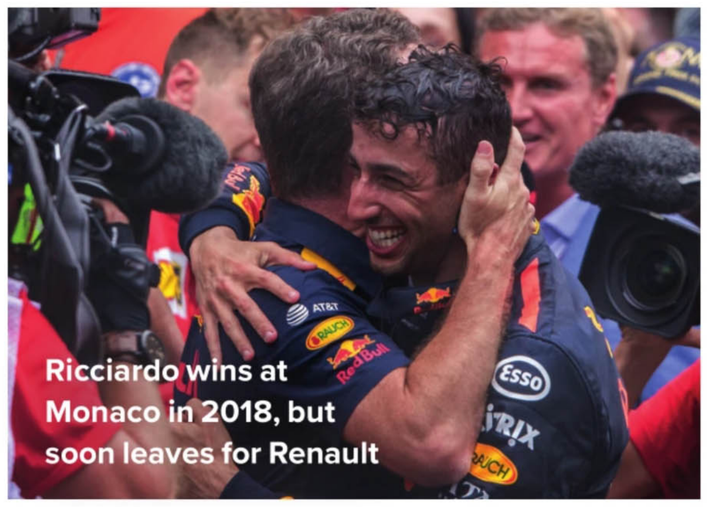
Ricciardo would out-score Vergne by seven points and win the qualifying battle 15-4 against his team-mate over the course of 2013 to thrust himself into Red Bull contention, earning the seat for 2014.

"Later in the year [2013], there was a tyre test that gave us a good excuse to put Daniel in our car. He performed incredibly well and the engineers gave glowing feedback. We knew he was quick and could qualify well, but my biggest doubt was whether he could actually race – we hadn't seen much wheel-to-wheel stuff from him at Toro Rosso, but as soon as he got in a Red Bull he never stopped overtaking people."

"I had some discussions with Kimi Räikkönen's management"

Not only that but within a few races he had established himself as the team's most effective performer of F1's new hybrid era.

"The dynamic between Seb and Daniel was very different," Horner says. "You had this youngster with a puppy-like enthusiasm, happy to do all the sponsorship appearances and the simulator work, which meant that Sebastian didn't have to! Daniel would do whatever we asked and was very keen to learn



Ricciardo wins at Monaco in 2018, but soon leaves for Renault

from a four-time World Champion – they had a good relationship, with a very healthy respect, and Seb was genuinely very pleased for him when he won his first race in Montréal. I think by that stage Seb was so fed up with the Renault situation and Ferrari was actively courting him, so by the time we went into the summer break it already felt as though he was unlikely to hang around."

Red Bull's crown had slipped.

"I went to see [former Renault/Nissan CEO] Carlos Ghosn early in 2014 about the investment Renault needed to make," Horner says, "because it was clear Mercedes had stolen a march, but unfortunately my pleas fell on deaf ears. The next two seasons felt tough, having come off the back of all that success. We won three races and finished second in the championship for constructors in 2014, but that was still a huge comedown from where we'd been. It was hard to keep the group together because offers were coming in for all our key players. It was a different challenge.

"Seb made his decision during the Japanese GP weekend and spoke to Helmut Marko and me individually at the circuit hotel. I could tell there was no point trying to convince him to stay. We'd had some great times together so the only thing to do was wish him the best for the future."

That was quite a wrench. Vettel had first appeared at the F1 factory unannounced, as a teenage Red Bull junior who'd just passed his driving test and decided it would be a good idea to jump in the car and drive from southern Germany to Milton Keynes to introduce himself – the only driver on the programme to take such an initiative. Before that run of world titles, he would score the first – and only – grand prix victory for Toro Rosso, as well as the first for Red Bull, and likewise endeared himself to the senior team by chatting in cockney rhyming slang during his first formal test. He was also sufficiently curious about the wider world to learn the

PORTRAITS: RICHARD DAVIES, GETTY

LUNCH WITH *Christian Horner*

tic-tac sign language deployed by UK bookmakers at horse-racing events...

"Whenever he was in the UK, he'd stay at our house," Horner says. "I got him out delivering lambs, shooting clay pigeons, all sorts... We hit it off from day one and always had a good relationship. After he left, I decided I needed to change the way I ran things - it's very difficult to have somebody who is both a friend and an employee and Seb had become a mate. I came to a conscious decision that there should in future be boundaries between team principal and drivers."

As Vettel prepared for life with Ferrari, Red Bull began to mould its future with the recruitment of Max Verstappen. The Dutch-Belgian isn't a traditional Red Bull driver, in that he got as far as Formula 3 before attracting support, though he was only 16 at that point...

"When he was karting, people were talking about him as an exceptional prospect," Horner says. "Helmut was reluctant to get involved at that point, but later he watched him competing in F3 at Silverstone and started to take an interest - it might also have been a factor that [Marko's old racing rival] Niki Lauda was showing an interest in recruiting him for Mercedes. It became a bit of a challenge to see who could sign him first. Helmut has always been good at spotting talent and the one thing he could offer, which Mercedes couldn't, was an F1 seat. It was a ballsy move because Max was only halfway through his first season of car racing. I think [Toro Rosso team principal] Franz Tost was concerned about his lack of experience - and then he did a demonstration run in a show car [Rotterdam, August 2014] and knocked off the front wing! His next outing was at Suzuka, where he took part in FP1, and Franz



Vettel's exit led to Horner reevaluating his relationship with drivers

spent the first 20 minutes trying to slow him down through 130R - I think he was flat from about his second lap. He did a phenomenal job and you could see very quickly that he was something out of the ordinary."

Verstappen made his F1 debut in the 2015 Australian Grand Prix, aged 17, and two races later he was the talk of the Shanghai paddock after a series of aggressive - but beautifully executed - overtakes, accomplished from a long way back without the hint of a locked wheel. "He is completely instinctive, and his racing brain is the best I've seen," Horner says.

The 2015 campaign would be Red Bull's first since 2008 without a single race victory. Promoted from Toro Rosso, Russian Daniil Kvyat acquitted himself well alongside Ricciardo - and scored more points, thanks in part to greater reliability - but...

"It felt as though things were coming together," Horner says. "It had been a big step from Toro Rosso in only Daniil's second year of grand prix racing - and he'd driven some great races, particularly towards the back end of the season. The RB12 chassis was a big step forward for 2016, but we'd changed brake supplier [from Brembo to Carbone Industrie] and he struggled to adapt. There was a big time delta to Daniel through pre-season testing. He secured a podium in China - but Daniel had a puncture while leading and there was still a sizeable gap between them. Then he torpedoed Seb at the start in Russia, all of which coincided with some trigger points coming up in Max's contract. Several other teams were showing interest and as Red Bull is in the unique position of owning four cockpits, swapping the two made sense."

The script wrote itself. Once Mercedes team-mates Lewis Hamilton and Nico Rosberg had taken each out on the opening lap of the Spanish Grand Prix, Red Bull split strategies.

"It was on the cusp of being a two-stop race or a three-stopper," Horner says. "When Ferrari went for the undercut and pitted Sebastian, we covered him with Daniel and thought three stops would be the premium strategy. But Max managed to look after his tyres and put in an incredibly mature performance for somebody that had never driven the car before first practice. In the end, we never found out what might have happened, because Daniel ran wide at Turn 1, but it would have been one of those races that converged over the final two laps. Max handled the pressure phenomenally well and was so cool. From his radio communications, you would never have known this was an 18-year-old leading a grand prix for the first time."

F1 had its first teenage winner and Red Bull its maiden success with a 'TAG-Heuer' engine, in essence, a rebadged Renault. There had been an ever-growing spat between team and engine supplier during the summer of 2015, to the point that the two agreed to go their separate ways as Renault renewed its focus by buying back its old Enstone-based team from Genii Capital and returning to F1 as a full works operation. "At that stage," Horner says, "Dietrich had a handshake agreement for the supply of Mercedes engines, to which Niki Lauda had agreed." But Lauda did not have the authority to rubber-stamp such a deal and Mercedes team boss Toto Wolff subsequently blocked it, leaving Red Bull without an engine... A rapprochement with Renault was subsequently reached - one of the conditions being that the engine had to be called something else - and Horner was simultaneously having to fight other fires.

"Ferrari had offered Adrian Newey a film star lifestyle and salary and it was quite likely that he would leave," Horner says, "because he saw no hope of success with Renault and the Ferrari offer would allow him to do other things, such as a road car. So, I said: 'Don't worry, we can do that...' At the time I had no idea how we were going to do it, but we created Red Bull Advanced Technologies to start exploring how we could put a road car together. Adrian started drawing away, creating surfaces and exploring his vision. When Andy Palmer moved across from Renault/Nissan to take over as Aston Martin's CEO, I told him that Red Bull wasn't in a position to take on the liability of producing a road car but could act as a design house for an automotive manufacturer, so why didn't we do something together?"

That would become the Valkyrie, of which 150 are due to be built at £2.6m apiece. And

"Dietrich had a handshake agreement for Mercedes engines"

Montoya's lesson

Horner saw the writing on the wall after an encounter with the future grand prix winner



Christian Horner was just 24 years old when he decided to cut short a racing career of diminishing promise – and to this day he blames future grand prix and Indianapolis 500 winner Juan Pablo Montoya.

Things had started brightly, Horner's form in karting strong enough to earn a scholarship that secured him a drive in the 1992 Formula Renault UK series, in which he finished fourth overall after a fruitful rookie season including victory at Pembrey.

He graduated to British Formula 3, albeit in the subsidiary division for older cars, and five class victories put him second in the standings behind the highly rated Jamie Spence. Promotion to the F3 mainstream did not produce the same results, however, and the next two seasons yielded only a brace of sixth places, both at Pembrey.

After a partial campaign in the fading British Formula 2 Championship, he set up his own small team – Arden – to compete internationally in F3000 in 1997 (buying a truck from an Austrian named Helmut Marko, about whom he knew nothing). That first season was tough, Horner failing to qualify several times, though it ended with a point for sixth place in the chaotic Jerez finale. Then came pre-season preparations for 1998 and a test in Estoril, Portugal.

"It's a proper balls-out circuit," he says. "I'd just come out of the pits and Montoya flew past me into Turn 1. I remember seeing his outside rear tyre trying to tear itself off the rim, the car at an angle it shouldn't have been at, Juan totally committed, a guardrail close on the left, with little, if any, run-off. I just recall thinking, 'I can't do that – and even if I wanted to, I couldn't.' I had some kind of self-preservation built in that wouldn't even allow me to try. I knew there and then that it would be my last season as a driver."



Horner in the final days of his racing career before his management switch

PORTRAITS: RICHARD DAVIES, GETTY

LUNCH WITH *Christian Horner*

Newey remains at Red Bull, as he has been since 2006 – the longest continuous spell of employment of his F1 design career.

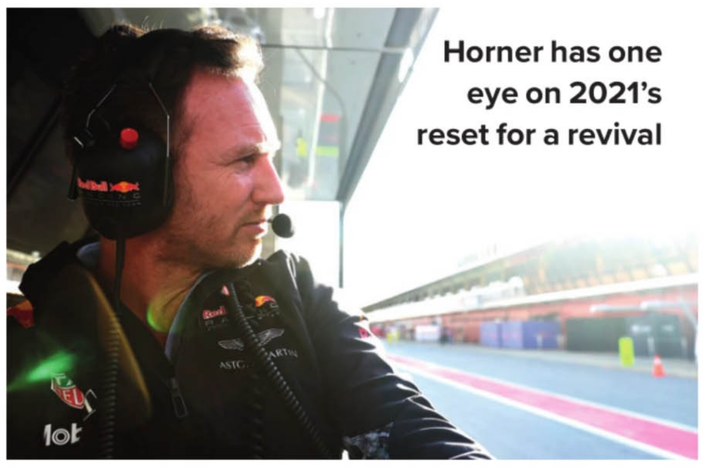
When first the Renault deal fell apart, followed shortly afterwards by the 'agreement' with Mercedes, Horner had initially explored the possibility of a 2016 alliance with Honda. "Bernie Ecclestone was very keen to help push it through," he says, "but McLaren had a power of veto and – quite rightly, from their perspective – exercised it. Ron Dennis was still there at the time and could see the potential. After Ron left, though, the new management eventually decided to split with Honda and it made absolute sense for us to team up [initially through Toro Rosso] because we'd simply been getting more and more frustrated and, without a competitive engine, it was difficult to see Red Bull committing to F1 in the longer term. We had nothing to lose."

The Toro Rosso deal began in 2018 – a chance for things to develop before Honda's technology was integrated into last season's Red Bull RB15, with which Verstappen won in Austria, Germany and Brazil. "It's a like-minded relationship," Horner says. "Rather than constantly looking at cost, Honda is focused on performance – of course, they're cost-conscious, but we'd turn up at the circuit with Renault and the spare engine would have no MGU-K fitted, there were never enough engines to go on the dyno and there were only just enough to go racing. Honda's approach is very much 'let's go racing properly'.

"We've started to see that pay dividends. To get a podium at our first race together, in Melbourne... the Honda guys were crying at the podium ceremony. It was phenomenal to see that emotion. Winning in Austria, Red Bull's home race, was a bit like a fairy tale – everybody was crying at that one. Max very much believes in the project and Honda adores him. It's a combination that played a fundamental part in his recent decision to extend his contract. He prompted that deal. He didn't want to go into 2020 with people speculating, asking him every weekend about next year. He wanted to start the campaign knowing what his future was. There are no guarantees for anybody when the new rules come in for 2021 [now set for 2022] and he believes in the people here, so why go anywhere else?"

"Max very much believes in the project and Honda adores him"

Ricciardo, though, has played no part in Red Bull's re-emergence. His decision to quit



Horner has one eye on 2021's reset for a revival

the team, taken during the summer of 2018, caught everybody unawares. "We'd started negotiating early that season," Horner says. "In Barcelona I asked Dietrich to get involved, which is very unusual, but I wanted him to have a word with Daniel and show him some love. He offered him a very generous contract – way beyond what we'd been thinking – and at that point, I thought he had everything he wanted. We were after a two-year deal, then in Germany, he turned around and said he wanted to extend for a single season – he was uncertain about our Honda partnership and wanted to be a free agent at the end of 2019. Dietrich agreed to that, too, and Daniel was due to re-sign on the Monday, before a tyre test that followed the Hungarian Grand Prix. That didn't happen and on the Tuesday he was in the car, did the debrief and went straight to the airport. I did begin to wonder, because he had this fantastic deal on the table, so why hadn't he signed? He made up his mind while flying to his summer break in Los Angeles. He called me after he landed – and he can be a bit of a joker, so you never really know, but when he told me he was going to Renault, I thought 'What?!' He'd just had an engine change in Hungary, his engine had blown in Hockenheim, every aggravation we'd had was related to the engine, but now he was going to join them. If he'd told me he was going to Ferrari or Mercedes, I'd have understood. I think he repeated it about three times before I started to believe him."

They parted on amicable terms. His leaving gift? "He's a great guy and driver," Horner says. "I presented him with a 1992 Clio stuffed with cans of Red Bull to the point that the rear axle was about to break..."

In the relatively short time since the Australian's departure, Verstappen has had two team-mates – Pierre Gasly in the opening part of 2019, Alex Albon since last summer.

"Pierre is exceptionally fast when everything is just right," Horner says, "but he had two pre-season testing accidents and you could see the pressure mounting. The harder



Horner undertook a part-season in British Formula 2 in 1996

CV **BORN: 16/11/1973, LEAMINGTON SPA, ENGLAND**

- **1992** Moves from karts to Formula Renault UK after winning scholarship; one win
- **1993** British F3 Class B; five wins, second in championship
- **1994** British F3; 17th
- **1995** British F3; 16th
- **1996** part-season in British F2, fifth
- **1997-98** sets up Arden to contest FIA F3000 Championship; sixth at Jerez in 1997. Decides to retire from racing after 1998 to focus on running the team
- **1999-2004** Arden contests F3000, winning titles with Björn Wirdheim (2003) and Vitantonio Liuzzi (2004); champion team 2002-04
- **2005** Appointed team principal of Red Bull, which takes over assets of Jaguar. Has held the position ever since, overseeing four straight world title doubles with Sebastian Vettel (2009-13)



Horner says 2020 will be F1's most expensive year yet with new rules looming

he tried, the slower he seemed to go. It was painful to watch because we knew he was quick and wanted him to do well. I don't think the RB15 was the easiest car to drive – it's just Max made it look easy. Pierre just got into a downward spiral to the extent that he was lapped in Hungary and Austria when Max was challenging for victory. We couldn't keep going like that and it was almost cruel to have him in that environment. Daniil Kvyat was a good benchmark at Toro Rosso and Alex Albon had a good start to the year, so for us, there was nothing to lose by giving Alex the next nine races – and, given his relative lack of experience, I think he did really well.

"He's up against arguably the best driver in the world at the moment and will be judged by that at every grand prix. But he's a smart lad and works hard. He reminds me of Damon Hill, in that he's determined, motivated and sufficiently intelligent to make full use of the opportunities he has. I think he will get close to Max, and we need both cars to be taking points off other teams if we're going to put together any sort of campaign this year."

Does he have any regret that Red Bull did not re-sign one of 2019's star turns, Carlos Sainz Jr, after first loaning him to Renault?

"We looked at his 2018 performances against Nico Hülkenberg," he says. "It was obvious that he was talented, but we weren't sure he had the level of consistency we sought. He is obviously happy in the environment at McLaren, though, and has done a great job since he went there. I think he's one of those drivers who deliver when everything around him is aligned – so perhaps, with the benefit of greater experience, he has now broadened his performance envelope."

"You could see the pressure mounting on Gasly"

It was interesting, at the start of 2019, that Toro Rosso opted for Kvyat and Albon, both of whom had previously been dropped from Red Bull's junior ranks. What happened to its once rich seam of young talent?

"It goes in waves," Horner says. "A good bunch of drivers arrives at the same level all at once, but then you get fallow periods. The programme is more condensed than it used to be, but we have some very promising youngsters coming through – Juri Vips is competing in Super Formula [with Team Mugen] this season, Yuki Tsunoda is in F2 with Carlin and Liam Lawson and Dennis Hauger are with Hitech in FIA F3. There are peaks and troughs, but there is a decent pool of talent." How might F1 look if and when they graduate to the highest level?

"I think it will be very different with the new rules," he says, "but we won't know whether they've got things right until there are 20 cars out there. It has made this year the most expensive in F1 history for us because we have the current car to deal with, an interim chassis for tyre testing and have to start early development of the 2021 [now 2022] car before the new budget cap comes into force, so we're seeing a cost escalation. It would have been better, to my mind, to bring in the budget cap for 12 months and then introduce the new regs a year later, by which stage we'd have been resource-restricted. But I think Liberty is doing a good job. It is trying to make the sport more appealing, numbers on digital media are growing, we're seeing big crowds and generally, the sport is heading in the right direction.

"Ultimately, F1 has to decide what it is – a technology showcase or high-speed entertainment? If you follow the technology through to its conclusion and look at Formula E, you have no noise and ultimately no drivers. The cars my children 'drive' will almost certainly be autonomous – but F1 remains man and machine at the limit of physics. It needs to be noisy, entertaining, almost like modern-day chariot racing. It needs to make people think, 'I couldn't do that'. That's F1's appeal. Of course, we need to be responsible, but when you look at the current cars' thermal efficiency, they're phenomenal. But we're very good at doing a very bad job of advertising that fact." O



Verstappen's Austria win was Honda's first since 2006

PORTRAITS: RICHARD DAVIES, GETTY

One small step for watches



Bulova's watches are famed for reliability, even appearing in NASA missions. Now a famous name is making a return...

Watch companies are always keen to leverage heritage, and one that is certainly justified in doing so is Bulova. Since 2008 the brand has been owned by the Japanese giant Citizen, but its roots date back to America where it was founded in 1875 by Bohemian immigrant Joseph Bulova.

Originally based in New York, it became the first dial name to introduce a wide range of jewellery watches for men. In 1926, it ran the world's first radio commercial in the form of an on-the-hour announcement of 'Bulova Time', prevailing for 365 days a year. In July 1941, Bulova embraced the new medium of television with the first commercial in history.

Bulova is best known for the Accutron watch. Launched in 1960, it was the world's first electronic wrist watch. It proved so accurate that Accutron movements were used in the panel clocks of Apollo spacecraft – and Accutron watches were worn by some of the original seven NASA astronauts before Omega's 'official' space watch status.

Today, the unwaveringly punctilious can buy quartz-powered Bulova models such as the Precisionist chronograph and the CURV, claimed to be accurate to 10 seconds per year.

For our money, Bulova's best-looking efforts are in its 'Archive' series, among which is the Computron digital driving watch re-edition featured on this page last August. The latest Archive model is another revived 1970s classic, the Chronograph A, also known as the 'Surfboard' due to the shape of the oval background behind the two subdials.

But this was the dawn of the quartz age, and it was widely believed that mechanical movements were set to be consigned to the history books. Bulova's success with the electro-mechanical Accutron gave it a reason to focus on the future. As a result, production of the Chronograph A came to an end in 1971, and original examples are highly collectable.

For those happy with a re-edition, Bulova has announced a limited run of 350 Surfboards featuring Sellita self-winding movements, domes sapphire crystals and a perforated 'driving' strap, plus an internal tachymeter scale for speed and distance calculations.

If the £1879 price of the limited edition doesn't appeal, £449 will buy you a non-limited, quartz movement version.

BULOVA CHRONOGRAPH A 'SURFBOARD. £1879 (limited edition automatic); £449, non-limited, Miyota quartz. bulova.com



Dating back to 2002, the Breitling and Bentley partnership has proved to be the longest-running between a watch and car marque. This chronograph complements the 'Mulliner Collections' cars and is limited to 1000. The steel watch gets a silver dial and an inner bezel and subdials in contrasting blue and a red seconds hand and centre minute scale recall the convertible's interior. Arabic numerals reflect the GT's Breitling clock. The alligator strap echoes the car's 'Imperial Blue' upholstery.
Breitling Premier Bentley Mulliner Edition. From £6580 breitling.com



Five years on from launch, TAG Heuer's luxury smartwatch gets a timely makeover. A 45mm steel or titanium case gives the watch the look and feel of one of the brand's mechanical models, but the OLED touchscreen has a whole host of functions including fitness trackers, a heart rate monitor, message alerts and Google Pay. Owners choose from five face settings, such as a hexagon nanotube look inspired by the brand's patented composite hairspring developed for its mechanical watches.
TAG Heuer Connected. £1495 (steel), £1950 (titanium) TAGHeuer.com

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Maserati 250F Box Set

Limited edition Stirling Moss signed Maserati 250F 1:18 model presentation boxed set.



Jordan 191 signed, cased

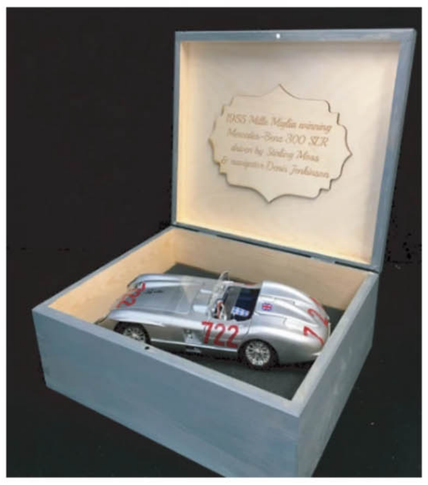
Limited edition Michael Schumacher signed Jordan 191 1:18 model presentation cased set.

PRODUCT OF THE MONTH

Renntransporter, 1955 British Grand Prix, winner Stirling Moss



1:18 replica of the famous Rennwagen Transporter 'the blue wonder', famously created by the Mercedes-Benz Racing Department to rapidly transport cars to and from the factory and race track, combined with a Stirling Moss 1955 British Grand Prix winning W196 Monoposto, presented cased and hand signed, this must be the ultimate tribute to the team that dominated the 1955 season.



722 signed Stirling Moss

Limited edition Stirling Moss, 722 1955 Mille Miglia winner, 1:18 signed model, boxed set.



Williams FW14B Wheel

Limited edition Nigel Mansell signed, full-size replica Williams steering wheel.



'Rivals' Senna vs Mansell, singed photograph.

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LETTERS

I wonder if you are comparing like with like in the two cars in April's *Spirit of Le Mans* article. We have raced our GT40 over the years, but we have tried to keep our car as original as possible bar the usual maintenance, repairs and making good battle damage. But no "development or use of sophisticated suspension" etc and with the original-spec engine, around 380bhp and not the 450 in the GT40 you feature. Even the full-house Gurney Weslake Le Mans engines, one of which we have, didn't do more than 420. The 7-litre Mk2s and 4s with around 490bhp and 220mph were banned for being too fast and got shafted when Ferrari and Porsche came up with 600bhp-plus and around 250mph.

We have retired our GT now, as we want to keep the car as original as possible and we don't have much chance against replicas and ground-up rebuilds, to which we give away around 120bhp. But it has always been thus. We have raced other classics in original form, but soon we either have to keep up with all the mods or go to the back of the grid.

I must admit we have run the car with the Weslake engine, which was 'character forming' and did not suffer fools gladly. The sound with straight-through pipes is what motor racing is all about, but the original engine is now back in the car. Should we renovate the Mona Lisa if it looks out of date? An original GT40 is a masterpiece, is it not?

MARK FINBURGH, EDGWARE, LONDON



Released in 1967, this LP let you hear GT40s at full chat, but has long been unavailable

It was pleasing to see that the film *Le Mans '66* was up for the Academy Awards. I saw the film in January and really enjoyed it. Where did 2½ hours go?

However, I can't help feeling that Decca Records have missed out on a chance of re-releasing the soundtrack album *Le Mans 1966*, released in 1967. What a superb re-release that would make. I still have the original 12in vinyl album, but...

DAVID CLAYSON, WELLINGBOROUGH, NORTHANTS

[The soundtrack to the recent film has been released on vinyl as well as digital, while the 1967 Decca soundtrack is available unofficially on YouTube and other places online. **GC***]*

The Porsche 911 which features in April's *You Were There* feature was not "affectionately named Piggy" – but its driver was. David 'Piggy' Thompson was the York pig farmer who rallied the 911, as well as sundry Fords, Vauxhalls and Mitsubishis between the late-Sixties and the mid-Nineties. As a council lawyer, I remember once meeting David about a planning application or something equally riveting. Our conversation soon turned to motor sport, and David was positively glowing about his young son's driving talent. It wasn't just paternal pride either, as James Thompson (for it was he) went on, among other things, to win the BTCC twice. Sadly, David died in 2003, aged just 57.

JOHN ASTON, THIRSK, NORTH YORKSHIRE

I was intrigued by Mark Hughes's comment that "An opposed piston two-stroke was considered for a GP car in the 1920s" in the March edition. None of what he discusses is either new or impossible.

When I worked for a publishing firm, my job once took me to Holland Park, where I had the pleasure of meeting the late, great Amherst Villiers. In conversation, he mentioned he'd been working with Graham Hill on a possible new engine to take advantage of the then-current turbocharging regulations in F1.

Villiers' solution was a turbocharged three-cylinder two-stroke with sleeve valves. He wouldn't elaborate but gave me the impression the power output would have been pretty formidable. Sadly, it never saw the light of day, but it was typical of the man's very original and innovative approach to engine design. I seem to recall he once put a supercharger on a Rolls-Royce, driven by an Austin 7 engine on the running board.

When I knocked on the door, it was answered by his daughter Janey who seemed rather touched that people still remembered her illustrious father in the 1980s.

GREGOR FERGUSON, HUNTER'S HILL, NSW, AUSTRALIA

Since being taken by my father to Charterhall as a child I have been a follower of all things Jim Clark. More recently, my wife and I attended the 50th commemoration at Duns and Chirnside church and village hall, driving up from Kent.

I will probably be one of many to point out that Jim lost his life at Hockenheim and not the Nürburgring as stated in your article. April 7, 1968, is etched in my mind. Like many on that day, I was at Brands Hatch for the BOAC 500 when the announcement came through.

The memorial clock at Chirnside proved troublesome over the years. After many attempts to keep it going, it now sits at 11.45am as a timely reminder. Thanks as ever for a great magazine. My wife and I intend to venture north in April; we'll drive the tour and visit the now much-improved museum.

BILL SHEWAN, VIA EMAIL

What a delightful read the latest Lunch With... feature on Hugh Chamberlain was. It brought back so many fond memories of Hugh, his merry team and in particular Will Hoy.

Hugh and Will not only played rugby for Royston RUFC, but ran a Sunday social side known as 'The Slippery Nipple'. Many a happy Sunday was spent running off Saturday's hangover and then retiring to the Black Horse pub for a few beers and good old sing-song!

I haven't seen Hugh for some time now, but he doesn't appear to have aged at all!

MARTIN TOMLINSON, DUXFORD, CAMBS

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F1 70

SEVEN DECADES OF FORMULA 1 RACING

THESE WERE THE TIMES OF OUR LIVES

F1 today is unrecognisable from its first World Championship race in 1950, which was covered in this magazine*. Since then, we've seen great drivers and teams come and go, political battles and mind-boggling technical advances. But for 70 years, F1 has remained the pinnacle of our sport. To mark this anniversary we asked the world's greatest motor racing writers to celebrate the world's greatest motor racing championship.

*You can read that report, plus dozens of others and a host of exclusive images, via our website, where we will be celebrating F1's 70-year anniversary all month.

1950s
DOUG NYE
Our finest historian goes back to where it all began, and the rise of Britain's unstoppable *garagistes*

1960s
NIGEL ROEBUCK
Esteemed F1 commentator on the significance of Clark, Moss, Gurney... and Sergeant Pepper

1970s
MAURICE HAMILTON
Fleet Street's finest observer of the sport on the fearsome rise of Bernie Ecclestone towards control of F1

1980s
PAUL FEARNLEY
Our own highly knowledgeable contributor on racing's 'superpower decade'

1990s
SIMON ARRON
F1 reporter and historian reflects on that Imola '94 weekend and the sad demise of the Lotus team

2000s
MARK HUGHES
Motor Sport's top-line F1 analyst considers politics, power plays and the fallout from 'Spygate'

2010s
ANDREW BENSON
The BBC's chief Formula 1 writer assesses Lewis Hamilton's mastery of the hybrid era

The 1950s

ON THE EDGE

Mike Hawthorn steers his Ferrari at Spa in 1958

Fangio built his legacy, Alfa flourished, and a fleeting, game-changing Mercedes return led to battle with Ferrari. **Doug Nye** looks at how F1 came back from the brink to thrive

Just bear with me a moment, and think back to 2010. Nineteen grand prix races to decide the Formula 1 titles, and Sebastian Vettel and Red Bull-Renault wound up as World Champions.

For anyone over 35 that will seem merely an eye-blink ago. Well, imagine yourself back into 1959, Jack Brabham and the Cooper Car Company having just won their first F1 World Championship titles, and the entire decade of the '50s would have seemed just as brief then, as 2010-19 might feel to you now.

And what a decade of racing the '50s was. F1 itself had withered and effectively died by the Spring of 1952. It had become so feeble, so uncompetitive, that the major European race promoters strong-armed the governing FIA into awarding their World Championship titles for unsupercharged 2-litre Formula 2 instead. The result was two seasons of grand prix racing which proved barely as competitive up front as even enfeebled F1 might have provided - but at least starting grids were full.

Racing had been revived in Europe after World War II on what was effectively a run-what-you-brung Formule Libre basis. The great pre-war German factory teams of Mercedes-Benz and Auto Union had been consigned to history after the devastation of war.

Pre-war, the accepted governing body of global motor sport had been the AIACR - the Association Internationale des Automobile Clubs Reconnus - based in Paris where it had been created in 1904. Following WWII, authority was invested in the descendant Federation International de l'Automobile, today the FIA. Delegates then formalised Formula A, or Formula 1, in 1948.

The last pre-war grand prix formula had sought to equalise competition between supercharged and non-supercharged cars by restricting the former to a 3-litre engine capacity - the latter to 4.5-litre. A sliding scale of minimum permitted weight was also applied, relative to specific engine size. A float of pre-war non-supercharged 4.5-litre designs was pulled out from storage and revived, and racing resumed. What confronted them was a similarly pre-war generation of surviving 1.5-litre supercharged *voiturette* cars, mainly from Maserati but most notably from the Alfa Romeo factory, plus an array of British ERAs and one or two optimistic post-war designs, such as Geoffrey Taylor's British Alta. Initially, post-war racing was so pre-war in character that even hard crash helmets were not made compulsory until after Luigi Fagioli's fatal accident at Monaco in 1952.

Premier-league F1 racing thus found its feet in still-shattered and austere Europe through 1948-49. The works Alfa Romeo Alfettas dominated the former season, but the Milan company took a sabbatical on cost grounds through 1949 - exacerbated by the deaths of two great works team drivers, Jean-Pierre Wimille and Count Carlo Felice Trossi.

In 1950, enthusiastic Alfa Romeo backers funded an Alfa Corse works team's return to racing. With its formidable, if elderly, new driver team of 'The Three Fs' - Farina, Fagioli and Argentina new boy Juan Manuel Fangio - they put emergent Ferrari in its place. But with Ferrari's chief engineer Aurelio Lampredi abandoning the supercharged 1½-litre engine option for first 3.3-litre, then ultimately full 4.5-litre unsupercharged V12 engines - the writing was on the wall for Alfa Romeo.

Through 1951, the magnificent old straight-eight supercharged Alfetta, originally designed in 1937, was reaching the limit of reliable development. In seeking maximum power output, its supercharged fuel consumption soared. Races could be won on a tortoise-and-hare basis by intelligent driving (from the veteran Louis Chiron) and by a steady, reliable, economical 4½-litre straight-six Talbot-Lago *camion*. While the French cars trundled reliably round, the Alfettas would sprint madly, stop to refuel and change stripped tyres, then sprint again madly. Usually, their performance advantage was so great the Talbot 'trick' would fail. But Lampredi's new



Above: Streamlined Mercs proved inspired in '54
Below: Brabham's rise came alongside Cooper





Fangio celebrates his 1956 British GP win at Silverstone

Moss and Fangio go head-to-head at Aintree in 1955 during a period of constant car evolution

1950s as it happened

1950 World Championship for drivers begins at Silverstone on May 13. Alfa Romeo wins every qualifying race bar the anomalous Indy 500. Farina takes drivers' title.

1951 González scores Ferrari's first WC victory at Silverstone. Alfa on top, but champion Fangio's Spanish GP win remains its most recent as a works team.

1952 The championship is run for F2 cars. Ascari and Ferrari dominate.

1953 Second and final year of F2 era. Ascari is champion once more – and remains the last Italian to win the title.

1954 Fangio starts season in a Maserati 250F, then switches to GP returnee (but WC newcomer) Mercedes from France onwards and storms to second title.

1955 Moss joins Fangio at Mercedes and registers a maiden WC GP victory at Aintree, though Fangio is champion again. Mercedes pulls out of racing at the season's end after the Le Mans disaster.

1956 Fangio switches to Ferrari – an uneasy alliance, but not sufficiently so to interrupt his run of titles.

1957 Back in a Maserati 250F, Fangio is crowned for a fifth time. Vanwall becomes the first British constructor to win a WC GP, courtesy of Moss and Brooks at Aintree.

1958 Hawthorn's consistency makes him Britain's first World Champion, having won just one race. Moss scores first WC GP win for a rear-engined car. Vanwall wins the newly minted championship for constructors.

1959 Jack Brabham (Cooper) becomes first driver to win title in rear-engined car.



Ascari dominated the F2 era, pictured on his way to victory for Ferrari at Spa in 1952

BERNARD CAHIER//GETTY IMAGES, KLEMANTASKI COLLECTION

"Straining Alfettas had become virtual hand grenades with the pin ever willing to fall out"

non-supercharged Ferrari V12s could almost match Alfa power and, once reliable, they won on muscle and stamina, against straining Alfettas which had become virtual hand grenades with the pin ever willing to fall out.

Alfa Corse's Farina became the first F1 World Champion in 1950, and it just about staved off Ferrari late in the 1951 season so Fangio could clinch F1's second world title.

By that time, the unsupercharged Talbot-Lago T26C was another ageing design - and so was Italy's other *vetturetta*-derived contender, the 1½-litre supercharged Maserati 4CLT. Another contender was the new-fangled - and unrealistically ambitious - British BRM P15, with its two-stage supercharged V16 design. BRM and its industrial backers - directed by the British Motor Racing Research Trust - outstripped their joint development budget. The on-site management's dilettante attitude and vulnerability towards the theatrical over common sense fatally undermined that British project. Then Alfa Corse withdrew from grand prix racing, leaving only Ferrari and BRM with supposedly up-to-date F1 cars.

European race organisers opted to run their grands prix for well-supported Formula 2 instead. The V16's game was then up when the BRDC's Desmond Scannell and Earl Howe told BRM's dismayed backers that their home British Grand Prix would run to 2-litre non-supercharged F2 rules.

Non-championship F1 racing would splutter on irrelevantly through 1951-52 - but it was F2 cars which took the glory. Alberto Ascari became the first man to win back-to-back titles in his four-cylinder Ferrari 500s, winning 13 times through 1952 followed by seven more in 1953.

In England, post-war austerity and rationing through the 1940s into the early 1950s was more intense and difficult to endure than during the war years. Pre-war bred

The famous late duel between Fangio and Hawthorn at Reims in 1953

racers such as Geoffrey Taylor, George Abecassis and John Heath decided to ignore such truths and "just go racing". Taylor built his Alta cars and engines. Abby and Heath campaigned their Altas before the latter built his own HW and HWM specials, powered by Alta engines. HWM carved a tremendous reputation as underdogs challenging a European elite, and George Abecassis had an especially adept eye for spotting and promoting new driver talent. Lance Macklin, Stirling Moss and later Peter Collins burst upon the scene as HWM drivers.

Those arch racing pragmatists, father Charles and son John Cooper, were based barely five miles from HWM's Walton-on-Thames workshops in Surbiton. Having founded their rapidly growing specialist racing car business upon 500cc motor-cycle engined cars, for a schoolroom racing class formalised in 1950 as International Formula 3, the Coopers watched HWM's early enterprise as part of the European road racing circus with growing interest. Big-engined F3-based 1000cc Coopers dipped into big-time races, including the Monaco Grand Prix. And for 1952 a chassis design with water-cooled four-cylinder Alta and six-cylinder Bristol engines mounted ahead of the driver carried Cooper into F2. Mike Hawthorn excelled in his Bob Chase-owned Cooper-Bristol, caught Mr Ferrari's eye, and joined the Maranello works team for 1953. When Hawthorn beat Fangio's works Maserati to win the 1953 Grand Prix de l'ACF at Reims-Gueux, 'The Farnham Flyer' was emulating Dick Seaman's success for Mercedes-Benz in the German GP of 1938.

Other Brits had blood in their eye. Building magnate Kenneth McAlpine had funded Rodney Clark and Mike Oliver in their Connaught programme to build first Lea-Francis-engined sports and F2 cars and, from 1954, Alta-engined new-F1 cars. Then there was millionaire bearings manufacturer Tony Vandervell, an early backer of the cooperative BRM V16 project, who wanted to see a green car beat "those bloody red cars". Such ambition did not prevent him from supplying Mr Ferrari with the Thin-Wall bearings that made his V12 and four-cylinder engines truly reliable. Nor did it prevent Vandervell from buying an F1 Ferrari to give BRM's men real racing experience. But when his own company's in-house inspectors found he had been sold a cobbled-up car built from largely used parts, his resolve to produce a winning British-built grand prix car ignited. Vandervell liked and admired the Coopers. He got it to design him a single-seat chassis with a Vandervell engine installed, which was derived from a mix of Rolls-Royce and Norton.



The Alfas for the 'Three Fs' of Fangio, Fagioli and Farina parked at Silverstone in 1950

It was intended to be a 2-litre F2 entry in 1953 but was delayed until the FIA's first new formula took effect for 1954. The supercharged option was diminished, and non-supercharged engines of up to 2.5-litres capacity were instead encouraged. This formula would outlive the '50s and apply until the end of 1960.

Ferrari, being relatively underfunded into 1954, hoped enlarged versions of his 2-litre Ferrari 500 four-cylinder design would remain competitive. They emerged as the Ferrari 625 and won on occasion, but could never match the new elephant in the room – Mercedes-Benz of Germany bursting back



"Ferrari could never match the elephant in the room – Mercedes bursting back upon the scene"

upon the scene. Worse for Ferrari self-esteem, it could not really compete with the resurgent new 250F series of six-cylinder F1 cars from Maserati, just round the corner in their shared home town of Modena.

Fangio led the Maserati team but had promised himself to Mercedes-Benz whenever its new cars might be ready. That momentous day dawned as practice began for the 1954 GP de l'ACF at Reims. Mercedes transporters disgorged three gleaming new silver W196 2.5-litre straight-eight engined *Stromlinienwagen* cars. The performance standards of F1 changed overnight. Fangio had won GPs for Maserati starting that season, and he won more for Mercedes to end it as World Champion, for the second time.

Despite a hiccup second time out in the 1954 British GP at Silverstone, when José Froilán González and his Ferrari 625 out-performed the W196s fair and square, and when misfortune crippled Mercedes at Barcelona '54 and Monaco '55, German might would prevail to the end of '55. Fangio took his third world title in the silver cars. The Stuttgart manufacturer also dominated the FIA Sports Car World Championship, but bowed out of racing at year's end. It had made its point – and returned post-war Germany to the motor racing domination of its Third Reich predecessor between 1934-39.

But what had become of that other pre-war power, France? After the demise of the Talbot-Lagos, the handy little Simca-Gordinis and subsequent Gordinis performed Formula 2 wonders through the early 1950s, only to run out of money and vacate the scene. As did Connaught, come 1957. But not before 1955's Syracuse GP in which young dental student Tony Brooks had made his name by using his B-Type Connaught to demolish Maserati hopes in a home-soil turnaround.

But it was left to Old Man Vandervell and his uncompromising win-or-bust approach which meant his original-series Cooper-chassised F1 cars of 1954-55 were replaced by a startling new British Racing Green teardrop car for 1956. New technical star Colin Chapman of Lotus fame created the chassis, the body designed by aerodynamicist Frank Costin. Moss drove the new car upon its debut and won the 1956 BRDC International Trophy race at Silverstone. The cars proved too green to succeed at frontline F1 level, and Fangio won his fourth world title driving Lancia-Ferrari V8s for Maranello's Old Man – despite personal animosity between them. Maserati then picked up Fangio's matchless services for 1957, and his fifth world title ensued – though Moss, Brooks, Stuart Lewis-Evans and the rapidly-developing Vanwall made the Italian teams sweat. The Vanwall breakthrough was made on home soil on July 20, 1957, with Moss and Brooks sharing the race-winning Vanwall.

Change was then imminent. The FIA, under pressure from the sponsoring fuel companies, banned alcohol-laced fuel brews for 1958-60. Also, the minimum World Championship race duration and distance was slashed from three hours to two and from 500kms (310 miles) to 300kms (186 miles).

Fuel tankage could be smaller, so cars could be smaller, lighter, more nimble. A new 1500cc F2 class had been heralded for 1957-60, preceded (in Britain) by some dress rehearsal races. Cooper Cars had taken its basic F3 rear-engined recipe and instead fitted a rear- ➲

AFP VIA GETTY IMAGES, KLEMANTASKI COLLECTION



Giuseppe 'Nino' Farina is surrounded by the Silverstone crowd after winning the British GP in May 1950

"Doing the right thing had cost Moss his best chance of winning the title that would elude him"

mounted water-cooled Coventry Climax four-cylinder in its 1955 centre-seat 'Bobtail' sports car design. For the new F2, an open-wheeled slipper-bodied version emerged as the Cooper T41. Driven by Roy Salvadori, Jack Brabham and Tony Brooks, the cars showed great speed and agility. In 1957 Salvadori suggested a larger-engined spec could be competitive at Monaco. Privateer Rob Walker funded such a car, and Jack Brabham ran third in the 1957 race until his car's magneto bracket broke and the engine died. He pushed it across the finish line for sixth. Cooper-Climax was up and running in F2.

At the start of the new rules in 1958, the last-minute organisation of an Argentine GP featured Moss driving the Walker team's 1.96-litre Cooper-Climax. He outfoxed Ferrari and won! Maserati had withdrawn, funding exhausted. Ferrari stood alone for Italy. That classic season was driven by drama and tragedy. Luigi Musso, Collins and Lewis-Evans all crashed fatally in grand prix races. Moss and Brooks split wins for Vanwall, and Hawthorn emerged as the first British World Champion - driving for Ferrari - winning by one point. In effect, he could have lost that point and more, had he been disqualified from the year's Portuguese GP for driving against race direction on the pavement after a spin. Moss pleaded for clemency on his rival's behalf. Mike's points stood, and doing the right thing had cost Stirling his best chance of winning the title that would elude him...

Through 1958 both rear-engined Coopers and front-engined, ultra-light (ultra-fragile) Chapman-designed Lotus F1 cars used 2.2-litre interim Climax four-cylinder engines. Maurice Trintignant won another Monaco GP in the Walker Cooper-Climax with 2017cc FPF engine, two in a row for Cooper following Moss's Argentine success. But the little cars were out-powered for the rest of that year. Rather more significantly, the newly-inaugurated F1 constructors' world title fell not to Ferrari, but Vanwall. Having achieved his ambition - and seared by the death of his young driver Lewis-Evans in the deciding Moroccan GP - Vandervell withdrew from grand prix racing.

The head of Coventry Climax, Leonard Lee, meanwhile authorised production of full 2½-litre FPF racing engines to supply Cooper, Lotus and other customers in 1959. The new rear-engined cars with serious horsepower and torque confronted the front-engined V6 Ferrari Dino 246s, the four-cylinder BRM Type 25s and the new Aston Martin DBR4/250s.

That final 1959 season opened at Monaco, and Jack Brabham won for Cooper-Climax. In the Dutch GP, Jo Bonnier won for BRM in its powerful and good-handling front-engined Type 25, whose form had shown consistent improvement through 1958. At Reims for the GP de l'ACF, Brooks blasted everyone into the cornfields in his front-engined works Ferrari Dino 246 V6. The British GP at Aintree was 'Black Jack's again for Cooper-Climax. The weird two-Heat German GP at AVUS Berlin fell to Brooks and Ferrari.

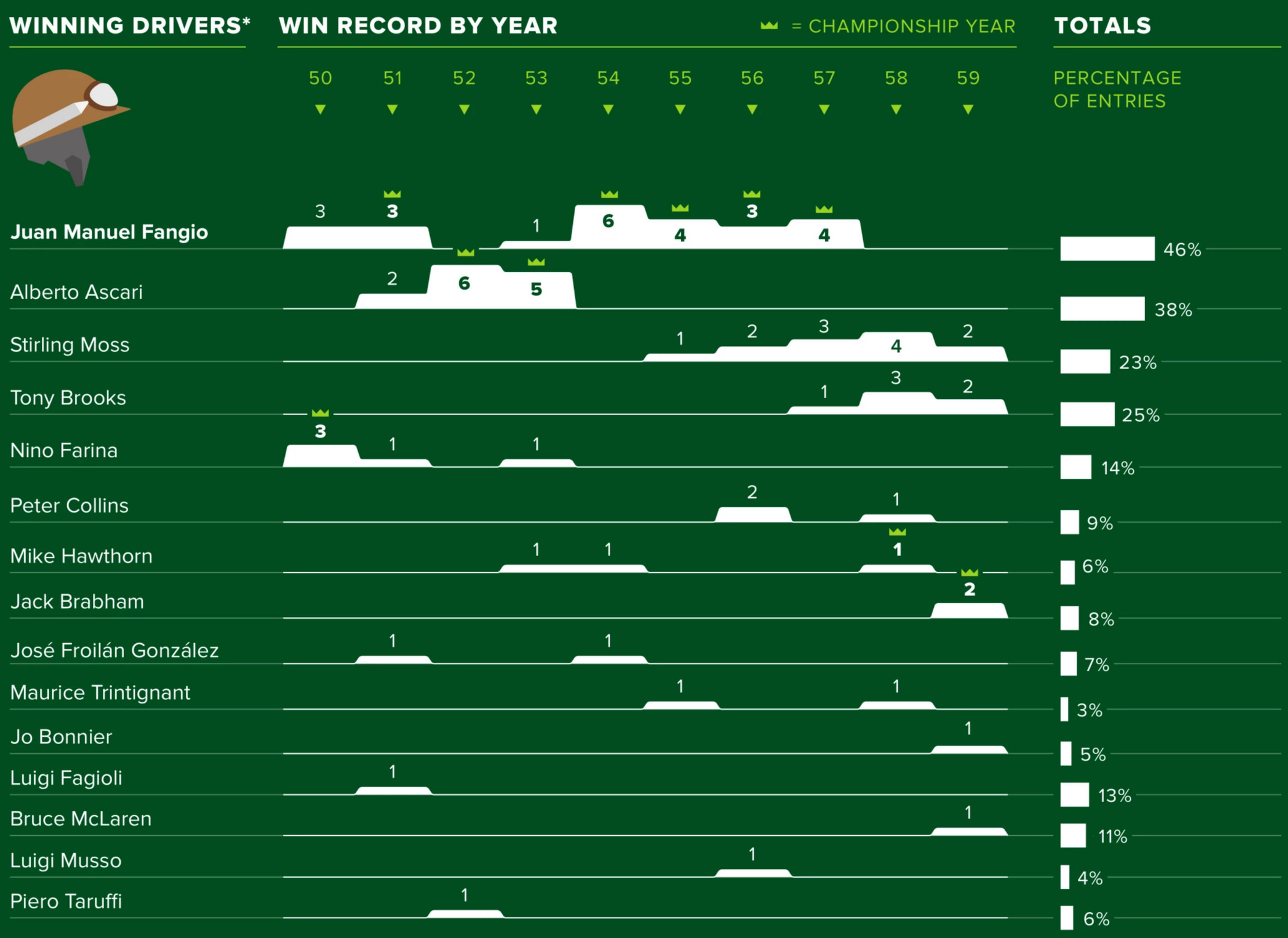
The 1959 Portuguese GP at Lisbon had Moss match that hat-trick performance in Rob Walker's Cooper-Climax, and when he won the following Italian GP at Monza, Cooper-Climax had clinched the constructors'. For the second successive year, the British industry had created new dominance. And in the deciding new United States GP at Sebring, Brabham led his young works Cooper team-mate Bruce McLaren into the last lap - and ran out of fuel. Bruce became F1's youngest-yet GP winner, and Jack pushed his silent car across the finish line for fourth to become the 1950s' final World Champion.

And now we could look back over the decade. From small, agile, rear-engined, lightweight cars - to the lavishly hefty front-engined dinosaurs. The period ended with a pure racing chassis builder - using a proprietary engine and a modified Citroën production gearbox - taking over what had long been a toolroom-standard industry preserve. The *garagistes* prevailed, while cheerful practicality and lateral thinking hammered the final nails into the front-engined GP car's coffin. What a decade of racing that was... ○

BERNARD CAHIER/GETTY IMAGES

1950s

It was the decade of the ‘mon ami mates’ and Black Jack, but it was dominated by Fangio



*Additionally, winners of Indianapolis 500 received World Championship points from 1950-59:
1950 Johnnie Parsons, 1951 Lee Wallard, 1952 Troy Ruttman, 1953 & 1954 Bill Vokovich, 1955 Bob Sweikert, 1956 Pat Flaherty, 1957 Sam Hanks, 1958 Jimmy Bryan, 1959 Rodger Ward

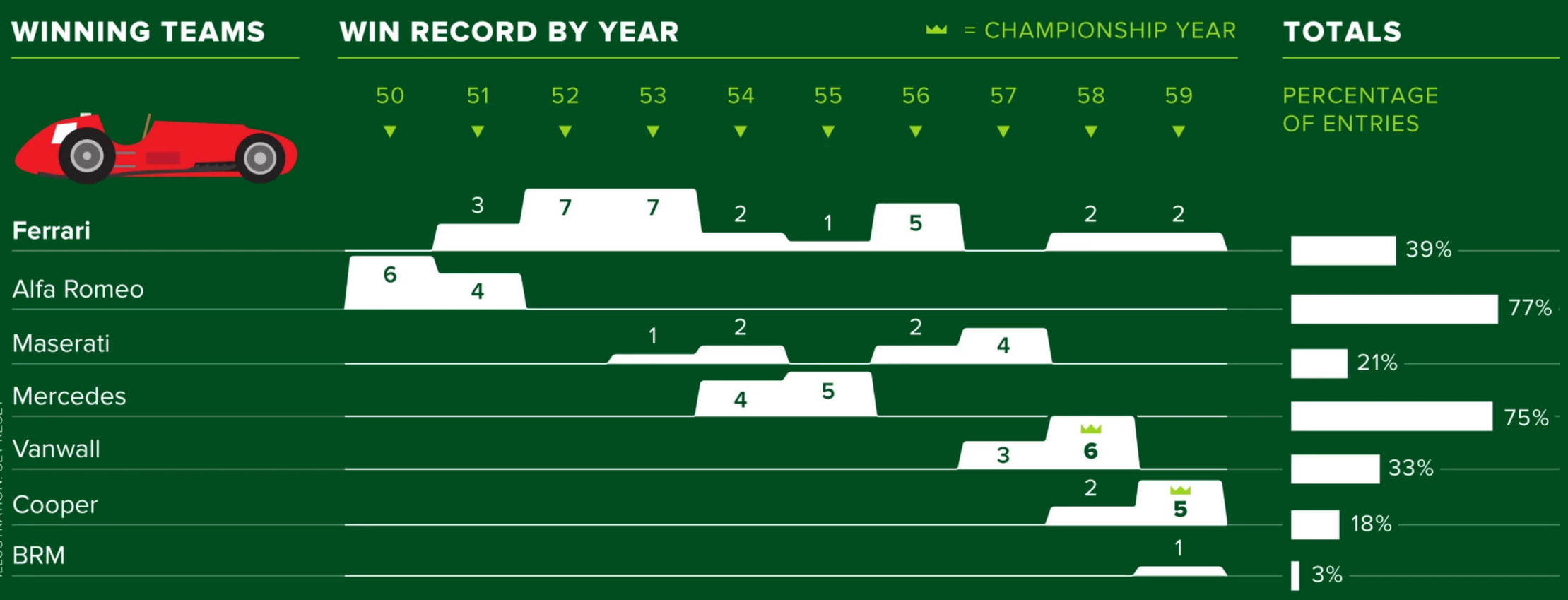


ILLUSTRATION: SET-RESET

Chris Amon's new Ferrari rear wing catches the eye in the paddock at Spa in 1968

F1 70

The 1960s

THE END OF INNOCENCE

F1 remained dangerous in the decade that swung. But as **Nigel Roebuck** recalls, it was also still a stylish – and simple – way of life for those with adventure in their hearts



Mario Andretti drives the red and gold Lotus 49B at Watkins Glen in '68 as F1 sponsorship grew

GETTY



The 1960s belonged to Jim Clark and Lotus, but his death in ’68 would rock F1 to its core



BERNARD CAHIER/GETTY IMAGES

Looking back, we were very spoiled in the 1960s. Whether it was the music or the movies – or the motor racing – there was a feeling of enchantment in the air. In a single month in 1967 I moved to London, bought *Sgt. Pepper* the day it was released, and saw Dan Gurney and AJ Foyt win the greatest Le Mans 24 Hours. Good times.

Not entirely, though. A couple of weeks beforehand, Ferrari's Lorenzo Bandini had died hideously at Monaco, trapped under his car when it caught fire following a crash at the chicane. This was the other side of the racing coin. If the cars of the day, shaped by designer's pen rather than wind tunnel, were a delight to the eye and the ear, thanks to a plethora of V12s, little attention was paid to driver safety. Carbon fibre was still way in the future. In the race that cost Bandini his life, only one driver, Jackie Stewart, went to the grid wearing seat belts.

Stewart had a bad accident at Spa in 1966 in which he hit a telephone pole at 170mph at the Masta Kink and had to be extracted from his BRM P261, receiving substandard assistance. Stewart then took it upon himself to change the whole thinking about safety, but he was long reviled for his campaigning. It was as if some believed it wasn't quite manly, somehow. As it is, every driver of the past 50 years is in his debt.

As the 1960s began, Formula 1 was radically changing. In 1960 Moss was victorious at Monaco in a Lotus 18; only four years earlier he had won there in a Maserati 250F.

John Cooper had swung a lamp over the future: the place for the engine was behind the driver, and even Enzo Ferrari, who had sworn to Cooper in 1959 he would never build a rear-engined car, produced one the following year. It made a single exploratory appearance, but it was the foundation of the shark-nosed cars that would dominate in 1961.

If the concept of the car was changing, F1 remained fundamentally simple, as Cooper – in whose car Jack Brabham won the first World Championship of the decade – recalled. "In those days 'sorting' a car meant getting gear ratios right and trying alternative roll bars. Sometimes we'd play with different wheel off-sets and so on, but that was about it!

"Formula 1 was pretty cheap then. We'd build a chassis for £3000, a whole car for four grand. Like most teams, we used Climax engines, which were £1250 apiece, and we'd do at least two race weekends without stripping them down. So far as 'sponsorship' was concerned, in 1960 we got £10,000 from Esso, a couple of thousand from Dunlop, a grand from Champion, and that was the lot." We are ▶

talking, of course, of a dozen years before Bernie Ecclestone took over F1, founding FOCA (the Formula One Constructors Association), which - although the word ordinarily made him quake - unionised the teams, on whose behalf Ecclestone dealt with race organisers.

"Bernie made a lot of people rich, didn't he?" Cooper smiled. "In a way, we could have done with him in those days - but, then again, it was when the big money arrived that the fun started to go out of it.

"We used to negotiate individually with each race organiser and, in our case, the 'starting money' was around £1000 a car, which was split 50-50 between team and driver. First prize money in a grand prix was always about a grand, of which the mechanics would get 10 per cent. We'd take only two or three to the races, and they had to drive the transporter and everything, then come back and rebuild the cars! They didn't have it easy, those boys..."

If Cooper dominated 1960, Ferrari swept all before it the following year, in which Giancarlo Baghetti became the only driver to win on his grand prix debut, doing so at Reims. There and elsewhere, the team's power advantage was such that only at Monaco and the Nürburgring could the genius of Moss defeat them.

Stirling thinks Monaco 1961 was his greatest drive, aboard the Rob Walker Racing Lotus 18, and the raw statistics of that race beggar belief. His pole time was 1min 39.1sec, and in the race - 100 laps back in the day - his average lap time was 1min 39.5sec. Towards the end, still under pressure from Ferrari, he lapped almost *three seconds* inside his qualifying time! 'Mr Motor Racing' they christened him, and they were right.

If today driver contracts can take months to finalise, life was simpler then: "Stirling and I never had a contract," said team owner Rob Walker, "just a handshake at the beginning of every season."

Assuredly Moss, who raced virtually every weekend of the season, earned more than his rivals.

"My best year was 1961 when I made £28,000 - about the same as a top lawyer. Mind you, I had to pay my own expenses out of that - I paid tax on about eight grand."

The others, said Phil Hill, were nowhere near that. "Stirling was savvier than the rest of us. In all my years at Ferrari, my road cars were Peugeots! Whatever else, no one could be accused of doing it for the money, because there wasn't any. And in the same way, safety was never discussed - because there wasn't any of that, either!

"There was more fun back then, but there was a flip side, too. You had people on the outside posing these questions: 'How can you do this? Your friends are dying, and yet still you do this...' In that respect, it was little different from wartime."

In 1961, Hill's win at Monza clinched his World Championship, but that same day Wolfgang von Trips, his Ferrari team-mate and rival for the title, was killed in an accident which also took the lives of 14 spectators. If that seems scarcely believable today, track safety was primitive, with trees in abundance, barriers and run-off areas unknown.

"Stirling thinks Monaco 1961 was his greatest drive, and the raw statistics of that race beggar belief"

Invariably, drivers travelled together on commercial flights, further strengthening the sense of camaraderie that then existed, not least because life was tenuous. In the course of the 1960s, 17 top drivers died at the wheel.

In 1962, Moss came within an ace of being among their number. For reasons never clearly established, his Lotus crashed at Goodwood on Easter Monday and, although he ultimately recovered from devastating injuries, at 32 his career was over. The torch passed - as it always must - to Jim Clark. Whenever one thinks back to the 1960s, it is he who first comes to mind.

"Like Fangio and Moss," said Stewart, "Jimmy was the best of his generation - and he never knew how good he was..." Perhaps the statistic that says most about Clark is that only once did he finish second in a grand prix. As he scaled the heights, so did Lotus - the only team he ever drove for. Sometimes there was a challenge from such as John Surtees, Graham Hill or Dan Gurney, but usually, Jimmy was in a race on his own. World Champion in 1963, he won the title again in 1965, clinching it in August with his sixth win, at the Nürburgring.

That race was the seventh of the year, but Clark had missed Monaco. He was at Indianapolis that weekend, winning the 500. "Made him very happy, that did," a Lotus man chuckled. "The car won $166,000 (£127,209), and Jim got a good chunk of it - when Colin [Chapman] was paying him eight grand a year for Formula 1..."

The best on Earth he may have been, yet Clark remained a shy and modest man. There were no motorhomes to hide in, and when I walked into the Silverstone paddock one morning in 1965 (for a couple of quid you could buy a pass) he was the first person I saw. After signing my programme, he started chatting: "Was this my first grand prix?" No need for a 'Fan Experience' in those days. As well as that, because there was little TV coverage, the drivers retained an exotic, mysterious quality. Beyond a few words over a circuit's PA system, you never heard the voices of Jochen Rindt or Pedro Rodríguez, much less saw them playing infantile games for the camera.

There was a romance about that era, and it came in part from a continuing sense of history, with grands prix still run at traditional theatres of battle such as Spa, the Nürburgring and Rouen Les Essarts. Save at Monaco, the word 'chicane' was as good as unknown.

Through the first half of the '60s, when the 1.5-litre formula was in force, the cars may have been small and underpowered, but they raced superbly: with downforce not yet thought of, a car's ultimate cornering speed was dependent on the delicate throttle ▶

BERNARD CAHIER/GETTY IMAGES

1960s as it happened

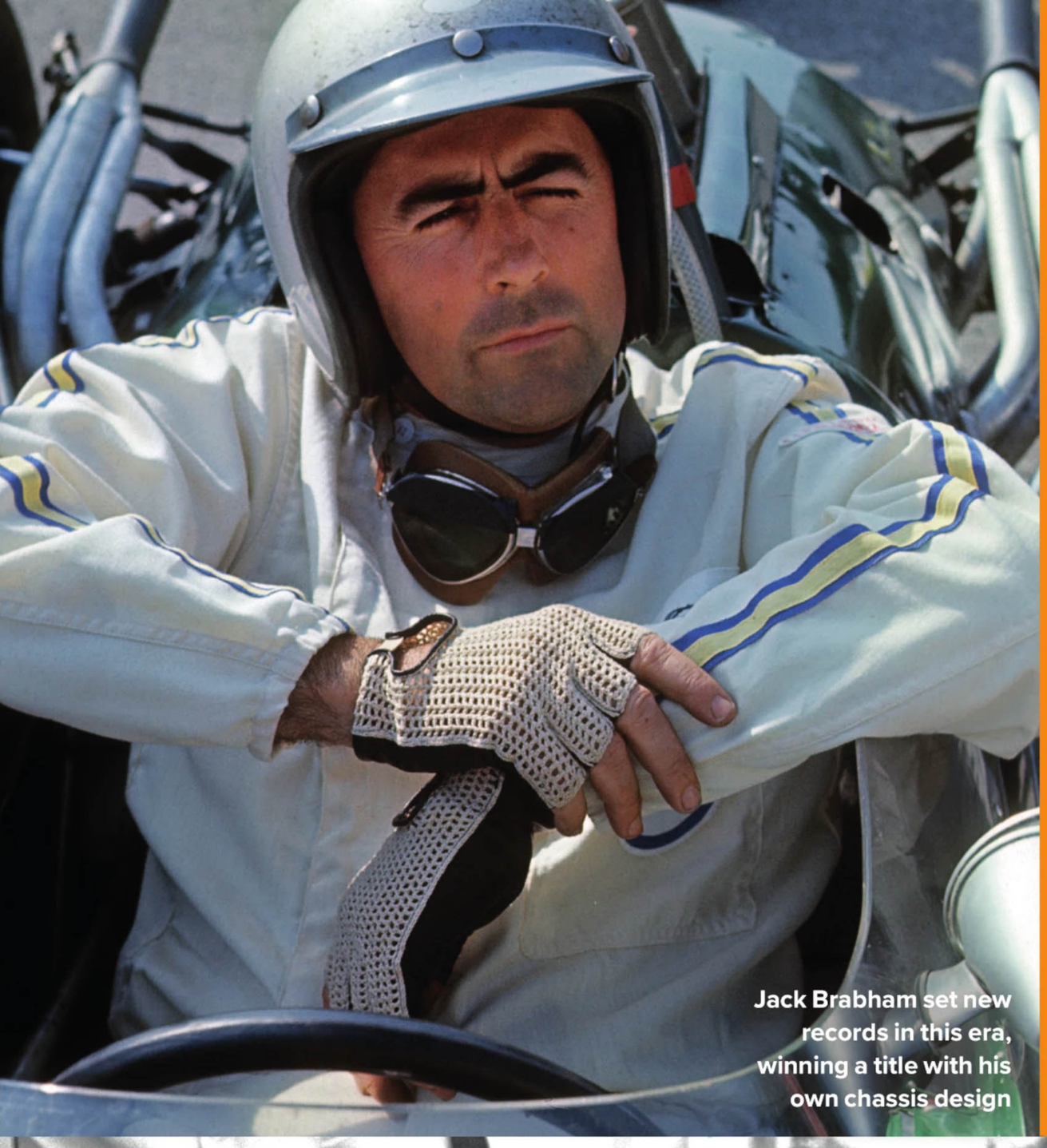
1960 Phil Hill (Ferrari 246) is last driver to win WCGP in front-engined car (at Monza, boycotted by leading UK-based teams on safety grounds). Brabham takes second title. Indy 500 makes final appearance on WC calendar.

1961 Race-winning driver now gets nine points; constructors do so in 1962. Ferrari on top for new 1.5-litre engine regs (forced induction banned) and Phil Hill becomes the first American World Champion.

1962 Ferrari fades, Colin Chapman shifts design goalposts with monocoque Lotus 25; Graham Hill clinches title in South African finale. Accident at Goodwood ends Moss's front-line career.

1963 Clark and Lotus dominate with seven wins from 10 grands prix.

1964 Clark set to be champion, but engine seizes in finale. Lorenzo Bandini cedes to John Surtees, who becomes first and only driver to win world titles on two wheels and four.



Jack Brabham set new records in this era, winning a title with his own chassis design



Battle for ’61 French GP victory goes to the wire; Giancarlo Baghetti (50) won



Graham Hill, here driving his BRM at Brands in ’64, would win two titles in the ’60s



Fettling a Ferrari 158: the 1.5-litre V8 marked F1's return to contention

1965 Clark skips the Monaco GP to win the Indy 500, but still clinches his second World Championship.

1966 ‘Return to Power’, with 3-litre engines (or 1.5-litre forced induction, with which nobody bothers). Brabham-Repco is the car to beat; Jack Brabham becomes the first driver to win the title in a chassis bearing his own name.

1967 Cosworth DFV appears for the first time in Lotus’s 49, but patchy reliability blunts the team’s challenge. Denny Hulme succeeds team-mate Brabham as champion.

1968 Graham Hill becomes the first DFV-powered champion, for the (Gold Leaf-branded) Lotus team left reeling by Clark death’s in an F2 accident.

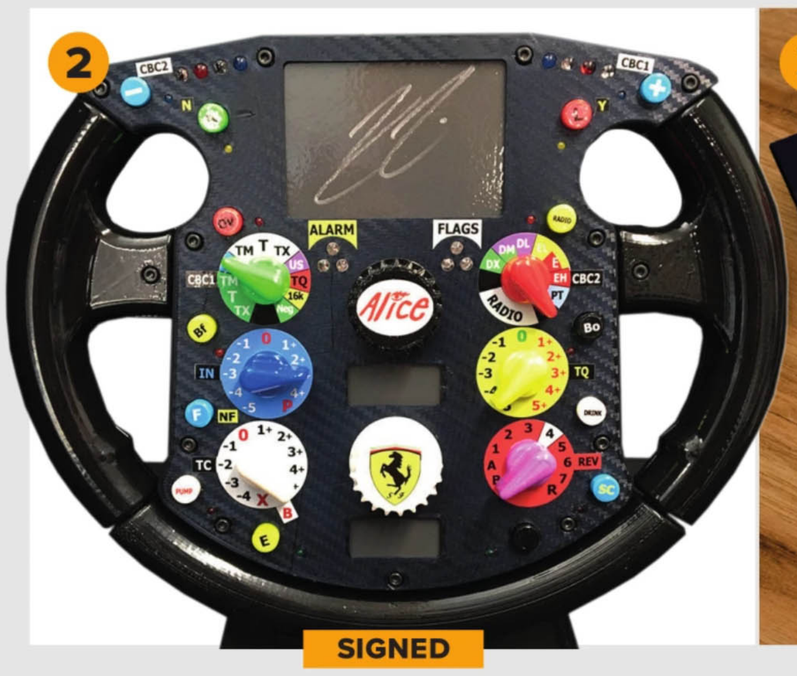
1969 His chances hampered by injury from the previous season, Jackie Stewart takes the title in a Matra run by old Formula 3 mentor Ken Tyrrell. Tall wings banned after a series of failures. Four-wheel drive isn’t new to F1, but it becomes a fad... briefly.

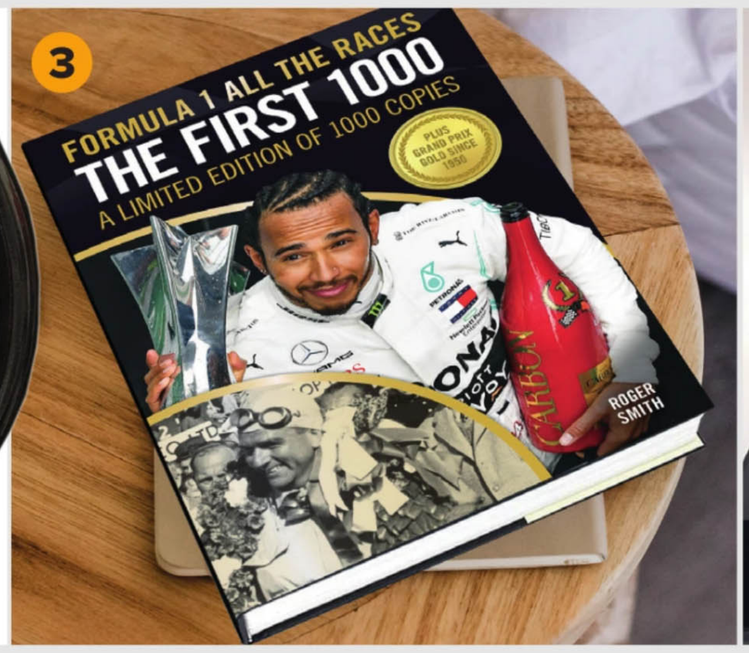
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control of the driver above all else. The 1966 season, trumpeted as 'The Return to Power', was the dawn of 3-litre F1, and it was welcome. Now the cars had more power than grip. With opposite lock evident, it was a fine time for spectators. Now in a car bearing his name, Brabham took his third World Championship.

The following season Ford came into F1 and changed everything. For years the company had toyed with the idea, but no one took it seriously. "In 1961," John Cooper remembered, "I met Lee Iacocca, the guru of the American motor industry, and said, 'I hear you might be coming into Formula 1'. 'No,' he said, 'Ford's not interested in Formula 1 - we're gonna go the whole hog on grand prix racing!' I didn't pursue it any further..."

Now Ford was bankrolling the greatest engine in F1 history, the Cosworth DFV V8. It made its debut at Zandvoort in the new Lotus 49. Clark, experiencing both for the first time, duly won. If Denny Hulme's ultra-reliable Brabham took the title, and the 'twelves' - from Ferrari, BRM, Honda, and (Eagle) Weslake - still had their days in the sun, Keith Duckworth's masterpiece set new standards.

Ken Tyrrell, then running a Formula 2 team, had thoughts of moving up, and that first victory for the DFV made up his mind.

"I flew to Zandvoort for the day to watch, and it was clear that the DFV was the *only* engine in the race - if you wanted to do F1 in the future, this was what you had to have."

In 1967, only Lotus had the DFV, and Chapman was livid when Ford subsequently made it generally available the following year. Like Bruce McLaren, Tyrrell was an immediate customer: running a Matra for Stewart as his fledgeling team won three races in 1968.

"You went to Northampton," said Ken, "you gave them £7500, and you came away with an engine that could win you the next race - and it continued like that for years. Almost impossible to believe, but that's how it was."

Stewart said: "Being available to anyone, the DFV meant that most of us had the same horsepower, so it couldn't have been more different from today. It brought F1 to a level it had never reached previously - and that I don't think it has ever reached since." For 17 consecutive seasons, it would win grands prix, with a final tally of 155 victories.

In the 1960s, the life of a grand prix driver was very different from the modern-day. There may have been fewer *Grandes Epreuves*, anything between eight and 11, but non-championship races abounded. Additionally, not least to supplement their incomes, drivers competed in various F2 and sports car races. Hence life could be busy. In August 1967, F1 made its first visit to Canada, where Brabham won. Having collected his cheque ($10,575), Jack - together with Rindt, Stewart, Hill and Chris Irwin - then dashed away for a 'red eye' flight to make the Bank Holiday F2 race at Brands Hatch. They were graciously allowed a practice session in the morning, after which Rindt won, with Stewart second. In 1967, who needed sleep?

I always think of it as F1's last simple year. For one thing, downforce entered the paddock vocabulary for the first time the following season. At Spa, Chris Amon's Ferrari arrived with a tiny rear wing - and took pole position by four seconds. "I couldn't help but wonder," Amon said with some prescience, "what can of worms we were opening here..."

It was in 1968 that commercial sponsorship made its entrance. At Kyalami, Clark's victorious Lotus was in traditional green and yellow, but by the next grand prix, Jarama, the livery of Graham Hill's winning car was the red and gold of a Player's cigarette packet.

Purists didn't like it, but on their minds was a more visceral shock: Clark, the *grand seigneur*, was gone, killed in an F2 race at Hockenheim. On the grid at Silverstone's

"I couldn't help but wonder what can of worms we were opening with downforce"



GETTY

Stirling Moss considered his '61 Monaco GP victory the finest of his career

International Trophy, the drivers observed a minute's silence in his memory. The impact of the loss of Clark was profound.

"People used to get killed quite often back then," said Amon, "and of course there was always grief, but the loss of Jimmy had another dimension to it - if it could happen to him, what chance did the rest of us have? At Jarama, I was on pole, but all I could think of was a grand prix without Jimmy Clark. We all felt we'd lost our leader."

At the time of his death, Clark was about to return to Scotland, having spent a year in Parisian tax exile, unusual when drivers earned thousands rather than millions, but understandable given the high-income tax regime of Harold Wilson's Britain.

Stewart, indeed, had gone further, buying a house in Switzerland and putting down roots. "It had occurred to me," Jackie said, "that, nine weekends out of 10, I was risking my life for the Chancellor of the Exchequer..."

Stewart became the man to beat. Although narrowly beaten to the championship by Hill, in appalling conditions at the Nürburgring Stewart won by an astonishing four minutes, and the following year cantered to the title in what would become his favourite car, the Matra MS80.

By now his main opposition came invariably from Rindt, and at the 1969 British Grand Prix the pair of them put on a battle for the ages.

"There was as good as no difference between Jochen and me," said Stewart, "and it was the same with our cars. The great thing about racing in that era was that it was hard, but also clean. There was no weaving or blocking - we didn't mess around with any of that stuff; apart from anything else, if we had, obviously the others would have got closer, wouldn't they? At Silverstone, we overtook each other umpteen times..."

At Monza, Stewart again beat Rindt's Lotus, this time by mere inches. The last championship of the 1960s was settled, a golden age in F1's history done and dusted.

Five years earlier, three British drivers - Clark, Hill, Surtees - had gone to the final race in Mexico to settle the championship. After Jim retired from the lead on the last lap, John took the title, Ferrari team-mate Bandini waving him by for the points he needed.

Earlier in that race, the Italian had accounted for Hill, ramming him at a hairpin. One hesitates to imagine the fall-out from such an incident in today's F1 - the World Championship was at stake, after all. But everyone, including Hill, knew that Bandini had simply made a mistake. Rather than rant, at Christmas Graham sent Lorenzo an LP of advanced driving lessons...

A more violent time it may have been, but a more stylish and generous one it undoubtedly was.

"Rather than rant, at Christmas Graham sent Lorenzo an LP of advanced driving lessons..."



BERNARD CAHIER/GETTY IMAGES

1960s

Jim Clark and Lotus starred in what many still regard as racing's golden age

WINNING DRIVERS*



WIN RECORD BY YEAR

= CHAMPIONSHIP YEAR

TOTALS

PERCENTAGE OF ENTRIES

	60	61	62	63	64	65	66	67	68	69	
Jim Clark			3	**7**	3	**6**	1	**4**	1		34%
Graham Hill			**4**	2	2	2			**3**	1	14%
Jack Brabham	**5**						**4**	2		**6**	12%
Jackie Stewart					1	1			3		22%
John Surtees		1	**2**			2	1	**2**			7%
Denny Hulme								2	2	1	10%
Dan Gurney			1	2			1				5%
Stirling Moss	2	2	**2**								25%
Phil Hill	1	**2**									7%
Jacky Ickx									1	2	13%
Bruce McLaren	1		1						1		3%
Wolfgang von Trips		2									13%
Giancarlo Baghetti	1										4%
Lorenzo Bandini				1							2%
Richie Ginther					1						2%
Innes Ireland	1										2%
Jochen Rindt										1	2%
Pedro Rodríguez								1			3%
Ludovico Scarfiotti							1				8%
Jo Siffert									1		1%

*Additionally Jim Rathmann, the winner of Indianapolis 500, received World Championship points in 1960

WINNING TEAMS



WIN RECORD BY YEAR

= CHAMPIONSHIP YEAR

TOTALS

PERCENTAGE OF ENTRIES

	60	61	62	63	64	65	66	67	68	69	
Lotus	2	3	3	**7**	3	**6**	1	**4**	**5**	2	37%
Ferrari	1	**5**		1	**3**		2		1		15%
Brabham					2		**4**	**4**		2	16%
BRM			**4**	2	2	3	1				12%
Cooper	**6**		1				1	1		**6**	10%
Matra									3		36%
McLaren									**3**	1	11%
Honda						1		1			9%
Eagle								1			4%
Porsche			1								6%

ILLUSTRATION: SET-RESET

The 1970s

MONEY makes the *F1* world go ROUND

Almost everything changed as the commercial age kicked in – and as **Maurice Hamilton** discovered first-hand, a former used-car salesman quietly took the wheel

The ’78 season was dominated by Lotus as Andretti took the title, pictured here at Zandvoort

GETTY



"Drivers carried the unspoken belief that they had a high chance of dying in a race car"

Everything seems to be 'in transition'. Hardly a news story goes by without mention of the British Government, the Royal Family, Brexit, or even Formula 1 as it heads towards a major regulation change in 2021.

The words did not command such favour in the 1970s, but the 'process of change from one condition to another' (according to the Oxford Dictionary) meant grand prix racing went through a more profound evolution during this decade than arguably any other.

There was no pivotal point, no single moment which motor sport historians can earmark as the birth of a new era. But if you were to look for an event that typifies change, then the 1974 German Grand Prix carries many hallmarks of ongoing transformation.

The race fell just short of the halfway mark of the decade but defined its evolution. The German round was chosen to be the Grand Prix of Europe, an honorary title usually bestowed on an annual basis when and if the FIA saw fit. But the title was beginning to lose its grandeur. By 1974, five of the 15 grands prix were outside Europe, as was Brasília, which was one of three non-championship races. But the title retained its clout when linked with the Nürburgring Nordschleife, a giant of a track that continued to defy growing unease over its unnecessary risks.

Spa-Francorchamps in its original eight-mile form had gone. The final grand prix there in 1970 had defined the craziness that was accepted as the norm. Chasing Pedro Rodríguez in the leading BRM on the final lap of the Belgian Grand Prix, Chris Amon had steeled himself to take the Masta Kink flat. This was a 'kink' in name only, since it was - and remains, as you can see on the N68 today - a distinct left-right, with stout buildings on one side and a fish and chip shop waiting near the exit to batter the slightest misjudgement.

Amon later worked out that he went through Masta at 199mph. The folly associated with such a scary statistic is multiplied several times when you consider he did it in a March 701. Two decades later, he would look at this 'built to budget' aluminium chassis car. With sides low enough to completely expose the driver's shoulders, as well as a rudimentary rollover bar, no wonder Amon gently shook his head. "F***ing mad," he said quietly, before considering himself lucky to still be around to pass such a disturbing judgement, fashioned by time and reality.

Bruce McLaren had been killed while testing his Can-Am car just five days before

GETTY

1970s as it happened

1970 Points leader Jochen Rindt killed while practising for the Italian GP; he would become F1's only posthumous World Champion.

1971 In Tyrrell's first full campaign as a chassis manufacturer, the team and Stewart secure a title double – the only time Tyrrell will be the champion constructor.

1972 Aged 25, Emerson Fittipaldi becomes the youngest F1 champion. Stewart forced to rest because of a stomach ulcer, but he misses only the Belgian GP.

1973 Stewart decides early on to retire, but he keeps it quiet. He gets his third title at Monza but saves announcement until after the season. America would have been his 100th and final GP, but he withdraws after team-mate François Cevert's fatal accident during practice.

1974 Ferrari resurgent, but Clay Regazzoni loses out at the final race to Emerson Fittipaldi (now with McLaren, and the team's first World Champion).

The start of the ’70 South African GP at Kyalami: Brabham, Amon and Stewart lead the field



Rindt pictured at Monza in ’70, the scene of his fatal crash in practice

that race in Belgium. The day after Bruce’s memorial service, F1 people attended the funeral of Piers Courage following the Englishman’s fatal crash during the Dutch Grand Prix. The shocking catalogue would continue three months later when Jochen Rindt lost his life at Monza. By the end of 1971, the names of Rodríguez and Jo Siffert had been added to this terrible toll. It was no surprise that drivers carried the unspoken belief that they had a high chance of dying in a race car.

Following the loss of four grand prix drivers (not all in F1 cars) in 1968, there had been a grudging acceptance - thanks largely to the efforts of Jackie Stewart - that driver protection was a topic for the tabletop rather than under the carpet. And yet progress was slow and rudimentary due to the basic principle of the time: the show was more important than safety.

At the first grand prix of the decade in South Africa, a crash barrier was introduced to separate the Kyalami pitlane from the race track. A mere two tiers, this was considered radical and sufficient - the sort of attitude which meant F1 duly turned up at the Nürburgring to start practice on the first weekend of August 1974.

The Nordschleife had undergone a face-lift, enough to satisfy organisers Automobile Club von Deutschland (AvD) that it had tipped its cap to the question of risk. The drivers knew better than anyone that it was superficial. The cutting down of hedges here and there merely reduced lap time, as drivers could more clearly see the next myriad of corners. Nothing had been done to address the insurmountable task of marshalling such a monster throughout its 14-mile length. And that seemed to matter even less when 31 drivers, unable to resist the challenge, began to prepare for the 1974 grand prix by lapping the ’Ring as if there was no tomorrow.

Their goal had been set a few weeks before when Niki Lauda went around the Nordschleife in 6min 56sec. The fractions ◉

1975 Niki Lauda finally ends Ferrari’s title drought which stretched back to 1964.

1976 A film script on wheels. Early-season pace-setter Lauda is read the last rites after Germany accident, but is back five weeks later. He and James Hunt go the Fuji finale split by three points. Lauda pulls off early on, feeling the wet conditions are too dangerous. Hunt recovers from a puncture to win the title.

1977 Lauda back on top, then walks out on Ferrari once the title is secure. Renault introduces turbocharging to F1 from mid-season.

1978 Colin Chapman had started to rewrite the rules in ’77, with his ‘wing car’. The new Lotus 79 takes ground-effect principle further and Mario Andretti mops up, with team-mate Ronnie Peterson riding shotgun.

1979 Lotus falls back. Jody Scheckter and Gilles Villeneuve end the year first and second for Ferrari. Williams scores its first GP win (Clay Regazzoni, Silverstone) and so does the Renault turbo (Jean-Pierre Jabouille, Dijon).



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seemed irrelevant when hailing this smashing of the mystical seven-minute barrier. What's more, as the AvD was quick to point out, this had been achieved during a voluntary test session. Lauda privately acknowledged such madness, but his pragmatism, tempered by the demands of a first season with Ferrari, had yet to harden into ice-cold criticism. That came two years later, ironically just before the race that almost killed him. In 1974, it was business as usual, despite surroundings as perilous as they were evocative.

Such a heady mix of emotion was underpinning a weekend that became a foundation stone to my career as a writer. Seeking a route into motor sport journalism, I had befriended Gary Anderson at Monaco's Tip Top bar the previous May and explained I wished to write a feature on F1 mechanics. Ideally, I would be a fly on the wall during a race weekend, but the absence of proper media credentials would require the help and approval of his Brabham team. A nod from chief mechanic Bob Dance - followed by his assurance it could be sorted with the team's owner, Mr Bernard Ecclestone - and I was leaning on questionable skill as a plastic pipe salesman to blag my way into the Nürburgring paddock. Once inside, it was like stepping into motor sport Mecca.

This paddock was unique insofar as it was a purpose-built quadrangle with each team allocated at least one garage; unaccustomed luxury in 1974. Typically, Ecclestone was ahead of the game. He had bought an articulated truck, numbered in their hundreds for each European Grand Prix today. But 45 years ago, it was the vanguard of F1 transport as the rest made do with rigid-chassis lorries. Brabham's transporter had been a Trust House Forte exhibition vehicle in a previous life, bringing the unexpected proviso that a side door needed to be secured before the three Brabhams (two race cars plus a spare) and kit were loaded. Otherwise, the sag in the chassis frame would prevent this door from closing.

Ecclestone had gone further by hiring a two-berth caravan in which Stella Murray (Gordon's wife) could cook. Apart from the black John Player Lotus motorhome and a Marlboro unit, this was the only haven of team hospitality, even if it did mean mechanics and drivers (Carlos Reutemann and Carlos Pace) sitting happily on either a bench or stacked wheels, eating their plates of spaghetti.

I had been introduced to Ecclestone as Dance tentatively explained my mission. The story - my future - hung on what happened next. Bernie looked me up and down, touched my arm, nodded, and then moved off without saying a word. Talk about the Silent Seal of Approval. He had plenty to say to those who mattered, of course...

Transition applied to Ecclestone more than anyone else in the F1 paddock. The other team bosses were too busy going racing; a trait that Bernie was relying on as he weighed up the future and all its potential riches.

Ecclestone's acquisition of Brabham had brought direct experience of haphazard methods that did the teams no financial favours when dealing with race organisers on an individual basis, one team played off against another. The formation of the Formula 1 Constructors' Association (F1CA, later to become FOCA) was the first move towards collective bargaining. Ecclestone kindly offered to take care of the detailed negotiations that team owners such as Ken Tyrrell, Colin Chapman (Lotus) and Teddy Mayer (McLaren) had no time for. One leading light, however, was following ▶

"Team bosses were too busy going racing; a trait Bernie was relying on as he weighed up future riches"

GETTY

Scripted in Hollywood? James Hunt's '76 Fuji drive would produce one of F1's most famous titles

Lauda put the Ferrari 312 B3 on pole at the Nürburgring in ’74, but crashed out early

Gunnar Nilsson, ex-Lotus driver, sits and watches Andretti prepare for the ’78 British GP at Brands

Ecclestone's moves with a mix of bemusement and respect.

As a former barrister and a founding member of March, Max Mosley's sharp intellect brought an acute appreciation of the challenge ahead and Ecclestone's astute method of dealing with it. Together, they made a formidable team; the erudite lawyer and the streetwise former motor trader benefiting from each other's skillset.

The pair had tested the water at Monaco in 1972 by negotiating on the teams' behalf when the organisers, having agreed to allow 25 starters, suddenly decided to limit the number. Mosley and Ecclestone persuaded the teams to stand firm and work on the basis that paying spectators would indirectly apply pressure when faced with an empty track. No organiser had ever been put in such a position before, thanks to this blatant removal of the opportunity to divide and conquer. Twenty-five starters were duly allowed.

At the Nürburgring in 1974, as had been the case at every grand prix, each team's paddock and track passes were handed out at the organiser's whim. One month later at Monza, FOCA produced and distributed its own passes, thus instigating another stand-off that the teams would win thanks to being the weekend's principal players.

The momentum gathered further pace going into 1975 as Mosley and Ecclestone went to Brussels to negotiate the prize fund for the European races. They came face to face with Jean Marie Balestre who, as a successful businessman and president of the French Federation, was intent on showing fellow organisers and the FIA how to deal with these British upstarts. When Ecclestone and Mosley suddenly threatened to leave to catch an imaginary flight, Balestre could not prevent his associates, desperate to sort their budgets, relenting and accepting a demand for an increase in fees. Canada later refused to play ball, but the teams stood their ground and forced the race to be cancelled. The Canadians were furious - but impotent.

This set the tone for a confrontation that would run until the end of the decade and beyond, Mosley and Ecclestone gaining the upper hand in small steps. In terms of F1's overall structure, however, it was a giant stride into a very different world.

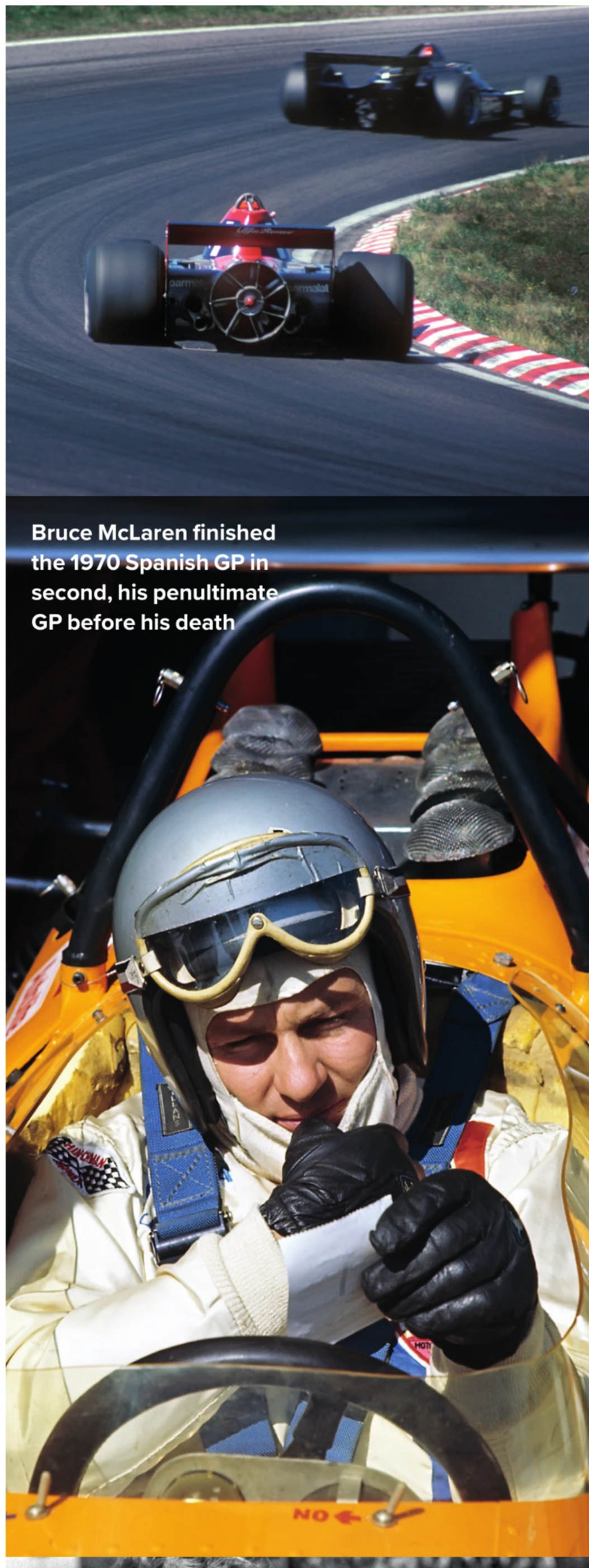
"The 1970s was a pivotal decade," recalls Mosley. "We wanted to expand the sport and increase its importance, but we kept coming across the militant old guard who wanted things to stay exactly as they had been in the days of Fangio. They failed to understand that everything must evolve and change, become more professional and modern, or else face the prospect of declining to the point where the money available is insufficient to maintain the sport."

Ecclestone was quick to realise that F1 could help maintain itself through revenue from television rights. The decade started with coverage limited to brief updates during the Monaco, British and Italian grands prix, considered classics and worth inclusion in any television company's sports roster. Further restrictions were generated by the mistaken belief that a promoter should not allow its race to be broadcast nationally as potential spectators would watch on television rather than buy tickets. Not only did Bernie change that notion, but he also persuaded promoters to include television rights as part of the deal. Having done that, he then refused to hand the rights to a broadcaster unless it was prepared to show all of the race. From there, it was but another turn of the screw to have them show an entire season.

> "Balestre was intent on showing organisers and the FIA how to deal with these British upstarts"

Because of logistical difficulties imposed by its length, the Nordschleife was never likely to be part of any broadcasting schedule in 1974, which was perhaps just as well as five cars shunted on the first lap. Lauda made an impetuous error at the second corner and Denny Hulme, involved in a startline collision, almost casually climbed into the spare McLaren and rejoined after six minutes. He was still on the lead lap, of course, but due to be black-flagged.

After 14 laps, Clay Regazzoni's Ferrari finished almost a minute ahead of Jody Scheckter, the Tyrrell cruising home 33 seconds in front of Reutemann. This was



Bruce McLaren finished the 1970 Spanish GP in second, his penultimate GP before his death



The '70s hosted the start of the Mosley/Ecclestone vs Balestre battle for F1 control

GETTY, GRAND PRIX PHOTO, DPPI



Long Beach joined the F1 calendar for the first time in '76. Ferrari's Clay Regazzoni won that GP

a welcome result for Brabham, being only its second podium of that season. The momentum would gather pace with a win two weeks later in Austria and a one-two in the final race at Watkins Glen. Murray's nascent ingenuity would reach extraordinary heights in 1978 with the so-called fan car, the South African's answer to the Lotus team's ground-effect revolution that was increasing downforce ten-fold.

The Brabham BT46 was never actually declared illegal, but it would be a sign of Ecclestone's grasp of the bigger picture that he chose to withdraw the car rather than upset the team bosses he was trying to unite. The British teams maintained a strong sense of family; no surprise considering their intimate method of working.

In 1974, Dance accompanied the team's truckie on the return from the Nürburgring. The rest of the mechanics (only a receptionist had been left at the factory) followed in a Ford Transit. There was enough room for Murray to join them and share the fun as he adjusted the windscreen washers to spray bemused pedestrians in towns along the route to Zeebrugge.

Ecclestone had flown home, taking team manager Herbie Blash with him, and they

"The BT46 was never declared illegal, but was a sign of Bernie's grasp of the bigger picture"

were surely discussing further ways of moving other aspects of F1 under the FOCA umbrella, no doubt moving closer to the all-important, unifying Concorde Agreement in the next decade. It would open the door to Ecclestone and Mosley's ascent to power over F1 and the FIA respectively.

I was to discover the reach of Bernie's tentacles as the 1970s headed towards a conclusion. In 1976, Long Beach had become a welcome addition to the calendar, not least because the teams worked in the civilised surroundings of the city's Convention Centre. It was in this atmospheric paddock in 1979 that I met Alan Woollard after being neighbours on the flight to California. Woollard's responsibilities as freight manager had grown as the result of Mr Ecclestone crushing smaller businesses previously making a living from handling F1's specialised needs at the flyaway races. The shipment of this expanding circus around the world had the potential for a fascinating story. Alan somewhat reluctantly agreed to an interview.

My recorder had only been running for a few minutes when the door of a nearby Winnebago (the only motorhome inside the arena) burst open and Bernie stormed down the steps. "Who are you?" he snapped, while roughly inspecting my (bona fide) credential. "What d'you think you're doing?"

I hadn't spoken to Mr E since that moment at the Nürburgring five years before and didn't expect him to recognise me. But neither did I expect this. Naively, I thought I was doing him a favour. Bernie was apoplectic and the hapless Woollard got an earful.

In mitigation, I tried to explain this was an interesting story. "None of your bloody business," came the terse response. The boss then turned on his heel, slammed shut the motorhome door, and returned to a world that, by now, was not so much in transition, but careering on a lucrative and powerful trajectory towards a world beyond everyone's imagining - except his own.

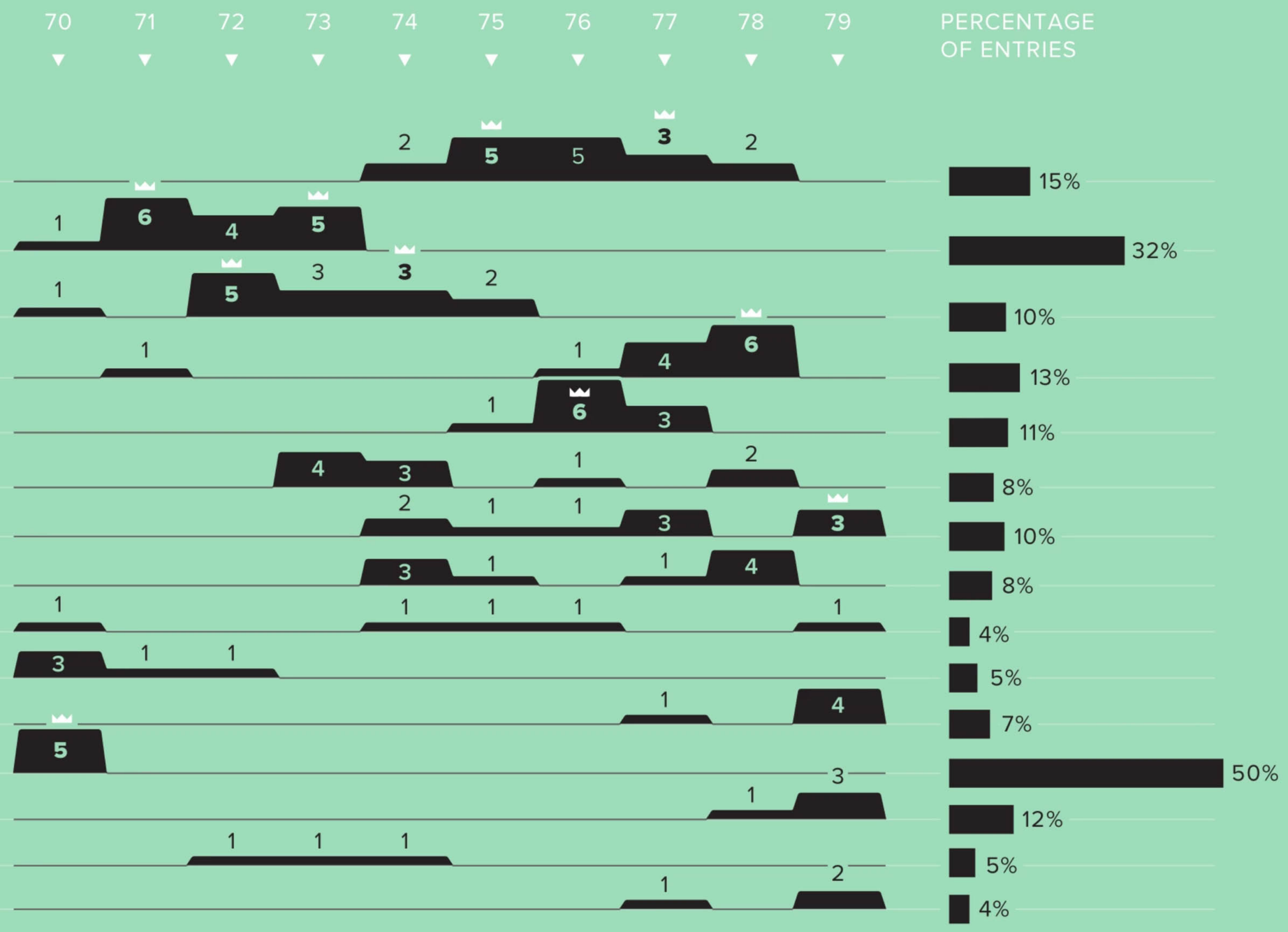
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1970s

It was a decade dominated by the Cosworth DFV until Ferrari and Niki Lauda came calling

WINNING DRIVERS*





***Drivers with 3 or more wins**

WINNING TEAMS



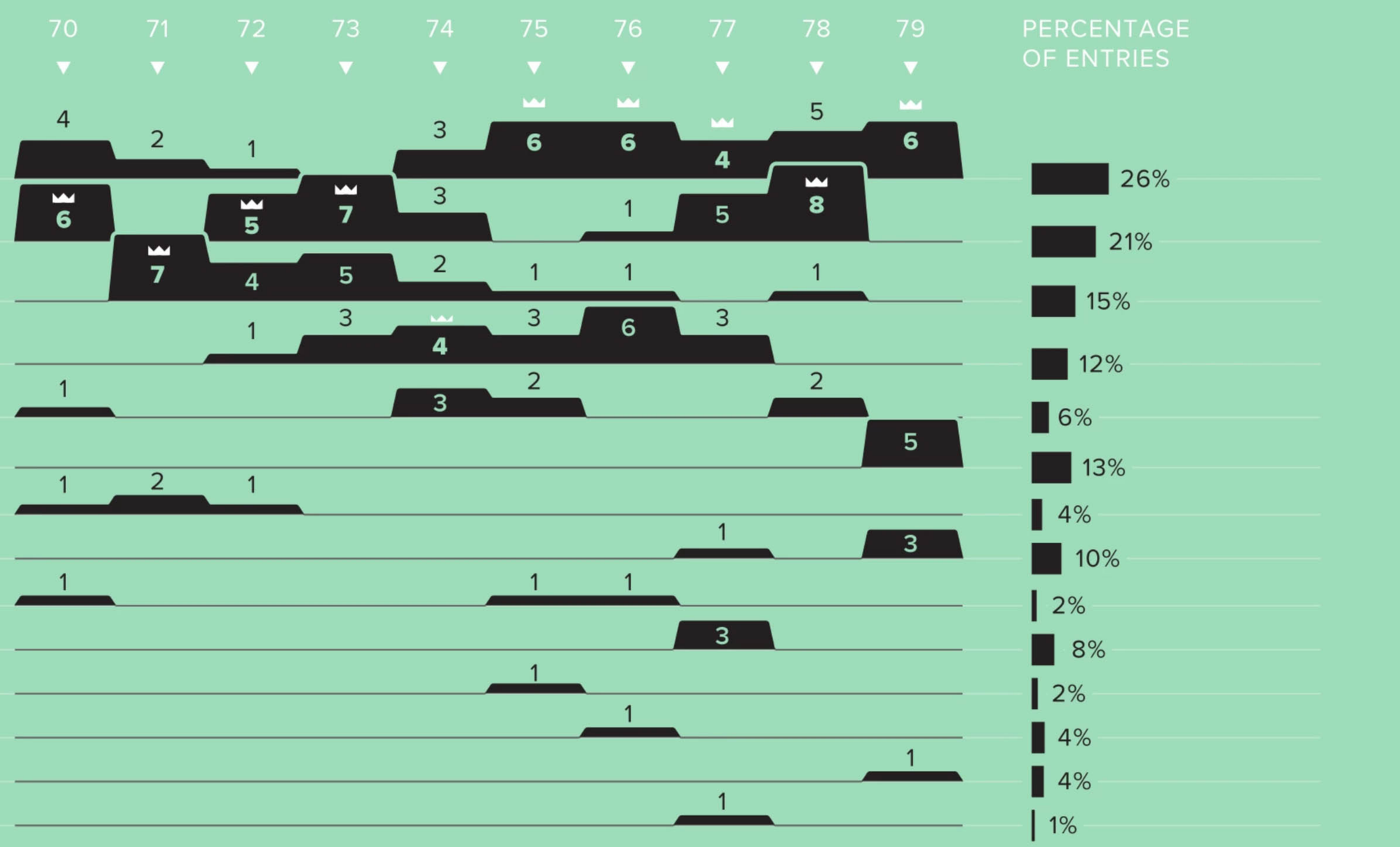


ILLUSTRATION: SET-RESET

One of the 1.5-litre TAG-Porsche turbo V6s powered McLaren to a 1-2 in the ’84 Dutch GP

The 1980s

THE GAME CHANGERS

Two designers – equally brilliant, equally different – stamped their mark on the ‘superpower’ decade. **Paul Fearnley** recounts their lasting effect

PAUL-HENRI CAHIER/GETTY IMAGES





Elio de Angelis retired in the '86 Monaco GP due to a turbo problem



Lauda ahead of the '84 Portuguese GP in which he would secure the drivers' title





Brabham's Piquet would win the world title at Las Vegas in '81

Lauda (McLaren) and Senna (Toleman) go head-to-head at Dallas in '84

1980s as it happened

1980 Alan Jones secures Williams' first F1 title against the background of the FISA vs FOCA power struggle. FISA teams – Ferrari, Renault, Alfa Romeo – withdraw from Spanish GP. The race is stripped of its championship status.,

1982 Ferrari is favourite, but loses Gilles Villeneuve (killed in Belgium practice) and Didier Pironi (badly injured in Germany warm-up). Eleven drivers and seven teams win. Keke Rosberg becomes the last DFV-powered champion.

1983 Piquet takes his second title in three years, this time with BMW turbo power.

1984 Refuelling banned. Closest fight of all, mathematically, as Lauda beats McLaren team-mate Alain Prost by half a point.

1985 Prost secures his maiden title in the GP of Europe at Brands Hatch. Martin Brundle becomes the last driver entered for a GP with Cosworth DFV power, but his Tyrrell fails to qualify in Austria.

1986 Nigel Mansell is on course to become champion until his Williams suffers a blown left-rear tyre in Adelaide. Prost picks up the pieces. All cars run turbo engines.

1987 Mansell wins six GPs to Williams team-mate Piquet's three, but consistency rewards Piquet. Naturally aspirated (3.5-litre) engines return and drivers thus equipped compete for the Jim Clark Cup, won by Jonathan Palmer (Tyrrell).

1988 McLaren wins 15 of 16 GPs in final season before turbos are banned. It would have been 16 had champion Ayrton Senna not tripped over Williams stand-in Jean-Louis Schlesser at Monza. That gifts victory to Ferrari driver Gerhard Berger, a few weeks after the team founder's death.

1989 A simmering McLaren feud boils over. Team-mates Prost and Senna clash at Suzuka and the Brazilian's subsequent exclusion, for rejoining the circuit 'incorrectly', settles the title outcome in the Frenchman's favour.

GRAND PRIX PHOTO, POPPERFOTO/PAUL-HENRI CAHIER/GETTY IMAGES

Having been rejected both due to a lack of experience and thanks to his former employment at McLaren during the early 1970s – and unsure as to which scenario was worse – John Barnard was sour as he sought a third bite at the cherry.

Seriously cheesed off at a lack of recognition for his groundbreaking ground-effect Champ Car, drawn up in his dad's Wembley front room before it evolved into Johnny Rutherford's 1980 Indianapolis 500 and Champ Car victor, Barnard did not want his Next Big Thing to be claimed by others or compromised by committee.

Thirtysomething and ambitious, he sought total authority on the technical front and equal billing elsewhere. So, he aligned instead with an ambitious junior formulae team boss, an ex-Formula 1 mechanic one year his junior, called Ron Dennis.

"I joined Project Four at the end of 1979 and started designing my first F1 car," says Barnard. "Ron couldn't get the budget to finish it, but John Hogan of Marlboro was very interested, and also very disappointed with how McLaren was going; it was he who would stitch the teams together.

"We upped their game. Everything that got made and done, how the car was put together, came from the drawing office – and I ran the drawing office. That put a lot of backs up. But McLaren had fallen off the technical bandwagon."

With their sharp eye for detail and far-sighted view of the bigger picture, Barnard's design – the 'carbon' McLaren Marlboro Project 4/1 of 1981 – and practices, in conjunction with Dennis's structures and systems, would become templates for F1's mid-term future. In the shorter term, Dennis's breezy confidence would have to whip and stoke Barnard's fire within.

F1, meanwhile, was aflame: Jean-Marie Balestre's FISA versus Bernie Ecclestone's FOCA; grandees versus garagisti; atmo versus turbo; English skirting of French rules lost in translation; Niki Lauda and more strident drivers; and TV rights for whatever was left standing. The first Concorde Agreement of 1981 just about kept a lid on things while a sometimes brattish Britpack scrabbled for more (horse)power: 'Mr E' with BMW; 'Chunky' Chapman and 'Uncle Ken' Tyrrell with Renault; and Frank Williams bonding with Honda. Tetchy relationships. Sketchy times.

Barnard reckons he got just 10 days' notice for the rule change that would end the ground-effect era. And it was already November 1982. Three years' work – with another scheduled – flushed down the tunnels in favour of flat-bottomed swirls without skirts. Gee, thanks.

And hadn't he got the gig of total authority, plus his perfect turbo engine, because his former bosses had sucked at ground effect? Breezy confidence: Project Four. Breath of fresh air: McLaren International, end of 1980. Barricades stormed: the 'Kings of Woking', end of '82. New broom. But now, kaboom! Shockwaves felt as 'far afield' as Chessington, home ▶

"F1 was aflame: Jean-Marie Balestre's FISA versus Bernie Ecclestone's FOCA"



Mansell (Williams) on the way to victory in Austria, but he would ultimately miss out on the '87 title

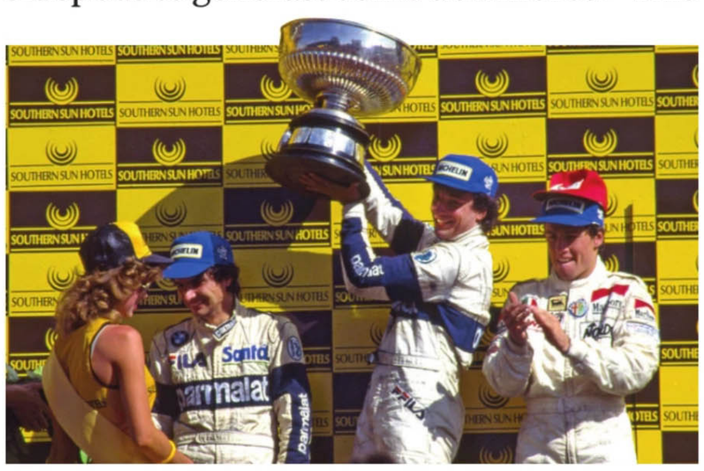
F1's 1983 season opened in Rio unpredictably due to late rule changes. Brabham's Piquet won

of Brabham. "I was worse off than most because Bernie was, shall we say, guiding the rules, and so I thought I had the inside line," says the ostensibly more laidback Gordon Murray. "He kept saying: 'Forget the rumours. We are keeping skirts.'

"I had the opposite philosophy to John Barnard. At Brabham, we always built our cars during the latter part of the season for the following year, then tested for about three weeks, usually in November, and thrashed the thing. BT51 – a small-tank 'pitstop' car – was testing around August-September; plus, we had another two virtually built. I'd given myself so much time because also we were having to design and develop tyre warmers and high-pressure refuelling – they took almost as long as the design of the car itself! – as well as practice pitstops.

"Then: no skirts! Everything on BT51 – centres of gravity and pressure – was in the wrong place now. For the first time, I was absolutely on the back foot. With no time to do anything other than theorising. And that theory was a sketch: this is what's going to happen. I dumped the sidepods and moved the centre of gravity rearwards by seven per cent. That's huge, a gut-feel. We didn't start until November, and it was absolutely day and night after that. There were probably only around 40 of us; the design staff was me and David North. We kept it clean and simple with very little adjustment. That was because of time constraints, but also because I knew the year was going to be all about turbo engine development.

"I thought everybody would be doing the same. When we arrived in Rio, [in March 1983 for the season opener], I realised we were out on a limb. I felt confident still. I don't know why. It was a big risk – even forgetting pitstops – to move that much weight around and turn up without testing. I wouldn't have been that radical given a bit more time. We would have had short sidepods to generate some downforce." This



Brabham shone in '83 at Kyalami, with Andrea de Cesaris winning and Nelson Piquet in third

was the 'mature' tactical world in which nascent Marlboro McLaren International was attempting to operate as a strategic entity. It rejected accepted conventions, including folded aluminium tubs, and a turbocharged engine reckoned "good enough for Lotus".

"Our thinking was that we could do better," says Barnard – who had placed it on a collision course and under heavy scrutiny. McLaren had survived 1981 – witness John Watson's crash at Monza's second Lesmo and team-mate Andrea de 'Crasheris' having incidents at many other places. Despite still sharing power with the old guard, it provided a relative oasis of calm resolve during 1982, as ill fate, judgement and tempers stripped F1 of its veneer of innocence: the deaths of slighted, angry Gilles Villeneuve and poor, unsighted Riccardo Paletti; rules openly flouted and 'in the spirit' airily touted; Lauda's red-and-white 'Kyalami army' and 'Me or Imola' teams both out on strike. How was a man supposed to think, especially when the dark year led to regulation changes to improve safety? And yet.

"Everything about the design, manufacture and construction of MP4 was of a magnitude I'd never seen before," says Watson, who had joined McLaren from



"Ill fate, judgement and tempers stripped F1 of its veneer of innocence in 1982"

Brabham in 1979. "Accuracy; repeatability; and none of the inconsistencies of the old methods. John virtually had carte blanche and went to America to get the technology. His uprights and the like were thus lighter, stronger and shedloads more expensive."

That, however, was before 1984's proposed regulations had been brought forward 12 months. The clocks were striking 13, as George Orwell once wrote.

"Having picked myself up off the floor," says Barnard of his sudden ground effect ban design dilemma for 1983. "The first thing I did was go back to the wind tunnel models; having separate body panels gave us greater flexibility aerodynamically: delta-wing cars; long, thin cars; all sorts. Basically, I took areas from a couple, put them together and came up with the 'Coke bottle' shape. That proved quite effective at recovering some of the downforce lost and set a trend.

"Had I known, I would have changed the turbo engine's specification [to better suit a flat-bottomed car], but I had underestimated the value of a purpose-built unit. Ours was a fully stressed member. Compact, too. Factors that allowed me to do aero that others couldn't.

"Ron gave us the ability to do all that stuff – the [bespoke] TAG-Porsche turbo; a wind tunnel with a rolling road that gave us a better understanding than our rivals – because he did the deals that Teddy couldn't." Dennis had also put in the cold call to Stuttgart that [former outright McLaren boss] Mayer was cool on.

Not that Barnard had his 'perfect' engine yet. For a man reputedly running a short fuse, he favoured the slow burn: an immaculate conception; a long gestation; newborn preparedness. Design long and hard; build late and decisively – unless railroaded by a driver with clout.

An impatient Lauda – another unlikely deal pulled off spectacularly by Dennis – went directly to Marlboro to shout the odds: "'Listen, if this turbo car does not start in 1983, you're not going to win in '84'. Ron and John were upset like you wouldn't believe." Barnard would later admit that important lessons were learned with the resultant troublesome MP4/1E hybrid that so offended his perfectionist sensibilities. "It was my decision to bring it early," continued Lauda in *To Hell and Back*. "But the rest, the team did; Barnard did. The engine was perfect: horsepower, driveability. You needed a big rear wing which Barnard did not agree with in the beginning. But it was the best car."

'Coke Bottle' MP4/2 won 12 of the 16 races in 1984 as the team romped to the constructors' prize and Lauda pipped returning team-mate Alain Prost to the World Championship by a half-point. Yet Barnard was hardly turning cartwheels.

"Come August, when we knew we had the championship won, my brain turned to the next year: 'Christ! I've got to do it all again'. By the end of 1984 – I'm not entirely sure why – I wanted to sell my shares [up to 43 per cent from the pre-takeover nine]. Ron and I had put our houses on the line to get the loan to do the deal. A big commitment. I was married and had two children and didn't like taking financial chances. So Ron did a deal on my shares with Mansour Ojjeh of TAG.

PAUL-HENRI CAHIER/GETTY IMAGES, DPPI

"THE TRACK IS MY CANVAS, THE CAR IS MY BRUSH" GRAHAM HILL



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Ferrari took a famous 1-2 at Monza in '88 to honour the late Enzo after his passing earlier that year

"Nobody else but Dennis would have tried to sign Senna alongside Prost, never mind make it happen"

"I found it very draining. As you move up, the pressure increases and the enjoyment decreases. But you shouldn't go into F1 unless you have the character to say, 'I've got to win. Take that next step. Move things on'."

Barnard, with a workforce of just 75 – "including the tea lady" – contented himself with evolution on this occasion. He'd earned the right because of the rightness of his original: there had been very few modifications in 1984, with Lauda driving the same chassis in every race. An ageing Formula 2-based gearbox remained a worry, but MP4/2B would prove good enough in 1985 with another constructors' and a first world title for Prost.

MP4/2C of 1986 was good enough too, just. For an inspired Prost, at least. New team-mate Keke Rosberg couldn't handle its understeering stance, about which Barnard, by now just an increasingly disaffected employee, was disinclined to do anything. He knew that the MP4/2s were done with and so was working on his next Next Big Thing – for Ferrari, albeit strictly on his terms in Guildford, in a building that is today occupied by the Gordon Murray Design company.

Dennis, too, knew that change was due. His team had grown too big, too quickly – 150 staff by 1988 – for one man to rule its technical roost. His simplistic simpatico arrangement with Barnard and McLaren's customer relationship with Porsche – had been ideal for a burgeoning kingdom but was unsuited to the expansion and upkeep of an empire. Now he wanted an exclusive long-term partnership with a manufacturer – and to sign the world's two best drivers. For 1988, he peeled Honda from Williams a year early, even though Barnard had left in August 1986, and persuaded Senna – interwoven processes – to sign even though Prost had his feet under the table. Imagine the convolution. Nobody else would have tried it, never mind make it happen and, for a briefly glorious time, work. That brand image was armour-plated now. But frailties lay beneath, as reluctant convert Murray had discovered.

"I was stopping F1," he says. "I'd had enough of the travel and living out of a suitcase. I'd won 20-odd races and two World Championships [including 1983 with Nelson Piquet]. Was I going to beat myself up to win another couple? Plus, Bernie had lost interest in the team. He'd used it as a springboard to run F1 – and done a brilliant job of doing so. He'd let Nelson go. To cap it all, we had lost Elio [de Angelis to a survivable testing accident at a Paul Ricard test in May 1986]. I wanted a change: Le Mans or a [road-going] sports car.

"But then John Barnard went to Ferrari and Ron was looking for somebody for technical director at McLaren. He said that all he was interested in was winning championships. I took a lot of persuading before I agreed – to just three years. That would be my 20th. I told him that nothing would persuade me to stay in Formula 1 after that.

"They had some good guys at McLaren; I got rid of the bad ones very quickly. They had a very good manufacturing element, too. What they didn't have were systems for reliability. Brabham was a small team, yet we had life-ing systems in place, a torsional testing facility and a transmission rig to study oil flow. We'd had technical meeting rooms, too, and kept massively detailed records of every failure." A very early computer system would then dump any duff stuff from the stores before the next race.

DPPI

Alain Prost and Gilles Villeneuve ahead of the '81 Monaco GP; the latter would win the race

"Now a business with sport attached, the new F1 was growing exponentially"

"When I asked how John had downloaded the good and bad after each race, I was told that he kept everything in his head. They didn't video pitstops. They didn't have an autoclave. That was my biggest shock. I said to Ron, 'I'm sorry, I know you've just finished this new building and that its composite shop is nice and clean and shiny, but this is ridiculous.' We'd had an autoclave at Brabham since 1978. I thought I'd be bringing design flair and hopefully a bit of leadership. What I had to do was go back to basics and get all these systems in place. Design was less than 50 per cent."

Autoclave installed; computerisation approaching completion; reliability pretty much rock-solid by 1988: the team came within two laps of Monza - and impatience from Senna and indecision from rookie Jean-Louis Schlesser - from completing a clean sweep of victories: 16 from 16.

"That season had parallels with 1983," says Murray. "MP4/4 [overseen by a team led by Steve Nichols] was built at short notice [the Honda deal had been announced the previous September] and kept simple: body, aero and suspension not terribly fancy. But it had a radical transmission - the first dry-sump gearbox - tested once. That could have gone wrong all season. But it didn't.

"What goes wrong during a season like that is morale. People get complacent, expect to win, and stop working properly. After every race, I'd go around the factory and give everybody [increasingly more of whom were nine-to-fivers with no motor sport DNA] a pep talk.

"And I loved working with Senna and Prost. I even liked sorting the problems they caused; we had to have pretty strict rules. It would have been nice to win them all."

Barnard then Murray; Lauda and Prost and then Senna; Porsche then Honda; and Marlboro throughout: a superteam that had raised the stakes - and driven one through the quavering heart of old F1.

Now a business with sport attached, the new F1 was growing exponentially: from out of the Piranha Pool, to the Land of the Dynasties.



McLaren in a league of its own, winning 15 of 16 races in '88. Below: Drivers on strike at Kyalami in '82

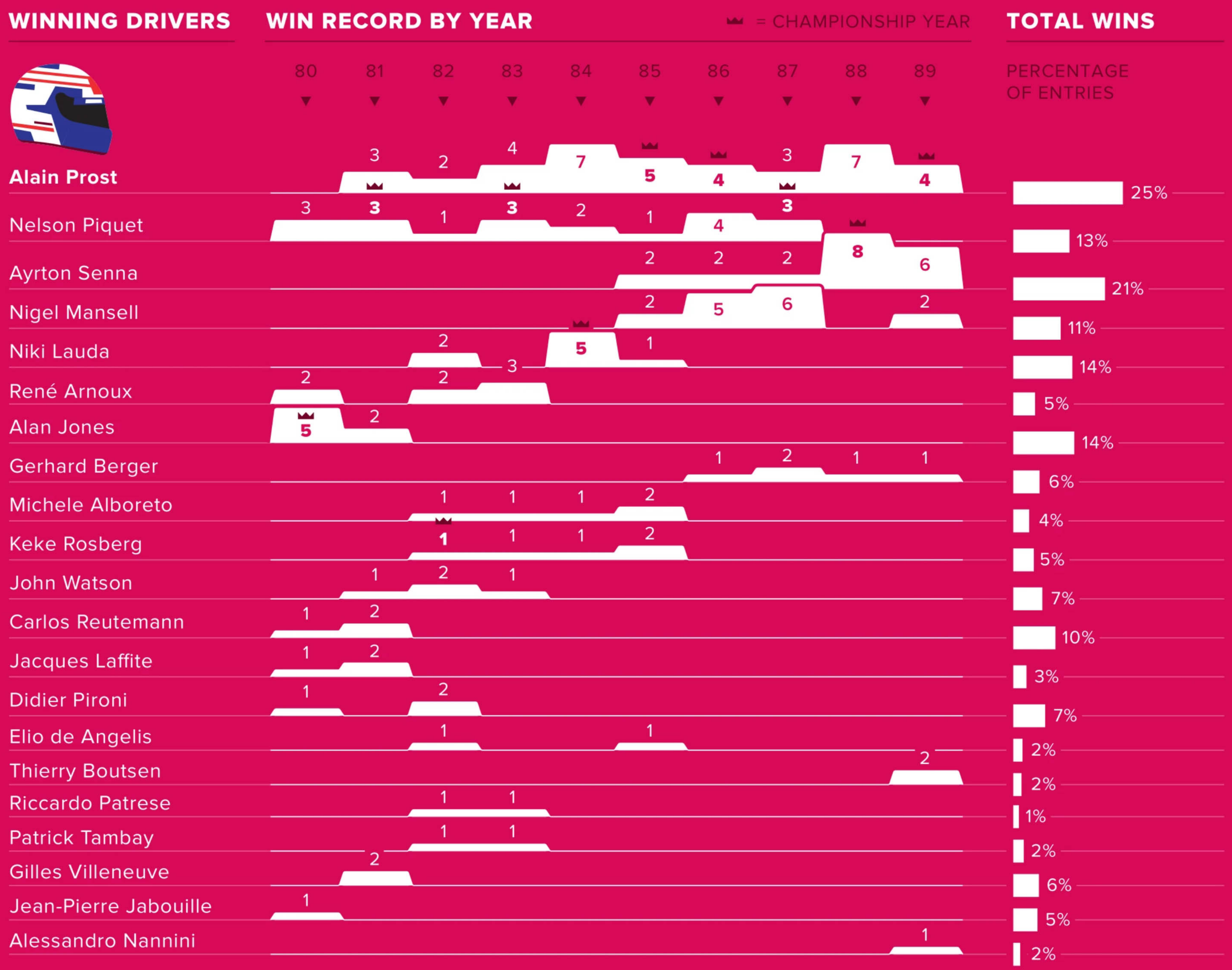




Adjustments being made to Piquet's Brabham at Monza in '81

1980s

Prost, Senna, Piquet and Lauda fought for bragging rights while McLaren dominated



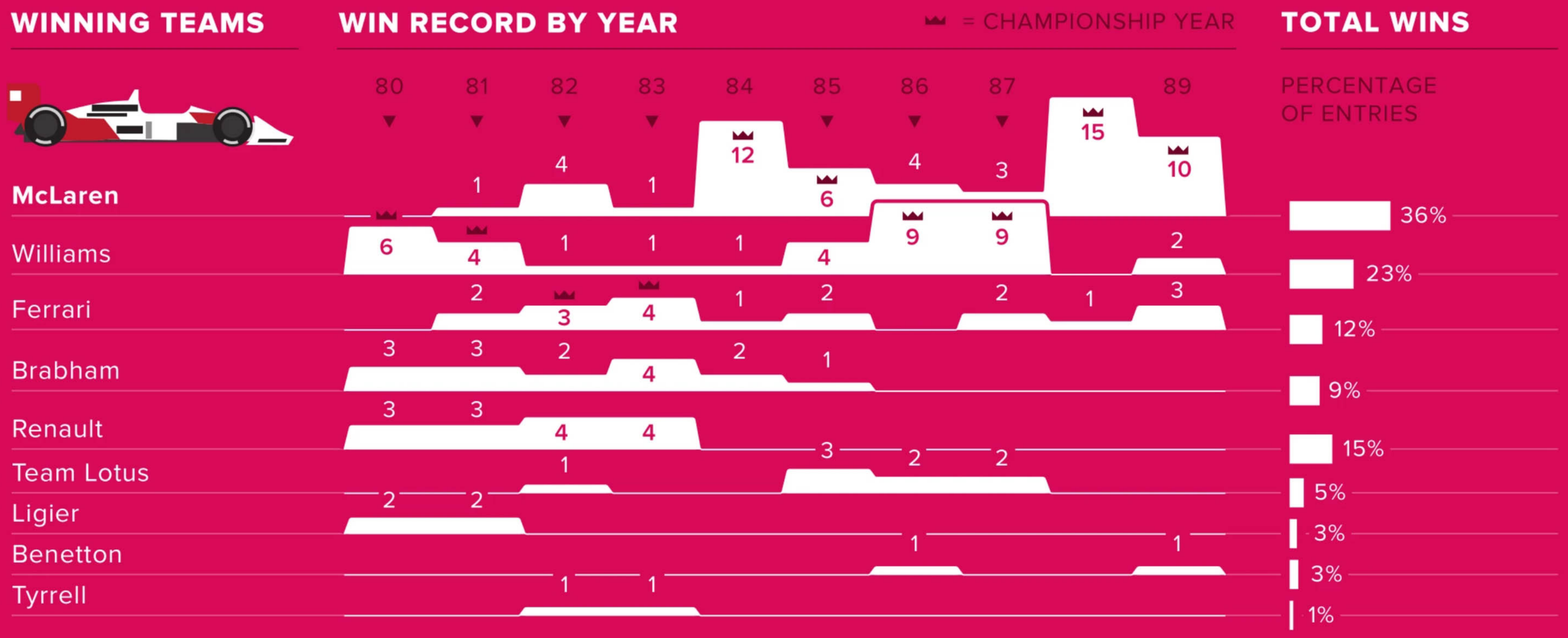


ILLUSTRATION: SET-RESET
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McLaren's Senna would win his second World Championship in '90

GILLES LEVENT / DPPI



The 1990s

NEW ORDER: *TECH REVOLUTION*

A flurry of teams came and went, technical freedom led to constant innovation and one of the all-time greats earned his breakthrough. **Simon Arron** asks if the 1990s was Formula 1's golden era

Few things evolve at the same speed as motor sport, but for once the wider world was almost keeping pace. The 1980s had concluded with the collapse of the Berlin Wall, and the global political landscape continued to evolve. In February 1990, Nelson Mandela was released after almost 30 years of unwarranted incarceration, the first step of his journey towards the South African presidency, and by the year's end Margaret Thatcher had been toppled following more than a decade as Britain's first female prime minister. In technology, the internet - and email - began to change the way the world operated. (Slowly at first - remember electronic handshakes and a baud rate of 9600 bits per second?) And while America's musical new wave - Nirvana, Pearl Jam, Soundgarden - lamented the plight of the disenfranchised youth, their UK counterparts - Oasis, Blur, Suede - responded by remodelling some of the best ideas from the 1960s and sprinkling them with a little extra attitude. Welcome to Britpop.

Period Formula 1 was equally brash and unquestionably louder. The 1990s were bookended by four McLaren world titles - two for Ayrton Senna at their dawn and a brace for Mika Häkkinen as they ended - with the gaps between filled by Williams-Renault (Nigel Mansell, Alain Prost, Damon Hill, Jacques Villeneuve) and upstart Benetton (Michael Schumacher with a double).

Schumacher got his break ahead of the 1991 Belgian Grand Prix after Jordan driver Bertrand Gachot was jailed for actual bodily harm (ABH) in a confrontation with a London cabbie. Such was the level of Schumacher's performance - qualifying an impressive eighth before starting seventh due to a penalty for Riccardo Patrese - that Benetton had snaffled him one race later. But F1 was to be denied the prospect of seeing how established maestro Senna would deal with the German's ruthless pragmatism - the two were cast from similar moulds - in the longer term.

Senna died from injuries sustained in an accident during the opening stages of the 1994 San Marino GP, one day after Austrian rookie Roland Ratzenberger had perished while trying to qualify for the same race. It



Michael Schumacher and Mika Häkkinen celebrate Damon Hill's '96 title



Hill's F1 debut at the '92 British GP for the fading Brabham team





Ratzenberger ahead of his final GP at Imola in '94 Above: Senna leads the '91 Belgian GP





Left: Senna at Imola '94. Right: Jordan arrived in the '90s

1990s as it happened

1990 Ayrton Senna complains (rightly) that pole for the Japanese GP is on the wrong side of the track. When the organisers do nothing, he reacts (wrongly) by torpedoing Alain Prost's faster-starting Ferrari to take both out of the race and clinch his second title.

1991 Extra point awarded for the race winner with the top six now earning 10-6-4-3-2-1. Senna takes the title. Max Mosley is president of the FIA's sporting arm FISA, two years before assuming the same role with its parent body.

1992 Nigel Mansell is imperious in Williams FW14B; wraps up championship in August after finishing second in Hungary.

1993 Mansell exits; Prost joins Williams and takes fourth title. Senna gets five wins in McLaren with customer Cosworth engine. His finest season? Discuss...

1994 1994 Refuelling returns. Senna and Roland Ratzenberger killed at Imola. Michael Schumacher wins the opening four GPs, but is sidelined from four in the wake of infractions. In an Adelaide showdown, Schumacher takes the title controversially.

1995 Engines go from 3.5 to 3-litres. Ferrari runs a V12 for the last time. Benetton switches from Ford to Renault, but Schumacher continues winning. Cue title number two.

1996 Hill becomes the first son of a World Champion to emulate his father, following a season-long tussle with Williams team-mate Jacques Villeneuve. Schumacher switches to Ferrari; F310 chassis isn't terribly good, but he scores three wins – the best of them in a Spanish deluge.

1997 Villeneuve takes title after surviving a clash with Schumacher in the Jerez finale. The German is stripped of second place in the championship as 'punishment', though his victories stand.

1998 Grooved tyres introduced in a further bid to contain cornering speeds. Mika Häkkinen takes title in Mercedes-powered McLaren MP4/13, the team's first Adrian Newey-influenced car.

1999 Ferrari forced to switch priorities after Schumacher breaks a leg at Silverstone. Häkkinen eventually sees off Scuderia number two Eddie Irvine.

GETTY, DPPI, GRAND PRIX PHOTO

was the first time since Belgium 1960 that two drivers had been killed during the same grand prix weekend, the first since Canada 1982 that any such incident had occurred during an F1 race event. By now, under the stewardship of former racer-turned-team principal Max Mosley, the FIA reacted swiftly with a safety crusade that has continued ever since, and in time spawned taller cockpit shrouds, head-and-neck safety (HANS) restraints and the Halo.

For the moment, though, cars often still looked like cigarette billboards. The brand names might have been removed in markets sensitive to smoking's stupidity, though there was little mistaking those logos, yet tobacco cash didn't equate to uniform stability.

More teams came and/or went during the 1990s than there are on the grid at present. For some, the short shelf life was inevitable. Italian team Life experimented with a W12 engine that seldom managed more than a few laps at a time, though its car proved to be just as hopeless with a conventional Judd V8 in the back. The Coloni C3B-Subaru won't ever be recalled fondly by those who drove it or ran it, but the fact it ever existed is surely a cause for celebration. It was the unlikely fusion of a successful Italian junior team and a Japanese industrial giant with a hefty, underpowered flat-12, but there was nothing in the rules to say that engines had to be made a certain way.

> "More teams came and/or went during the 1990s than there are on the grid at present"

The Coloni project embers were purchased by Italian shoe designer Andrea Sassetti, whose Andrea Moda team did everything badly – though Roberto Moreno somehow managed to qualify its car in Monaco in 1992. It eventually achieved the distinction of being barred by the FIA. Andrea Moda's crime? "Failure to operate a team in a manner compatible with the standards of the championship." When its trucks turned up for the Italian GP at Monza, they were turned away at the gate never to be seen again. The main beneficiary of the whole charade was probably Moreno's team-mate Perry McCarthy, who has still to make his grand prix debut but at least came away with plenty of material for a decent book.

Other period casualties included AGS, EuroBrun, Forti, Lamborghini, Larrousse, Scuderia Italia, Leyton House, Pacific, Onyx/Monteverdi and Osella, but bigger names weren't immune to failure.

Winless since 1983, one-time champion team Tyrrell was absorbed by British American Racing for 1999. It failed in its pledge to win on its debut, but it did provide the title-winning backbone for what later became Brawn GP and then Mercedes. Sold by Bernie Ecclestone in the late 1980s, Brabham never recovered its mojo and folded during the summer of 1992. And even Lotus, seven times a champion constructor and winner of 79 championship grands prix between Monaco 1960 and Detroit 1987 (a figure today that's beaten only by Ferrari, McLaren, Williams and Mercedes), also turned to dust.

But there was scope to dream. Eddie Jordan and the Stewarts, father and son Jackie and Paul, started new teams, the former with a fusion of optimism, a PhD in bluster and an eye for a deal, the latter with the financial clout of Ford at their shoulders. Both would win grands prix before the decade was out – and the roots of both teams endure. After mounting an outside title challenge with Heinz-Harald Frentzen in 1999, Jordan's star waned, and the team passed through several phases of ownership before morphing into Racing Point and a future from 2021 as Aston Martin. At the end of 1999, the Stewarts sold control to Ford, which spent five years making a complete hash of things before passing the team on to Red Bull, which didn't...

"Eddie had been talking to me about his F1 plans," says his first technical director Gary Anderson, "then one day, out of the blue, he phoned and said he was ready to go, so did I want to join him? Of course, Eddie's version of 'ready to go' differed from mine. I turned up at the factory in February 1990 expecting everything to be in place and found absolutely nothing! I spent quite a bit of time browsing catalogues for nuts, bolts, shelves – that kind of thing..."

What was the difference between somebody like Jordan and his Pacific

Motor Sport UPDATE



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Jordan's breakthrough win at Spa in '98, achieved by Damon Hill. It would be Hill's last F1 win

MICHAEL COOPER /ALLSPORT

"Ten minutes later, the door to Pacific's office was kicked open by an irate Ayrton Senna"

counterpart, Keith Wiggins? Both had run successful teams at junior level – winning British Formula 3 and F3000 titles – so why did one succeed at the top tier while the other struggled to survive for two seasons at the back of the grid? Later managing director of Cosworth, Mark Gallagher worked for both on the commercial side.

"In some ways, Eddie and Keith are very similar," he says. "They'd had a lot of success on the way up and were both fiercely ambitious, but where they differed was that EJ was a deal maker whereas Keith was more of a race team operations guy. Eddie needed technical people to deliver for him and got Gary Anderson to lead that, whereas Keith felt he could do the technical and operational side and needed commercial people to find the money. But he never had enough to deliver a good car. Bertrand Gachot saw an opportunity with Keith to build an F1 team together, and he worked very hard to bring in money, but it proved impossible for him to be a driver and run the business side.

"I became involved after Bernie Ecclestone would not release Pacific's cars and race equipment from freight after just the second race in 1994, at Aida. Keith owed him about $250,000 (£195,000) and called to ask whether I knew anyone with that kind of cash available at short notice, so I put him in touch with [businessman and future Lola Cars owner] Martin Birrane, who effectively bought the F1 cars in order to settle Keith's bill. From then on they had an 'owned by Martin Birrane' plate inside the cockpit. It was not the only time he helped."

That Aida weekend was memorable for other reasons, too. "I accompanied Keith to the circuit one morning," Gallagher says. "It was a single-track road, and Keith always drove flat out, but we were caught by this Honda Accord. Keith decided there was no way the guy was getting past, so he weaved and blocked all the way, and we got the last spot in the official team car park while the Accord was sent to the overflow. About 10 minutes later, the door to Pacific's office was kicked open by an irate Ayrton Senna, who started yelling about being blocked – and then burst out laughing. He stayed for a chat, asked how everything was going, and said he'd be happy in the future to put in a good word for us with potential sponsors. That summed up Ayrton, and also Keith's reputation."

The loss of Senna one race later opened the door to an F1 race seat for David Coulthard, who had been an F3000 title contender with Pacific but whose single-seater career risked losing impetus as he was struggling to find the funds to continue. He had, however, been kept busy as Williams' official test driver.

"I'm sure many drivers look back on their own era with rose-coloured spectacles, just because they have fond memories of being out there," he says. "This might sound ironic, given the circumstances in which I got my racing opportunity, but I feel I was lucky to have competed at a time when F1 had generally become much safer. And having cut my teeth as a test driver at that time, developing active suspension, anti-lock brakes, power steering and all the electronic aids that were later taken away, it really was a great period for innovation.

"Today's cars are much more advanced, in terms of aerodynamics and engine efficiency, but I have to defer to people like Adrian Newey, who feel there are ever more

restrictions on designers in terms of the scope they have for being creative. I always believe great designers will find an edge, whether we're talking about a Formula Ford car, with its limited tech, or a more sophisticated grand prix chassis, but when somebody like Adrian says there is less scope for a technical challenge then it must be relevant. The 1990s were a great time to be involved - and for a short while, when Bridgestone came in against Goodyear, we had a tyre war, too. I still get on my high horse about this single supplier thing - a tyre war, to me, represents a purer form of F1. We have battles between drivers, teams, chassis and engines, yet we have control tyres. It just doesn't make any sense..."

Chris Murphy would be the last man to spearhead Team Lotus's design department, having joined during 1991, and he echoes many of Coulthard's thoughts. "I think it was definitely a golden period for F1," he says. "That was partly because of the technical freedom we had, plus the big engines, big tyres, big downforce... They were properly fast cars, really nice things to work on.

"At Lotus, one of the things that drove us forward was an understanding that we had less of a budget than many other teams. In 1994, our last season, we had 12 million quid and I think the biggest teams, which at that time were Williams, McLaren and Ferrari, had about twice that. As we didn't have as much



Chris Murphy with his '93 Lotus during the squad's final years

money, our philosophy was that we had to try to be more inventive. That was the thinking behind our approach to active suspension. It wasn't a completely new thing - Ayrton Senna had won the 1987 Detroit GP for Lotus with the active 99T - but things had moved on. Where rivals went for reactive systems, Lotus - with an R&D team headed by Peter Wright working in conjunction with some guys from Cranfield University - went for a fully synthesised predictive system driven by algorithms. In retrospect, it was hugely ambitious, but the regulatory freedom allowed that kind of thinking. That idea of having to be 'cleverer' opened all our minds, and we had some fantastic brainstorming sessions.

"It wasn't just the freedom of thought, either. Nowadays you see a line of mechanics on the grid, shielding certain parts of the cars from view, but it used to be much more relaxed. At one race, I remember being on my hands and knees before the start, trying to get a look at the Williams diffuser. I noticed a pair of brogues next to me and realised they were attached to Patrick Head, who said, 'There's no point looking down there, Chris - the interesting stuff is in the big grey space between the gearbox and chassis...' When I think back, even the paddock was more open - there was none of the current electronic swipe card bollocks, which means the place feels almost empty. It used to be bustling, and full of interesting people..."

At Monza in 1994, equipped with the latest Mugen Honda V10 for the first time, Johnny Herbert qualified Murphy's Lotus 109 on the second row - a shot in the arm towards the end of a campaign that had thus far yielded no points.

"Johnny said the car felt really good and went into the race believing he had a genuine shot at victory," Murphy says, "but then Eddie Irvine used him as a brake at the first corner and that was that. The very next day, we learned that Team Lotus was entering administration. That weekend we really thought we were on the cusp of something good, ready to pick up the pieces and move forward, but as soon as the administrators came in Honda reduced its support and things fizzled out.

"I'd always regarded Team Lotus as an institution, like The Albert Hall or the monarchy. The idea of it disappearing seemed ludicrous, but I guess it just went to underline that nothing was sacred if nobody was prepared to pay." ●

GETTY, DPPI

"It was definitely a golden period for F1, partly because of the technical freedom we had..."



The last true Lotus F1 car, the 109, before the team collapsed at the end of '94

1990s

Senna's results tragically end halfway through the decade, Schumacher's start to build

WINNING DRIVERS



WIN RECORD BY YEAR

= CHAMPIONSHIP YEAR

TOTAL WINS

PERCENTAGE OF ENTRIES

	90	91	92	93	94	95	96	97	98	99	
Michael Schumacher			1	1	8	9	3	5	6	2	27%
Damon Hill				3	6	4	8		1		18%
Ayrton Senna	6	7	3	5							31%
Nigel Mansell	1	5	9		1						30%
Mika Häkkinen								1	8	5	11%
Alain Prost	5			7							26%
Jacques Villeneuve							4	7			17%
David Coulthard							1	2	1	2	7%
Gerhard Berger		1	2		1			1			4%
Eddie Irvine										4	4%
Riccardo Patrese	1	2	1								6%
Heinz-Harald Frentzen								1		2	3%
Johnny Herbert						2				1	2%
Nelson Piquet	2	1									9%
Jean Alesi						1					1%
Thierry Boutsen	1										2%
Olivier Panis							1				1%

WINNING TEAMS



WIN RECORD BY YEAR

= CHAMPIONSHIP YEAR

TOTAL WINS

PERCENTAGE OF ENTRIES

	90	91	92	93	94	95	96	97	98	99	
Williams	2	7	10	10	7	5	12	8			38%
McLaren	6	8	5	5				3	9	7	27%
Ferrari	6				1	1	3	5	6	6	17%
Benetton	2	1	1	1	8	11		1			15%
Jordan									1	2	2%
Ligier							1				1%
Stewart										1	2%

ILLUSTRATION: SET-RESET



Fourth title: the iconic sight of Schumacher celebrations, here after victory in Hungary in 2001

CLIVE MASON /ALLSPORT

The 2000s

BOOM THEN BUST

Spending in F1 ran out of control in the new millennium and it was only going to end one way. **Mark Hughes** recounts a decade of folly

It was Michael Schumacher at his peak for the first few years of the new millennium, rattling off World Championship titles as if it was child's play. All previous markers of achievement were obliterated as the German unleashed his gift, supported by the most brilliant group of individual talents ever assembled in Formula 1, with vast resources at their disposal. Even the combined might of McLaren, Mercedes, Adrian Newey and Mika Häkkinen wasn't enough to deny Ferrari and Schumacher. Häkkinen, the only Schumacher contemporary of comparable talent, had retired exhausted at the end of 2001, making Ferrari's task easier. Williams and BMW together then offered some competition, but it was a flawed partnership. The Schumacher/Todt/Brawn/Byrne superteam, and their mutual pact to keep senior management from disturbing the equilibrium, meant Ferrari's results were finally matching its spend. It could always justify the expense, and it was up to the rest to catch up.

Which they set about doing. This was F1 in full commercial flow as it rode a tsunami of investment from automotive companies. Their money spread like wildfire and teams scaled up into altogether bigger and more serious entities, with 800-plus employees and £200m budgets at the top outfits. But like a wildfire, growth was difficult to contain. So F1 gorged itself on arms race developments in engines, wind tunnels, computing power and tyre wars. US President Bill Clinton lifted the post-1930s banking restrictions in the 1990s and opened the global economy's casino. Everyone was spending. So F1 expanded like a balloon that was always going to go pop – which it duly did, near the decade's end.

But hell, that was tomorrow. No point pondering about such things when there was always more to be had today. F1, like the world itself, would simply consume whatever was available and the day of reckoning be damned. The white noise of V10s drowned out any questions about the future of massively expanded teams when the bubble burst.


Mosley and Ecclestone at the height of their powers in '06

Lap times were sliced even as the FIA tried to contain performance. Those 3-litre V10s were nudging ever-closer to 1000 horsepower by the time they were outlawed and replaced by 2.4-litre V8s of a more prescriptive spec for 2006. Yet still the lap times fell, despite the loss of 200bhp. Tyre compounds were evolving at a breakneck pace. At Interlagos, the 2005 backmarker Minardi, unaltered from the year before, could lap faster than Schumacher's dominant 2004 Ferrari had done! That was tyre development, nothing more. Bridgestone and Michelin went at it, hundreds of boffins armed with mutating software that seemed to make the laws of physics as bendy as a Michelin sidewall. At Ferrari, Mercedes, BMW, Renault, Honda, Toyota and Cosworth, dynos were coaxing the tiny sub-100kg motors towards 21,000rpm, each extra increment of engine speed gained at a cost of millions. At the same time, one-tenth of aero performance found in the wind tunnel was reckoned to cost around £1m.

But what was this arms race science for? Nothing. It was just to make the cars go ever-faster. F1's magnificence was because of pure uninhibited, addicted indulgence.

Commercial rights holder Bernie Ecclestone and FIA president Max Mosley had made F1 so successful and it could attract vast automotive and TV money. Bernie had expanded it geographically, too, doing deals with governments, chancers, whatever it took. At the beginning of the decade, 65 per cent of the races were in its traditional home of Europe. By the end, just 47 per cent. This was the perfect time and environment for the one-time south London second-hand car dealer. Instead of sitting around a smoky 1950s room with other dealers trading motors, now Bernie could sell F1's commercial rights to one of those Clinton and Thatcher-liberated banks which, like Ecclestone in the 1950s, gambled, too. The new F1 owner would often over-stretch itself and fall into the hands of a receiver. Not so different from the 1950s wide-eyed punter, looking to buy a nice little Hillman and going home with a big shiny Humber instead. So, Bernie would buy F1 back at a knockdown price and sell it to a TV company, or a private equity fund - or some to this fund, the rest of it to another party fancying its chances. A German banker whose employer partially owned F1 got jailed for receiving a bribe in 2006 to sell to Bernie's preferred buyer, CVC Capital. But Bernie was later found neither guilty nor innocent of offering said bribe after paying $100m to the Bavarian state. "Bargain of the century," as Bernie later said. That's how much money was sloshing around in F1 at this time. The real world doesn't work as many imagine it. It works like this, and F1 is just a super-sharp, speeded-up microcosm of it.

For Mosley, it was always more about control than riches. The complication was that manufacturer money automatically brought power - and there was a lot the manufacturers didn't like about how F1 was being run. Mosley had cleverly expanded the FIA's role into the automotive sector, using its F1-honed crash testing expertise to make the NCAP road car safety assessment programme, using his political connections to have it incorporated as the official European Union authentication. Max and the manufacturers each had some instruments of control over the other.

F1 was threatening to bleed itself dry in its performance orgy. The teams were using up vast sums of money on parallel test teams and hundreds of engines, just to test tyres. The manufacturers continued to spend as much as it took to go one-tenth faster than the others. Mosley tried to rein in the spend and contain the fire. If he didn't, the danger was that the arms race would leave just a couple of teams standing before the whole thing collapsed under its weight. His proposed solution was drastic. With the three performance parameters being aero, engine and tyres, Mosley sought to neutralise the last two elements by bringing in an engine freeze, to be followed by a standard-issue control tyre. F1 was dumbed down two notches. The engines became plug-in components, with




Refuelling would be banned before '10, while Bridgestone (bottom right) became sole supplier in '07



AFP, CLIVE MASON/GETTY IMAGES, GRAND PRIX PHOTO, DPPI

2000s as it happened

2000 Under the stewardship of Jean Todt, Ferrari's Ross Brawn-Rory Byrne-Schumacher axis nets the Scuderia its first champion since 1979.

2001 Despite rolling during practice for the season-opener in Melbourne, Schumacher remains unstoppable.

2002 Schumacher takes 11 wins from 17 GPs. His worst result? Third, in Malaysia. He clinches the title in France on July 21, with six races to spare.

2003 A likely consequence of 2002, the FIA changes scoring system and awards points on a 10-8-6-5-4-3-2-1 basis to the top eight. The title is decided at the final race in Suzuka, between Schumacher (six wins to that point) and Kimi Räikkönen (McLaren, one). Eighth is just enough for the German, now F1's only six-time champion.

2004 Normal service resumes as Schumacher wins 13 of 18 races to wrap up title number seven.

Michael Schumacher leads Ferrari team-mate Rubens Barrichello at Monaco in 2004



Minardi's final season was in '05. Bottom left: Brawn's Button wins Australia '09



"F1's magnificence was because of pure uninhibited, addicted, indulgence of speed"

virtually no performance difference between them, and an artificial rev limit designed to make them last. Michelin was hounded out of F1 for the sake of easier money, ending inconvenient and expensive competitive striving within F1. Bridgestone would then provide old-tech tyres for everyone from 2007.

The manufacturers detested the idea of an engine freeze and formed a group, the Grand Prix World Championship (GPWC), threatening to break away and take some customer teams with them. Mosley stood his ground - and circumstance gifted him the most incredible opportunity at Indianapolis in 2005. This was the season in which the Schumacher/Ferrari pairing, that had already won five consecutive titles, was stopped in its tracks by a tweak to the regulations banning tyre changes during the race. Ferrari, the only top team on Bridgestones, had been badly compromised against Renault and McLaren, which used Michelins far more able to combine endurance with pace. But the banking at Indianapolis for the United States Grand Prix revealed a damaging flaw in the Michelin. The combination of vertical loads and bumps for six seconds at a time weakened the tyre's structure until it failed. Ralf Schumacher was hospitalised after a tyre blow-out put his Toyota heavily into the wall. Michelin stated it could not guarantee the safety of the tyres beyond 10 laps. None of the Michelin cars could race, leaving just the six Bridgestone-shod cars of Ferrari, Jordan and Minardi. Quite incredibly, they were the only three teams not aligned with the GPWC. Talk about luck of the devil! The implicit threat of the GPWC in its opposition to the engine freeze proposal was that its parallel series would leave the FIA's F1 with just three teams. Surely F1 couldn't run with just three teams? At Indianapolis, fate had provided an open

2005 Mid-race tyre changes banned. Bridgestone loses to Michelin. Schumacher scores his only win in the US GP, where all Michelin teams withdraw due to safety concerns. Fernando Alonso is champion aged 24.

2006 Tyre changes return – and a new engine formula (2.4-litre V8) arrives. Alonso beats Schumacher to the title. The German announces he'll retire at the year's end. Michelin quits F1.

2007 Lewis Hamilton arrives at McLaren with Alonso. Friction develops. They finish level in the standings, one point behind Räikkönen (gifted a finale win by team-mate Massa).

2008 Needing to finish fifth in Brazil to win the title, Hamilton lies sixth on the final lap. Rain allows him to pass Timo Glock at the final corner of the campaign, taking the main prize from Massa.

2009 Brawn GP dominates the first half of the season, Jenson Button winning six of the opening seven races. Rivals close the gap, but Button completes the job. He then goes to McLaren, while Brawn sells to Mercedes.



Fernando Alonso powers through 130R at Suzuka in ’06. He would end the year as champion again

Max Mosley's ultimate power play, using the 2005 US GP to curtail manufacturer power in F1



CHRISTOPHER LEE/PAUL-HENRI CAHIER/GETTY IMAGES

goal for Mosley to show that he was prepared to run official FIA F1 grands prix with just three teams. While sitting in his back garden at home in England, being kept abreast of developments by phone, Mosley refused to accept the offered solution of a chicane and ordered that the race go ahead as planned. That meant the paying spectators and TV companies became the casualties of his political power play. Fans angrily headed for the exit as the Michelin cars all peeled off to retire at the end of the formation lap, leaving Schumacher to win his only race of the season.

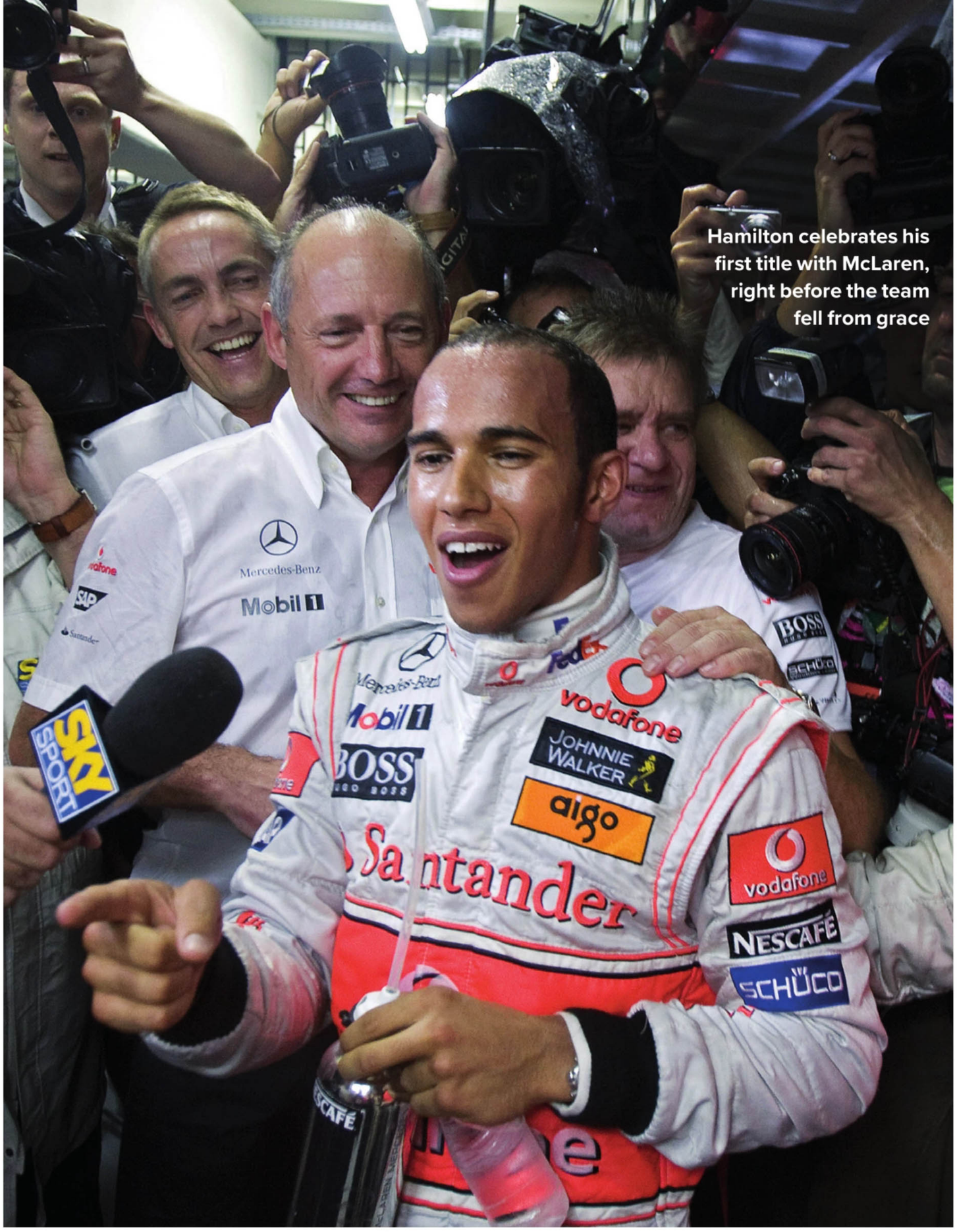
Not only a powerful blow to the GPWC, it also gave Mosley a stick with which to beat Michelin and get it out of F1 after its contract ended. Michelin left at the end of 2006, having helped Fernando Alonso and Renault to their second consecutive championship. Renault's rearward-weighted car was based around the fantastic traction of the French tyres. Subsequently, the GPWC accepted the engine freeze, its members nervous that the FIA was the arbiter of its road cars' safety stars rating. Bridgestone supplied tyres to everyone and weight distribution was standardised. In the meantime, entropy had its way at Maranello, where a separate internal political game led to Schumacher retiring after just losing out to Alonso for what would have been an eighth title. With Ross Brawn already heading for a sabbatical, the Ferrari dream team began its dissolution. Todt would also be gone soon enough. Luca di Montezemolo, Ferrari's ultimate boss, finally got his way. The others had kept him out of the driving seat long enough. Now he set about fashioning a Ferrari for the next era, the signing of Kimi Räikkönen from McLaren the first act.

> "Spectators and TV companies became casualties of Mosley's political power play"

With the manufacturers under control, for now, Mosley switched attention to his other nemesis: Ron Dennis. The McLaren boss's card had been marked ever since he'd played an instrumental role in scuppering the proposed floating of F1 on the stock exchange in the late 1990s by revealing its controversial inner financial workings. But it was more than just that. The principled working-class boy made good, Dennis had turned McLaren into a game-changing, blockbusting team and regularly challenged Mosley and Ecclestone. That, and his strong support of the GPWC, didn't sit well with the aristocratic, autocratic and highly intellectual Mosley. They just rubbed each other up the wrong way.

Just like Indy in 2005, Mosley was gifted the most wonderful opportunity in the pursuit of his agenda thanks to outside events in 2007. Hindsight suggests he should have been careful what he wished for, but the pieces began to slot in place with McLaren's signing of Alonso. With the guaranteed performance of a double World Champion on the books, Dennis felt able to risk the signing of a rookie for the other seat. But it was no ordinary rookie. Lewis Hamilton had blitzed his way through karting and the junior categories with McLaren's financial support from the age of 13. Hamilton was seen, perhaps unfairly, as Dennis's pet project. Regardless of his backing or the interest that he generated as a black man breaking through, he was a phenomenon, with talent off the scale. No sooner had Alonso established himself at the head of the pride and Schumacher retired, then a new challenger appeared out of nowhere - and in the same McLaren team. The pressure generated by the two in the same place brought an eruption Dennis could not control.

Concurrently, the new era at Ferrari was rocked. Without the support of his old boss Brawn, chief mechanic Nigel Stepney had become seriously disaffected. He supplied a McLaren designer with intimate details of Ferrari's car in a 780-page document. When



Hamilton celebrates his first title with McLaren, right before the team fell from grace

Ferrari found out and made the 'Spygate' crime known, Mosley chose to get involved. With the FIA as judge, jury and executioner, the team was fined an astronomical $100m and stripped of its championship constructors' points, denying it a world title. Alonso's actions during the Hungarian GP weekend had been instrumental in giving Mosley ammunition. Triggered by some tit-for-tat competitive scheming between him and Hamilton in qualifying, Alonso was deeply angered at Dennis, believing he was not living up to pre-season promises that he would have team priority in the chase for the title. Instead, he was having to fight Hamilton as well as the Ferrari drivers. With information on his laptop about McLaren's possession of the Ferrari data, Alonso threatened to make it available to the FIA if Dennis did not assign him in-team priority. Alonso didn't follow through and later apologised – but Dennis had already informed Mosley before Alonso did.

The events of that Hungary weekend triggered the long-term decline of McLaren, ultimately cost it its Mercedes partnership, and ensured Alonso's career fell well short of its potential. It also quite possibly played its part in Hamilton only just failing to become the first and only rookie World Champion. What did happen in that Brazil finale? Had Hamilton's bizarre technical problems and race strategy gifted Ferrari's Räikkönen the 2007 title? "I didn't know at the time," said Hamilton to my question in 2012. "But I do now. It's not something I can talk about."

Although Hamilton would go on to win the 2008 title with McLaren-Mercedes, the banking crisis triggered a change of the F1 landscape through an unlikely sequence of events. Honda's pull-out in the wake of the economic meltdown led to a Ross Brawn-led management buyout of its team, just when Honda had a world-beater in the wind tunnel. But Ross needed an engine – and managed to convince McLaren to allow Mercedes to supply it one. Brawn GP and Jenson Button then pulled off an unlikely World Championship together, impressing Mercedes just as it was angered at being drawn into the Spygate affair. Mercedes had to pay an unbudgeted part of the $100m fine in line with its 40 per cent share in the team and now wished to control its F1 destiny. At the end of the year, Brawn GP morphed into Mercedes. Just like that, McLaren was no longer a giant.

To win the title, Button had to fend off Sebastian Vettel in the Adrian Newey-designed Red Bull RB5, which would come to form the F1 design template for most of the following decade. Newey had joined the freewheeling soft drinks-funded team three years earlier, tired of Dennis's stiflingly tight reins at McLaren. It could be claimed that the two of the dominant teams in the next decade were given life by Ron's intransigence.

Although Mosley may have taken some satisfaction from that, in 2009 he would lose his ongoing fight with the manufacturers. Alliances shifted like the tide in these years Ferrari always the balancing centre of gravity, around which the arguments raged. This time Ferrari was on side with the manufacturers. It was a reprisal of the politically-charged 1981 season – but this time with the automotive brands as outlaws. Max and Bernie played the establishment in a neat inversion of history. The teams, led by an incendiary Mercedes still furious at Mosley's handling of Spygate, vowed to leave *en masse* the following year, as Mosley tried to force through an extreme budget cap. They would pull back from this brink only on condition Mosley didn't stand as a candidate in voting for a new FIA president in October. The manufacturers had managed to prise Mosley and Ecclestone apart – Max was mortally wounded by the events he'd triggered in his revenge upon Dennis.

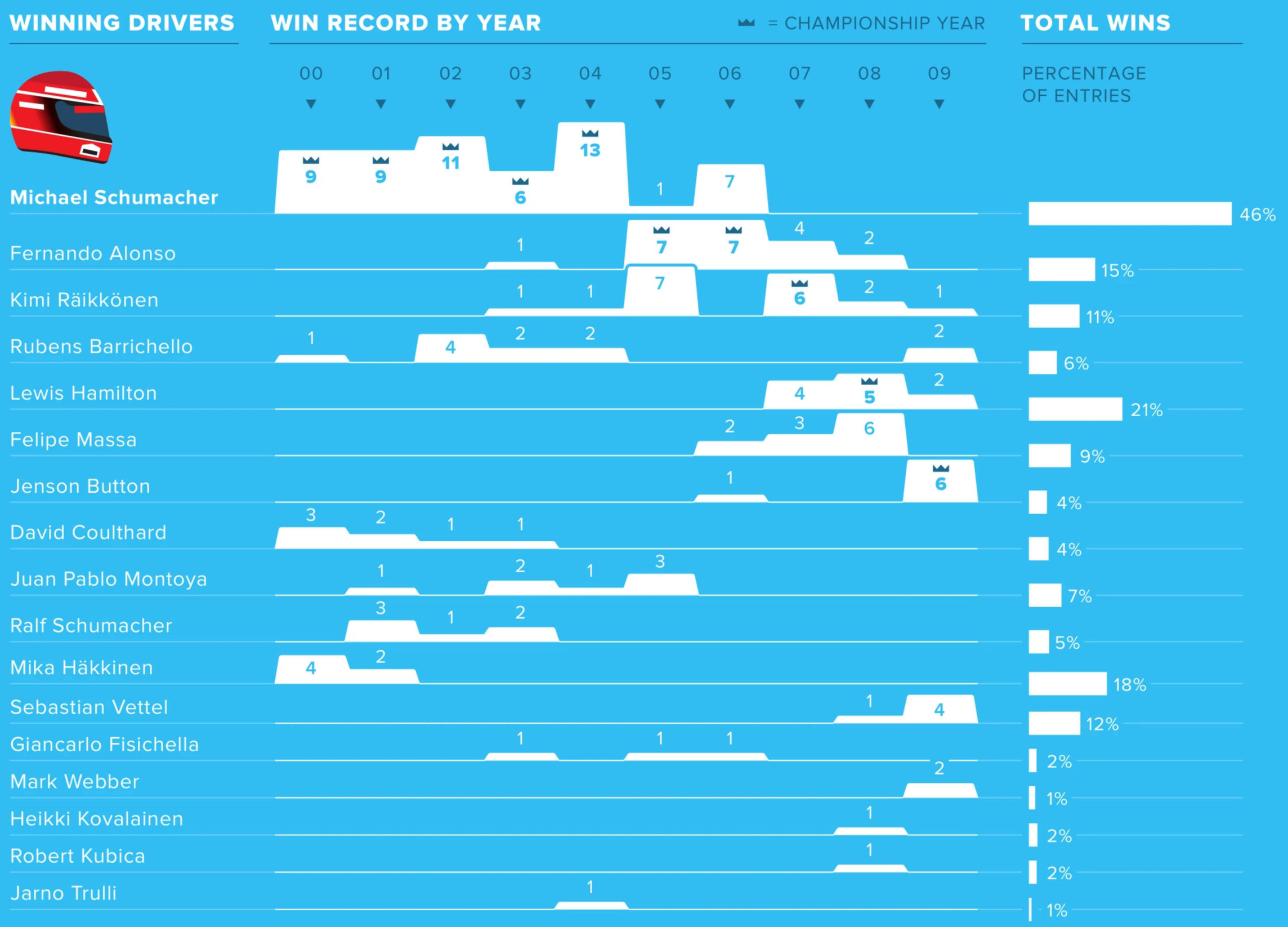
Would the manufacturers have been able to pull off a mass exit, had they been forced to act on their threat? The day of deregulation reckoning had arrived after a couple of decades in the making. The teams now looked nervously around their boom time-funded citadels and their hundreds of employees...

"Brawn GP morphed into Mercedes, and just like that, McLaren was no longer a giant"

ANTONIO SCORZA/AFP VIA GETTY IMAGES

2000s

The decade belonged to Ferrari and Schumacher, but the stats won't forget Button and Brawn



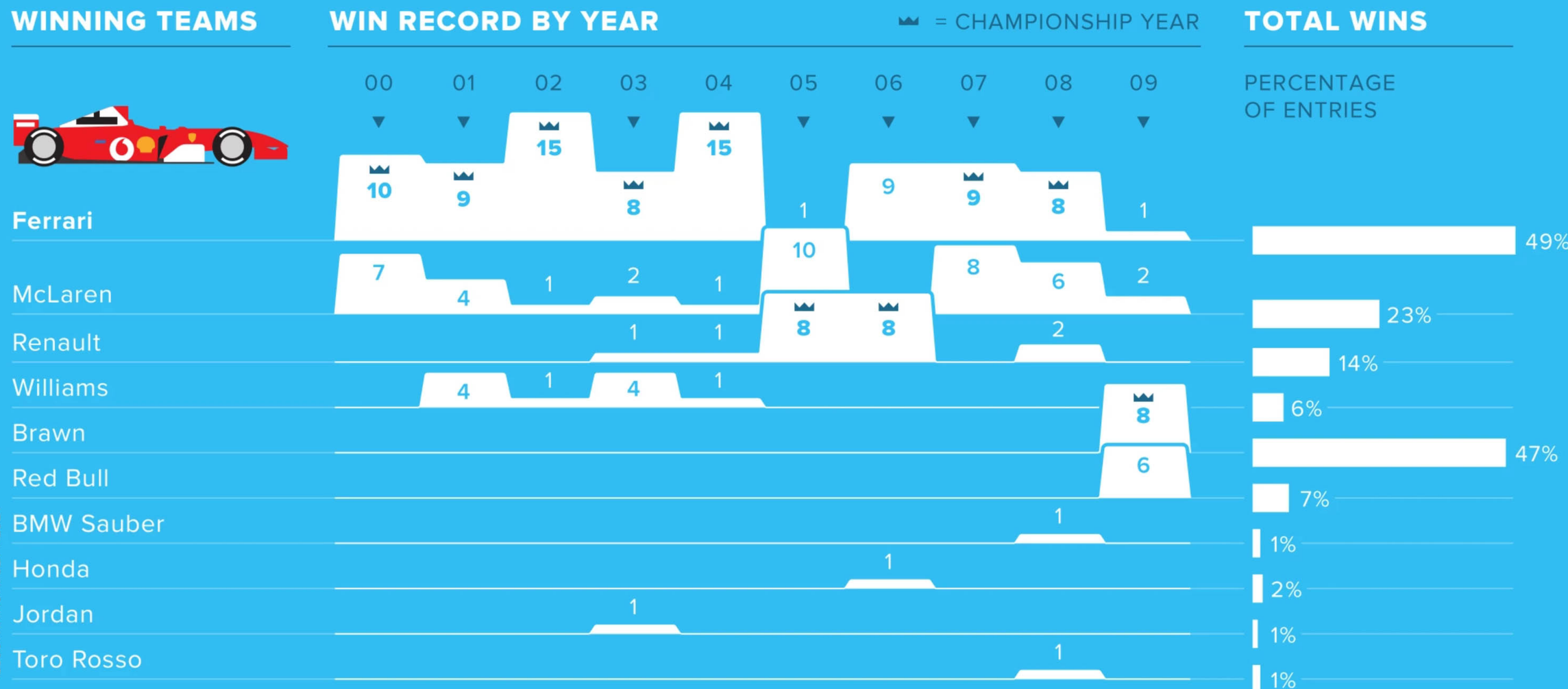


ILLUSTRATION: SET-RESET

F1 70

The 2010s

THE IDENTITY CRISIS

Mercedes, Red Bull and Ferrari dominated a glitzy new era but, as **Andrew Benson** explains, F1 has had to navigate a changing world and plot a course for its future

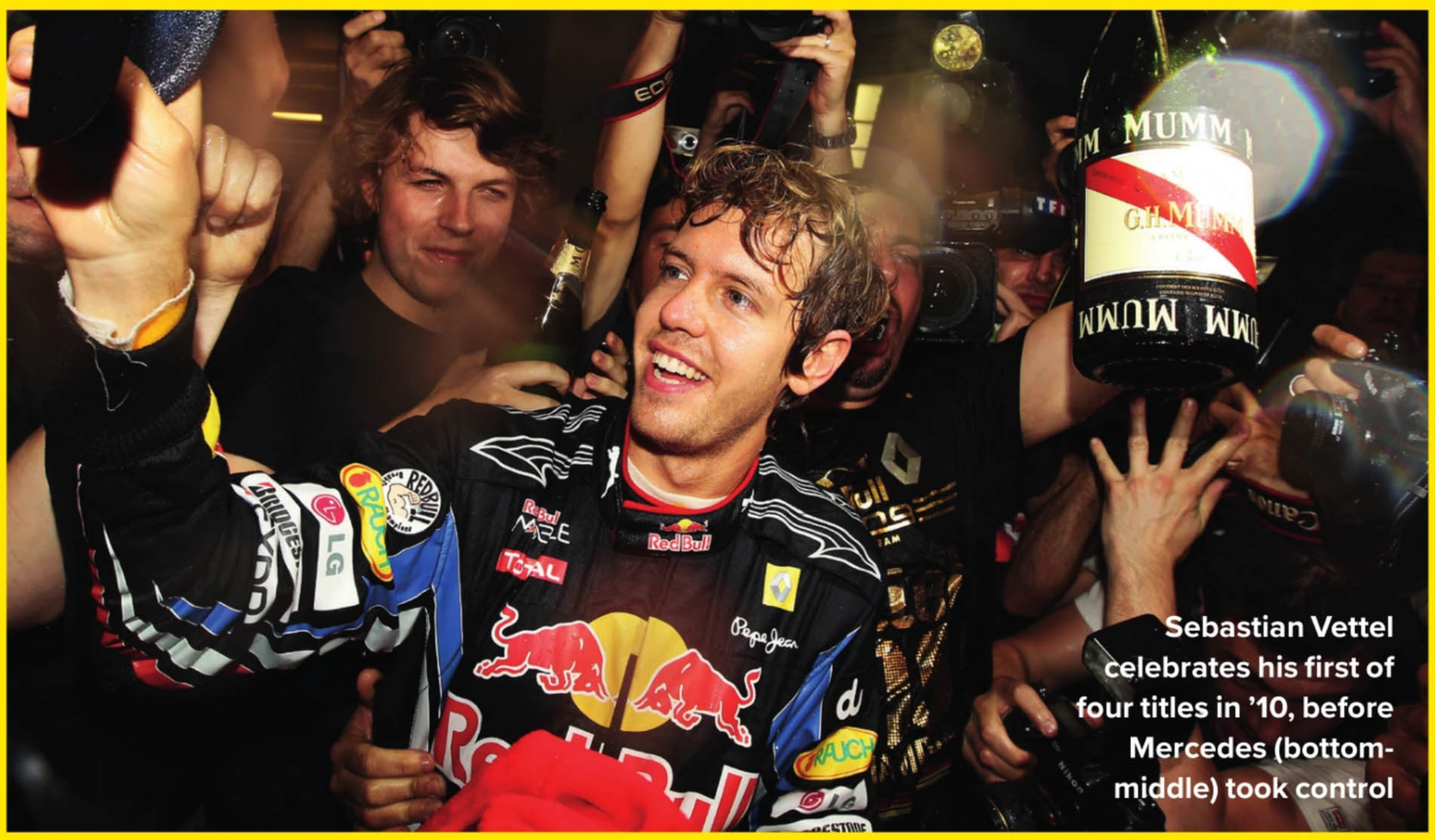
Mercedes leads Red Bull in Singapore 2013, a sign of things to come

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Nico Rosberg defeated Lewis Hamilton in 2016 as Mercedes dominated the expensive hybrid engine era (right)





Sebastian Vettel celebrates his first of four titles in ’10, before Mercedes (bottom-middle) took control



Fernando Alonso had two title near-misses at Ferrari before his disastrous ’15 McLaren switch







Adrian Newey’s ’09 RB5 set the template for F1 cars in the 2010s. Far left: Ecclestone exited F1 in 2017

2010s as it happened

2010 Points revised: 25-18-15-12-10-8-6-4-2-1. Refuelling banned again. Showdown in Abu Dhabi between Fernando Alonso, Lewis Hamilton and Red Bull’s Sebastian Vettel and Mark Webber. Webber gambles and Ferrari covers the move, allowing Vettel to steal the title.

2011 Pirelli replaces Bridgestone. Vettel wins in Australia – and this time stays ahead all season.

2012 The first seven GPs produce as many different winners, but it’s Vettel vs Alonso. Vettel recovers in Brazil to triumph.

2013 Vettel leads the standings at the mid-summer break, then wins the next nine races to seal another title.

2014 Hybrid V6 turbos introduced, double points given at Abu Dhabi. Mercedes dominates and Hamilton takes the title. Double points dropped. Jules Bianchi suffers serious injuries during the Japanese GP, later becomes first WCGP fatality since Senna.

It was the decade of domination. Never had Formula 1 been so one-sided. At the same time, it was the decade in which F1 turned its relationship with the world around by 180 degrees. The two facts are probably not unrelated.

Only two teams won World Championships in the 2010s – Red Bull and Mercedes. It's hardly a secret, but seeing it written down is shocking, nonetheless. And two drivers shared 90 per cent of the titles between them in Lewis Hamilton and Sebastian Vettel. The interloper was Nico Rosberg, who shouldn't really have won in 2016, but was effectively gifted his championship by the worse reliability of team-mate Hamilton's Mercedes.

This concentration of power to an unprecedented degree had a series of effects. For one, it distorted the statistics of the decade and arguably made one driver – Vettel – appear better than he really was, judging by subsequent events. It drove the other defining driver of the decade, Fernando Alonso, to desperate decisions seeking the success that domination by others prevented. He would ultimately exit F1 with just the two titles.

Simultaneously with these results was a navel-gazing of the like F1 has probably never seen before – and nervousness about the state of it that created an increasing focus from its participants on trying to 'fix' F1.

The causes of all this can at least in part be traced to Bernie Ecclestone, who had overseen the previous three decades of F1. By the end of this one, Ecclestone was cast aside. New owners, who undertook a revolution in F1's management, did the deed, but the sense Bernie was out of time was prevailing long before that.

On-track, the 2010s started with the abandonment of refuelling, on grounds of cost and the fact it was destroying racing. It was the first of many decisions made in the 2010s that were aimed at improving the 'show', born of a sensitivity that it wasn't good enough.

Off-track, the decade began with a low-key war. The teams unified under their umbrella group FOTA (Formula One Teams Association), emboldened by forcing out Max Mosley as FIA president the previous year in a fight to kill off a punishing cost cap. The outfits were determined to defend themselves from Ecclestone's capricious ways. Ecclestone, in turn, was hell-bent on heading off this new threat to his power base.

In breaking up the teams' unity by using a combination, as ever, of money and menace, Ecclestone thought he was creating a new governance structure that would guarantee him greater authority than ever before. But his system backfired, and instead granted significant control and influence to the teams, or two in particular: Mercedes and Fiat/Ferrari.

That authority accidentally invested in F1's two most prominent organisations ensured that a forward-looking decision at the start of the decade to introduce hybrid engines could not be reversed, however much Ecclestone railed against it. Ironically, hybrids were a move initiated by Mosley, a long-time Ecclestone ally.

And that hybrid push led in time to F1's rush towards the future, towards a new attitude and a new relationship with the world. A determination to be a responsible contributor to it, rather than a rebel force, could no longer be stopped.

Ecclestone broke up FOTA in 2011 by offering Red Bull a new prize money deal that was too good to turn down. Once Red Bull had broken away, it was easier to get Ferrari to do the same – by offering it an even better deal than the one given to Red Bull.

The others quickly followed. Only McLaren had stood firm, but that was until Ecclestone threatened to ditch the Bahrain Grand Prix unless the team's owners – the Arab country's royal family, whose race it was – overruled its team principal Martin Whitmarsh and ordered him to sign up to the new contract. These new prize money structures offered some teams an extra revenue stream above and beyond those available to the rest. In Ferrari's case, this amounted to more than an extra $100m (£77m) a year, a combination of the 'constructors' championship bonus', also given to Red Bull and McLaren, and a separate payment for being a 'long-standing team'.

For Red Bull and McLaren, it was worth over an extra $30m (£23m). Mercedes had begun the decade as a new team owner, having bought out the 2009 championship-winning Brawn team, but Mercedes struggled to make a success of it because of dramatic cuts made before the manufacturer took over. Mercedes negotiated a contract which stated it would also secure the CCB if it won two consecutive championships. With the advent of hybrid engines in 2014, that did not take long to arrive.

This extra money shored up the budgets of teams that were already better funded than the rest thanks to their owners' financial security and willingness to spend. And it did so at a time when the development of technology, and the complexity of how cars had to be designed and operated, was becoming exponentially more responsive to resource. Extra money meant more staff, more hours devoted to the research of the airflow structures around the car, more stable aerodynamics, more consistent downforce and, ultimately, a faster lap time.

By the end of the decade, the best cars did not necessarily have more total downforce than those in the upper midfield. But they certainly had a lot more downforce a lot more of the time. The extra research ensured they could guarantee a stable platform through more car states – pitch, yaw, corner entry, mid-corner, brake-throttle transition, bumps etc. That led to a performance chasm between the top three ▶

> "Ecclestone's move backfired, granting significant control and influence to Mercedes and Ferrari"

DPPI, GETTY

2015 Vettel wins three times for new employer Ferrari, but Mercedes takes the other 16 victories and Hamilton (responsible for 10 of those) is champion for a third time. Max Verstappen becomes the youngest F1 race starter, aged 17.

2016 A contest in which psychology plays as great a part as performance. Nico Rosberg beats team-mate Hamilton... then retires. Verstappen wins on his debut for Red Bull in Spain, aged 18.

2017 Quite a competitive campaign, by the standards of the hybrid era: Mercedes wins 'only' 12 of 20 GPs as Hamilton adds another title to his CV.

2018 It takes Hamilton four attempts to notch his first success in a 21-race season, but another 10 then follow. Five down...

2019 Bonus point for fastest lap returns (if the driver finishes in the top 10). Valtteri Bottas dominates Australian opener to trigger talk of a serious challenge to Hamilton, but this never materialises. The Englishman goes into 2020 looking to equal Schumacher's seven-title haul.

teams and the rest, who were often lapped by the end of the race.

In Red Bull's case at the start of the decade, design head Adrian Newey, in concert with engine partner Renault, found a new way to use exhaust gases to increase rear downforce, a technique known as an exhaust-blown diffuser. In addition to a specific bodywork design at the rear of the car, this required careful control of engine mapping to ensure the right level of gas flow. No-one else was able to match Red Bull and Renault in this field.

That gave Vettel a car that was effectively unbeatable for four seasons, while Hamilton and Alonso were always fighting a losing battle in machinery that was sometimes competitive enough to allow them to beat him, but not consistently enough.

Alonso got closest and would have won the title twice had it not been for awful luck. In 2010 Vettel and Red Bull were still making mistakes, and in 2012 a change to the rules meant that it took half a season for Newey and Renault to get their exhaust-blowing working properly again. Alonso produced



Fernando Alonso's huge Australia crash, during the nadir of his F1 career

the season of his life, and one of the greatest by anyone ever.

But Alonso could see the way things were going and concluded that he had to get out of Ferrari at the end of 2014 because he couldn't envisage Ferrari ever matching the aerodynamic excellence of the leading British teams.

The decision – and the route he took in joining a McLaren team in a state of denial at how far it had fallen – effectively ended his career.

At McLaren, Hamilton made the same decision as Alonso a year earlier. But, unlike his old team-mate's move, Hamilton's was the making of him. Hamilton's timing – fortuitous, to at least some degree – was to leave one team just as it was beginning a precipitous decline and joining another just as it was about to begin a period of record-breaking superiority.

Frustrated by several things at McLaren, Hamilton chose to believe the romances of Mercedes and the arguments it made to him that it was better placed for the looming hybrid era than anyone else. So, Hamilton jumped ship for 2013. At the time, he had won 11 fewer races than Alonso. By the end of the decade, Hamilton had added a further 63.

The hybrid engines came to F1, much to Ecclestone's chagrin, because Mosley and his successor Jean Todt recognised that F1 could no longer ignore the direction in which the world was travelling.

With climate change now an increasing global concern, the FIA realised that, sooner or later, pounding around race tracks burning fossil fuels for fun using outdated, large-capacity, normally-aspirated engines, would make F1 a target. F1, it concluded, had to justify its place in the world and make

GETTY/ DPPI



Jumping for five: Hamilton's Singapore victory sends him closer to another title

an argument for its continued existence. The engines were the answer.

As Mercedes boss Toto Wolff puts it now: "These things need to be tackled, and when we look into our micro-cosmos, these engines have all the energy recovery that you can find in the most modern road cars. We have battery technology, we have energy recovery, through various systems, and they have become more and more efficient. They are very much at the forefront of technology that eventually ends up in road cars.

"Each of us has a duty, be it in our little small world, of not using plastic bottles any more or looking after our own environment. In the same way as the guys involved in Formula 1 - making sure the right message is transported into the world, that these engines are the most efficient and the most green engines that have ever existed."

The technology chosen was complex and expensive. The engines were implemented to dramatically increase the thermal efficiency of the internal combustion engine, hoping the advances would translate to road cars, but it meant that only players with huge budgets could compete in F1.

Mercedes recognised the possibilities sooner than anyone else and committed more resource to it earlier. The result was a dramatic performance advantage when the engines first appeared in 2014, a figure its rivals believed was close to 80bhp.

Ecclestone never liked the hybrids and did his best to denigrate them from the beginning. The result was that rather than trumpeting the revolutionary technical achievements of the engines, which increased thermal efficiency from around 30 per cent to 50 per cent, and talking about how much that would reduce carbon emissions if it could be translated to road cars, F1 found itself in a fundamentally irrelevant controversy about their sound.

For a time Ecclestone even led a bid to reintroduce the V8s that had been abandoned in 2013, but the manufacturers could see wider industry trends and stood firm.

The old impresario's last 'hurrah' was a disastrous change to the qualifying format at the start of 2016, which was quickly reversed. Within a year, Ecclestone was gone, and with him went a way of doing business.

For decades, Ecclestone had moved from deal to deal, his sole target to make as much money as possible while expanding F1 in whatever direction the dollars led him. Tactically, he was a master and strategy hardly came into it. He made a lot of money - for himself, and for the people who from 2006 were his masters in the form of a private equity group. Very little thought was given on a macro level as to what F1 should be, let alone what it should be in five or 10 years.

When F1 was bought by the US group Liberty Media over several months leading up to the start of 2017, all that changed. Suddenly, the talk was business plans, marketing, expansion into the digital realm, and exploiting the possibilities of the internet, an entity Ecclestone admitted to not understanding.

Ecclestone, a former used-car dealer, was replaced at the helm of F1 by Chase Carey,

> "The turbo-hybrid engines meant that only players with huge budgets could compete in F1."





After several false dawns, Ferrari has yet to hit back against Merc

> "There is a vision for how F1 must represent itself to the world if it is to survive"

an Ivy League-educated businessman and television executive. In the three years since, seismic changes have been made in F1.

Liberty has a plan to expand F1's footprint in the US, further into Asia and, ideally, into Africa also. The calendar is growing, Vietnam had been added before its cancellation due to the coronavirus pandemic. Changes are being made to race weekends to lighten the load on those involved.

A cost cap – oh the irony – has been introduced for 2021, to reduce the ever-widening gulf between the big teams and the rest, and a new, more equitable prize-money structure and streamlined governance process, less prone to logjam than the one Ecclestone set up at the start of the decade, are on the verge of being agreed.

While Ecclestone largely ran F1 as a one-man band, Liberty has recruited extensively, among the additions a team of engineers charged with researching future rules, under the leadership of former team boss Ross Brawn. The first fruits of that work will be seen in 2021 when new regulations are introduced. It's hoped it will not only close the field in terms of competitiveness but also make the cars more raceable. Beyond that, there is a vision for how F1 must represent itself to the world if it is to survive.



Will the next era belong to Red Bull and Verstappen?

The 2020 season was set to start in Australia, in the shadow of the apocalyptic bush fires of the last few months, their severity fuelled by climate change and the record temperatures seen in Australia in recent years.

If that race had gone ahead, the optics of F1 going to Melbourne and driving extravagantly fast, petrol-powered cars around in circles for three days would not have been good. A decade ago, the issue would have been ignored. Now, F1 is not only actively working to support victims of the fires, but it can also point to a plan to go carbon-neutral by 2030 as evidence F1 is now a responsible global citizen, rather than a profligate and irresponsible playground for rich men and their irrelevant toys.

There is a desire to use F1 to showcase how the car industry can help reduce carbon emissions. The aim for the next engine regulations in 2025 is to retain hybrids and lead the introduction of synthetic fuels, the manufacture of which will capture carbon from the atmosphere and combine it with hydrogen, the use of which would be carbon-neutral.

Renault F1 boss Cyril Abiteboul says: "We are talking about e-fuel, fuel that will not be composed of fossil energy. This will be a game-changer, I think. We need to make sure that Formula 1 remains a demonstration for game-changers."

Carey adds: "Electric is going to be part of the solution, but they have their own issues, whether it's economics or batteries or what have you.

"We have a billion-plus cars out there today with combustion engines. We are a platform for showing what a hybrid engine can be, in terms of playing what is a critical and underappreciated role, that is necessary to address the world's larger environmental issues. For us, this is an offensive issue, not a defensive issue. We have a capability and opportunity to play a leadership role and develop a path forward to the goals we have set out."

Imagining those words coming out of the mouth of Carey's predecessor is impossible. There is no more effective illustration of how, in the space of 10 years, F1 is not only operating within a changed world, but is one itself.

Andrew Benson is BBC Sport's chief F1 writer

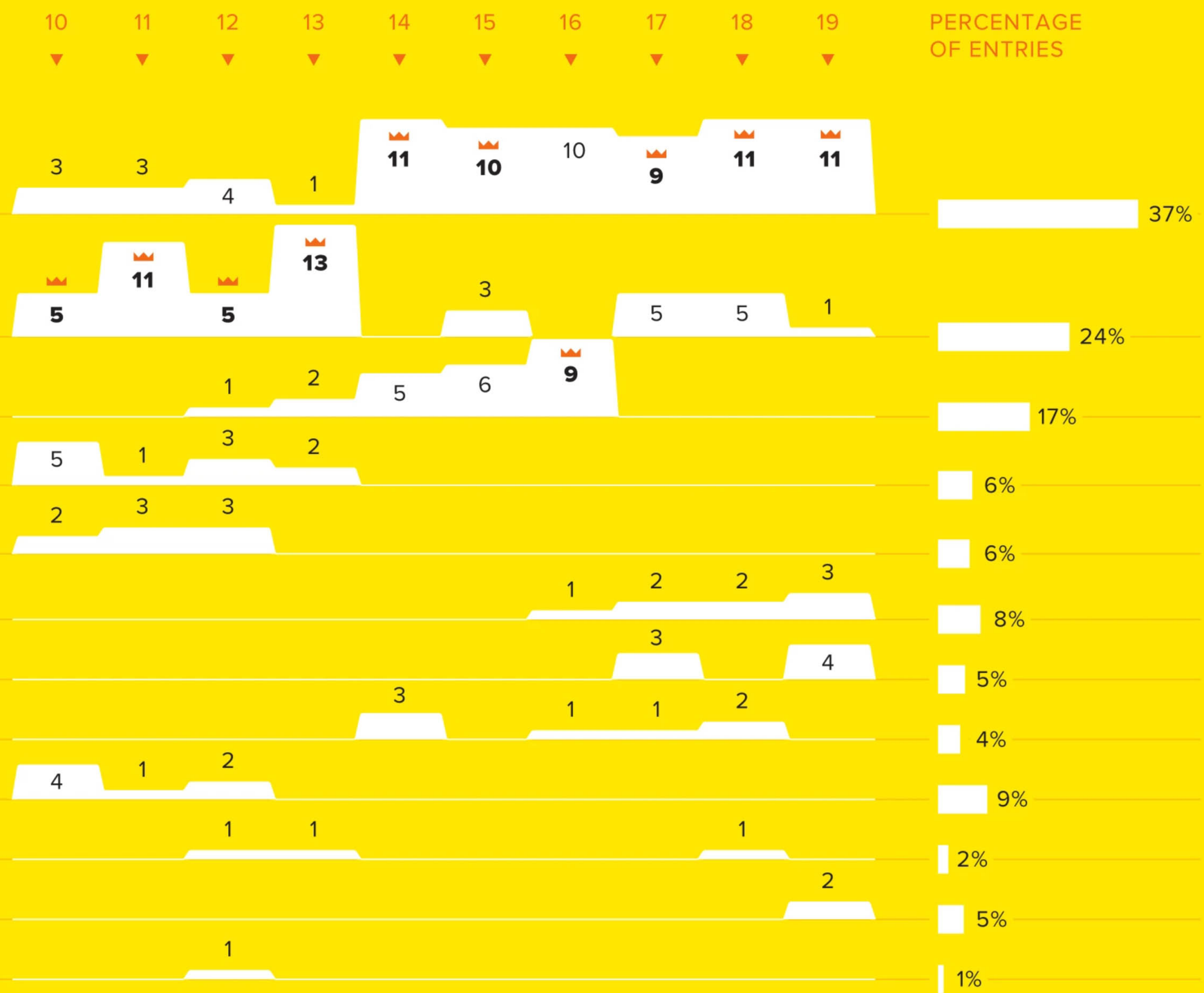
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2010s

Three teams had a stranglehold on F1, but it was Vettel and Hamilton's era

WINNING DRIVERS

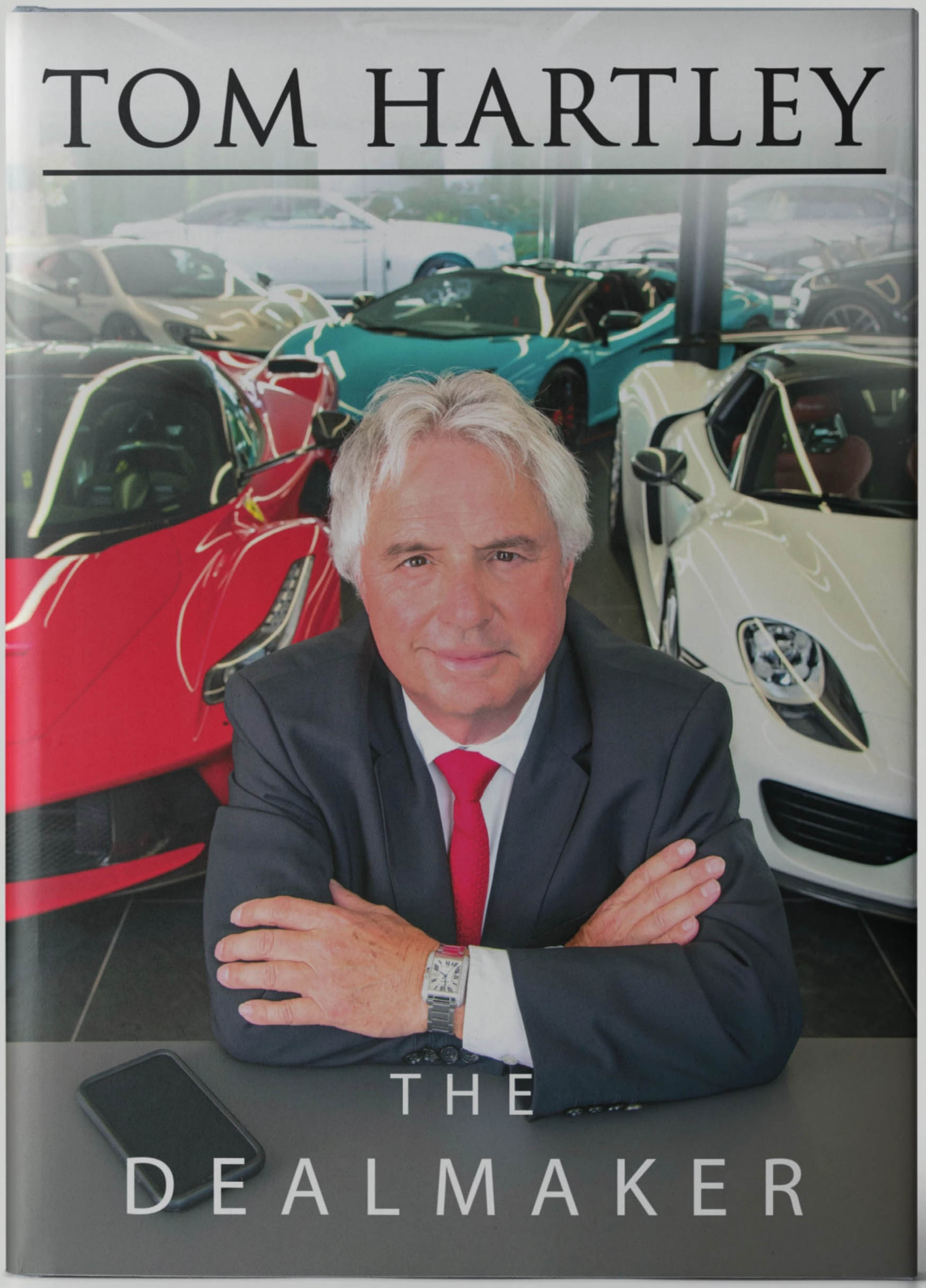




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While this example isn't a *Bullitt* replica, it's impossible not to note this Charger's similarities

Bullitt's forgotten hero

Steve McQueen's Mustang may have starred, but **Simon de Burton** argues the case for an iconic Dodge Charger lookalike

The Highland Green fastback Mustang sold for $3.4m (£2.8m) by Mecum auction house earlier this year may be the automotive hero of the 1968 thriller *Bullitt*, but the Dodge Charger that starred alongside in the famous 10min 53sec chase scene deserves recognition.

Indeed, stunt driver Bill Hickman – who played the bespectacled, emotionless hitman behind the Charger's wheel – is reported as saying that it was so much quicker than the Mustang that he was regularly required to slow down to enable the pursuing car to catch up. That's plausible considering the big-block 7.2-litre 'Magnum' V8 engine's 375bhp easily out-muscled Ford's 325bhp unit.

All the same, the *Bullitt* Mustang has undoubtedly proved the more popular choice when it comes to the creation of clone cars. But, for those who want to be different, London-based restoration specialist Classic Investments is offering this superbly detailed Charger that, while it isn't being billed as a replica of the *Bullitt* version, is highly evocative.

Described as having 'laser straight' bodywork, the Concours-standard car is finished in mirror-black paint and is better than new both on top and underneath. The matching engine and chassis numbers



Engine, chassis numbers proves this Charger is a thoroughbred





Re-upholstered and sound-insulated, the Charger feels modern

indicate that it was equipped with the desirable 440 Magnum engine from the factory. The appeal of the car is then further enhanced by the rebuilt A727 manual gearbox.

The interior has also been fully restored to combine the original's classic appearance with some added luxury designed to make the car more enjoyable on long journeys. In addition to being re-upholstered in top-quality Italian PANA leather and bespoke carpeting made from period-correct materials, the cabin has been fitted with better sound insulation and finished with wenge wood detailing.

The original radio, speedometer and auxiliary gauges are all present and correct having been fully rebuilt, with every chrome component on the car thickly re-plated.

Modern suspension and upgraded brakes and steering were also incorporated into the 3000-hour rebuild to create a car that, despite being 51 years old, is said to be usable in modern traffic conditions, both in town and on the open road.

Fans of the *Dukes of Hazzard* might prefer the screaming orange Charger driven so recklessly by country cousins Bo and Luke, but for mean and moody sophistication, this *Bullitt*-chase lookalike is difficult to beat.

1969 DODGE CHARGER 440 MAGNUM

On sale at Classic Investments, 2 - 6 Hampstead High Street, London NW3. Asking: £140,000. classic.investments.

Live the Hollywood lifestyle

Fans of muscle car movie icons don't have to look far to get their fix for the road



2019 DODGE CHALLENGER RED-EYE. £109,950

This Challenger packs a 6.2-litre supercharged V8 for 797bhp and a top speed of 203mph. It can be driven as easily as a hatchback.
clivesutton.co.uk



1977 PONTIAC FIREBIRD TRANS-AM. $120,000

Fan of 1977's *Smokey and the Bandit*? This is a dead-ringer for the Trans Am, and has clocked just 17,000 miles.
transamflorida.com



1972 PONTIAC GTO. $34,500

Another muscle car immortalised in film was the Pontiac GTO driven in *Two Lane Blacktop* by accidental street racer 'GTO'. This car is from 1972, a year after the film's release.
hotrodsclassiccars.com



1968 FORD MUSTANG £199,950

Based on an original, 1968 Mustang Fastback, this *Bullitt* recreation runs on modern-day mechanicals, including a five-litre Coyote engine and six-speed automatic gearbox.
clivesutton.co.uk

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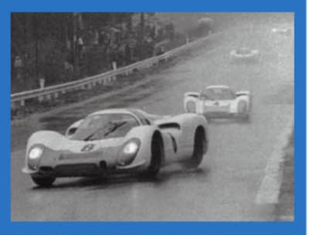
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The XR series proved so strong that Honda stripped an engine to learn its secrets

AUCTION HERO

Harley's sporting great

Harley-Davidson's motor sport history may have dimmed with time, but **Simon de Burton** examines one of its all-time greats

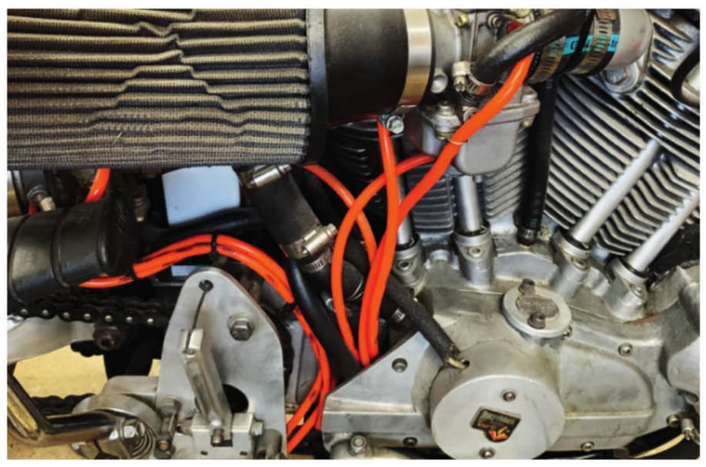
Ask most people to name the manufacturer of the most successful race bike of all time and they are quite likely to choose Honda, Ducati, Yamaha or, perhaps MV. But those who really know their stuff will say Harley-Davidson.

That's because the same firm famous for straight-line cruisers with names such as Electra Glide and Fat Boy also made the legendary XR750 which, quite simply, is the all-conquering king of flat-track racing.

The first XRs campaigned in the US National Flat Track Series during the late 1960s. Powered by sleeved-down, overhead-valve 1000cc Sportster engines with iron barrels and cylinder heads fed by a single carburettor jammed between the 'V' of the two cylinders, they proved to be a flop.

For 1972, Harley wheeled out a new XR designed by factory race chief Dick O'Brien. It had aluminium heads and barrels, twin carburettors and massive cartridge air filters.

H&H AUCTIONEERS



In the hands of Mark Brelsford, the new XR750 won that year's AMA Grand National Championship, a success that proved to be the start of a thrilling 20-year era of dirt track racing led by the Harleys in their distinctive black, white and orange livery.ß

Rising stars such as Yamaha-mounted Kenny Roberts and the phenomenal Harley rider Jay Springsteen came into the sport to mix it with veterans such as Gene Romero, Dick Mann and Mert Lawwill (see *On Any Sunday*). They drew massive crowds eager to witness the spectacle of stripped-down, tuned-up bikes going hell-for-leather around a dirt-covered oval (left turns only and no front brakes) at speeds of up to 120mph.

Roberts won the title on his Yamaha in 1973 and 1974, with Honda eventually taking the title during the mid-1980s after spending a fortune dissecting an XR engine, copying the best bits and adding twin camshafts and other trickery. To all intents and purposes, the Harleys dominated.

All of which takes us to, err, Solihull and the sale of this 1972, alloy-engined XR that, believe it or not, is road registered – although we doubt the next owner's neighbours would appreciate the noise.

Previously featured in motorcycle magazines *Dice and Wind* and the legendary *Easy Riders*, the bike comes complete with a full lighting set, some nice Ohlins suspension and, importantly, features matching frame and engine numbers.

According to H&H, however, it will need re-commissioning before being ridden in anger – which, if period footage is anything to go by, is the only way to go on an XR750.

The lucky buyer could even don a cape and make like the most famous XR rider of all - the late, great, and bonkers Evel Knievel.

1972 Harley-Davidson XR750. On sale at H&H Classic auctions, National Motorcycle Museum, Solihull. April 7. Estimate: £26,000 - 28,000



New challenge for auction houses

Distancing and lockdown leads to creative ways for buyers and sellers to get together

With lockdowns and social distancing in full swing, it's not a great time to be an auctioneer. One of the first classic car sales to be affected by coronavirus was Gooding and Co's 'Passion of a Lifetime' collection, postponed a fortnight before its April 1 date in London.

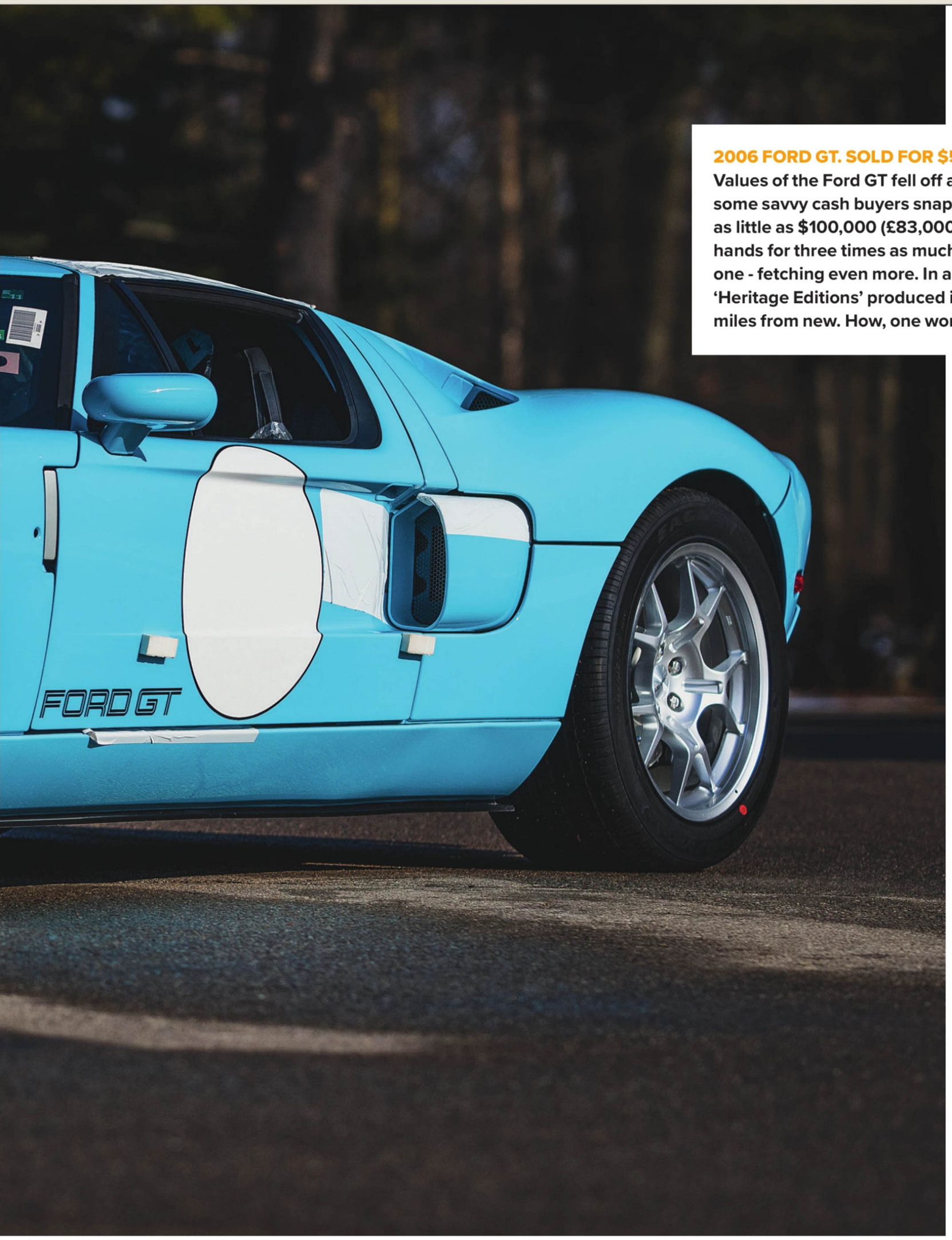
The collection had the potential to gross £45m-plus. If it was as successful as hoped, it would have been a timely fillip to the market.

While Gooding had no option but to postpone - the American firm had chosen Somerset House as its venue - other UK auctioneers have managed to keep moving.

Both Bonhams and H&H, for example, quickly adapted to the situation by offering restricted, by-appointment viewing and holding sales behind closed doors with bids being made remotely. The drive-through format of Bonhams MPH sale at Bicester Heritage was maintained through a livestream.

H&H was no longer able to hold its sale at the Imperial War Museum, Duxford, due to the closure of the building to the public. But it swiftly moved the admin element to the Red Lion pub at nearby Whittlesford Bridge and arranged walk-around videos of each lot, which potential buyers could rely on for evaluations before bidding remotely.

For the time being, this type of format could be the new normal. Credit must go to the auction houses for acting swiftly, so let's hope buyers still bid enthusiastically...



2006 FORD GT. SOLD FOR $553,000 R.M. SOTHEBY'S

Values of the Ford GT fell off a cliff during the financial crisis of 2008, with some savvy cash buyers snapping up low-mileage, pre-owned models for as little as $100,000 (£83,000). Now the best 'standard' GTs often change hands for three times as much, with really special examples - such as this one - fetching even more. In addition to being one of the 343 Gulf-liveried 'Heritage Editions' produced in 2006, the car had recorded a mere 2.4 miles from new. How, one wonders, could the owner resist driving it?



1993 TOYOTA SUPRA. SOLD FOR £25,875, SILVERSTONE AUCTIONS

Believe it or not, the vendor of this 627bhp Japanese rocket was a 74-year-old club racer. Up, running and ready to go – complete with a Brian James covered trailer on which to transport it – the car offered an easy route to an array of motor sport events.



1938 ROVER 10 SPECIAL. SOLD FOR £11,480, HISTORICS

A well-built pre-war special can be a delight to own and drive. Based on the chassis of a Rover 10 saloon car, this special was built to its current spec over 20 years ago using simple, inexpensive parts. It looks the part while being far easier and cheaper to maintain than a pedigree 1930s car.



1986 PEUGEOT 205XT. SOLD FOR £2813, SILVERSTONE AUCTIONS

With an array of rallying extras that included harnesses, race seats and a full roll cage, this mechanically almost standard 1.4-litre Peugeot offered an excellent entry into club competition. The bodyshell appeared to be rust-free, and a new exhaust system, recent brake job and long MOT meant little need for immediate spend.



1967 MEYERS MANX. SOLD FOR $456,000, BONHAMS

Yes, it is that dune buggy, the Meyers Manx which was driven by Steve McQueen, as the star of 1968's *The Thomas Crown Affair*. The Manx was built with his input. After filming, it was bought by a Lincoln dealer in Hawaii where it remained for decades before the Manx was then treated to a 'platinum quality' restoration before the sale.



1997 PORSCHE 911/993 CARRERA S. SOLD FOR £110,880, HISTORICS

The values of classic Porsche 911s have dipped, but not in the case of the best and most original examples, such as this 993. The last air-cooled 911, the 993 remains as exciting and usable today as it did when launched. This car was as good as new, registering just 16,613 miles. 17 official Porsche services pointed to a pampered life.

DARIN SCHNABEL ©2020 COURTESY OF RM SOTHEBY'S



Ari Vatanen and David Richards slide through the 1980 Rally Portugal stages

Buying guide

Ford Escort MkII

The family wagon turned hero that scored race and rally wins

FORD USED TO HAVE A HABIT OF creating unsung heroes from its production line. What often started life as a humble family run-around soon found new uses on circuits and stages, more often than not with great success too.

The Escort MkII was a perfect example and set the pace in period, particularly in rallying, but also in racing - and it continues to be a shining example of competition engineering to this day.

It all started back in 1967 when Ford found itself at a crossroads. Its ageing Anglia needed replacing, and the Cortina was gradually moving more and more upmarket, with significantly warmer versions changing the car's perception from family wagon to sporting coupé.

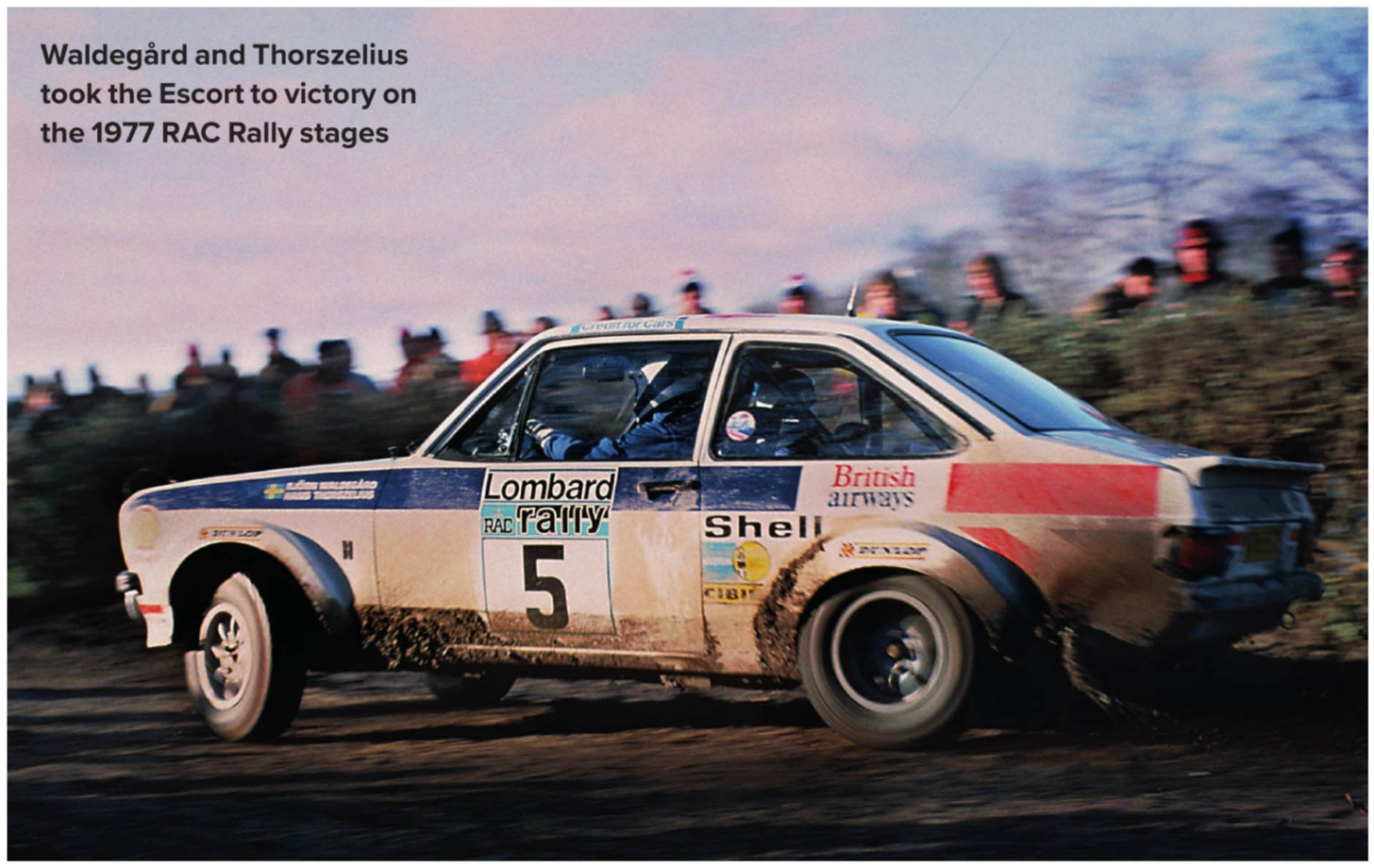
This came at a cost, leaving Ford short in the mid-range options. The answer was the Escort - a name first used back in the 1950s to designate a base version of the largely forgotten Squire. The new car was unveiled at the Brussels Motor Show in January 1968 and featured a very simple yet effective blend of engineering. Its steel chassis was mated to Kent Crossflow petrol engines. The Escort was also rear-wheel drive, had a four-speed gearbox, featured MacPherson strut front suspension and had a live axle with leaf springs at the rear. Sound good? It was. Customers raved about the car's responsive handling and balance, and that could only lead the model to motor sport.

The Escort Twin Cam was the first true performance model, using a Lotus-designed big-bore 1558cc engine before Cosworth helped create the RS1600. The Twin Cam scored the model's first major racing success when Frank Gardner won the 1968 British Saloon Car Championship in an Alan Mann Racing version featuring what was essentially a 200bhp Formula 2 FVC engine. Hannu Mikkola and Gunnar Palm also added the 1970 London to Mexico World Cup Rally to a string of domestic rally wins for the Ford works team.

The Escort was already the benchmark when the MkII arrived in 1974. By now

FORD ESCORT MKII

- **Price new** £1500
- **Price now** £15,000-£70,000
- **Engine** 1790cc Cosworth BDE, 1999cc Cosworth BDG
- **Rivals** Saab 99 Turbo, Fiat 131 Abarth, Datsun 160J
- **Verdict** An evergreen design that put Ford on the rallying map



Waldegård and Thorszelius took the Escort to victory on the 1977 RAC Rally stages



Alan Mann Racing gave the Escort MkI its first success in 1968, pictured here racing at the Nürburgring in the ETCC

chassis were strengthened and widened, and Cosworth had gone to town on the engine front, first creating the 1800cc BDE for the RS1800. Ford then went the whole hog with the stunning 250bhp 2-litre aluminium-blocked BDG engine, which can still be heard echoing around the forests on a rally weekend.

The addition of straight-cut ZF gearboxes and five-link suspension then made it a real hit, particularly on the rally stages.

The Escort MkII won the RAC Rally every year from 1975-79, and in 1979 Ford swept the World Rally Championship board with the RS1800. Björn Waldegård took the drivers' title, with team-mate Mikkola second and Ari Vatanen in fourth. The Escort had handed Ford its first WRC manufacturers' title, a feat the brand wouldn't repeat until 2006, largely thanks to the shock arrival and resulting dominance of Audi's Quattro and the pivot toward four-wheel drive from 1981.

"You'll scarcely see a historic rally in Europe without a MkII entered"

Regardless, the chunky yet sleek lines of the Escort MkII – not to mention the gravel-tinged roar of both the BDE and BDG Cosworth units – etched the car into the hearts and minds of rally fans the world over. Now multiple businesses work around the clock to satisfy order books full for both refreshed and new-build 'historic replicas', either made from original or third-party shells, and you'll scarcely see a historic rally anywhere in Europe without a MkII present on the entry list.

DPPI

Market view

Why the Escort is now a good investment

Over the past decade, classic fast Fords with race pedigree have gone on to achieve some amazing results at auction, and the market hasn't tapered off to the same degree as other brands have in the past 18 to 24 months. Some of the highest achieving Escorts have been sold in the past two years.

The Mk2 Escort is no exception, however, the majority of motor sport examples that come to market have a rally pedigree. As far as late '70s racing Fords go, we've seen Capris occupy the £60k-£70k mark with the best cars breaking six figures. We haven't seen the Mk2 Escort reach this level yet and ones that have come to auction to try and break £100k haven't sold.

We think the demand for the '70s and '80s Fords with a motor sport link will continue to increase over the coming years as those that admired them as young fans are now old enough to buy their own. Some cars have come to market several times unsuccessfully before finding a buyer at a lower reserve, so it may pay to wait for the right one. Based on recent sales, we expect the market for a MkII with pedigree to be £55,000 - £70,000 with a view that could increase over time. Bespoke 'new-build' cars can cost much more.

Robert Johnson,
Classic and Sports Finance

TARGET DEAL
Ford Escort MkII - £55,000 - £70,000

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ONE CURRENTLY FOR SALE

1980 Ford Escort MkII RS2000

On the forecourt

Jason Lepley is a regular dealer of MkII Escorts, and has seen all types, from kit cars to fully fledged historic machines

The market certainly isn't short of Escort MkIIs, especially considering you can buy an example in almost any specification.

Jason Lepley regularly has competition MkIIs up for sale through his Nottinghamshire dealership, and currently has around half a dozen different Escorts in stock.

His choice would be this blank canvas, original 1980 RS2000, fitted with the 2-litre Ford Pinto engine. It's left-hand drive and priced at £14,000.

"Somebody imported this car and used it for track days in the main, so it could be made into a full rally or race car with minimal work," says Lepley. "It's got all of its original chassis tags, a full roll cage, Bilstein dampers and a lot more, so it's already a well-sorted car. Being left-hand-drive also makes it a bit of a rarity. As for upgrades, you could do whatever you wanted – it just depends how big your cheque book is!"

Lepley insists that at this point in its lifespan, a well-sorted MkII is a solid investment, and also a great competition model.

"The lower-to-bottom end of the market is very strong at the moment, and is always growing whereas cars with history and certification behind them can be well into six figures," he adds. "A MkII is so wonderfully easy to drive, and they are easy to build, maintain and repair yourself, which adds to their charm. Some people want a MkII for rallying or racing, some want to collect them, and some just simply want to own one. It's a car with huge appeal."

Jason Lepley Motorsport, Newark on Trent, Nottinghamshire
Tel: 01636 892799, jasonlepleymotorsport.co.uk



ONE PREVIOUSLY RESTORED

1974-1981 Ford Escort MkII

In the workshop

Viking Motorsport can build you a fresh new Escort MkII that's true to its original specifications

The Ford Escort MkII may be a historic car but, unlike many others, you can still buy a 'new' one, ready to go.

While some companies specialise in building new cars from aftermarket shells and components, Viking Motorsport – founded by World Rally champion co-driver Phil Mills – goes for the truly authentic approach.

"We always keep around 12 original shells in stock at any one time and build all our cars to the original 1975 homologation papers. We only build or restore original cars," says Mills.

"It's a passion of mine that has developed into a business. Clearly I'm not the only one who loves MkIIs as they've built a cult following in rallying. They're hugely popular in Ireland."

Viking Motorsport can build a car to pretty much any regulation, whether its Group 4 rallying or Group 2, 4, or 5 historic touring cars. It has even built three rally cars for Petter Solberg (his 2003 WRC champion team-mate at Subaru). Bespoke car builds start at around £90,000.

"It takes about 1000 hours to build a car, but there are so many configurations that it can vary a lot," adds Mills. "Originally the engines could be a little fragile but, thanks to modern materials, the weaknesses have largely been eradicated and they're very reliable things now.

"They're easier to drive than something like a Porsche; you can steer them from the rear, which makes them spectacular."

Viking Motorsport, Powys, Wales
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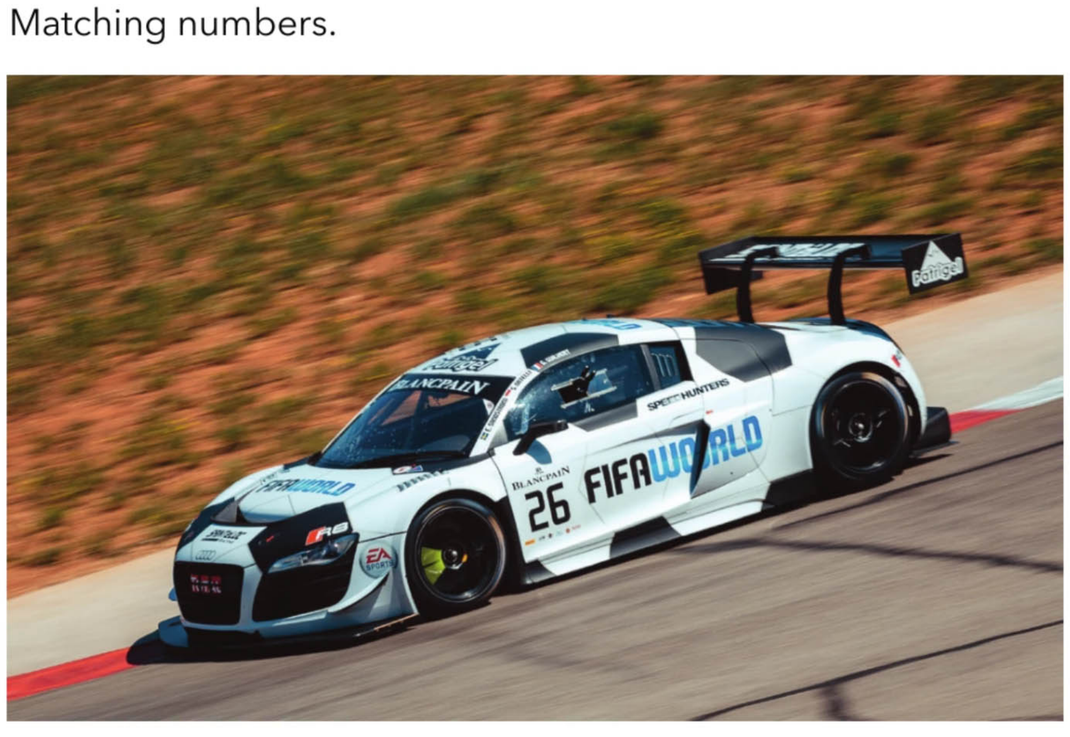
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Lambasted at launch for its design and ride, the F40 later became an icon

Buying guide

Ferrari F40

Once divisive, now one of the marque's flagship supercars

IT'S AMAZING HOW PERCEPTIONS CAN change. When the Ferrari F40 was first unveiled to the world, back in 1987, it was met with a flurry of scepticism the supercar market had scarcely ever seen.

Multiple journalists criticised its stripped-out spartan nature, bemoaned its bone-shaking ride, whinged that it deafened them, and some even criticised its design...

Legendary designer Gordon Murray was scathing about its underpinnings, ranting in a *Motor Trend* review back in 1990 that: "It's not even 1960s technology; from a frame point of view, it's '50s technology - twin-tubes, not even a spaceframe. It really does shake about. It's like a go-kart with a plastic body on top..."

Fast forward 33 years and the F40 is perhaps the most lusted after model ever created by Ferrari. The design hasn't aged, its lines still belong on the posters of almost any bedroom wall. The Ferrari F40 is a car designed for driving, usually quickly, and nothing else. If you're after one for a long weekend in the Highlands, forget it... unless you want to carry your luggage on your lap.

As you'd expect from a track-focused design, the F40 had racing origins. Back in 1984 Ferrari began developing the 288 GTO, essentially a homologation special of the 308 GTB, designed for Ferrari's return to GT racing.

By 1987, the 288 had sprouted wider, more streamlined bodywork, a huge rear wing and earned the tag Evoluzione. Only six were built, intended to compete under the Group B regulations for sports cars at Le Mans to rival Porsche's 959. Except Group B was banned for good in both racing and rallying at the end of 1986, meaning none of the cars ever turned a wheel in competition. Ferrari was left with essentially useless cars. Except, they weren't.

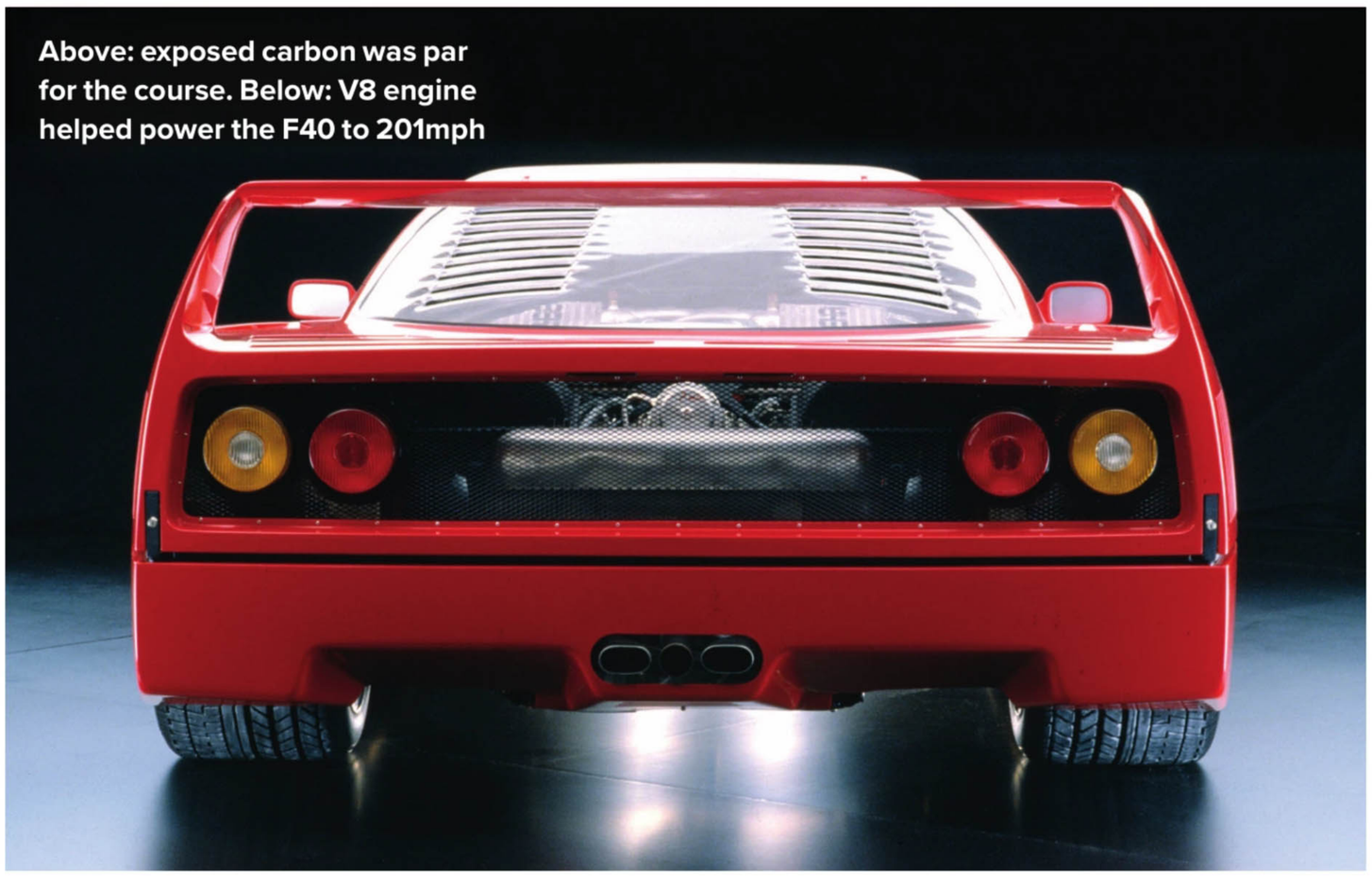
With his health failing, Mr Ferrari vowed to create a memorable final car under his gaze. He set the engineers who had collaborated on the Evoluzione programme to use its base to develop a road car, which would also celebrate Ferrari's 40th anniversary.

The F40 used many of the styling cues visible on the Evoluzione, largely due to sharing its designer, Nicola Materazzi, who worked with Pininfarina to refine the design.

FERRARI F40

- **Price new** £250,000
- **Price now** £900,000-£1.4m
- **Engine** 2.9-litre twin turbocharged V8
- **Power** 478bhp **0-62mph** 4.1sec
- **Top speed** 201mph
- **Rivals** Porsche 959, Lamborghini Countach
- **Verdict** Originally misunderstood, now simply glorious





Above: exposed carbon was par for the course. Below: V8 engine helped power the F40 to 201mph

At its heart, the F40 ran a tweaked version of the 3-litre twin-turbo V8 from the Evoluzione. The car was extremely light at 1100kg, with no carpets, with visible chassis sealant and paint so thin you could still see the weave of the carbon/kevlar bodywork. At the time, the F40 was the fastest, most radical, and most expensive (circa £250,000 at launch) car in the world.

The double wishbone suspension kept the car low, too low in some cases, forcing Ferrari to introduce adjustable ride height to allow an F40 to negotiate speedbumps safely.

Not that it mattered. With Enzo deteriorating, speculators flooded the early order books expecting prices to soar upon news of his death, which they did in 1988 when 'The Old Man' did succumb at the age of 90. The F40's collectors' item status was confirmed when Ferrari estimated that just 10 per cent of the cars delivered within the model's first three years were actually used for driving. Although only 400 units were planned, Ferrari made 1315 in total between the period of 1987-92.

"The F40 was the fastest, most radical, and most expensive car in the world"

The F40 brought Ferrari back to motor sport through some special LM editions that competed from 1989, mainly in IMSA and at Le Mans, although the model also became a regular in the BPR GT Series, until it was finally phased out when McLaren's new F1 forced a rethink from 1995.

Whether used as a racing car, a museum piece, or even in the rare event of actually being driven, the F40 is a perfectly flawed, shining piece of Ferrari's history.

Market view

Handle a Ferrari F40 with the utmost care

A total of 1315 Ferrari F40s were produced, which is more than three times the numbers of the F50 and Enzo that would follow it, with around 78 registered in the UK.

Being left-hand drive only, and with a relatively low number of original UK cars, the market has typically been driven by continental European and US sales. From 2013-19 there were 20 F40s sold at public auction in Europe, 25 in the US and six in the UK.

Speaking generally, European prices rose steadily from a starting point of €500,000 in 2014 through to a high-point in 2017 when values would often reach over €1m. The values peaked in late 2017 with all 2018 and 2019 public sales failing to reach this benchmark figure.

Ownership is made easy by having some of the leading European F40 specialists located in the UK. Apart from routine servicing, it is worth checking when the fuel tanks were last replaced, required every 10 years.

As with any blue-chip vehicle, provenance is essential, especially as some F40s that have come to market in recent years have had key parts of their history omitted. To ensure a genuine car, purchase from a UK F40 specialist with a guide of £850,000-£1,000,000.

Robert Johnson,
Classic and Sports Finance

TARGET DEAL
Ferrari F40 - £850,000 - £1,000,000

CLASSIC & SPORTS
FINANCE



ONE CURRENTLY FOR SALE

1991 Ferrari F40

On the forecourt

There are a handful of good Ferrari F40s on the market, but very few match the quality of this two-owner example

An F40 is now more of an investment opportunity than an actual car to drive. Values continue to appreciate, usually regardless of whether they are driven or not.

But originality is key, and this 1991 F40 currently for sale with Tom Hartley Jnr will take some beating.

One of around 78 such cars supplied new to the UK, this F40 has had just two owners. Its first owner had the car from new until 2016, at which point Tom Hartley Jnr sold it on to its second owner, meaning the business knows this car inside out.

"It has only covered 1201 miles from new and has resided in two fantastic collections throughout its life," says Hartley Jnr. "It is, without doubt, one of the finest examples we have ever handled, and retains all its original books, has unbroken provenance, and even retains the original factory literature.

"A Ferrari F40 is a car that appeals both to the old school collector and the new blood. It's one of the most iconic cars of all time, and although they produced 1315 examples, only a fraction of that number are cars we consider really great or still original. Those examples, like the one we currently have, will perform best in the years ahead."

The car is fitted with the adjustable suspension and retains all original factory markings. It comes supplied complete with its original handbook, leather wallet, spare key and even the optional and very rare three-piece Schedoni luggage set in brown leather. The price is £1,495,000.

Tom Hartley Jnr, Ashby-de-la-Zouch, Leicester
Tel: 01283 761119, tomhartleyjnr.com



MAINTAINING YOUR CAR

1992 Ferrari F40 LM

In the workshop

Moto Technique has been servicing high-end supercars for 30 years, and has even turned an F40 racer into a superb road example

Considering the F40's design was inspired by a racing car base, it was natural that Ferrari took it racing thanks to limited-edition LM versions. But what if you wanted to turn it into a daily drive?

Moto Technique has done it twice, alongside servicing, repairing and maintaining many F40s from both the UK and abroad. This particular car, chassis 84326, is one of 27 customer F40 LMs and had been locked away for eight years before a full restoration by Moto Technique.

"The F40 is a joy to work on, purely because of its raw simplicity," says company boss Kevin O'Rourke. "It was always pretty close to a race car anyway, so taking it back the other way wasn't too challenging. We did a lot of engine upgrades for the owners also and fitted a three-way switch into the dash to control the power output – from 500bhp for shopping up to 728bhp for pure insanity on the track. It was a wonderful thing, and we took it back to the bare shell for a full restoration, from chassis and suspension to electrics."

Moto Technique has even developed bodywork moulds to support customers wanting to use their F40s. "We can create any of the panels in the standard carbon/Kevlar, but we can also make them in fibreglass to avoid the costly replacements should things go wrong," adds O'Rourke. "We've been working on F40s for years, and they don't tend to have many issues. The brakes could fade, so many were upgraded, and second gear could wear, but modern tech enables us to cure all of those issues."

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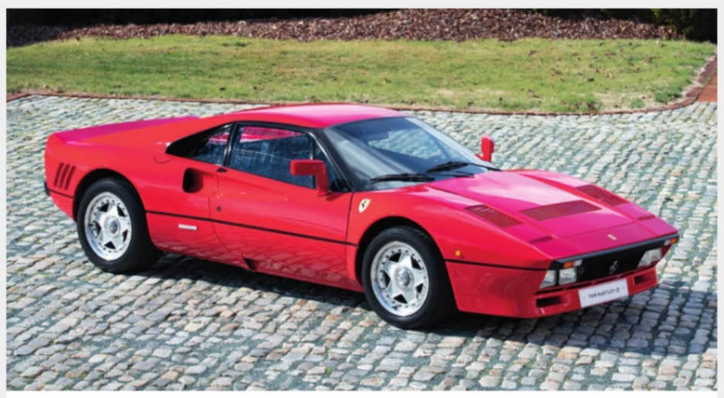
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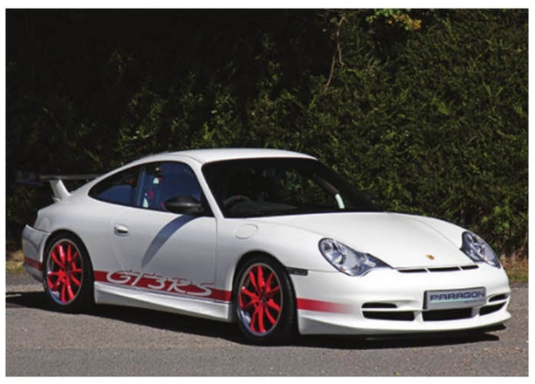
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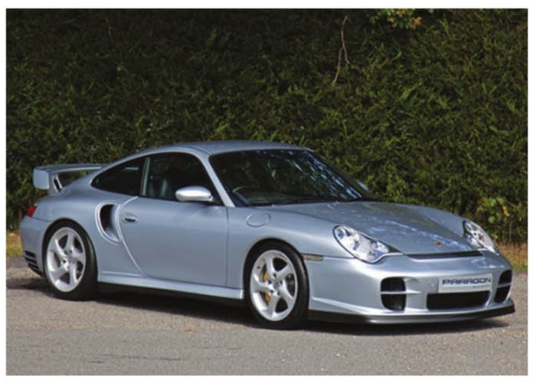
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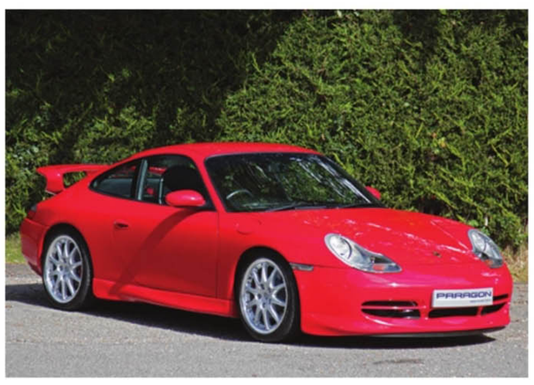
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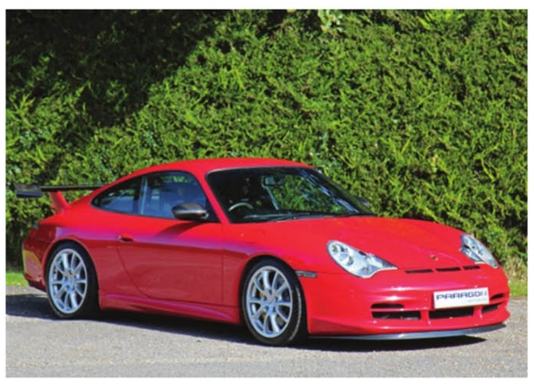
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911 GT3 (996)

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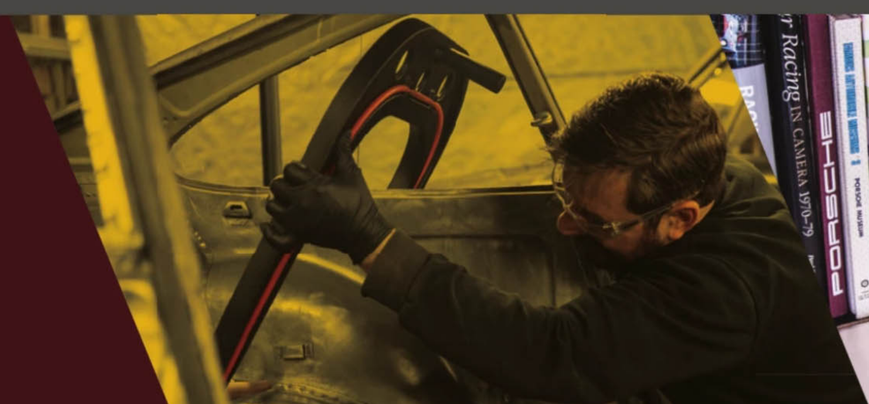
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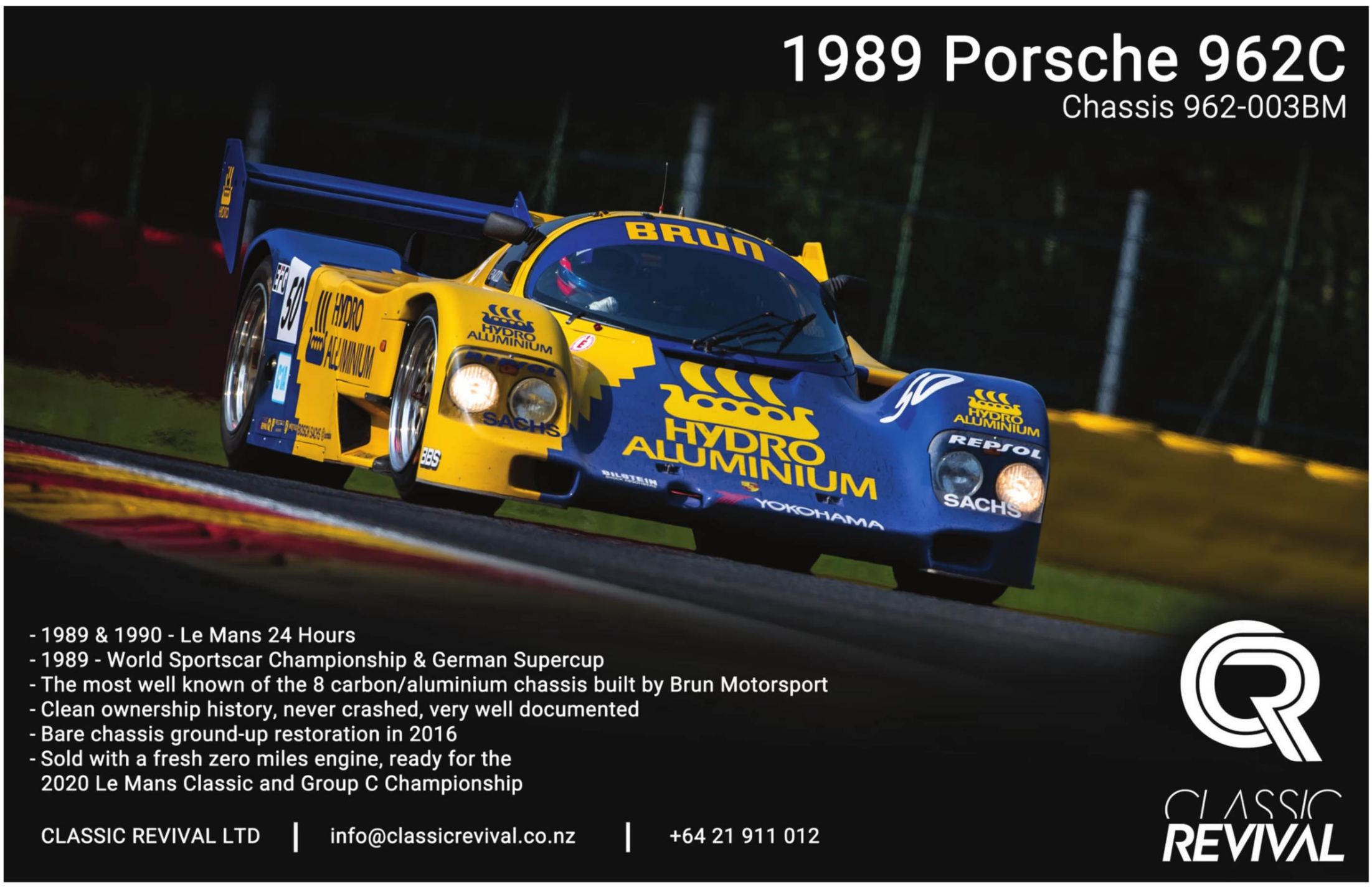
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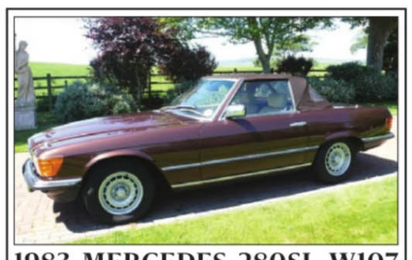


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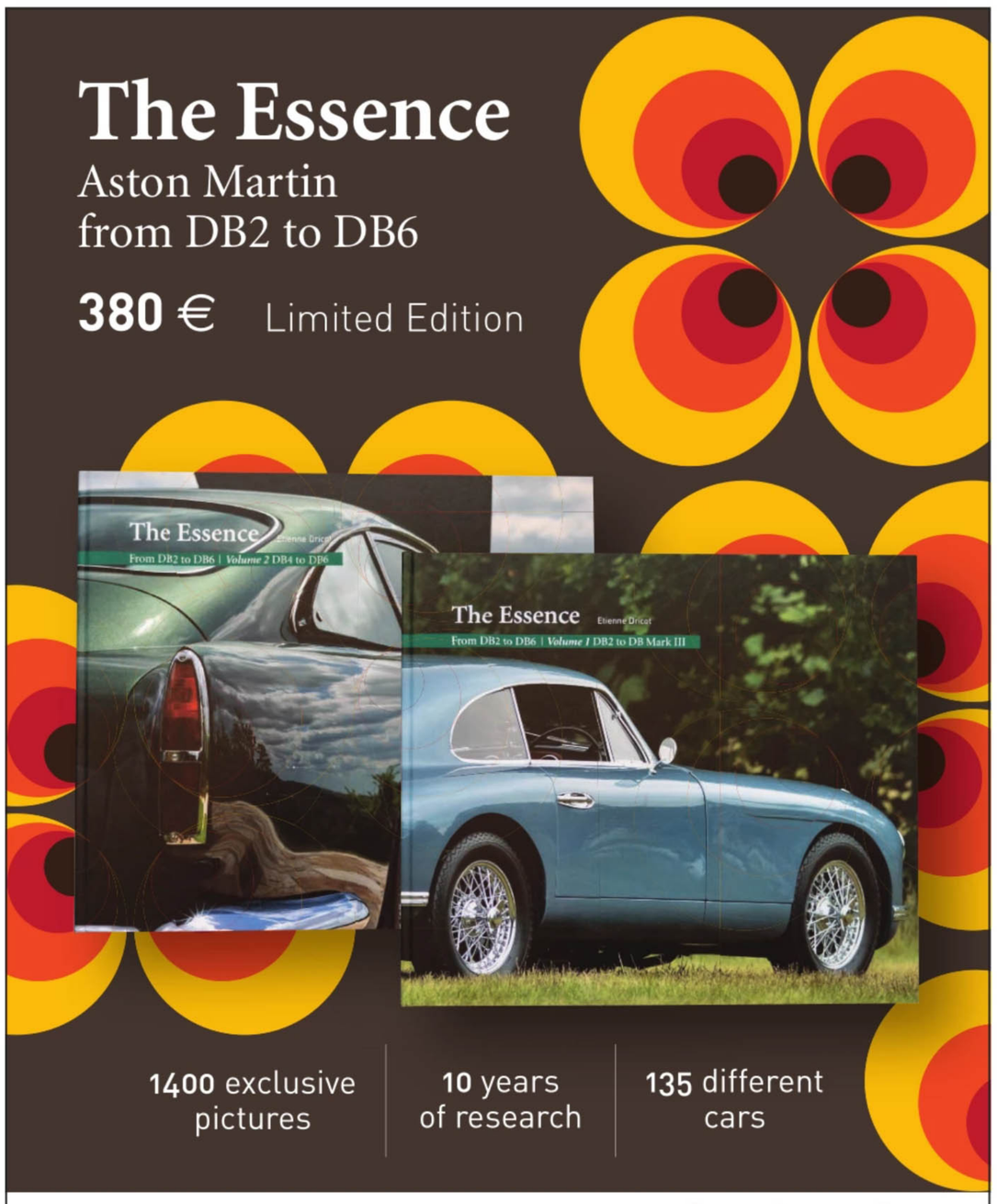
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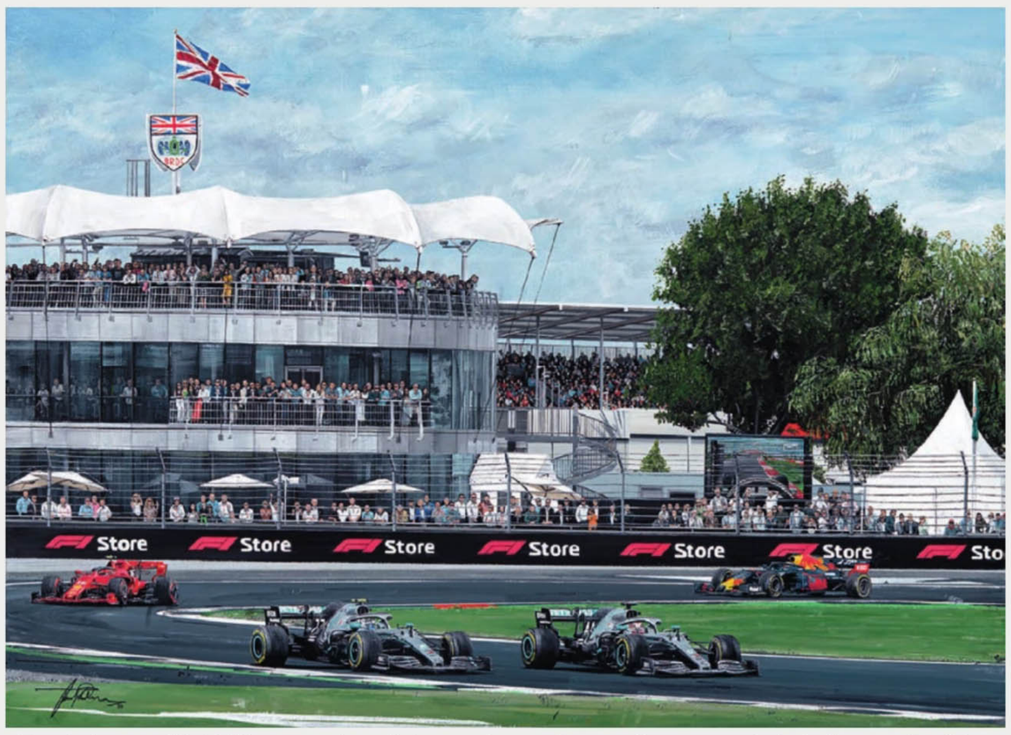


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Bright news for older cars

Most responsible owners of vintage and older classic cars recognise that the lighting needs upgrading to make the cars safe to use in modern traffic. This has involved quite a lot of time and effort in the past, but now Better Car Lighting of Warwickshire have announced a revolutionary new conversion which uses the latest technology to make the upgrade surprisingly quick and easy to install.

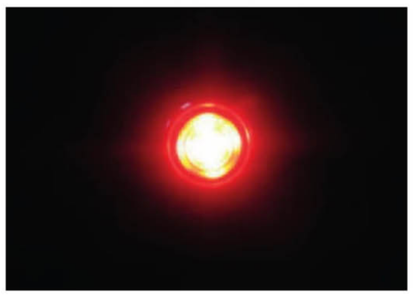
At the front a new LED bulb replaces the original sidelight unit.

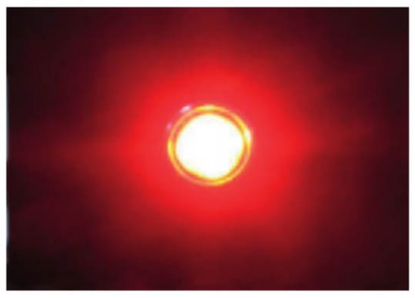


It is very bright warm white until the indicators are activated, and then it changes to flashing orange.

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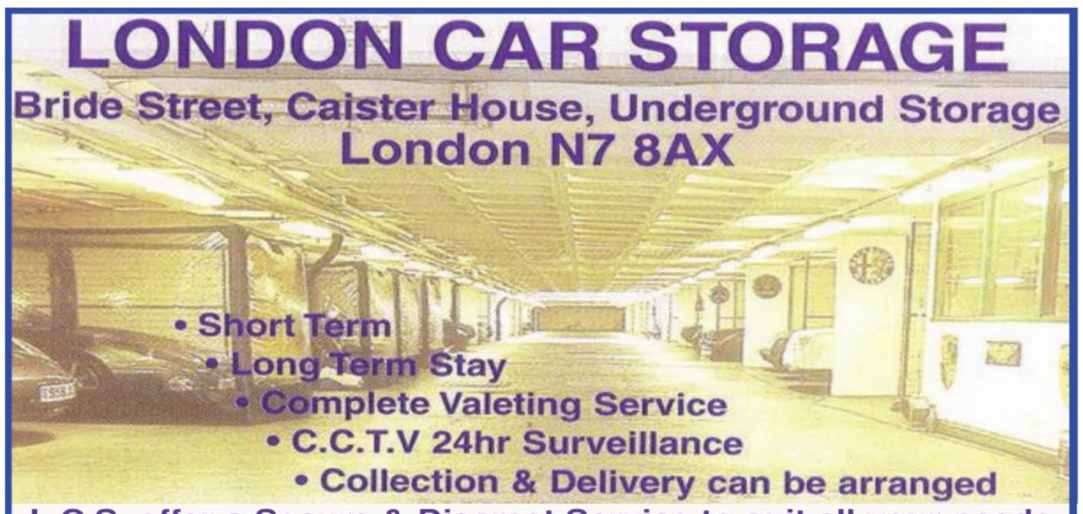
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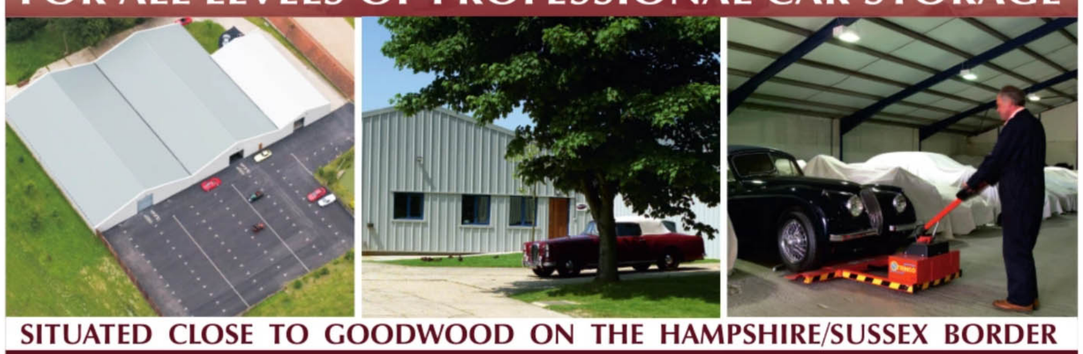
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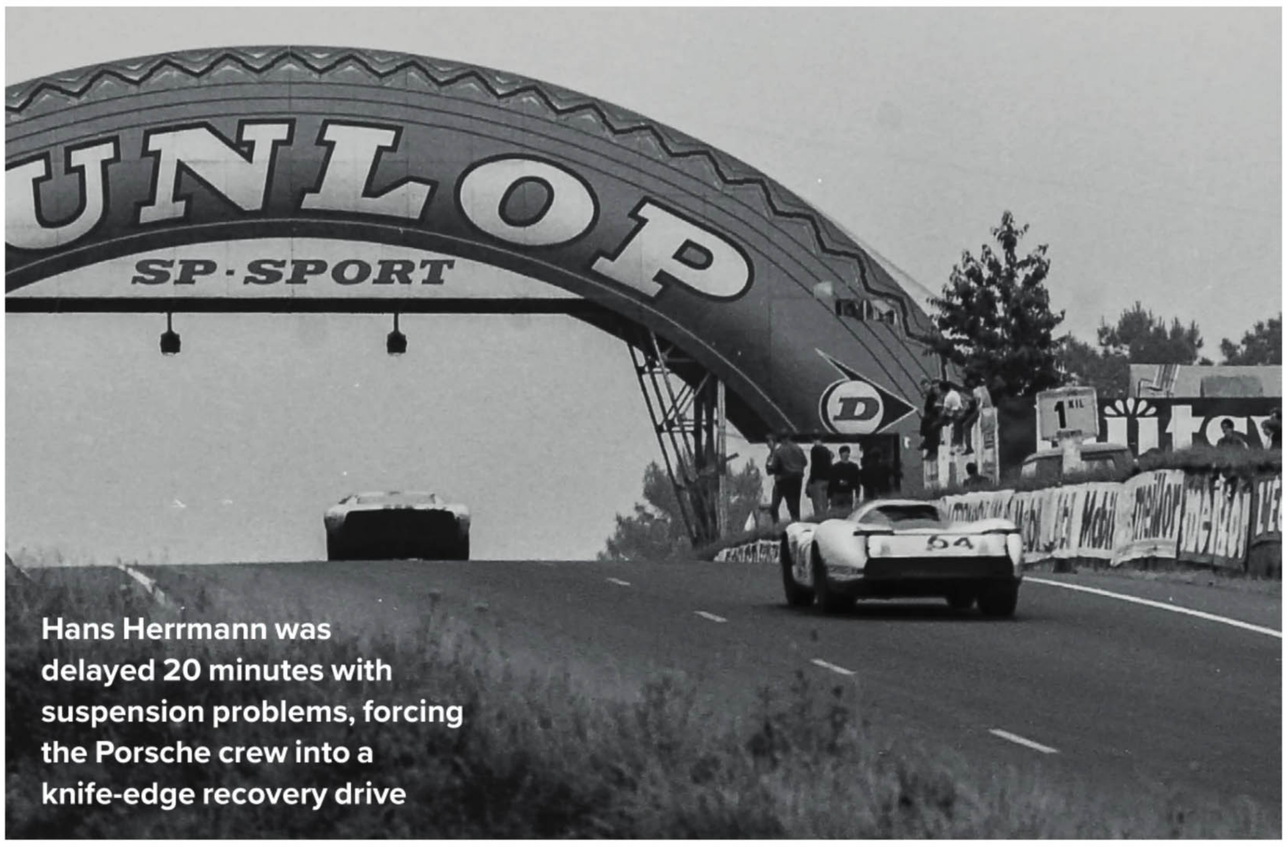


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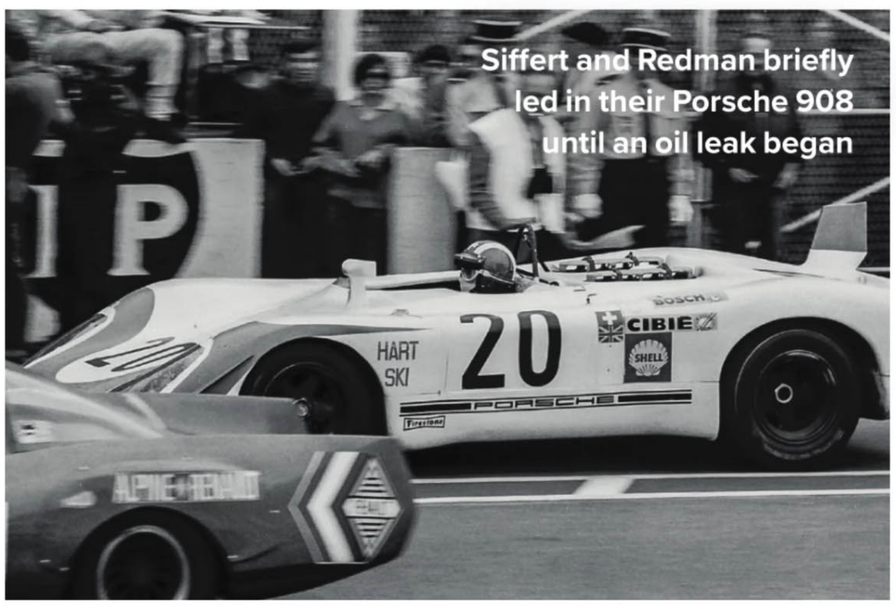


Hans Herrmann was delayed 20 minutes with suspension problems, forcing the Porsche crew into a knife-edge recovery drive

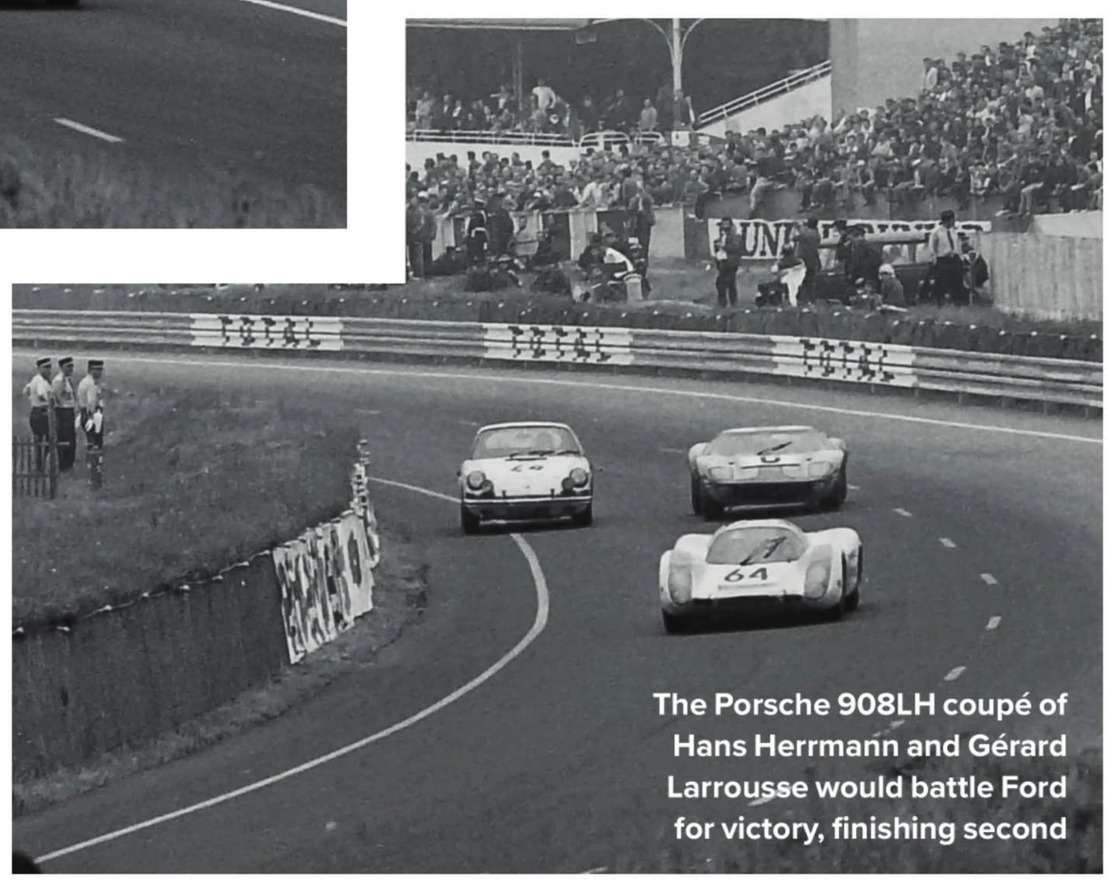


Not everyone drove to the race in impressive machinery – and this one made it from England!

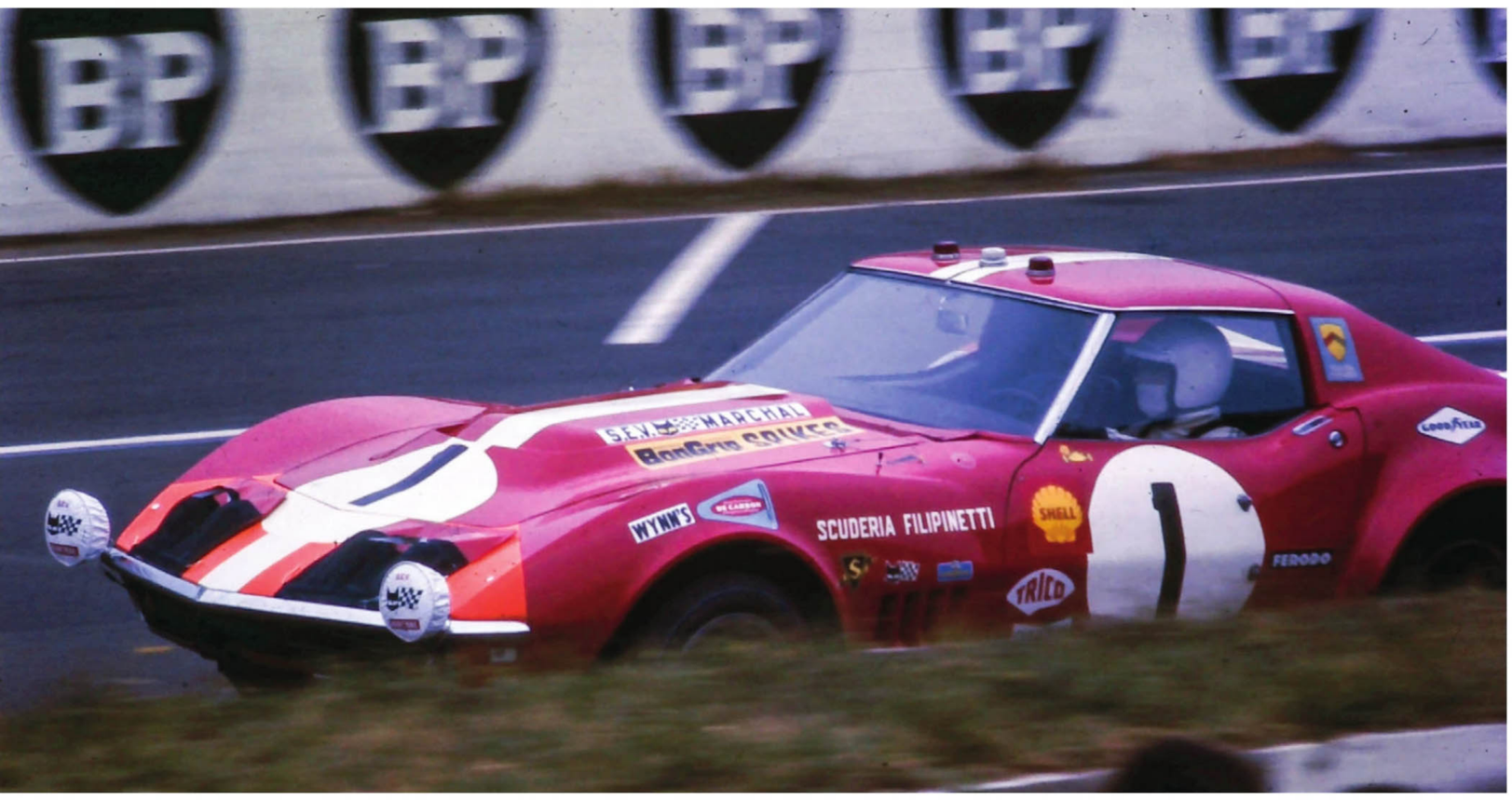




Siffert and Redman briefly led in their Porsche 908 until an oil leak began



The Porsche 908LH coupé of Hans Herrmann and Gérard Larrousse would battle Ford for victory, finishing second

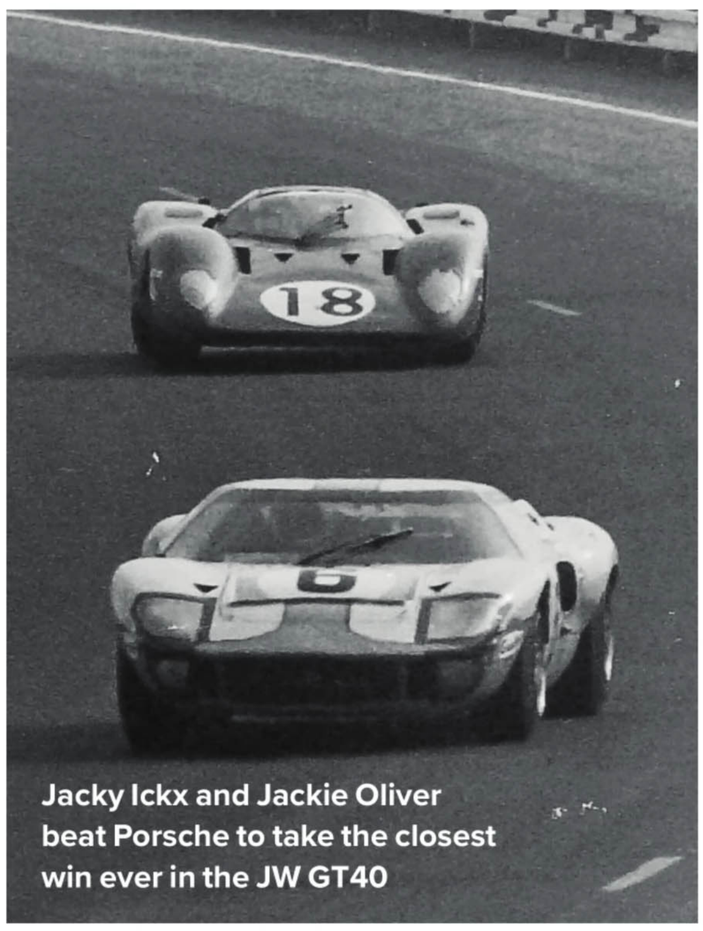


Above: Scuderia Filipinetti's Corvette retired with a gearbox problem. Right: privateer Porsche 911T of Jean Egreteaud crashed out late on



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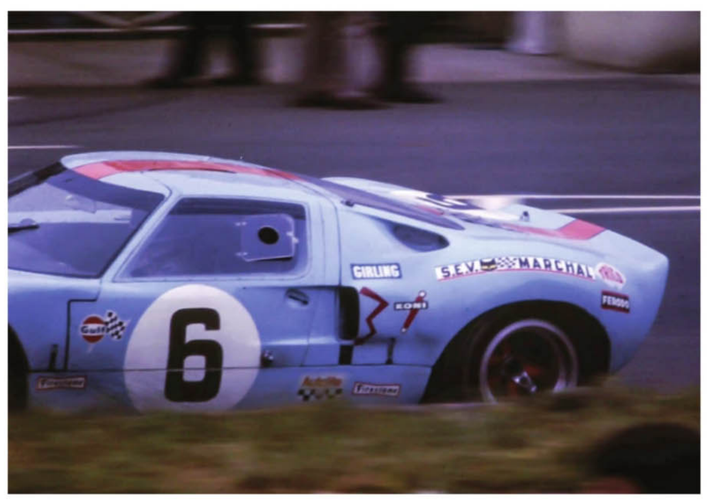


Jacky Ickx and Jackie Oliver beat Porsche to take the closest win ever in the JW GT40

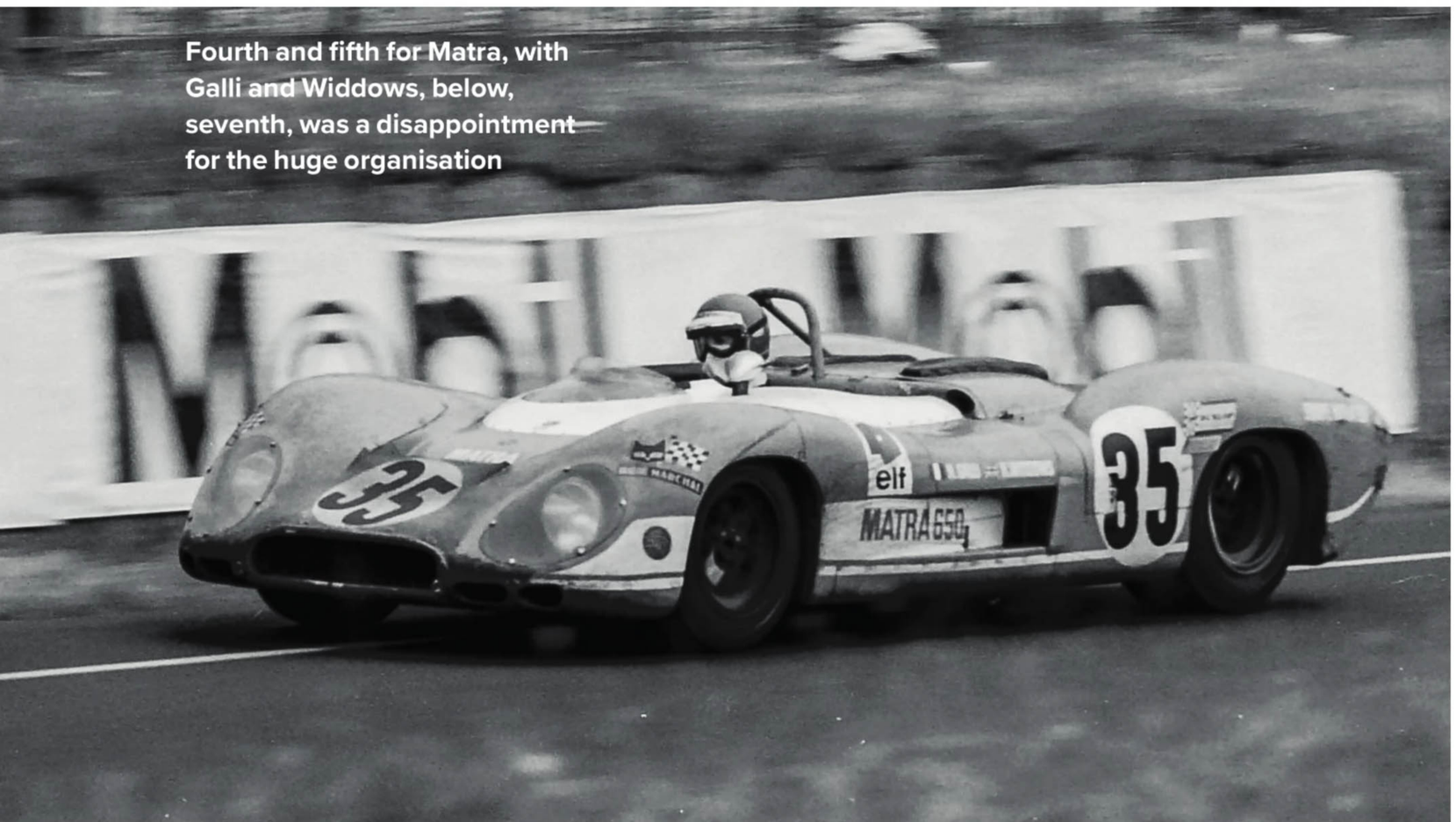
All hands to the engine bay – but the gasket's gone on the Alpine A210's Renault engine. LeGuellec and Tramont are out after two hours

A Le Mans for the ages

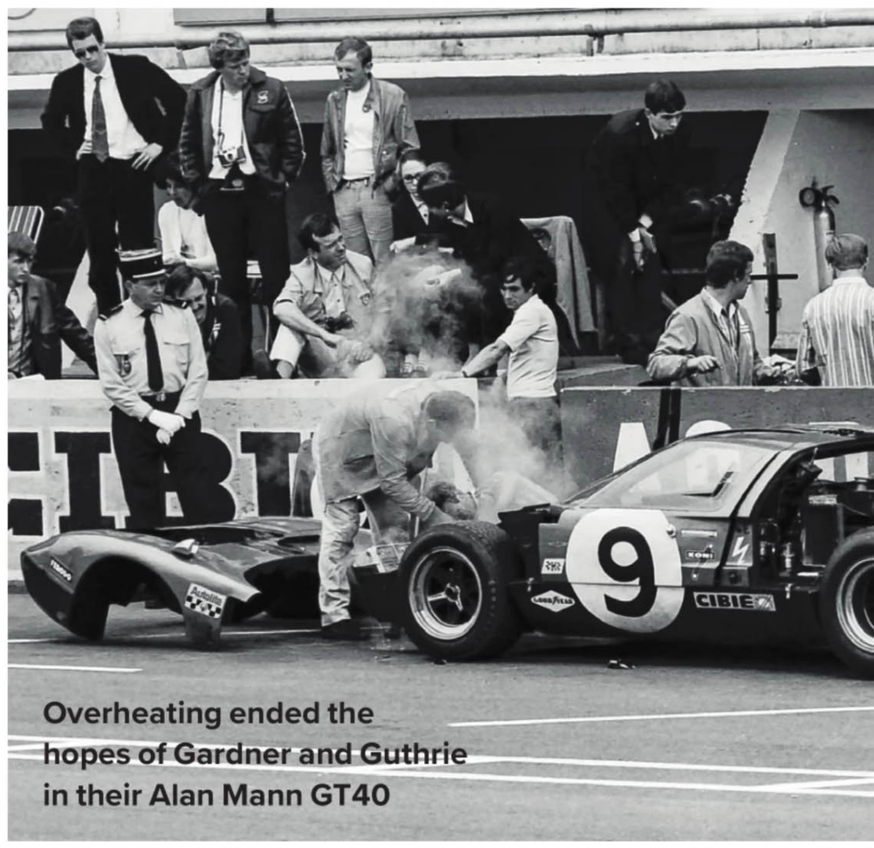
In May 1969, **Tim Marshall** witnessed one of the all-time great Le Mans 24 Hours, featuring Jacky Ickx's safety protest and a Ford victory by mere feet after a fierce duel with a Porsche



Despite Ickx's protest walk, and the car's age, it would prove a second victory for chassis 1075



Fourth and fifth for Matra, with Galli and Widdows, below, seventh, was a disappointment for the huge organisation



Overheating ended the hopes of Gardner and Guthrie in their Alan Mann GT40

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1966 registered Aston Martin DB5 finished in Navy blue with black hide interior and one of the very last DB5's to be registered. Owned by the current owner since 1992, it has been regularly used and impeccably maintained throughout. Engine upgraded producing increased power and torque and greatly improved handling due to the fitting of a Harvey Bailey handling kit. Fitted with a twin Luminition ignition system for added reliability. If you are looking for a very useable DB5 that is a joy to drive and priced at a reasonable level, this motor car is well worth viewing. Sensibly priced at **£595,000**



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1986 Aston Martin V8 Volante in Salisbury Blue with contrasting Navy hide interior. Fitted with Manual Transmission, Recent back to metal repaint, New electric mohair hood in dark blue, Ronal wheels, fully serviced and recent suspension overhaul. Beautiful throughout, **£155,000**



1997 Aston Martin V8 Coupe finished in Mendip Blue with Parchment hide interior piped in blue with best quality Wilton carpet throughout. It comes with full Aston service history and was the property of the first owner for 18 years. It is a limited edition of just 101 cars, making it rarer than DB4's 5's & 6's. Fitted with automatic transmission, climate control and power assisted steering, it is a very relaxing car to drive. Recently reduced for a quick sale to only **£69,950**



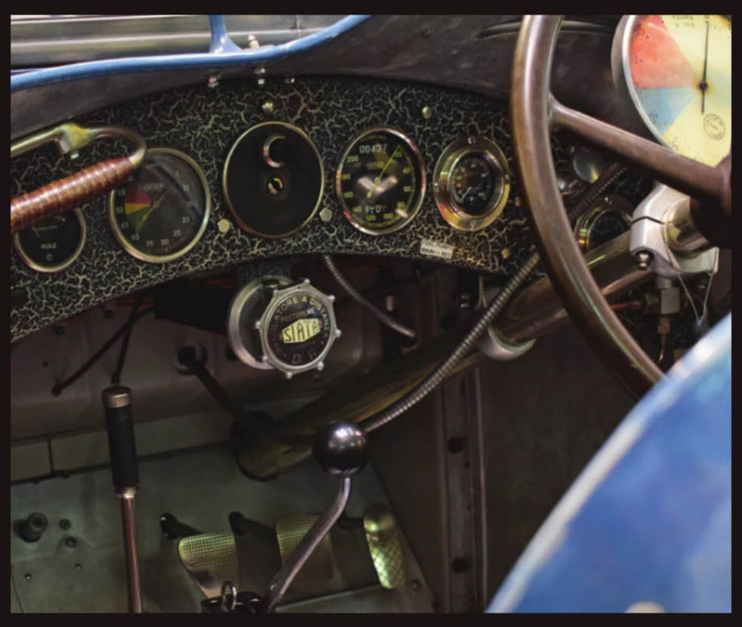
2010 Aston Martin DBS finished in Lightening Silver with contrasting Obsidian black sports seats. Owned from when it was 2 months old by the present owner, it has covered a mere 17,000 miles and comes with full Aston Martin service history. The specification includes touchtronic transmission, climate control, satellite navigation and 10 spoke Diamond cut alloy wheels. Wonderful value for such a low mileage beautiful motor car at **£75,000**

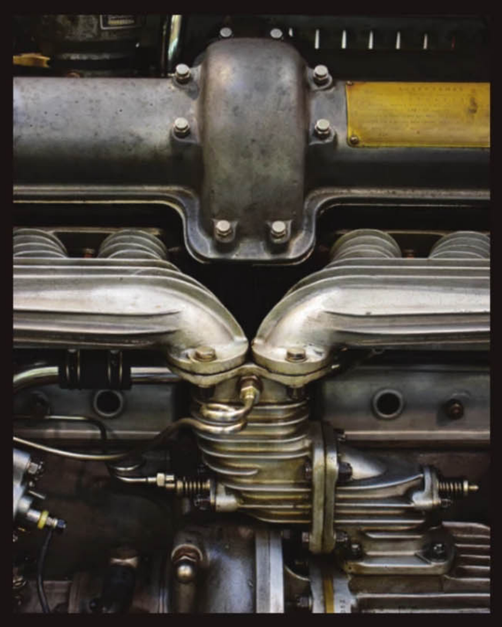
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