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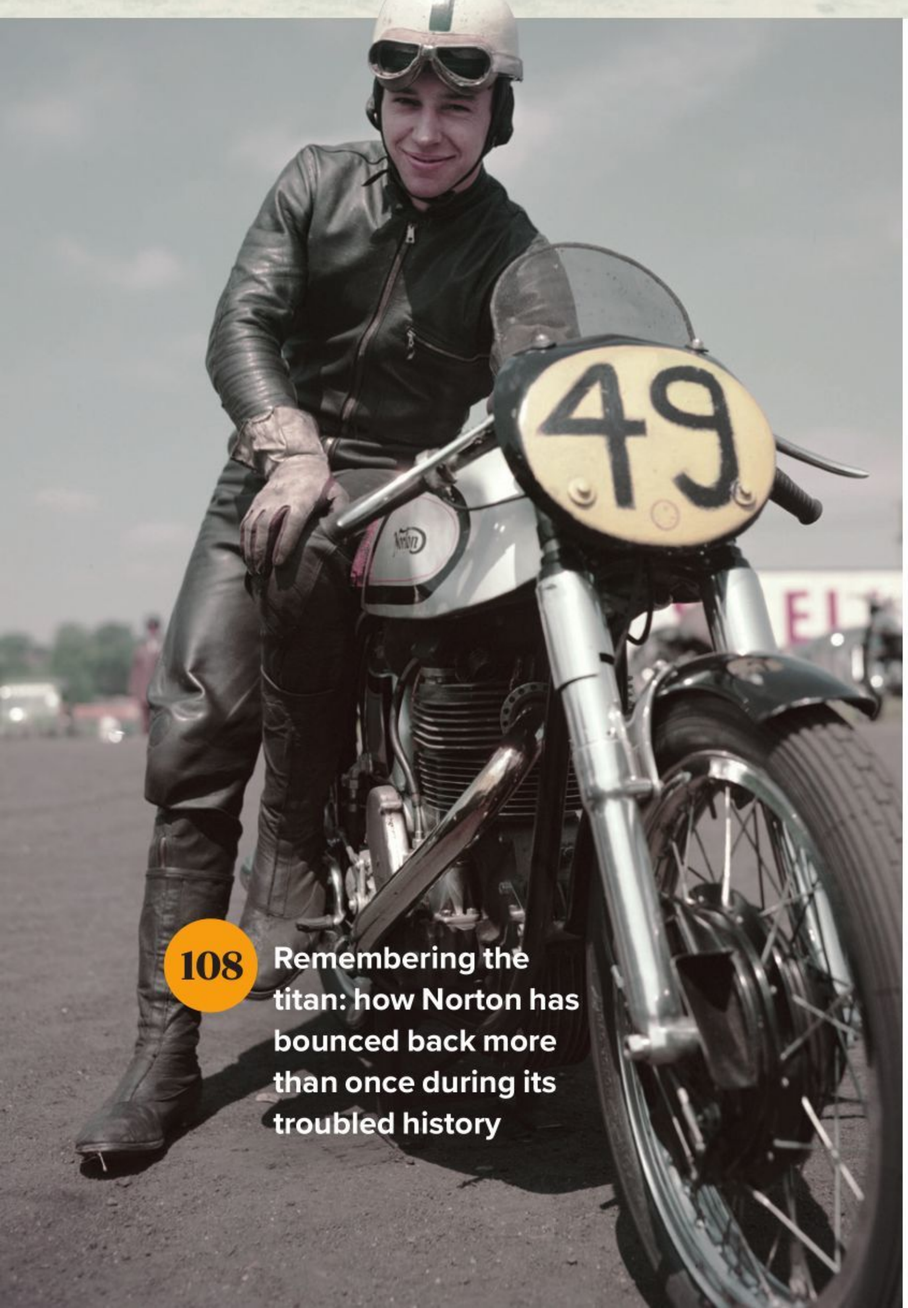
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MOTOR SPORT

THE EDITOR

"Our return to the office coincides with the welcome return of racing"

July looks as if it will be the month that life gradually returns to some semblance of normality. At *Motor Sport*, we anticipate that after producing the last three issues working remotely, we will return to the office, albeit in a staggered rota system. Last week I spent the day at our HQ measuring distances between desks to help ensure that when the time comes, we will all be safely distanced following government guidelines.

I am looking forward to the return. Despite being tremendously proud of the team for managing to maintain the high quality that the magazine is known for and that our readers expect while working on laptops at kitchen tables, you just can't conjure the creative environment of a magazine office via Zoom.

Some of the best ideas for stories don't come from formal pitches, but from casual office chit-chat, from jokes and shared memories. So I am looking forward to the return of that creative buzz and the hands-on thrill of magazine production.



It is not just the editorial team who will be returning; so will those who have been working in other areas remotely behind the scenes throughout the pandemic. That includes those who look after our loyal subscribers, answer the phones and process payments to freelance journalists. It includes the printers, and it includes our commercial team, who have continued building relationships with our advertisers and sponsors. And it is important to note that while the magazine's lifeblood is its readers, it simply wouldn't survive were it not for the companies advertising in our pages. I'd like to thank those companies that have continued to support us through the lockdown.

There is no doubt that these are testing times for all publishers and will continue to be so even as the lockdown ends. The gravity of the situation is illustrated by the fact that many companies have chosen to stop publishing printed versions of magazines altogether. This is not a road that *Motor Sport* plans to go down.

Even so, there will clearly continue to be practical barriers to buying printed copies of *Motor Sport* from the shops, although we remain on sale at newsagents and supermarkets.

To try and combat that we have come up with several ways that will hopefully make it easier to get the magazine or get more out of it. For those readers who are already subscribers, we are offering a free digital upgrade, which gives you all same content as the magazine but in digital format. To be clear, you will still receive your printed copy of *Motor Sport*, but you will also be given access to the digital version - to read on your phone, tablet or home computer - plus access to premium material on our website, such as back issues, our driver database and full access to our searchable archive, which contains every word we have printed in our 96-year history. All subscribers are automatically upgraded, so all you need to do is activate your account via the website. It's quick and simple to do and we have created an easy to follow guide here: *www.motorsportmagazine.com/digitalaccess*.

If you are not a subscriber yet, we have arranged for an introductory and discounted offer of three issues for £3 for a full print and digital subscription package, which also includes full access to the online archive. Details of that offer are here *www.motorsportmagazine.com/3for3*.

Motor Sport is lucky to have such loyal readers, and many may be interested in other ways they can support their magazine. In which case, I would also encourage you to visit our online shop *www.motorsportmagazine.com/shop*. We have recently revamped this part of the website to make it easier to use, and have increased the number of available items, so you can now find everything from motor racing memorabilia to signed copies of racing books, race posters, watches and all manner of car-related gifts.

Buying from our online shop is an easy and effective way for readers to support us and it is also a pretty tempting way to while away a few hours browsing through dozens of vintage grand prix posters when you should really be working. Apparently.

Our return to the office coincides with the welcome return of racing. After the lull in action over the past couple of months, the sport is gearing up to return to the track. National racing will start next month, while the first F1 meeting should take place in early July, albeit amid strict COVID-19 regulations. Team bubbles, no champagne, no podium and no grid walks. Most notably, there will be no spectators. From the British Grand Prix at Silverstone via GT racing at Brands Hatch to the Shelsley Walsh hillclimb, competitors will fight it out in front of empty grandstands and deserted grassy banks.

I know many readers will miss the sights, sounds and smells of race meetings. I hope that we will make up in part for that loss by continuing to provide our unique mixture of news, insight and analysis of all the latest happenings while also keeping one eye on the past.

Which brings me to my final thank you - to you our readers. Thank you for sticking with us through a tricky period. We wouldn't exist without you.

Now, time to get back to work...



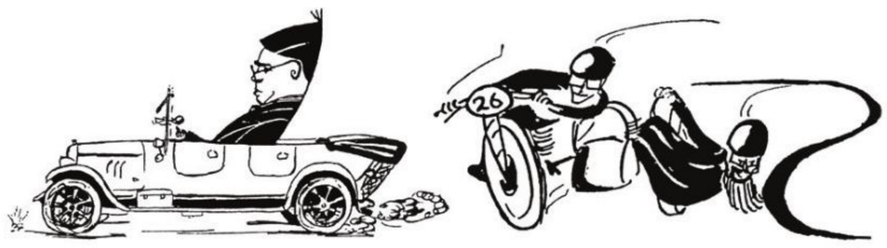
Joe Dunn, editor

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NEXT ISSUE: OUR SEPTEMBER ISSUE IS ON SALE FROM JULY 22

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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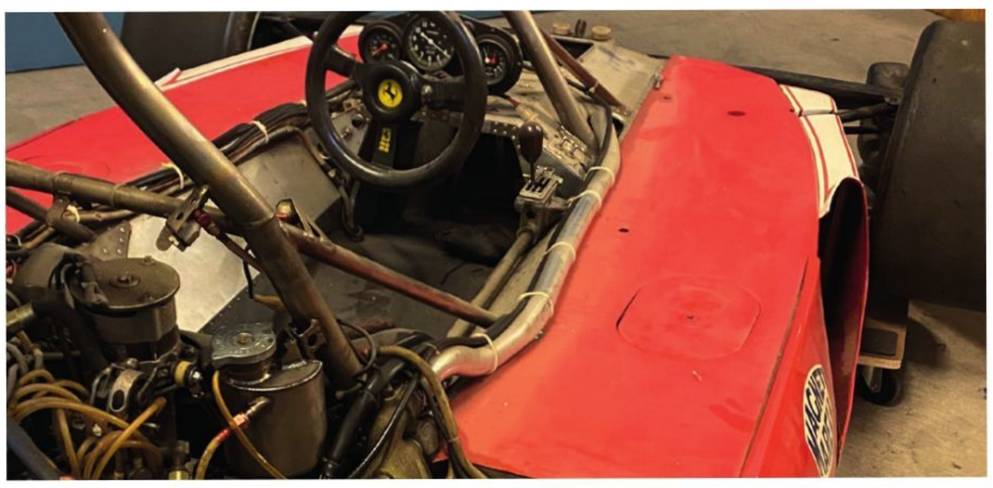
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Details matter.



Our cover story focuses on this Ferrari 312T, chassis number 023. It is the car that carried Niki Lauda to his 1975 world championship and is undoubtedly one of the greatest Ferraris of all time. Yet here it is in a lock-up garage where it had been stored for 30 years before being recently sold. As well as a thick layer of dust, the interior retains all the scuffs and bruises from period – and is all the better for it.

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MATTERS *of* MOMENT



Williams' ROKiT livery will go unraced after deal was ended amid ongoing woes

Williams could be sold to safeguard its future

Legendary Formula 1 team's existence threatened by poor form and recent loss in revenues

The Williams name could be the latest in a long line of famous British marques to fall off the Formula 1 grid.

Since its formation as Williams Grand Prix Engineering, the team has been under the control and ownership of Sir Frank Williams, who has always insisted that he would remain at the wheel of the company.

But recent times have been hard for Williams. Frank Williams has stepped back from the daily running of the organisation, and the team has slumped to last in the constructors' standings in each of the last two seasons. The results last season led the company to register a £13m loss. With the expected impact of COVID-19 also looming, Williams is investigating "strategic options" including either selling a stake, or handing over Williams in its entirety to a new owner. The latter option would risk the team being rebranded, and the Williams name fading into history, having won nine constructors' titles and seven drivers' crowns since 1977.

Some names have been linked to a deal, including Michael Latifi – the billionaire father of Williams' new signing Nicholas Latifi. Williams' title sponsorship deal with mobile firm ROKiT has also been ended.

Claire Williams said any sale would be done in the best interests of Williams: "I've been getting so many emails almost of condolence from people, and I get that, and it's much appreciated, but I'm looking at this from a really positive perspective."

Williams is hopeful of securing a deal in the next few months, and its plans to contest the 2020 F1 season remain unaffected.

Should the Williams name be lost, it would follow other British names such as Tyrrell, Lotus, BRM, BAR, Hesketh and Jaguar out of the grand prix door.

Of the most prominent three, Tyrrell ran as a team in F1 from 1968 (from '70 as a constructor) until it folded in '98, and was sold to become British American Racing, albeit BAR used different premises, chassis builder and engine. That later morphed into BAR-Honda, Brawn GP and then Mercedes.

Lotus has had three stints in F1, under either British or Malaysian ownership. Its first ran from 1958 to 1994, before Tony Fernandes' 'Team Lotus' arose in 2010. That licence was terminated after two years, while Enstone briefly used the moniker.

BRM was a force in F1 from 1956 but made its debut in '51. Despite racking up 197 grands prix, and 17 wins, BRM only managed to win a single drivers' and constructors' title – courtesy of Graham Hill in 1962. The team folded in '77.

AFP VIA GETTY IMAGES

Motorsport UK's new measures for racing return

WITH MOTOR RACING SET TO return to the UK this month, Motorsport UK has lent a helping hand to organising clubs by providing £50,000 of personal protective equipment for officials.

The sport's governing body will dish out a range of PPE equipment to all event organisers - including protective face masks, gloves and pocket hand sanitiser - to all licensed MSUK Rescue and Recovery Units, and to all registered clubs with an event set to take place between July 4 and the end of August. Protective gowns/eye protection for medical responders is also included.

With demand for such protective equipment at an all-time high thanks to the coronavirus pandemic, MSUK is working to establish a procurement contract to allow clubs easier access to PPE beyond the summer.

Motorsport UK CEO Hugh Chambers said: "We have taken a responsible approach to the resumption of motor sport and that includes ensuring the health and safety of our officials remains a number one priority. This helps to limit the burden of additional costs on our community."

The UK's first race meeting to take place under the new guidance will be a MotorSport Vision Racing event due to run at Snetterton over the July 4/5 weekend. All initial events will be run behind closed doors until further government advice.



Motorsport UK is planning a supply of PPE to help aid national racing's comeback

Happier times: Williams and Nigel Mansell celebrate 1992 title successes

Two motorcycle competitors were killed in the 2020 event, the first Dakar Rally to be held in Saudi Arabia





McNish speaks out on Abt sacking

AUDI FORMULA E TEAM BOSS ALLAN McNish says the controversial sacking of Daniel Abt will have a "big impact" on the team once the season gets underway.

Abt's exit was the result of his part in an esports scandal in May, in which professional gamer Lorenz Hörzing took his place in the Berlin Race at Home Challenge, with an IP address check confirming the act. Abt claimed afterwards that the stunt was a joke.

Writing exclusively in this month's *Motor Sport*, McNish says: "A mid-season driver change is not something we ever want or planned for. It was unfortunate that it came around when it did. But the situation we're in now is that Daniel is no longer going to be part of the team, which has a big impact on the remaining races of season six."

McNish added he does not have a "clear view" on Abt's replacement while motor sport is in flux, but reigning DTM champion René Rast will test Audi's Formula E car this month.

McNish's analysis of Formula E's pause in play, and its plans to return, starts on page 28.

AUDI, GETTY IMAGES, A.S.O/DPPI/C.LOPEZ

Go slow zones for Dakar

THE SELF-STYLED 'WORLD'S TOUGHEST rally' has announced a raft of new safety measures for the next event. The move follows the deaths of two motorcycle competitors during the 2020 running.

For next year, all motorcycle competitors will be required to wear airbag vests, and aural warnings will notify competitors on the approach to Le Mans-style 'slow zones', which will limit speeds to 90kph in dangerous areas. Competitors will also be given digital roadbooks to take the place of old-fashioned paper versions.

Over the years the rally, which is open to amateur and professional drivers and riders, has earned a reputation for danger. Since 1979 an estimated 75 people have been killed – including spectators and journalists.

Next year's Dakar Rally will also be run on an all-new route around Saudi Arabia after organisers had to can plans to take the event into neighbouring countries due to the coronavirus pandemic.

Dakar organisers moved the event from South America to the Middle East for the first time this year. Event bosses had been in talks with neighbouring Jordan and Egypt about an extended route for 2021, but concerns over quarantine restrictions mean it will instead remain solely in Saudi Arabia for a second year.

The new route, which starts and ends in Jeddah, will loop through the middle of the country before following the outline of the Red Sea coast and returning to base 12 days later.

"Running this race car I think is going to speak volumes for what I stand for"

Bubba Wallace, of Richard Petty Motorsports and NASCAR's only top-flight black driver, explains his new livery in a month when the Black Lives Matter movement rocked the sport



Legendary Porsche 917 creator dies

HANS MEZGER, WHO LED THE development of the Le Mans-winning Porsche 917, has died at the age of 90.

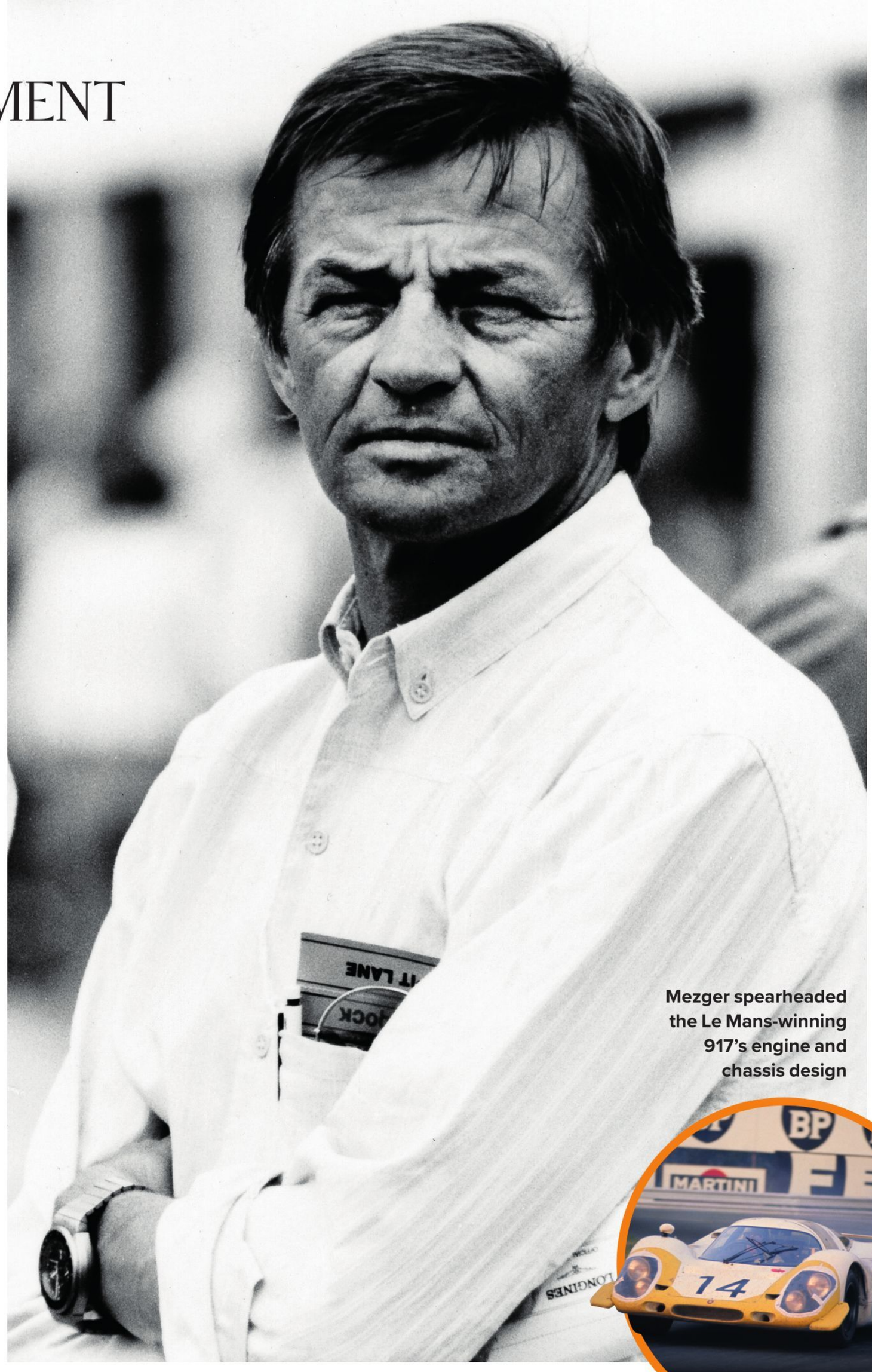
Also responsible for the 911 boxer engine and McLaren's triple world title-winning TAG V6 turbo, the German was key to forging Porsche's reputation. As chief engineer of the 917, Mazger oversaw the development of the chassis and its 12-cylinder engine, which formed an unbeatable combination at Le Mans in 1970 and '71, as well as in World Sportscar racing. That work led to success in Can-Am, and the road-going 911 Turbo in '74. The 1980s brought Formula 1 success, with the Mezger-developed TAG turbocharged engine which later produced 1000bhp and took titles for Niki Lauda and then Alain Prost in '85 and '86.

Mezger was born on November 18, 1929, on the outskirts of Stuttgart. He was initially interested in aviation but studied mechanical engineering because designing and building aeroplanes was banned in post-war Germany.

Mezger joined Porsche after graduating in 1956 and became part of the F1 project in '60, developing the flat-eight engine for the Porsche 804 that won the 1962 French GP.

He moved on to the air-cooled, six-cylinder boxer unit for the 901 and 911 and then, in '65, to leading the racing development department.

With a dedicated team, he created the 12-cylinder engine and chassis of the 917 in under a year, before it began its dominance.



Mezger spearheaded the Le Mans-winning 917's engine and chassis design



For the first time, Shelsley Walsh will run its hillclimb behind closed doors

Shelsley to reopen in July

BRITAIN'S OLDEST MOTOR SPORTING venue is back in action over the weekend of July 25/26 – but you can't go. Shelsley Walsh hillclimb will run its first competitive event of the season behind closed doors, disappointing would-be spectators but heralding the steady return of competition to the 115-year-old climb after lockdown silence. Opening the hill will be the Summer Spree, the annual inter-clubs meet featuring Triumph TRs, MGs, 500s and the MAC Sunrise Sprint. The club's Gary Hall says entry is already full even though many championships are cancelled.

The club is now working with Motorsport UK on a revised calendar for the rest of the season, hoping spectators will soon be allowed to line the Worcestershire hill once again.

However, while the MAC says live streaming of events from its CCTV cameras is a goal, it's not yet ready to do this, so enthusiasts will have to rely on websites and magazines for their reports.

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MARK HUGHES

"Could Vettel be tempted by the potential of Aston Martin in 2021?"

IT SEEMS EXTRAORDINARY THAT Sebastian Vettel, four-time world champion, may be struggling to find a competitive Formula 1 seat next year. Although Toto Wolff made respectful sounds about him when asked if there was any chance of seeing him in a Mercedes, the team's technical director James Allison gave a more realistic assessment when he said: "I find it very difficult to imagine that the many good options that we have around us would ever evaporate to that extent."

Lewis Hamilton and Valtteri Bottas lend the team a balanced and harmonious line-up, and it has George Russell waiting in the wings. Meanwhile, Helmut Marko has stated that Red Bull simply couldn't afford to pay a Vettel level of salary when it's already paying the big bucks for Max Verstappen.

Ferrari decided not to renew with the driver it chose to replace Fernando Alonso with in 2015 because ultimately the partnership hasn't worked. There was ambivalence within the team about his ultimate performance, Charles Leclerc was recruited to benchmark that, and did enough to become the chosen one.

"Leclerc became the chosen one, and there was nothing left for Vettel"

Hence there was nothing on the table for Vettel, whose problem was always that the guy who'd recruited him, Luca di Montezemolo, was gone by the time Vettel arrived. Getting the team working around him the way he needed wasn't allowed by those basic dynamics. He didn't arrive there sufficiently empowered.

Mattia Binotto inherited the situation when taking over as team boss last year, and although the dynamic between Vettel and him was much better than with Vettel and Binotto's predecessor Maurizio Arrivabene, the sheer energy of Leclerc's speed and ambition was already bleeding out the last vestiges of Vettel's influence within the team. That vortex of energy was already spinning around the other guy. Binotto, a tough operator beneath the affable exterior, lost no time on going through the motions with Vettel and went about setting out his stall the way he wanted it. His resolution in doing this was doubtless aided by the on-track difficulties between Vettel and Leclerc last year, notably, Vettel not pulling aside as agreed in Russia, and their tyre-puncturing dice in Brazil. On those occasions, Vettel was cast as the villain, but even when it had been Leclerc going against instructions, at Monza during qualifying, he was still supported by the team after an initial admonishment that will have been brushed aside by the tough-skinned Leclerc. This was confirmation that Leclerc was seen by Ferrari as its future – and that future began as Leclerc took victory in front of the *tifosi*. It was a scene and a dynamic that Old Man Ferrari, self-styled 'agitator of men', would have loved.

Even as Binotto secured Leclerc to a long-term contract in December, discussions with Carlos Sainz Jr were already underway for the other seat. There was to be no negotiation with Vettel. "Things have changed," said Binotto, "and we are looking towards a new cycle, and it seems that this vision, in terms of timing, did not coincide with Seb's vision."

Vettel was recruited by di Montezemolo on the recommendation of Michael Schumacher, a driver that Vettel in many ways modelled himself on. He understood Schumacher's way of integrating with a team, getting right into its very weave, and leading it. That was what Seb wished to emulate at Ferrari. But it was a different Ferrari to the one that Schumacher had integrated with. That one had been managed by Jean Todt and Ross Brawn. It sounds like a cliché to say Vettel-era Ferrari was a more Italian team, but that cultural difference of management is valid. Had di Montezemolo still been there, Vettel would have needed to have used his empowerment to get a different structure and way of working around him to extract the partnership's full potential. With Schumacher, it already existed.

Vettel's former Red Bull team-mate Mark Webber put it like this: "Sebastian has done his best with what he could to set the team up, and have it in a position to win a world championship in the last few years, but it hasn't happened. So I think his confidence has been very much rattled with the lack of penetration that he was able to have with the Italian culture."

So what does Vettel, 33 in July, do now? He did not gain those titles by accident and has years of potential performance in him yet. Well, he still has a season of racing to do this year, with Ferrari. A season in which he may not see the necessity to adhere too strongly to whatever team instructions might come his way. If the Ferrari is up to it, he might even fancy that there's a world championship to be fought for. This is going to be a truly fascinating dynamic.

If the Ferrari can be made competitive, Vettel's situation could parallel closely with Damon Hill's at Williams in 1996, a driver the team is letting go at the end of the season fighting for the championship. Even when Damon succeeded, there was still no space at a top team for him the following year. Might Vettel be tempted by the potential of Aston Martin? Or choose to sit out 2021 to find a top seat for '22?

These are volatile times and anything could happen.

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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Star quality: Paul Newman and Rolf Stommelen at the 1979 Le Mans 24 Hours

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MAT OXLEY

"Beating Márquez isn't easy, but Miller will have a better shot than most"

DUCATI'S PROMOTION OF JACK Miller to its factory MotoGP team for 2021 should take the brand another step closer to challenging the dominance of Marc Márquez and Honda.

Miller is only 25 but he's been around for a while. The New-Zealand-born Queenslander made his grand prix debut in 2011, in the final year of the last two-stroke class, the 125cc World Championship.

Miller was the last of this brave band to make it to the top. Then 15-years old, he arrived in Europe in the spring of 2010 with parents Sonya and Peter, who had mortgaged the family farm to finance the trip.

"Dad built a trailer that slotted exactly into a 40-foot sea-freight container," recalls Miller. "We packed two bikes, a toolbox and all our living stuff, then when we got to Europe we bought a motorhome and hooked up the trailer. We lived in caravan parks or at racetracks. We would watch races, then after the racing, we walked around behind the garages and collected all the used tyres, which dad and I would fit so I could do laps and laps and laps during practice days. It was cool. We went our own way about it."

The £250,000 gamble paid off. Miller got a grand prix ride the following season and three years later came within two points of winning the 2014 Moto3 World Championship, beaten, as it happens, by Márquez's younger brother, Alex. His talent burned so brightly that HRC (the Honda Racing Corporation) signed him to a three-year MotoGP contract, so he went straight into the premier class without passing through Moto2.

Three seasons trying to master Honda's unforgiving RC213V followed, although this injury-wracked period was sweetened by victory in the rain-affected Dutch round of the 2016 championship.

Salvation came in 2018, when Ducati signed Miller to the Pramac team, essentially the Bologna marque's junior MotoGP squad. Ducati told its new hope to take his time because they had long-term plans for him, and they wanted him to stay in one piece. Last year he got a latest-spec Desmosedici, which took him to five podium finishes.

"I now see Jack more focused on important things, whereas before he was focused on enjoying the slides out of the corners!" said Ducati team manager Davide Tardozzi last summer. "Now he is thinking more; he has become more professional. When he finds his own way, he will make another step, and soon he'll be with the top riders." Miller has also stopped partying: "Don't get me wrong, I still enjoy a beer here and there, but I knew I couldn't live that kind of lifestyle and be a successful rider."

Ducati is now so confident that he will take another step forward this season, once the racing starts, that in May the company signed him to a full factory 2021 contract.

Ducati has enjoyed success with Aussie riders. In 2007, Casey Stoner became the company's first and only MotoGP champion, and between 2001 and 2008 Troy Bayliss won three World Superbike titles for Ducati.

Stoner, Bayliss and Miller all started the same way: thrashing dirt bikes around the bush and then racing on the dirt.

The cut and thrust of Australia's buzzing off-road scene imbued the trio with a certain aggression and taught them everything about controlling a motorcycle that's kicking this way and that across the dirt.

One of Stoner's killer skills acquired on the dirt was the way he used the rear brake to control the bike. Miller has this too, which is especially useful on the hard-to-turn Ducati.

"Think of somewhere like Turn 3 at Sepang," says Miller. "The moment you exit Turn 2 you're on the rear brake to stop the wheelie, then you're standing on it again to make the bike turn through Turn 3, where you're on the brake the whole way through the corner."

Miller's time at Pramac has taught him plenty, much of it learned from examining the data of Ducati number-one Andrea Dovizioso, who is arguably the most intelligent rider on the grid. "Dovi is so strong at some of the points where I'm weaker. Also, you're looking for things like where he short-shifts or does something different to save the tyres, so you study that kind of thing. At Aragon [last September, where the pair finished second and third to Márquez] I followed Dovi in the race and got to understand what to do in a few corners where he was getting a lot more grip coming out and using a heap less torque."

During the coronavirus pandemic, Miller has been more fortunate than most of his rivals because he has never been in full lockdown, so he's been able to keep himself sharp by riding dirt bikes.

"I'm on the bike from sun-up to sun-down. Luckily we've got thousands of acres of Crown land behind the farm, so I'm just flat-out through the bush, trying not to hit any kangaroos."

"I'm flat-out through the bush, trying not to hit any kangaroos"

Next season Miller won't only have full-factory bikes, he will also have the advantage of a much larger crew of electronics engineers and strategists investing their time in maximising his performance. Beating Marc Márquez will never be easy, but Jack Miller and Yamaha's new factory signing Fabio Quartararo will have a better shot at it than most.

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

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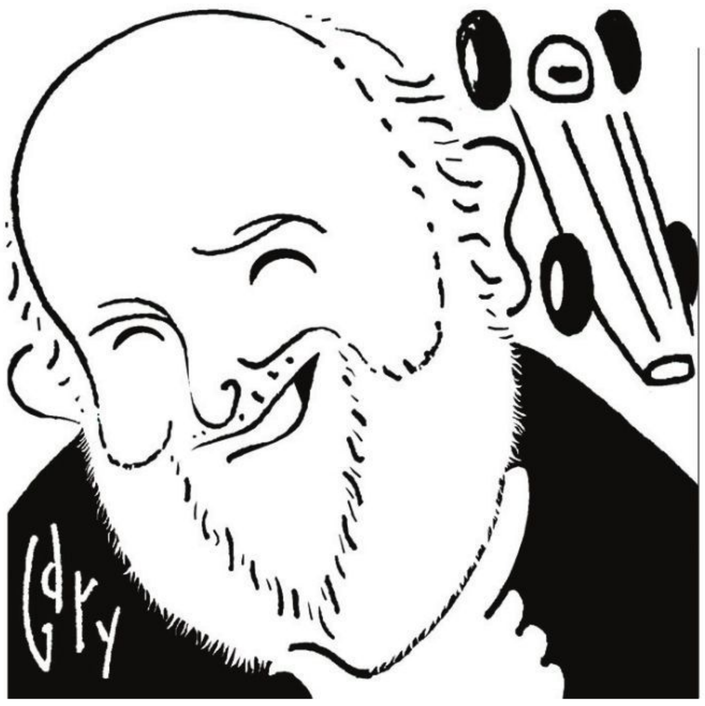
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DOUG NYE

"While the FIA and the BRDC were blameless, the outcome was farcical"

IT'S TWENTY YEARS SINCE McLAREN LAST won the Formula 1 World Championship titles with Mika Häkkinen and its V10-engined McLaren-Mercedes MP4/15. Those cars looked very cool in their silver-grey and black livery, with one tone faded into another to, as Ron Dennis explained, "Get away from outdated stripes".

The cars were sponsored by West, a cigarette brand - something for which I'm told addicts actually paid money, only to stick it in their mouths and set fire to it, which I have never understood - and by Mobil, a properly connected automotive fuel and lubricant company producing, in stark contrast to West, something useful.

Of the 11 teams then contesting F1, tobacco brands were funding six: McLaren, Ferrari (Marlboro), Jordan-Mugen-Honda (Benson & Hedges), Benetton (backed by Mild Seven), BAR-Honda (Lucky Strike) and Prost-Peugeot (Gauloises). Jaguar Racing made its debut in Grand Prix competition, which Ford-Jaguar's promotions people, with purblind stupidity, inferred was in fact the legendary marque's 'comeback', whereas William Lyons had considered F1 racing in the early 1950s only to dismiss it in an instant. Not so much 'The Jaguar is Back' as 'The Jaguar is Here For The First Time'.

Sauber was backed by Petronas, the now immensely prominent Malaysian state oil company, the team using the previous year's Ferrari V10 engines. Arrows used the Mecachrome customer Supertec V10, Minardi the Ford Zetec-R V10 which for that year was being maintained by a sub-contractor outside Cosworth and co-badged 'Fondmetal' after the team's Italian industrial sponsor. So 11 teams and 22 cars on the season's starting grids.

But the year 2000 was also that in which F1 supremo Mr Ecclestone and the FIA decided to give the BRDC, the organiser of the British Grand Prix, a kicking for perceived shortcomings and, it was said at the time, for some profoundly dim diplomatic faux pas in preceding negotiation for that millennial season...

When David Coulthard won the Grand Prix in his McLaren-Mercedes, with team-mate Mika Häkkinen second in a memorable 1-2, beating Michael Schumacher's Ferrari into third place - and the twin Williams-BMW F22s of Ralf Schumacher and Jenson Button followed them home fourth and fifth - it compensated for what had in many other respects been a low point in the long history of the British Grand Prix.

The easily offended, occasionally toxic and always potentially vengeful mixture of Ecclestone and the scheming FIA had brought the British race far forward from its traditional mid-summer date in that year's calendar. It was run on April 23, Easter Sunday, as only the fourth round of the year's World Championship. But it was preceded by some 15 days of torrential rain, and while both the F1 presiding power and the BRDC were certainly blameless in that element, the outcome was damagingly farcical.

"It's terrible for F1, for the teams and partners, the fans, and for the industry"

Sir Jackie Stewart was outspoken in condemnation. He declared: "It's terrible for F1. It's terrible for the corporate partners of the teams, terrible for the fans and bad for all our industry. But this is not Silverstone's fault. The governing body chooses the dates, not Silverstone. All major professional events follow the sun... Would they put the Italian Grand Prix on in April? Of course they wouldn't. Why? Because it would probably be pouring with rain, as it is here".

That blighted weekend meant the BRDC was forced by the torrential rain to turn away spectators hoping to watch Saturday qualifying due to the fast-deteriorating state of Silverstone's near-flooded public car parks. The move was in hope of keeping the grass parks useable for race day. The result was acrimonious criticism of the BRDC, of Ecclestone, the FIA, the RAC, the MSA, of everyone connected with staging the race.

Race day proved appalling due to the combination of a capacity crowd and badly hampered access to the muddy car parks, which created total gridlock on Silverstone's approach roads. Despite police warnings not to even try to join the 15-mile traffic jams to gain entry, the estimated 60,000-strong crowd demonstrated immense British grit to battle through regardless.

Their reward was to witness a fine winning drive by Coulthard while Häkkinen's sister McLaren, having lost time due to an engine problem in the crucial pre-race warm-up, never quite handled to his satisfaction.

Silverstone came in for some brickbats, as seven years earlier Tom Wheatcroft's 1993 European Grand Prix at Donington Park had also been preceded by persistent heavy rain and he had then reacted with a crash programme to Tarmac his car parks just days before, certainly contributing to his estimated £3m loss on realising his long-held ambition.

As I recall, one bright spot, much enjoyed by some BRDC members, was that during wet practice the famously fastidious Ecclestone was striding through the paddock, deep in conversation with one of his staff, when he stepped in the deepest puddle in the area, allegedly writing off his natty footwear there and then.

However high the prominent may fly, some flak can always getcha.

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



ANDREW FRANKEL

"These aren't bad headlines about Aston and McLaren, they're human disasters"

THERE ARE, IT WOULD SEEM, VERY few reasons to be cheerful about Britain's indigenous motor industry right now. In May, McLaren announced 1200 job losses, the vast majority coming from its road car business. In June, it was 500 from Aston Martin, followed swiftly by 1000 at Bentley. That's just at the time of writing. Jaguar Land Rover has yet to announce any, but even that has to be seen in the context of the 4500 jobs it shed last year. This year's sales are projected to be down by as much as 20 per cent.

For those companies, this is not good reading. For those thousands who have lost their jobs, and the thousands more in the supply chain we read about far more rarely, these aren't bad headlines, these are very personal, human disasters. But at the same time, we must look to the future and plot a route out of the mess. The starting point must be that almost all premium British car manufacturers comprise desirable brands.

When I think of the stuff Aston Martin, Land Rover, Bentley, Jaguar and Rolls-Royce were peddling when I started in the business in the late 1980s compared to their products today, well there is no comparison. Lotus too appears to be at the dawn of a new era. When I think of the rubbish that wobbled out of British Leyland in the 1970s, I realise just how far we have come. I dare say the short-term future of most if not all of the above will be hideously hard at times, and the medium term may not look quite as imagined a few months ago, but that there is a future for them in the long term is not something I doubted before COVID-19, and I don't doubt it now.

OF THESE COMPANIES, IT IS THE FUTURE OF McLaren and Aston Martin that interests me most, because unlike their rivals, neither is owned by an automotive giant. Both are independents, both funded primarily by money from the Middle East. And some say both now face similar issues. There is truth in that, but only to a certain extent. Both have built more cars than the market will currently wear, both are now dealing with the inevitable effect of that on individual markets. But look closer, and you'll see the criticisms levelled at both are entirely different.

Aston Martin has been lambasted for trying to do too much, too soon and thereby losing the confidence of the City, disastrous for a part-publicly owned company. It has three front-engined coupés in production, three mid-engined cars in the works, and an all-new SUV on an all-new platform now being produced in an all-new factory in South Wales.

McLaren Automotive, on the other hand, has drawn flak for not doing enough, thanks to the fact that every car it's produced in its 10 years to date has been a carbon-tubbed, mid-engined two-seater powered by a twin-turbo V8 engine running to the rear wheels alone via a seven-speed double-clutch gearbox.

Whether either, both or neither got it right in the past I am no better a judge than anyone else, but what I can say is that the two companies cannot be treated in the same way: for McLaren to build an SUV now would surely be a disaster, while the full order book for the DBX is looking like Aston Martin's route out of these troubled times.

"The DBX appears to be Aston's route out of troubled times"

But both will know already that the foreseeable future requires far fewer cars to be built than was previously anticipated, and it is the acceptance of that fact that lies behind the bulk of the job losses. This however does not preclude for a moment the prospect of either company returning to profit and soon, for they make some of the most desirable cars on earth.

Where should the cuts come? Aston Martin should focus on having three utterly distinct products: a front-engined super GT, a mid-engined supercar and an SUV, with detail variants of each to flesh out the range. This would mean combining the Vantage, DB11 and DBS into one car, positioned far nearer the DBS because that fits with likely volume aspirations and provides the biggest margin.

For McLaren, we will have to wait and see what the new Sports Series car will be like. I understand that it is a new car from stem to stern, the first to be powered by McLaren's new compact V6 motor and the first standard production McLaren to come complete with a hybrid powertrain.

And I look forward to its introduction very much, probably at the end of this year or early next. But I still hope that, in addition to this replacement model, it does something else entirely. A front-engined 2+2 would get my vote. Such cars are not without their issues, Ferrari four-seat GTs always depreciate faster than its two-seat supercars, but even the presence of those rear seats, whether usable in reality or not, makes the car saleable to a constituency McLaren is not reaching at the moment. And now it can make its carbon fibre at its new composites facility in Sheffield, hopefully, the economics will have become easier, too. Think of a car with the everyday usability of a Porsche 911 Turbo, looks to make an Aston Martin DB11 feel insecure, and a driving experience to make a Ferrari Lusso seem ponderous.

No easy task I'm sure, and maybe it's too big a punt, particularly at the moment, but if anyone could pull off such a car, I'd back McLaren to do it.

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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British GP 1970

Duel of the Fates

Rindt and Brabham's epic battle at Brands Hatch was almost destined, but it was a step on the way to a tragic ending, as **Mark Hughes** explains



Jochen Rindt and Jack Brabham, the combatants of the 1970 British Grand Prix, shared a star-crossed history. In their intertwined tale lies much of what shaped that tragic season. Their race-long dice around Brands Hatch on that day 50 years ago was the last time they'd get to go at it wheel-to-wheel. In hindsight, it makes that race, in which so many parallel and significant stories unfolded, all the more poignant.

Britain's 1970 summer was long and hot. Brands Hatch was in gorgeously lush form in mid-July and on the sun-kissed morning of Saturday the 18th the car parks were already filling with Capris, Hunters, Vivas, Minis, Escorts, Zephyrs and the odd Jag, the crowds gathering for their home grand prix as the holiday season approached. Mungo Jerry's paean to carefree indulgence in the glorious weather, *In The Summertime*, number one in the UK charts at that moment, might have been playing from those few cars fitted with radios as they were directed to the fields surrounding the ancient woodland through which the track picked its crazy off-cambered way. But beneath the happy scene was a dark undercurrent. This was already one of the sport's most tragic seasons; F1 had recently lost Bruce McLaren and Piers Courage, the latter in an obscenely brutal and public way. Jackie Stewart and Rindt were increasingly militant in leading the GPDA, trying to drag F1 to a more civilised place, but against the grain of the entrenched old guard at the circuits and the governing body.

The contrast between the happy summer scene as F1 gathered at Brands and the psychological stresses of the drivers were profound. Stewart later talked of how he had lost all interest, how he was waking with fists clenched, how, "I'm in a state where other people's compliments, their consideration for me doesn't matter and I find myself wanting to stop. But I don't have the guts." Even tough old Jack Brabham, in what he and his family knew was his final year before retirement, was struggling with the stress and under considerable pressure from his wife and father to stop in the wake of the recent fatalities. Rindt had raced past his friend Courage's dead body, entombed in a burnt-out car, for lap after lap at Zandvoort in giving the Lotus 72 its first win. His wife Nina had begged him to retire. In the immediate aftermath, he'd resolved to do so, but had since changed his mind as his winning streak seemed to be putting him on course for the world title he craved.

Rindt and Brabham, psychologically two of the toughest guys ever to sit in a racing car, wrestling with their angst. Their personalities and images could hardly have been more different; almost a generation apart, yet their respect for each other was total. Brabham, 44 years old, the engineer-driver with his workshops and garages, slicked-back '50s-style hair and unpretentious ill-fitting, unfashionable clothes. Rindt, 28, with his pink shirts, velvet suits, flowing locks, fashion model wife, poolside in his Swiss residence by preference, and with not the slightest interest in camshafts. He was a fast gun-for-hire, the racing driver as a rock star. Yet they shared the same indomitable toughness of spirit and shared an unlikely frequency. They'd operated like a dream together in '68 when Brabham had employed Rindt to race his other car - except that the four-cam Repco engine was horribly unreliable and therefore an impediment to Rindt's man-in-a-hurry quest to win the world title, and then stop. He wasn't in love with or immersed in the sport in the way of Brabham, who would happily have continued in it indefinitely were it not for the pressure of others. Rindt wanted the authenticating stamp of F1's biggest prize, then he had other things to do.

So he'd left Brabham for Lotus in 1969 and clashed with Colin Chapman just as profoundly as he'd meshed with Brabham. Chapman had him messing about between the old 49 model and the four-wheel-drive 63, adamant it was the future, Rindt dismissive of it as a piece of junk. Chapman wasn't used to not having his



Scene of the action: Brands Hatch in 1970. Inset: Colin Chapman at work alongside Nina Rindt and Twiggy

GRAND PRIX PHOTO, GETTY IMAGES



Rindt and Ickx flank Brabham on the grid. The Ferrari driver retired and left a dramatic two-car fight for the win

employees jump when he said jump. Rindt was no mere employee. But they each had what the other needed. Chapman was the most likely to deliver the machine to match Rindt's skills and bring him that title, even if it hadn't happened in '69, distracted as Lotus was by the ill-fated 4WD project.

As Rindt and Chapman bickered their way through 1969 in between scintillating pole laps and smoky retirements, Brabham was laying a plan to bring Rindt back into his fold for 1970. Jack was going to retire from the cockpit but stay on to run the team, with Rindt doing the driving and Cosworth DFVs providing the power. From the perspective of having just been cut out of a metal ball of a Lotus in Montjuïc after Chapman's skinny wing stalks had snapped and sent him airborne, the invitation to return 'home' to a fast and solidly-engineered car run by his good friend sounded good to Jochen. He gave Jack his verbal agreement: he'd be rejoining Brabham for 1970. Jack told Betty she could stop worrying, that he was going to hang up his helmet at the end of '69.

But Chapman had the mercury. The quicksilver stuff. He had it in his personality, the way he could convince people with a mixture of charisma and speed of thought, and he had it in his engineering brain too. For 1970, he told Jochen he was going to provide him with a revolutionary (but two-wheel-drive) car that was going to make everything else instantly obsolete. It was going to waltz them to the title together; no-one would even see which way they'd gone. Sure, he could have a pay rise. Sure, he'd arrange some sponsorship money for his Formula 2 team and provide him with cars. Now Rindt was torn. He asked his commercial manager Bernie Ecclestone what he thought. "You've a better chance of winning the title with Lotus, but you've a better chance of staying alive at Brabham," Bernie counselled.

"In Chapman's wedge-shaped wondercar, Rindt was looking unstoppable"

Yes, thought Rindt. But if he could win the title immediately at Lotus, he'd only need to be risking himself for a year, then he could stop. Maybe, therefore, he'd be faster and safer by staying at Lotus. So that's the way he'd called it. He reluctantly told Jack he wouldn't be coming back after all. Jack told Betty he wouldn't be retiring, at least not for another year.

And that's just the backstory to their epic duel at Brands. They'd already had a similar one at Monaco where Rindt was able to put enough pressure on Brabham that the old man made a crucial last-lap error, allowing Rindt through to win. But that was in the old 49. Now driving Chapman's wedge-shaped wondercar, the Lotus 72, Rindt was looking unstoppable. Chapman had promised him this, even if it had taken a lot of re-engineering and a lot more arguing between Rindt and Chapman to get there.

The weather was very hot at Brands, and the Brabham was on Goodyears, the Lotus on Firestones. There's no way the Brabham BT33, with its front-radiator, toothpaste tube shape should have been as quick as the now-sorted side-rad, wedgy Lotus and its inboard brakes and compact torsion bar suspension. But the Firestones didn't work as well as the Goodyears when the track got hot, and Brands was scorching. Rindt had set the pace on the first day of practice, and that lap would stand as pole – but Brabham had equalled it the next day to put himself in the



Jochen Rindt at Brands Hatch during the 1970 British Grand Prix, which he would go on to win

middle of the three-car front row. Jacky Ickx would start from the outside in Mauro Forghieri's ever-improving 312B.

Elsewhere, stories abounded. The March 701 with its short wheelbase and heavy extremities was at its worst around a bumpy off-camber track, and Jackie Stewart only qualified eighth. "It's charging round Brands like a wild horse out of control," Stewart recorded in his diary, "leaping from one side of the road to the other and knocking the hell out of me." The rookie, Clay Regazzoni, in just his second grand prix, qualified the second Ferrari two places ahead of Stewart, albeit 0.7sec slower than Ickx. John Surtees became an F1 constructor for the first time as he gave his Surtees TS7 its grand prix debut. It had been a rush to get it ready, it wasn't draining all its fuel so had to be loaded with some extra gallons and was only 20th fastest, but Big John liked the feel of it, and it looked beautiful in Ferrari-red and blue plexiglass cockpit surround. The other debutant was a driver: Emerson Fittipaldi, 23-years old and driving Rindt's old Lotus 49. He qualified it 22nd, 0.3sec faster than Graham Hill in the similar car entered by Rob Walker. This was Graham's comeback season from the leg injuries incurred at Watkins Glen in 1969.

Another backstory. Brabham mechanic Nick Goozée set Brabham's fuel metering unit to full rich, for the lap to the grid. This was the normal procedure, and it would then be put to its proper setting once the engine was fully warmed and the car was sitting on the dummy grid. As he drove that out-lap, Brabham sensed the track was much grippier than before. The pace was going to be significantly faster. He reckoned, therefore, he was going to need more fuel than he'd calculated for. So as he pulled up to the pre-grid, there was a big commotion as the mechanics churned in some extra Esso. In this break from routine, Goozée forgot to reset the mixture. He'd remember when the race was underway. Brabham would effectively run this race with the choke on.

That's how it was poised as the flag fell and Brabham surged into the lead from Ickx and Rindt. Ickx was notoriously adrenaline-edgy in the early laps, and he aggressively made for Brabham's inside on the run to Druids. Brabham made a discouraging lean, but Ickx just hooked his inside wheels on the grass to take the lead. For the next seven laps, Ickx was a starring cameo before a broken differential handed the narrative over to the main stars of the piece, Brabham and Rindt. That cameo foreshadowed glories to come for Ickx and Ferrari; soon, just not yet.

As Ickx slowed on the approach to Paddock Bend, Brabham was presented with a dilemma. Did he go for the gap or back off? In that moment of indecision, Rindt jumped him - sliding the Lotus into the gap to pass them both in one move.

Brabham thought he had just lost the race to Rindt. But the further on they went, the more confident he felt. The Lotus was quicker down the straights - it had a lower-drag shape and a more powerful engine thanks to the innovation of two inlets either side of the roll hoop feeding the engine higher-pressure air, the precursor to the airbox - but it was, if anything, slower in the corners. The more the race went on, the more certain Brabham was that he had way more grip. Only one small thing was bothering him: the engine response was a bit fluffy when he got on the throttle.

"Eventually Jochen missed a gear and I got close enough to outbrake him"

Goozée reported his mixture adjustment error to Brabham's chief mechanic Ron Dennis. There was nothing to be done but wait - and hope the extra couple of gallons Jack had asked for would save them.

But Brabham made himself big in Rindt's mirrors for 60 laps, sometimes dropping back to cool off, then pushing right back up very quickly, making it obvious he was potentially quicker - if only he could get by. "It took a long time to happen [60 laps], but eventually Jochen missed a gear coming out of Bottom Bend and with this I was able to get close enough to outbrake him." Once the Brabham went by into South Bank, it

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Heartbreak: Brabham coasts to second after Rindt's winning pass

pulled away at over 1sec per lap. As they crossed the line for the penultimate time, Brabham led Rindt by 13sec. It was all over. Except, it was the Lotus that came into view first out of Dingle Dell and towards the final corner. Brabham's engine had spluttered, as it began to run dry – and Rindt powered past to take his third-consecutive win. Brabham had enough momentum to coast over the line a devastated second on what he knew was his last time around his favourite track.

As he stopped on the straight, he saw Ron Dennis running towards the car. Brabham reckoned he knew what had happened. The mixture hadn't been reset after the formation lap. He was determined to see the metering unit before Dennis, so he could know the truth. As he did so, it was confirmed. The unit was still set to full-rich. Brabham didn't make anything of it, but he suspected that Dennis was at fault, as it was Ron trying to get to the car. Ron was trying to protect Goozée – who revealed the truth 40 years later, after retiring from his position as MD of Penske Racing.

But should Brabham have been awarded the win anyway? Probably. The Lotus was running an illegally high rear wing. Lotus mechanic Herbie Blash was told to get up on the victory parade truck with Rindt and the Lotus with instructions to bend the wing stalk sufficiently to lower it. "There was no real shade of grey," Blash said in 2013. "The wing was too high, and I bent the supports to bring it down by half-an-inch or so." The stewards, suspecting the wing had been tampered with, initially disqualified Rindt. But eventually, Chapman used his quicksilver charm by showing them how to measure it correctly, and all was smoothed over.

"I wish I had insisted Jochen honoured his verbal contract," said Brabham in his later years. "If I had done that, he'd be alive to this day." At Hockenheim, two weeks after Brands, Rindt won his fourth-consecutive race. A month after that he was killed during qualifying at Monza. In hindsight, the Hockenheim victory sealed his ambition of becoming world champion. But he didn't survive to know this. In further hindsight, if he had taken Brabham's offer, he'd have had a car that was competitive from the off, he'd have had Jack spending more time ironing out reliability bugs, and would probably have had a handy lead in the championship by the time the Lotus 72, driven by whoever Chapman would have replaced Rindt with (Mario Andretti?), was sorted. It's not much of a stretch to imagine that Rindt could have become the 1970 world champion had he driven for Brabham – and survived to tell the tale. Especially with no Brabham to beat...

A wedge between the field

A key concept allowed the Lotus 72 to flourish for years to come

GIVEN THE EXTENT OF ITS innovation, the Lotus 72 should have had a bigger advantage in 1970. Although Jochen Rindt won four races in a row, it was only dominant at Zandvoort. In France, it was boosted by the retirement of Jacky Ickx's Ferrari and the puncture of Jean-Pierre Beltoise's Matra ahead of it. The Lotus was pushed hard by Chris Amon's basic March. At Brands, it was set to be beaten by Jack Brabham, and although Rindt was in control at Hockenheim, he was pushed by Ickx. None of the other cars had the space-age tech of the 72. It was a reflection of its early development, as it would still win races in its fifth season.

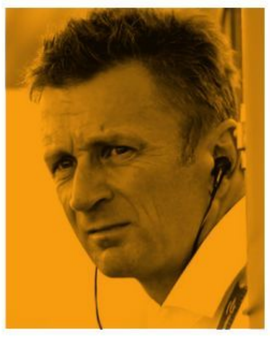
Colin Chapman had planned a back to core principles design, and Maurice Philippe carried out the brief. Tyre design progress in the '60s drove Chapman's vision. Advances had made lower aspect ratios feasible, and the tyres had become fatter, so existing cars such as the Lotus 49 were unable to take advantage of the greater potential traction of the rear tyres. Chapman sought a more rearward weight distribution. "Four-wheel drive had been Colin's original way of achieving this," said Lotus competition manager Dick Scammell in 2013. "But that brought four-wheel-drive problems. The 72 was the two-wheel-drive solution to the traction problem."

That drove the key feature of the car: moving the radiators from the conventional nose position to the sides. Aero and mechanical gains followed. The 72 had 65 per cent of its weight on the rear axle. Conventional front-rad cars had no more than 60 per cent. With no radiators to house, the nose could be made a wedge, Lotus had found gains from the design in its 56 Indycar. Modern CFD proves the 72's nose created ground effect.



With no radiators up front, there was space to bring the brakes inboard, improving aero and reducing the unsprung mass. The lighter load on the front axle meant Firestone could develop a special two-ply front tyre. Softer compounds could be used, without overheating. Once the ill-conceived anti-dive and anti-squat geometry was removed from the suspension, the 72 was ready to win.





Green on the horizon

As motor sport slowly gets back on track, **Allan McNish** explains how Audi is preparing to go racing again, without Daniel Abt...



McNISH ON FORMULA E
IN ASSOCIATION WITH Audi Sport

With most of Europe now steadily emerging from the lockdown conditions to various extents, the Audi Sport ABT Schaeffler team has been ramping up its preparations for both the current Formula E season to resume, and also planning what we're doing for season seven.

To deal with the latter topic first, there is a clear timeline now pretty much in place, and in that respect we know where the first race is going to be (Riyadh in December), we know when the freight has got to leave, we know roughly where we're going to test between now and then - subject to restrictions on being able to go testing being lifted of course, including borders being opened, but we can start to plan for that.

Then there's the challenge of ensuring the supply chain and considering any delays for all the parts for us to build the powertrain, not just for ourselves but for our customer team Envision Virgin Racing as well. That is no small task.

The second thing is we've got season six preparations to continue, which is obviously a little more pressing. We don't know exactly where the races are going to be at the time of writing, although we have rough ideas that it is likely to be in August.

It's been a difficult thing for everybody in motor sport to plan for. We have seen other championships announce dates and then have to change them almost immediately. I don't think the Formula E organisation will announce their new dates until they are completely sure. They've managed things well so far, and I can appreciate their position is difficult. As much as we would like to know, until it's signed, sealed and delivered it's very tricky to share any information.

"Daniel is no longer part of the team, which has an impact for this season"

One major change that's happened recently is that now we've got all the freight back at base, which includes the race cars. These were sent to and stored at Valencia direct from the last race in Marrakesh.

Normally in season six we would never see the freight between it leaving to go to Riyadh until it came back for the originally planned London race at the end of July. But after it being stuck in Valencia for such a long period of time in a somewhat unknown condition after the most recent race in Marrakesh, we're going to have without doubt a quite intense run-in to this season, so it's good to be able to have a thorough run-through and a look at everything to make sure there are no problems or anything extra we need to prepare for. And so, in reality, the next three or four weeks are going to be focused on the race team point of view, on getting our freight back up and running and making sure we're ready for a very intense winner-takes-all run to the flag at the end of the season.

Another big factor to consider going forward is the decision for teams to use the same powertrain for two seasons to cut costs, something the manufacturers unanimously agreed to, and something that the FIA and FE organisation also agreed to. It was put in place quickly and it was also done with an amount of flexibility that allows everyone to take into account some contingency factors. It's not just about what we as manufacturers can do, it's also about the supply chain. If your supply chain is behind, you may not be able to achieve certain deadlines through no fault of your own. I have to say the FIA has been very understanding of that whole situation.

If you are homologating a design for two years, you have to take extra care everything is right, because you'll be stuck with it for that length of time. But you can only make sure you have everything absolutely done once you get out there testing. It's going to be a compromise for everybody. Nobody is going to have a perfect scenario, but ultimately, we are in a position where we can do it. It's the right thing to do, in terms of keeping all of the championship road map intact and all the manufacturers on board.

The other major challenge is something none of us could have foreseen, which is losing Daniel Abt mid-season after the Race at Home Challenge esports controversy. [The German was dropped by Audi after admitting that a professional esports gamer played under his name at the event in May, saying he hadn't taken the event as seriously as he should.]

While I don't want to discuss the incident, there's no question that a mid-season driver change is not something we ever want or



The Audi Formula E team has been busy re-checking its equipment, following its unplanned stay in Valencia





Audi hopes to start testing soon, though replacing sacked Daniel Abt (left, with McNish) is hard while calendars are fluid

planned for. It was unfortunate that it came around when it did. But the situation we're in now is that Daniel is no longer going to be part of the team, which has a big impact on the remaining races of season six.

We've got to try to look at what options we've got in terms of the races coming up, and that choice will be crucial because we're still in the fight for a podium position in the teams' championship. There's a lot at stake and there's going to be a lot of points available in a very short period of time.

At the moment we don't have a clear view of who replaces Daniel. We're waiting for other championships' calendars to be released and to get a bit of clarity. Once the decision is made, there will be sim preparation and hopefully some testing but only a very limited amount. We've got to try and move forward with it. Losing Daniel was unforeseen and unwanted, but it's happened. It's another scenario in this strange year that we have to try and adapt to.

Now as a team we've got to show a bit of resolve. Knowing the team and the dynamic, they're very good when their backs are against the wall.

That's something we'll have to show again, there's no question about it. In terms of where we are, that focal point of the podium in the teams' championship, and also with Lucas fifth in the drivers' championship, I think there's plenty for us to be very motivated about to attack the last part of the season.

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

When a turbo doesn't boost

With Porsche, faster isn't always better. **Andrew Frankel** catches up with 'Mr 911' to see if the new Turbo S can be an exception



More power and questionable ride quality, but this Turbo is a step in the right direction

THIS NEW PORSCHE 911 TURBO S was just one of many cars I didn't get to see when it wasn't launched at this year's non-existent Geneva Motor Show. It saddened me a little – I'm not one for looking at cars parked on stands, and have long believed that the motor show in its traditional form has been living on borrowed time for years, possibly decades. But I wanted to talk to the man responsible for the car.

Frank-Steffen Walliser was, until recently, in charge of Porsche's motor sport department, the Weissach-based skunkworks that produces all the road and racing cars with interesting acronyms: GT3, GT2, RS and RSR. But last year he was promoted and re-purposed and, whatever his job title, is known simply as 'Mr 911', which means he has responsibility for the future health and well-being of one of the most enduring and iconic sports car names.

And then it turned out we could speak after all, albeit by Zoom. So I ditched the usual pleasantries and suggested that, for all of Porsche's undoubted power, when it came to the simple business of driving, the 911 Turbo has never lived up to its flagship billing. I may have mentioned that I'd never driven a Turbo I preferred to a cheaper, slower Carrera. But instead of bridling and finding a polite way to tell me I'd completely missed the point of the car, instead, he said: "We are aware of the feedback and have taken steps to address it." It took the wind out of my sails.

Nevertheless, when I arrived at Porsche Cars GB's Reading HQ to road test a new car for the first time in 10 weeks, it was with his words in my ears. Just what, exactly, were these steps? Well, another 70bhp from a new twin-turbo 3.8-litre engine to bring its total to 641bhp is obviously going to get your attention, but the weight of what was already the weightiest of 911s was up too, to 1640kg for the coupé. The cabriolet is over 1700kg…

And for a while, it seemed that Walliser's words were just that. Yes, it was explosively fast, but the old car was scarcely a sluggard: indeed I'd say that point-to-point in all conditions it was likely the fastest production car on sale. There are some improvements – the new 992 interior with its flat screens feels more appropriate in this ultra-high-speed business tool than the more affordable, but more driver-centric Carrera – but it was easy to find the old shortcomings too.

The ride quality is only just good enough, the tyre roar of its enormous Pirellis tiresome after a while. The engine sounds better than that which it replaces, but still nothing like as tuneful as the 3-litre motor in a basic Carrera which is, wait for it, £73,000 cheaper. And, unsurprisingly given it must wring 170bhp from each litre of capacity, there is turbo lag too.

But still it certainly improves on the previous Turbo S, and in Porsche's eyes that perhaps means 'job done'. But I remained keen to discover what, if anything, Walliser was talking about, and it didn't take more than a couple of junctions to realise I wasn't going to find out on the M4.

I headed north up to some of my favourite roads near Wantage where you can still stretch a car's legs. It is a rabidly fast machine, and the thrust is not moderated by traction limitations, because so long as the road is straight and smooth, there aren't any. I did one launch control start, hit 60mph in 2.6sec



Turbo S features a high-tech interior compared to the previous 911 generations



"It is a rabidly fast machine and the thrust is not moderated by any traction limitations"

and felt no inclination to do another. I can remember a time when taking twice as long to do as much seemed like science fiction. Though others may not say it, the truth is that in any car, such violence does not amount to a particularly pleasant experience. When you consider this car will pull over a *g* off the line, that's not surprising, for at that moment you're gaining speed quicker than almost any road car can lose it without driving into a tree.

But as the miles accrued, I started to understand what Walliser meant. The old car always felt planted, but this one feels poised too, which is not quite the same thing. It is more alert to your instructions, heavier yet sharper to steer, keener to sniff out an apex. Porsche has widened the car at both ends but at the front far more than the back, which has helped rebalance it.

There is an old road testing term which expresses one measure of a car's handling, and we call it 'adjustability'; it refers to a car's willingness to position itself around its axis or how easily its attitude changes according to throttle opening. And this is where the new Turbo scores most heavily. It gives you options mid-corner the old car would not provide: you can trim your line more precisely than you might imagine in a car of this mass and yes, if you want, you can lift off, let the back loose, power on and slide out. It's all good fun.

And that is what the old car missed. Certainly it was a car to admire, but it made you feel more like an observer of the action rather than a participant. Yet it remains true that I've still not sampled a Turbo I've preferred to the standard car. Astounding though it is in some ways, and capable as it is in almost all, the Turbo S remains a derivative within the range. The superheroes are the Carrera and Carrera S, a fact not even 641bhp and a near £156,000 price tag can conceal.

PORSCHE 911 TURBO S



- **Price** £155,970
- **Engine** 3.8 litres, six cylinders, turbocharged
- **Power** 641bhp
- **Weight** 1640kg
- **Power to weight** 391bhp per tonne
- **Transmission** eight-speed automatic, four-wheel drive
- **0-62mph** 2.7sec
- **Top speed** 205mph
- **Economy** 23.5mpg
- **CO_2** 271g/km
- **Verdict** The Turbo makes its mark, but it is still not as sweet as the Carrera

HORTONS BOOKS

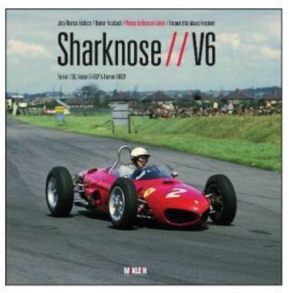
Shark attack: the unique 156

Ferrari hit the ground running when F1 rules went to 1.5 litres, as **Gordon Cruickshank** finds from a lavish new book on the V6 cars

IS IT SIMPLY THOSE BIZARRE NOSTRILS that make the Ferrari 156 such a memorable machine? Or the striking name which so easily pins down one model among the huge variety of Ferrari development types? (Not that I've ever seen a shark whose nose looks anything like that.) After all, one F1 design wins the constructors' championship every year, and sometimes the drivers' title as well; this design took both but only in one single year. Yet that unforgettable shape and its domination that season has made it one of the mechanical legends of the Formula 1 circuit, and this book aims to give you its entire story.

Being frank, the 156 was a middling car sporting the finest engine on the grid – as so often with Ferraris. Its chassis was torsionally weak and Innes Ireland described the handling as "modest at best". Yet especially once the initial F2 power plant was replaced by the wide-angle V6 nothing could stay with it, mechanical maladies and Stirling Moss apart. Such a shame that we never saw the dark blue Sharknose with a white Rob Walker stripe across its nose that was promised to Stirling Moss for 1962. It would surely have looked stunning in that livery. But as the book carefully describes, the Scuderia failed to develop the car during its winning season, while a too variable driver line-up and the famous 'palace revolution' effectively scuppered any chance of carrying that one season of success on to the following year.

Lavishly illustrated with some stunning and unpublished photos, both black-and-white and colour from Bernard Cahier's archive, this hefty tome, printed in both English and German, launches in with a short rundown of the 156 story followed by detailed race by race tales, from the F2 car which developed the new-to-Ferrari mid-engined principle in 1960, through that gloriously dominant year of '61 and on to the ignominious end a year on, which Födisch describes as "a botched season".



Sharknose V6
Jörg-Thomas Födisch & Rainer Rossbach
McKlein
ISBN 3947156243
£115

Then the twin-nostril 196 and 246 sports cars have their turn before the authors switch focus on the core figures of the V6 project with biographies, accompanied by fine photo portraits, of all the drivers who handled these cars and then more interestingly, or perhaps I should say less usually, there are pen portraits of people from the Scuderia itself including engineers Carlo Chiti and Mauro Forghieri, racing director Eugenio Dragoni who irritated so many around him, and even Medardo Fantuzzi, the coachbuilder who actually created the shape of this remarkable car.



Engineer Carlo Chiti, centre, was the architect of the V6 motors which powered Ferrari's 156



Phil Hill in the 156 that would take him to the 1961 world title, although Stirling Moss would win this Nürburgring round

After some technical specs and a full catalogue of the car's results, we switch to an interesting chapter on Jan Biekens' magnificent recreation of the yellow 156 which Olivier Gendebien drove in the Ardennes Grand Prix in that glorious year when the Maranello cars finished 1-2-3-4. All the original 156s were scrapped in their time, so a replica was the only option if he wanted one. Inspired by among other things Chris Rea's *La Passione* film, Biekens set out to find as many original parts as he could, found both engine and transaxle and had Jim Stokes build a car. Then, astonishingly, its next owner Jason Wright decided to improve it and replaced the first body, then chassis, and followed that up with obtaining an original 120-degree V6 from the Bardinon collection and building a second car to replicate the machine in which Phil Hill clinched the 1961 title. Both those tales are told here by the two creators.

One mild disappointment in this impressively produced, costly book was

BERNARD CAHIER, GP LIBRARY/GETTY IMAGES



"Forghieri could see the error of this attitude but 'Chiti did not care about the opinions of others'"

not finding any technical drawings or cutaways of the car or its components, though there are some detail shots of parts of the cars being assembled in period. On the other hand, Forghieri himself, for so long the technical kingpin of Ferrari and very involved with Chiti's 156, writes a preface in which he laments that lack of development preparing for 1962. He could see the error of this attitude but "Carlo Chiti did not care about the opinions of others". He must have been relieved that his boss Chiti was one of those who disappeared in the famous 'night of the long knives'.

I suppose it is unavoidable on a work about the 156, but the book includes that tragic shot from Monza in 1961 showing a shocked and helpless Jim Clark standing by his damaged Lotus while cars continue to race past the lifeless body of Wolfgang von Trips lying on the track. Equally disturbing is the sight of spectators crowding the very barriers where moments before 15 of their number lost their lives.

There's another photo that made me look twice: one of coachbuilder Fantuzzi gazing at the unpainted prototype he has created; far from the cool designer you could easily imagine, he appears here as a corpulent, slouching figure in grimy overalls. Yet he had that uniquely Italian talent for conjuring beauty from a few sketches and a sheet of aluminium alloy. All credit to him. Still, the one question I find myself asking having read this huge work is - *why* was the nose shaped that way? Was it for aerodynamic penetration? There's one tiny mention of wind tunnel testing. Or improved cooling? It can't have been that superior - in steamy Syracuse they had to add a couple of ventilation slots up front. Nor was it carried on, barring that pair of Ferrari sports cars, which abandoned it after a season. Perhaps it was simple artistic creativity and I shouldn't ask, any more than one would quiz Cellini about why he shaped his Perseus that way.

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Lap of Honour is chock-full of period images, which are enriched by Moss's personal recollections

A life through a lens

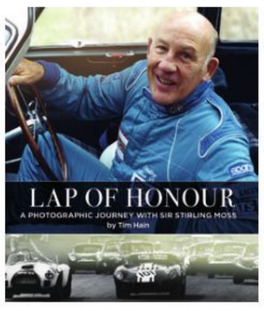
Books about Stirling Moss are no rarity, but few offer the sort of slant *Lap of Honour* provides, says **Gordon Cruickshank**

YOU'D BE FORGIVEN FOR thinking this was just about maestro Moss, but the word 'with' in the subtitle hints at what's different. Hain was an amateur photographer and race fan (as well as a kart racer) who had a burst of snappery at circuits in the 1960s, when Stirling inevitably became his hero, and then dropped cameras for guitars and girls. But with the growth of historic racing, and especially the resurgence of Goodwood, his enthusiasm sparked again and he reconnected with the cars and many of the people he had watched as a child - especially Moss. A series of encounters with the now-retired ace led to a friendship built around Hain's photographs old and new and much input from the great man to the book, where he comments on photos Hain shows him.

Not that it's always informative: Hain likes to quote conversations even when showing Moss a photo and getting the answer "I don't remember that". Some, though, add colourful detail to a grainy photo. And there are scads of pictures, some great, some not, many of 'Mr Motor Racing' snapped in 33 different cars, in both his first and second race careers and afterwards.

To vary the mix (and this is a massive 415-page volume) Hain diverts to other topics, such as a conversation with Aston Martin racer Eric Thompson, who it turns out went out with Hain's mother, leading to an exchange of photos. In that sense it is somewhat like listening in to private family reminiscing. There are long transcripts of chats with Bette Hill, John Whitmore and others, some interesting and some merely the conversations we all have at race meetings. Then there will be a sudden choice nugget of recollection, such as the trivial sum Ray Bellm paid for a pair of Williams Formula 1 cars, or the fact that Stirling once introduced a run of Jethro Tull concerts... Music is the other part of Hain's life - he's a singer-songwriter - so musical references pop up: it's not often you'll see Edison Lighthouse mentioned in a racing book, and there's another Moss appreciation by Mark Knopfler.

Eccentric and even self-indulgent, yes, yet the book has a charm of its own, turning up tales you might have missed, all with a deeply personal slant.



Lap of Honour – a photographic journey with Sir Stirling Moss
Tim Hain
Pitch Publishing, £45
ISBN: 978-1-785315-55-8

RICHIE GINTHER – MOTOR RACING'S FREE-THINKER

It can't help a man's development if his mother gives him a bill for his upbringing. Richie Ginther got one, paid it, and never spoke to the woman again. Yet he had an image of being cheerful and friendly. Using memories from many family and friends, this offers a fond portrait of a man who had more to him than often remembered – highly sensitive to machinery, who would give up a podium rather than blow an engine, talent enough to push Moss to his best race ever, Monaco 1961, yet who walked away from racing having made Honda a force. Jenkins deflates the hippy recluse image of his later years; he did choose a clock-free life in a campervan, but was contented with life. While hardly elegant, this softback has some great personal photos. **GC** *Richard Jenkins, Performance Publishing, £27*
ISBN 978-0-9576450-5-9

THE RACING LIFE OF E R HALL

I've always admired Eddie Hall, driving his pre-war Bentley solo to eighth at Le Mans in 1950 – the only man ever to do it. This softback relates Hall's whole career from sprints to the TT. It's hardly beautiful with its printer-quality photos, but it's the most comprehensive account of the wealthy textile heir's racing. Written by a man who knew him well (and is now 95), it fills out a little-known story of a determined racer who was also an Olympic bobsleigh crewman and a skilled photographer. **GC** *Frank Turtle, Self-published. 8 Northgate, Cottingham, HU16 4HH. £25 + P&P*

RACING MUSTANGS – AN INTERNATIONAL PHOTOGRAPHIC HISTORY 1964-86

This book inevitably begins with the oft-told story of the car's conception and birth, but then it diverges into a photo record of Mustangs in competition, in races major and minor, each picture bearing a lengthy, chatty caption. If you're a fan and don't mind the odd ropy photo, there's plenty to enjoy here. **GC** *Steve Holmes, Veloce, £25*
ISBN 978-1-787115-11-8

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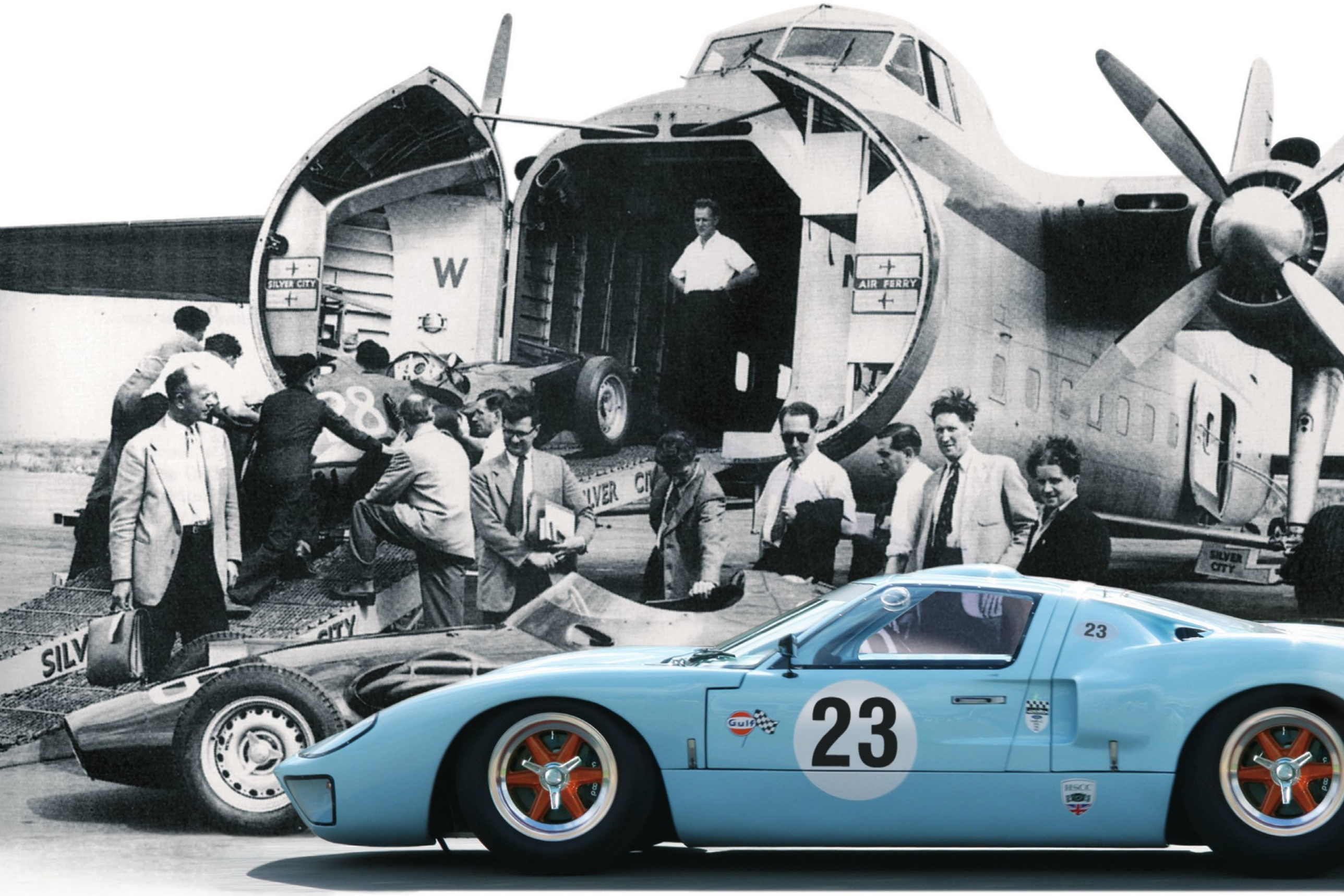
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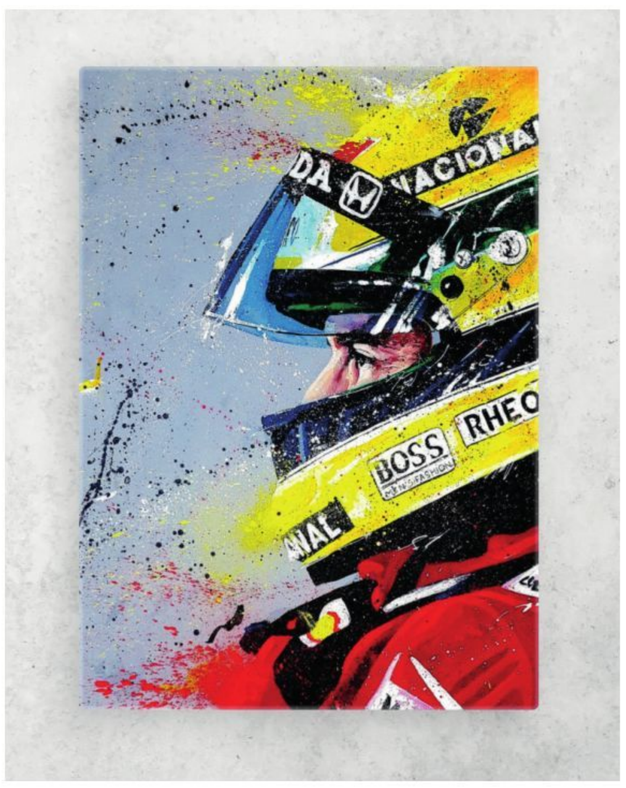
Getting a gaming grip

With virtual racing on the rise, this could be the best option for going up against the pros in equal machinery



PRO-SIM PROFESSIONAL ESPORTS SIM RIG

Professional esports series have sprung up everywhere, with real-life stars from the worlds of Formula 1, GTs, Formula E and even junior-level single-seaters going head-to-head with gamers and amateurs, all from the comfort of their homes. The good news is that esports is accessible. Technically, it's the cost of a console, game and internet connection. But if you want to do it properly, you'll want one of these. There are hundreds of companies offering sim rigs for varying costs, but you'll have to look quite hard to find one more comprehensive than this complete set-up from Pro-Sim. The 'rig' comprises three QHD 165hz gaming monitors, synced together and mounted onto a hand-built powder-coated aluminium frame and racing seat. The steering module can offer up to 25Nm of torque and is 1:1 scale with a bespoke GTE-style wheel, so feedback and feel is accurate to real-life situations. There's also a real Quaife gearshift.
The most impressive addition is the hydraulic pedal set-up, which can withstand over 200kg of force and is fully adjustable. It even has a dedicated master cylinder. It comes fully set-up with a high-end water-cooled gaming PC. It can be delivered to you from Pro-Sim's Kent base. It even offers the ability for a pro driver to dial-in with you and provide virtual driver training. If that's not enough, Pro-Sim also offers a fully custom software option, featuring real-life data from partner teams and upgraded 55in screens. But brace yourself, it's £36,000...
From £14,250, pro-sim.co.uk



DISPLATE METAL POSTERS

We've featured a few different poster styles in this section, but these all-metal offerings from Displate are that bit different. Each design is printed onto either matte or gloss 3mm-thick sheet steel, before having the edges rounded for safety, and is then supplied with a damage-free magnetic wall-mounting kit. There are hundreds of different images to choose from, but we particularly like these modernist impressions of racing heroes such as Ayrton Senna, Lewis Hamilton and Marc Márquez. There are three sizes to choose from and a host of great car designs, too.
From £36, displate.com



RACING CHOCS SWEETS

You wouldn't usually combine motor sport and confectionery, but Racing Chocs has. Founded in 2018 by Matthew Poat, the business has grown exponentially and now produces fine chocolates inspired by racing stars. The range is huge. Fancy a vanilla cream-filled Lewis Hamilton lid, or how about a cool mint fondant Kimi Räikkönen? The selection boxes are a stroke of genius, giving you a range to enjoy. You can also have your real-life noggin turned into a sweet treat...
Selection boxes from £15, racingchocs.com





LEGO TECHNIC RC RALLY CAR

Few things in life are certain: death, taxes, and desirable LEGO sets. This rally set looks fantastic and now, thanks to a clever new mobile app, it offers full remote control, allowing you to traverse the kitchen floor without bruising your knees. Consisting of 463 pieces, it features a Smart Hub engine piece that connects to the LEGO Technic CONTROL+ app so you can accelerate, brake, steer and reverse, all with realistic sound effects. As for the car, it's an unlicensed, bespoke design, but does make us think what it would be like to crash an Audi Quattro and a Ford Fiesta RS WRC together...

£125, lego.com

SEND US YOUR PRODUCTS

If you have any products that might be suitable for these pages, why not send details to us at editorial@motorsportmagazine.co.uk



RESERVOIR WATCHES

Long-term readers of *Motor Sport* will know that we like Reservoir watches. The French firm has been designing fine automotive-themed wrist pieces since 2015, each with a distinctive character. Hand-made in Switzerland, they feature a proven mechanical automatic movement made of 124 components. Our pick would be the Supercharged range, featuring dials inspired by the speedometers of classic cars. Each comes in a 43mm aluminium case and with a fine leather strap. The main hand counts minutes, while the jumping-hour window completes the face alongside the power reserve meter, designed to resemble a fuel-gauge. There's a wide range of choices at the *Motor Sport* Shop.

From £4600, motorsportmagazine.com/shop

RARE 1950S F1 ARMBAND

We don't usually feature one-offs on this page, but every so often something genuinely different comes out of the blue. Motorsport Memorabilia always has a great range of quirky pieces, from signed items to car pieces, but few are as unusual as this original 1950 Italian Grand Prix mechanics' armband. It hails from the season finale at Monza and was worn by a mechanic tending the no32 ERA, driven by TC 'Cuth' Harrison. It wasn't a fruitful outing for the car dealer from Sheffield. In only his third grand prix, he would qualify down in 21st, and later retire on the 51st lap with radiator trouble, and would never again appear in a grand prix. But this piece stands as a unique memento of the first F1 season. The silk and elastic armband is supplied in a sealed frame, coupled with a period shot.

£195, motorsportmemorabilia.com



A HOLE IN YOUR POCKET

If you're determined to ruin a good walk, the golf courses are open again, and car makers know it...



BENTLEY CLUB SETS

Bentley got into the golf market last year, and its iron sets start at near £1800. There's also the rarer £12,000 Centenary set.

Varies, bentleygolf.com



TAYLORMADE AUDI BALLS

The Audi Quattro Cup is an amateur golf championship, not a racing series. These are the official TaylorMade Burner balls.

£20, shops.audi.com



ROLLS LIMO CART

Want to stand out? This Rolls Phantom-inspired buggy has space for six, an Alpine sound system and chrome rims. Terrible.

$25,500, luxurycarts.com


ByKolles vs Team Redline, real meets virtual. 50 star-studded teams went head-to-head at Le Mans

The show must go on

As real-world motor sport returns, **Tom Errington** picks out some of the star turns which left a mark on lockdown racing

Emanuele Pirro

Committing to virtual racing with a full sim rig is a costly business, but there are ways around it, as five-time Le Mans winner Pirro demonstrated. Sitting in a camping chair at his desk, steering wheel and gearstick in front of him, Pirro has become an undisputed star of lockdown racing. In a sentence that could only come from esports, Pirro lost out in a title fight with Jenson Button in The Race Legends Trophy. Openly admitting his esports toe in the water has changed his perspective, don't be surprised to see Pirro racing on.

F1's young guns: Norris, Leclerc, Russell and Albon

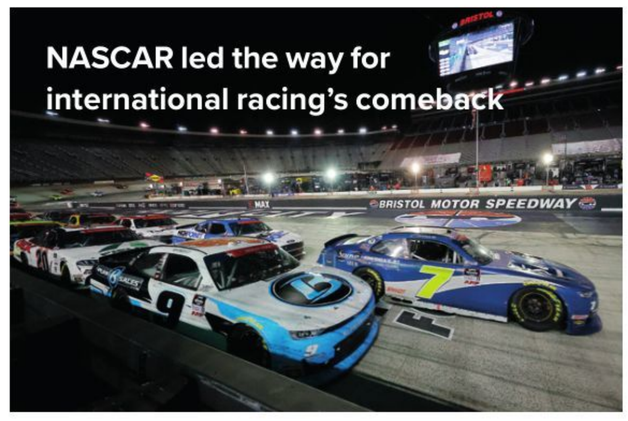
The biggest winner of lockdown is Formula 1's new generation, grabbing most of the headlines. If it wasn't Lando Norris's IndyCar cameo, including Simon Pagenaud's deliberate crash, it was Norris joining Charles Leclerc and George Russell as they tried their hand at long-distance truck driving, or Leclerc's girlfriend, Charlotte Sine, having to buy a subscription to his Twitch stream to get his attention to be let into their apartment... The lockdown has exposed F1 fans to the genuine and fun personalities each driver has. There's been exciting racing between the likes of Norris, Leclerc, Russell and Alex Albon in F1's series to keep fans hooked, as Russell became the unofficial Virtual GP Series champion.

Jenson Button

At the end of 2019, one of the talking points in motor sport was - what next for Button? Most suggested the World Endurance Championship or the DTM, but the answer was winning the Legends Trophy, including memorable dicing with former McLaren team-mate Fernando Alonso. On top of that, he's also raced in SRO's competition, as well as F1's official series and made an iRacing cameo. When one Twitter account asked how Button's F1 career should be remembered: the 2009 F1 champion joked it should be "for his esports racing"...

The Le Mans 24 Hours Virtual

Of all the events to take place in lockdown, few can claim to have attracted the star names, the quality broadcast and gripping racing as Virtual Le Mans. Yes, a 24-hour race strained rFactor, as a sweary Max Verstappen can attest to. But he was joined by the likes of Fernando Alonso and a variety of IndyCar and sportscar drivers, while effective race control helped a thrilling race, won by Rebellion. With France's COVID-19 restrictions lifting, can the real Le Mans in September live up to the virtual?


NASCAR led the way for international racing's comeback

PLOTTING A NEW COURSE

As the coronavirus pandemic evolved, it became standard fare to see a championship issue a revised calendar only for it to be rendered redundant within days. But there's growing confidence that July will be the month in which motor sport truly returns.

The US has already run several NASCAR races, and an IndyCar round, all adhering to safe practice, and the UK looks set to follow. Motorsport UK has outlined July 4 as a starting point for national championships, with British GT and BTCC framing new calendars.

Formula 1 has announced a preliminary eight-race calendar to start with, while MotoGP revised its comeback plan recently. Formula E continues to evaluate its options.

FORMULA 1

Austria **July 5**
Austria **July 12**
Hungary **July 19**
Great Britain **August 2**
Great Britain **August 9**
Spain **August 16**
Belgium **August 30**
Italy **September 6**

FORMULA E

Berlin **August (TBC)**

MOTOGP



Jerez **July 19**
Jerez **July 26**

INDYCAR

Indianapolis **July 4**
Road America **July 11-12**
Iowa **July 17-18**
Mid-Ohio **August 9**



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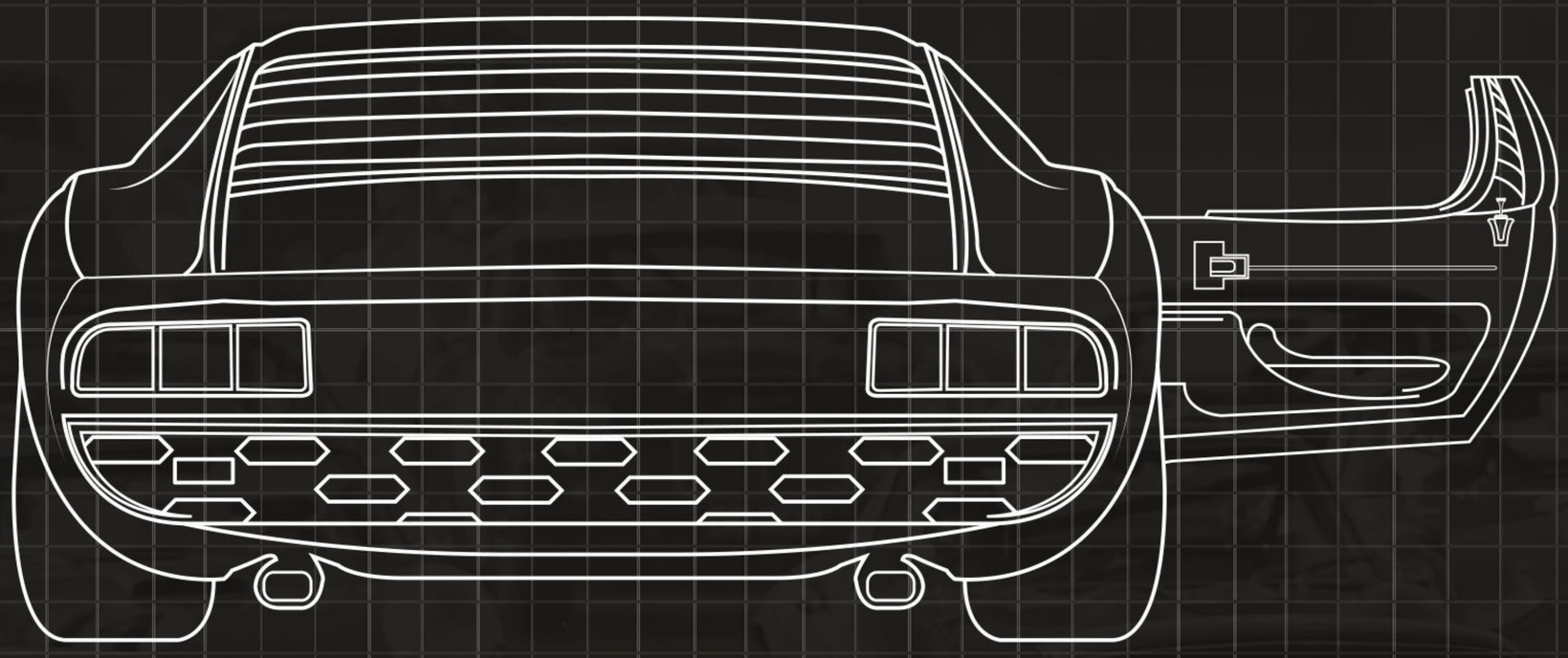
Touched by genius

An intricately detailed model of the car Stirling Moss drove to victory in 1960. A piece of the golden age signed by the winner himself.

motorsportmagazine.com/shop/August2020

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Chris Ingram (right) and co-driver Ross Whittock are crowned 2019 ERC champions in Hungary



RACING LIVES

Chris & Jon Ingram

Chris Ingram's desire to be Britain's next World Rally Champion took on extra credence when he became the first Briton since Vic Elford to win the European Rally Championship, doing so in 2019 and ending a 52-year-wait to wave the British flag. With several World Rally Championship appearances to his name, Ingram was on the rise until rallying was paused. His father Jon was a decent national rally driver who began in road rallies during the 1980s, and it wasn't long before Chris was hooked. Jon oversaw his son's early career, and made the pivotal decision to head abroad so Chris could make his mark.

Interviews by James Mills

SKODA

CHRIS INGRAM: "God, it's difficult in rallying. It always has been. My career has been one non-stop ride on a rollercoaster. The early days were so simple by comparison. Just Dad and I, tinkering with a little Citroën C1 in our garage, not knowing what we were doing but figuring it out as we went along.

We didn't build it, but we did run it. Well, we turned up, pumped up the tyres and went rallying [in the Formula 1000 Junior Rally Championship]. Funny to think back and remember how fast the C1 felt; it wasn't a simple car, it was like my World Rally Car.

I remember how nervous I used to get, way more nervous than I have ever been since. Some of the drivers were really talented, and it's an amazing championship that's got kids who are 14- to 17-years old into rallying.

After that, I switched to running a Twingo RS R2 for three seasons, and during the 2014 Circuit of Ireland Rally I wiped out in pretty spectacular fashion. The thing about that car was nobody could ever get it to settle. It had a short wheelbase, compared with the dominant Fiesta, and would bounce around like Tigger on steroids, which made it so incredibly difficult to drive. So I was learning, and crashing!

At the Circuit of Ireland, we were fastest on four of the first five stages and running eighth overall in the ERC. On stage 13, the Twingo bounced off the road and went end over end. The car was a write-off, and I thought: 'That's it, rallying's over for me.' There was no money left and a high chance I'd never rally again. Then I found out we'd been awarded the Colin McRae Flat Out Trophy. I suppose it was some consolation, but my future looked bleak. I didn't have any more plans to rally that year. Then one

summer's day, I was sitting at my parents' house when my phone rang. It was Chris Cheetham from Peugeot UK: 'I'd like to invite you to a meeting to discuss your career.'

I prepared a mega presentation to sell myself, thought all about how I could try and convince Peugeot to back me, and it turned out they'd already made up their minds and wanted to know how much budget I'd need. It was a pinch-yourself moment.

With Peugeot and then Opel, I had to raise my game. It was a totally different experience. But the bad luck kept coming at me. In the first year with Opel, I was leading the championship [ERC Junior] on the last day at the last round when my car broke down, and my team-mate took it by a couple of points. That made me stronger for the next year, and we took the title [2017 ERC3 and ERC Under 27].

The end of that season was also when I first joined forces with Ross Whittock. I knew straight away that I could trust him. We paired up from Rally Rome, I was battling for the championship, and he'd never competed at that level before. But he wasn't fazed, he was solid.

"Ari Vatanen turned to me and said, 'One day that boy will be world champion'"

Someone else who has been a rock for me, the most important person I have ever met, is Serkan Duru of Toksport. I'd been getting quotes to graduate to ERC R5, and various teams were quoting me ridiculous sums of money, around half a million pounds. Then Serkan made me an amazing offer, and I sent him a message on WhatsApp: 'Are you serious about winning the ERC?' He sent one back: 'Yes, or I wouldn't have made you this offer.' And now we've done it together.

But 2019 was tough. At the start of the season, I lost my lead sponsor, which had signed up for two years from 2018. I was scrabbling around for budget. My mum, Jo, set up a crowd-funding page. The pressure was massive, and I didn't manage it very well.

I was seriously suffering from my mental health. I was so anxious I couldn't sleep. I was turning up to rallies absolutely knackered, trying to hide it from everyone. Nobody really understood the pressure I was under to keep it all going. It was a very lonely place. By the middle of the season and Rally Rome, which I set fastest times on the previous season, I was nowhere. I couldn't drive; I couldn't feel the car under me because I was so tense. I shouldn't have really been there, because I needed to find a way to lose all that stress.

My parents have always been supportive, emotionally. But for me it isn't 'just do your best', it is about saving my career. And there's only one option: to win the championship.

I got to the Barum Rally [round six of eight] and knew I had to find a way through the pressure. So I took a new approach. I just tried to take a step back, drive slowly and let it come to me – and it worked. Stage by stage, it just came back.

I think the fact that I went through all this was the best thing that could have happened to me. But the title as good as counts for nothing, I have to start from scratch again. There wasn't a penny of prize fund for winning the European Rally Championship. I'm not sure whether I'll be able to drive in WRC2 this season, the calendar is pretty depleted. I've expressed an interest in the new Extreme E series, but that's also been delayed by the pandemic. But the cancellation of this year's rallying season could be a good thing.

I think British rallying needs some time to think about the future. The organisers have work to do because the sport's not growing, that's for sure. There's no young people getting into the sport. And that could be the beginning of the end. I want to get together with Vic Elford. I want people to remember rallying and fall in love with the sport again. I want to make it to WRC and be Britain's next world champion, like Colin McRae and Richard Burns. But boy, I could do with a helping hand."

JON INGRAM "I can remember taking Chris to watch a rally for the first time. We packed sandwiches and a Thermos and squash and trooped off into the forests of Yorkshire to watch a national rally, and I could see in his eye there and then that he was hooked.

My love of the sport began with road rallies in the mid-'80s, and the days of the *Motoring News* Rally Championship and the BTRDA Championship. I had a Talbot Sunbeam, a good little car but never quite as quick as the Escorts we were up against. After that I drove a Nissan 240 RS, and sometimes Jo, my wife, would co-drive with me.

I remember a big battle with a guy that used to run an MG Metro 6R4 sponsored by Leyton House [Robin Herd] and he'd arrive by helicopter and had this big crew preparing his car, and we're there with our flasks and sandwiches. We couldn't beat him in the end, and then off he flew!

Then the rallying was put on pause, as I got busy with a property development company I'd started. We were putting up luxury flats and building homes for footballers, the latter with indoor pools and the like.

Mad times and they didn't last. In 2008, when the recession came, the banks destroyed our successful business. Up to that point, I had spent four years back in rallying, competing with cars like the Mitsubishi Lancer Evo VIII, Subaru Impreza S5 WRC and a Ford Focus RS WRC. As you can imagine, Chris was my biggest fan. He was 10 or 11 and would hang around rallies all day, and film everything on a video camera. By the end of each day, he'd be exhausted, but he made all these films that my friends thought were quite impressive.

I didn't have any agenda to get Chris hooked on rallying or driving. He just took to it. By this stage, we'd bought a dilapidated farmhouse to do up from top to bottom, and there were some fields around it, so I bought him a 250cc off-road buggy and round he went, from 8am to 8pm. His car control was amazing, and I couldn't get around as fast as him. I thought: 'Bloody hell! Lad's good.'

Later we got the Citroën C1 and then the Twingo. The Twingo was horrific; I was pretty handy, and I couldn't drive it. It never settled and had so much power for such a little car. When we did the British Rally Championship, the organisers didn't like me as a person. So even though Chris was driving his heart out, he was constantly overlooked for the Driver of the Day or Pirelli Award. So at the final awards event, I told them we wouldn't be back, and took Chris to the Twingo Cup in France, and they couldn't have been more welcoming. They liked that this kid had come from the UK, and if Chris spoke any French they'd give him a round of applause!

He did the Ypres Rally [in 2013] and his team-mate was Ari Vatanen's son, Max. On the first stage, Chris came through 15 seconds faster than anyone else. I was standing with Ari, he turned to me, and said: 'One day that boy will be world champion.' We're not far off from Ari's prediction, are we? And the amazing thing is he's done most of it himself."



Toksport has been one of Ingram's best backers, adding certainty to an often rollercoaster career

SKODA

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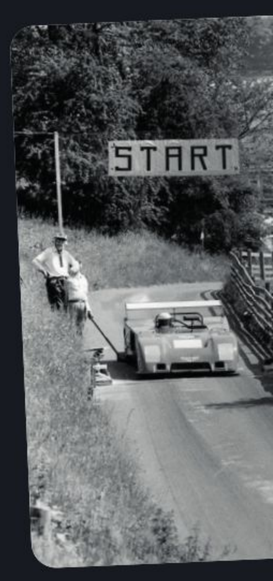


















VIRTUAL LUNCH WITH

John Cleland

He has beaten ex-Formula 1 stars and Le Mans winners alike, without ever deviating from his roots as a car dealer in the Scottish Borders. John Cleland reminisces with **Simon Arron**

CLELAND FAMILY ARCHIVE, NEWSPRESS, GETTY

THE BEST-LAID PLANS... *Motor Sport* originally intended to catch up with John Cleland in March, but a minor cough triggered a postponement – "My wife put me in quarantine, to be on the safe side" – and pubs and restaurants locked their doors before we'd had the opportunity to reschedule. In the end a compromise was reached: the 67-year-old Scot would become our first 'virtual' lunch – we'd have the conversation via the miracle of an internet video call, then buy him the real thing as soon as practicable. "I'll settle for a sandwich and a bag of crisps while I'm waiting," he says, before settling down in the office of the Volvo dealership he manages in Galashiels. Conversations such as this usually take place from a distance of about three feet, but in this instance, the degree of separation is closer to 370 miles.

An interesting case, Cleland. He was at the hub of a touring car racing boom in 1990s Britain, when manufacturer teams arrived in droves, bringing with them a pedigree cast of tin-top specialists and single-seater or sports car converts. The racing was spectacular, the budgets even more so. In a world of ever greater professionalism, the Scot was something of a throwback. While many of his peers were free to focus on their sporting craft alone, win or lose he would usually be back at his desk at 8.30 on Monday morning – his focus adjusted from racing cars to selling them.

But that's how his life had always been. "My father Bill was the first member of the family to take an active role in motor sport," he says. "He was a car dealer during the week, but he was also the RAC's chief scrutineer in Scotland. When I was six or seven, I'd be bundled into a car and we'd head to Bo'ness, Doune or wherever. I'd wander about while he was doing the

LUNCH WITH *John Cleland*



Where it all began: John makes his racing debut in a Mini at Ingliston in August, 1972

scrutineering, so I kind of grew up around motor sport.

"Because he was a Triumph dealer, I was sent to do my apprenticeship in Coventry with British Leyland and did my first competitive event in April 1971 – a Triumph Automobile Association autotest in the company car park, at the wheel of a Herald. It had those silly back wheels that waved around, but it was a means to do something.

"I'd always wanted a kart, but Dad would never buy one. He eventually took one in part-exchange – a gearbox chassis with a Bultaco engine. All I remember about that is being towed up and down the main road, behind a Lotus Cortina, trying to get the thing to start, but we never succeeded!

"After finishing my apprenticeship, I went back home, and part of the deal was that Dad would buy me a Mini. I had to find the money to run it and then repay him for the car at the season's end. That was a hard way to do it, but we always seemed to make a profit. The first proper event I did was in 1972 – a hillclimb at Kinkell, which ran through a caravan park near St Andrews. I'd bring the Mini home, and it had these trumpet things in the rear suspension, so you could raise the ride height, and then we'd bolt on a sump guard and go out the following weekend to do an autocross. Then we'd lower it again, and go off to do another hillclimb or a sprint. That's how it was for my first two or three years, when Minis cost about £400 apiece, there wasn't a lot of money in them."

"The Forestry Commission letter asked me to stop rallying"

You might notice that there isn't much mention of racing. "No," he says. "As a scrutineer, Dad had seen many accidents, and he'd also been friendly with Jim Clark. I think he had the attitude that getting involved in racing would mean hurting yourself, so I wasn't doing that as far as he was concerned. It took me virtually the whole of 1972 to convince him that I should enter a race and I did just one, that August at Ingliston, where I finished fourth – again in a Mini."

Cleland hillcimbed a Chevron B8 in 1973 (bought for £1400 and sold for £2000) – and profits from that were reinvested in an ex-Red Rose Racing Chevron B23 ("Dad gave the seller a Reliant Scimitar and a bag of cash"). The focus, though, remained on speed events, with the dispensation to contest one race per annum. "No matter how good I was in hillclimbs – and with the B23, I'd be up there against the top 10 run-off guys with their DFV-powered single-seaters – he still didn't want me to race, for safety reasons."

Cleland Sr had retired from the full-time car trade at the end of 1972, but decided to resume in '76 and run a Mitsubishi dealership: for John, that was a trigger to prepare a Colt Lancer for the Scottish Rally Championship. "It was a fairly standard thing, just 1600cc," he says. "I finished all 10 events, but I might be the only person to have received a letter from the Forestry Commission asking me if I could stop rallying, because I think I was knocking down more trees than they were!

"Every time we got near asphalt, it was great – I was there, on the pace, catching people hand over fist, but in the forests, I was pretty s**t. It became quite obvious that I wasn't really cut out to be a rally driver, but it was the only way I'd been able to do any events. I did get some class wins, though."

With his dad switching loyalties from Mitsubishi to Opel, John's next competitive project was a Kadett GT/E, again primarily for the hills, but a change in attitude was just around the corner. "I think Dad realised that I could drive cars of the kind I was using, and when I did the odd race I wasn't getting involved in any scuffles, so he was prepared to let me do a bit more. Whereas he was initially against the idea of me racing, he would go on to be my biggest fan and push to find things for me to drive."

Cleland began to star in production saloons in the early '80s, racing against Gerry Marshall, Tony Lanfranchi and other national racing royalty. "This was my real introduction to the circuits," he says. "I was up against guys who had done millions of years of racing, and I learned a lot. There was a lot of close competition, a preamble I suppose, to what we'd later see in touring cars – door mirrors would disappear, bumpers would hang off – but it was an interesting learning experience. For 1980, we'd prepared an Ascona i2000 – a 2-litre, two-door saloon. Opel assured us that they'd get permission to homologate the car, but they didn't. I won my third race in it at Mallory Park, but Gerry Marshall protested and I got thrown out. I then went to Ireland and bought a Commodore from Frank O'Rourke, whom I'd met over there when racing the Kadett, and spent the next two seasons in that. I won a few races and set a few lap records. I remember going to Thruxton for the first time in 1980, and Gerry telling me that I'd be lucky to qualify in the top 12, given my lack of track experience. I promptly stuck it on pole, which shut him up. It was my kind of track, fast and flowing, though I ended up only fifth in the race."

He would remain in production saloons for the first part of the decade, graduating



Cleland (right) with ex-F5000 racer Steve Thompson at Mallory. The duo drove the 'Senator' in its first test in the UK



Cleland in action at Doune in 1974, driving a Chevron B23

CLELAND FAMILY ARCHIVE, SHUTTERSTOCK





from the Commodore to a Monza. In 1982 and '83 he shared a Monza with Lanfranchi in the Willhire 24 Hours at Snetterton, Cleland's future BTCC rival Steve Soper alongside them on both occasions. "That was the first time I'd met Steve," he says. "and I found it useful to be able to measure myself against a pro like that. I proved to be pretty competitive, but at no stage did it ever occur to me that I could make a living out of this. I was a car dealer who enjoyed raising a bit of sponsorship to do what I wanted to do at weekends. Every Monday, I'd be back in the office again selling cars. I should maybe have stuck at it properly... That said, I always wanted to keep the dealership going because I knew it would be important to me one day when I didn't have any motor sport, but I didn't know when that was going to be. At that stage I'd still been paying for everything myself, but in 1984 I formed part of a three-car production saloon team with Gerry and Tony - and the following season I got a bit of money from Opel, which was a leg-up to doing a bit more with them."

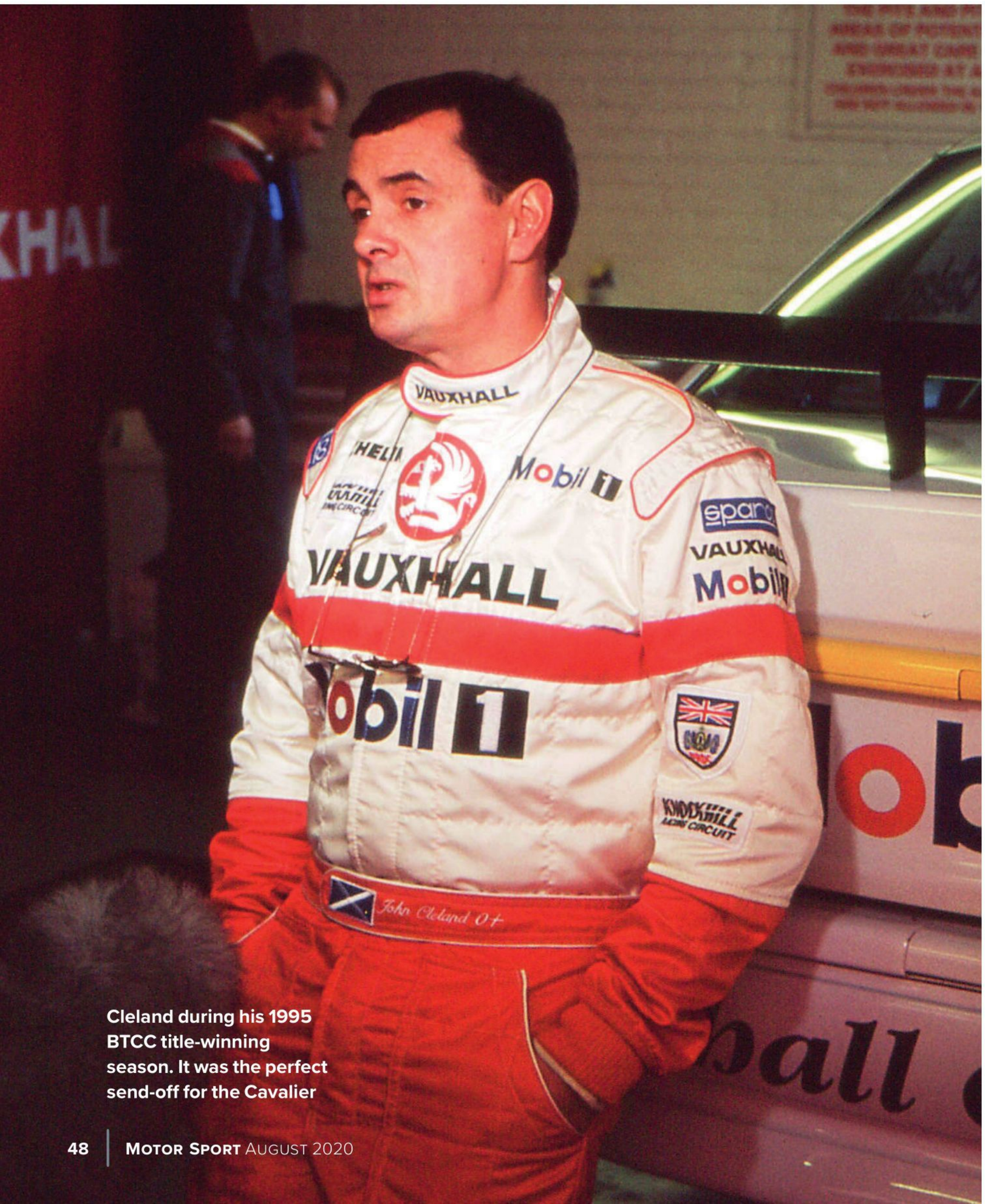
It was a brash decade for the sport. Formula 1 was in its turbocharged pomp, John Webb - then head of MCD, which controlled Brands Hatch and its affiliated circuits - had introduced Thundersports, which allowed relatively recent Can-Am cars and suchlike to be set loose around Oulton Park and Snetterton, and Thundersaloons fulfilled a similar role in the world of tin-tops. It was here that Cleland moved in 1986, sharing Peter Brock's '84 Bathurst 1000-winning Holden Commodore V8 (rebranded as a Vauxhall Senator for the domestic market) with experienced saloon racer Vince Woodman. Running in official GM Vauxhall Dealer Sport colours, they won the title before switching to a V8-powered Vauxhall Carlton with Kevlar body panels and an estimated 600bhp. Reliability problems capped their ambitions in '87, but one year on they were champions again.

"Vince had a fine reputation," Cleland says, "but I was capable of outpacing him most of the time. I shared the Carlton with Derek Bell for one race at Donington, too, and was every bit as quick as he was. I should have realised that I could go on to do something a bit different, but it honestly never occurred. If I'd got in the Commodore and Vince had been two seconds faster than me, I'd have had to step back and say, 'OK, fine, I get that. I'm clearly useless at this.' But it was proof that I could do it.

"At about this time, I was also watching the BTCC quite closely. It still had the multi-class system then, and the champion often



BTCC infamy: Soper and Cleland clash in '92 title decider at Silverstone, but later became close friends after an MSA tribunal



Cleland during his 1995 BTCC title-winning season. It was the perfect send-off for the Cavalier

ALAMY, JAKOB EBREY

used one of the smaller cars – as Bill McGovern had done when it was still the British Saloon Car Championship, ditto Chris Hodgetts more recently. I pounded the guys at Vauxhall to do something with the Astra GTE. They were rallying the car, so already had the gearbox, engine and suspension, and they were doing pretty well in those days, with Malcolm Wilson and Louise Aitken-Walker. All they had to do was hone it a bit, give it to somebody like Dave Cook [the race preparation specialist who had built the Carlton, among other things] and they could theoretically beat the VW Golfs and so on in that class to win the championship. Initially, the response was negative, but I was very persistent, and eventually, they relented."

This was long before the three-races-in-a day, 30-per-season format that has become the championship's staple. There were 13 standalone events and Cleland won his class 11 times – though the destiny of the 1989 title was undecided until the Silverstone finale.

"It ended up being a straight fight between James Weaver and I – the first sign that I'd spend much of my touring car life battling against BMWs. Although I came out on top [both drivers won their class that day, Cleland taking the title by one point], and held the trophy that Jim Clark had won back in 1964, I felt a bit as though I'd cheated because I'd usually finished about 15th overall. I'd been there running two thirds of



the way down the field, racking up points, but I couldn't see how that was right."

The championship slimmed down to two classes in 1990, with the new 2-litre category [Super Touring, as it would become known] forming the support act as the Ford Sierra RS500s performed their flame-belching swansong, and Cleland was part of the Vauxhall factory team, taking his Cavalier to fifth overall, second in class behind Frank Sytner's BMW M3. When the single-class structure was implemented the following season, Cleland took four wins, more than any other driver, but Will Hoy's superior consistency earned him top spot over the campaign's course. "I loved racing Will," Cleland says, "and had massive respect for him, as I did for many of the others over the years. We had some fantastic battles, side by side, and I knew I could trust him. I wouldn't have climbed in a car with some of them for a lift to the pub."

It's hard to believe 28 years have passed since, but the 1992 BTCC season remains a popular conversational trigger. The tale has been recounted many times, but Cleland was in the title fight throughout the year until being eliminated from contention late in the Silverstone finale, after a collision with Steve Soper – team-mate to title rival Tim Harvey.

"I'd had a huge shunt during testing at Donington Park, breaking my sternum and my lower back," he says. "I still had to do Donington and Silverstone to challenge for the championship – and had I not been leading it all year, I'd probably have gone home and taken three months off to recuperate. Despite the pain, there was no way I was giving up. I was lying in a Derby hospital for a couple of days, while they worked out what to do, and my mobile rang. It was Keith Greene, who'd be running the new Renault team in 1993. He asked whether I'd be interested in partnering Alain Menu, but at that stage, nobody knew what the Renaults would be like, and I had a good offer on the table from Vauxhall, so I declined.

"I turned down a drive in the car that beat me to the title!"

"What very few people know is that I'd also been offered a seat in a Vic Lee BMW for 1992, effectively what became Tim's car. Vic pestered the life out of me during the winter of 1991 – I don't like what he did [Lee was later convicted of drug trafficking], but I admired him as a team owner. But I'd have been alongside Steve Soper, and he was BMW's man, so it seemed logical that he'd be their favoured driver. Vic assured me that I'd be given equal treatment, but eventually,


Cleland made just two starts in single-seaters, here in a Pilbeam at Doune in 1994

I decided not to do it... and thus turned down a drive in the car that beat me to the title!

"I always thought it had been Vic trying to get me in his BMW – it was many, many years after that, when Steve and I were having a conversation, that he informed me that it had been BMW in Munich who'd wanted me. Had I known that at the time, I would have taken the deal. Vauxhall was great in touring cars, but BMW was a global motor sport player and Steve went on to do Le Mans, for instance. Perhaps I could have done something similar, but I didn't know the impetus was coming from BMW.

"In that final race, I knew exactly where I was and what I had to do. I was running behind Will and Tim, and that was fine for me in championship terms. It was all going swimmingly because Tim flicked Will off at Copse and Steve had been binned during the early stages, so I wasn't expecting to see him again, but then he reappeared on the scene. As soon as he got between Tim and I, it was no good for me. When I re-passed him at Brooklands, I thought it was quite a good move, I know it looked dramatic [the Cavalier was well up on two wheels at the critical moment], but I didn't squeeze Steve onto the gravel at the exit. My mistake was to allow him enough space, and as I turned into the next right-hander, biff. That was it.

"Afterwards, the Motor Sports Association [now Motorsport UK] wanted to hang somebody out to dry. We were summoned to a tribunal and had to employ barristers. The night before, I phoned Steve at home and said, 'Listen, this is silly. They want someone's licence, and I suspect it will be yours because, let's face it, you drove into me.' I suggested we went in and said the same thing, that it had been an unavoidable racing accident. Initially, he said he didn't trust me, so I agreed to talk first so long as he backed me up. We made our statements and Win Percy, the driving standards advisor, had steam coming out of his ears. As a professional racer, he knew what we were up to, but the

Beaming at Bathurst

Cleland's love affair for Australia's greatest hit

It was BTCC ringmaster Alan Gow who cemented John Cleland's passion for the Bathurst 1000. "Alan used to run Peter Brock's team," he says, "he arranged for me to share Peter's Holden Commodore there in 1993. I was already slightly in love with the place, having watched TV footage, but the event was even bigger than I'd imagined. I've raced and tested on a great many tracks, but Bathurst is the only one that always brings a smile to your face when you leave the pits.

"That first year, it was a delight to work with Peter. He was a gent, but also an astonishing driver. Unfortunately we had something break on the car, which caused me to swear live on national TV, but Australians seem to love a combination of bad language and sport.



Cleland tapped Plato and ended up upside down in 2004

They still remember me for that..."

Cleland contested the race 12 times, making headlines in 2004 when his Ford Falcon ended up on its roof. "Jason Plato was sharing with Peter Brock," he says. "He'd biffed the wall and was making his way back to the pits with two flat tyres, while I was running fifth or sixth. I was following another car, unsighted in terms of where Jason's car was, and clipped him, which threw me over. The pictures appeared everywhere, the team probably got more publicity than it would have had we won the bloody race."

He came closest to victory in 2001, in a Ford Falcon with Brad Jones, After almost seven hours, they were 2.28sec behind the winning Holden of Mark Skaife and Tony Longhurst. "That's right up there as a career highlight," he says, "probably the best race I never won."

LUNCH WITH *John Cleland*



Cleland spent his entire BTCC career with Vauxhall, despite rival offers

CV **BORN: 15/7/52, WISHAW, SCOTLAND**

- **1971-74** Cleland begins in autocross, rallycross, sprints and rallycross
- **1976** Scottish Rally Championship in a Mitsubishi Colt Lancer
- **1978** Drives in the Scottish Hillclimb Championship, racing an Opel Kadett GT/E
- **1979-85** Begins to make his mark in saloon racing with a variety of Opels/Vauxhalls
- **1986-88** Thundersaloons, Vauxhall Senator/Carlton; becomes champion twice with Vince Woodman
- **1989** Makes BTCC debut in Vauxhall Astra GTE and is crowned champion
- **1990-95** Drives Vauxhall Cavalier to 16 wins in the BTCC, and is champion in '95
- **1993** Bathurst 1000 debut with Peter Brock in a Holden
- **1996-99** BTCC career begins to draw to a close, and makes selected British GT appearances in 2000
- **2001** Second at Bathurst 1000 with Brad Jones
- **2005** Final Bathurst 1000, is seventh with Dale Brede
- **2006-present** Historic racing in various cars (including his 1997 Vauxhall Vectra, since 2013)

case was dismissed with nobody to blame, just a racing incident.

"It put the BTCC on the front page of everything, heightened the championship's profile, and whether I won or lost the title doesn't matter now. Without that I'd have been a triple champion, but who gives a f***? It's history."

Cleland and Soper subsequently became good friends – and remain so.

Cleland finished fourth in each of the following two seasons, during the second of which Vauxhall's cars were run for the first time by Ray Mallock Ltd. "Ray took over the Vauxhall deal from Dave Cook, and I'm sure he wanted his own drivers in there," Cleland says. "I think he regarded me as a joker because that's how I was in the paddock, so I had to convince him that I was serious and that I'd drive the socks off the thing when I got in. Perhaps it went against me that people perceived me that way, but during my time in touring cars, I received offers from every manufacturer other than Honda and Peugeot, the latter of whom I wouldn't have driven for anyway.

"I was doing this because I was enjoying it. Even when Vauxhall was paying me pretty good money, it was still a bit of fun. As soon as I climbed in the car, though, I had only one target. If you wanted to put something on my tombstone, it would be 'Never give up'. That was my ethos. It didn't matter where I was on the grid; anything could happen in front, so I could still win. That was my mentality."

With the Vectra on the horizon, 1995 would be the Cavalier's final season, and it proved to be some swansong. "After I drove the new version for the first time, I told the team to wash it, put it in the truck and take it to the first race... and that I'd be able to win the championship," Cleland says. "That's how confident I felt."

It was justified. He won the opening race of the year at Donington Park, added five more victories and finished on the podium in 18 of the 25 races to clinch his second BTCC crown. "At the end of the year," he says, "Audi team manager John Wickham called to see whether I'd be interested in teaming up with Frank Biela in '96. I told him I'd love to, but that I was halfway through a two-year deal. If we wanted to get messy, I had no doubt that Audi's solicitors could extract me, but I'm a man of my word and couldn't un-shake somebody's hand. Frank went on to win Le Mans with Audi what, five times? He's a few years younger than me, but who's to say I might not have had a crack at the race if I'd signed that deal? It's one of the things I never did. I went there with a mate in 1976, no special passes, just punters with a tent, and spent 24 hours being a motor sport buff. It never occurred to me that it was something I might want to do. I went back there for the first time a couple of years ago, to drive an E-type in the Classic. I walked a full lap on the Friday, then did a lap and a half in the E-type before the poor old thing threw a con-rod, but that brief experience made me realise what a mistake I'd made by never chasing that race."

There would be podium finishes with the new Vectra in 1996, but the heights of the previous campaign would never be repeated. Indeed, Cleland would add just one more BTCC victory to his CV, at Donington Park in 1998, when he came through the field to beat occasional Ford Mondeo driver Nigel Mansell in a wet-dry race. "If I could revisit one event," he says, "that would probably be it. For as long as my arse points south, Nigel wasn't winning that race. We couldn't have an F1 and Indycar champion coming in to kick our backsides, that was never happening. I did pass him cleanly, but if it got to the point that I'd had to use force... He was never going to win that race, trust me."

"Nigel Mansell was never going to win that race, trust me..."

Triple Eight had assumed responsibility for running the works Vectras in 1997, and the '99 season would be Cleland's last. "My contract was with Vauxhall, rather than Triple Eight," he says, "I think Roland [Dane, team principal] wanted younger drivers. When Yvan Muller joined in '99, it was really the start of his journey to becoming a multiple touring car world champion. Yvan had astonishing car control, but we spent plenty of time alongside each other on the grid, sometimes him ahead, sometimes me, but it became apparent that Roland saw Yvan as the future, which I understood. I could still hack it, but there were other things going on in my life at that time.

"I'd been in the BTCC for many seasons, and at the same time my father wasn't very well [Bill died in 2000]; he had always looked

JAKOB EBREY, SIMON ARRON, NEWSPRESS

after the business when I'd been away racing, but now I had increasing responsibilities, so it seemed a sensible time to stop."

He would dabble with the British GT series in 2000 – " I could probably have done a bit more of that, if I'd put my mind to it properly" – and carried on making his annual pilgrimage to Bathurst, finishing a career-best second in 2001 (*see sidebar*), but his time in the BTCC spotlight was over. Since 2013, he's been back at the wheel of his 1997 Vectra in historic events. "I didn't really want to buy it back," he says. "I hated the f***ing thing when it was new. I did look at acquiring my '95 Cavalier, but the owner wanted £100,000, and I didn't think it was worth that! My son Jamie found the Vectra on Facebook and liaised with the owner, without telling me initially, but we ended up going to look at it. I recognised it as soon as I saw it, a car I'd first driven at Knockhill in 1997. Derek Warwick and Peter Brock shared it at Bathurst that year, and Brocky put it on its roof during practice. The marks from that are still visible, even today, so it's very original. We've had it for about five years, and I've won more trophies with it than I did when Triple Eight was running it!"

He plans to continue racing when possible, and is looking at restoring an Opel Monza, which has sat in his garage since it broke while he was sharing it with Jeremy Rossiter in the '81 Tourist Trophy at Silverstone.



Cleland plans to continue racing, having embraced the historic scene

"I still love driving," he says, "and look back very fondly at my time in touring cars. I'm not sure whether the camaraderie is quite the same now as it was for me, but we used to go out for some fantastic dinners, drivers and media folk all together. Alan Gow would join us – and he used to smoke at that stage, so would often leave the room.

"On one occasion, he'd left his jacket over a chair, so I pinched a credit card from his wallet. I subsequently volunteered to pay for dinner, obviously. Alan tried to stop me, but I insisted. It was in the days before you needed a pin number, so I just signed it as Alan Gow – I think it was for £800. We then went to play snooker, and Paul Radisich got the job of putting the card back.

"About two weeks later Gow called me, and when I picked up he swore at me for about 10 minutes without repeating himself. F*** was he angry. I promised we'd repay him, but he didn't want that. He just told me I'd suffer at Snetterton, the next race, and I think I was summoned to the weighbridge about 18 times over the weekend. Every time I was pulled in, he'd be standing in front of the weighbridge with a big smile on his face." ○



Cleland didn't like the '97 Vectra in period but, after reuniting with it through Facebook, historic success soon followed



Austin-Healey's Swiss connection

A new limited watch is a reminder of the ethos of Frederique Constant, and represents its founder's love of Austin-Healey

THE NAME OF FREDERIQUE Constant might not spring to mind in the world of Swiss watch makers, but the brand has a connection to motoring.

Created in 1988 by husband and wife duo Peter and Aletta Stas, it set out to create watches in the so-called 'affordable luxury' bracket, but it rose to prominence when mechanical wristwear interest grew at the start of the millennium as the internet boosted small brands.

Despite the entry-level price tags on most Frederique Constant models, the firm has never shied from innovation and experimentation. It was among the first to use silicon for the production of escape wheels, and it developed an impressive range of 29 in-house movements at its Geneva base, including a patented world time mechanism.

Frederique Constant remained in the ownership of the Stas family until 2016 when it was surprisingly acquired by Japan's giant Citizen Holdings group, along with stablemates Alpina and high-end maker Ateliers deMonaco.

Regardless, Frederique Constant has kept its long-term partnerships, one of which is with Austin-Healey, a tie-up established as a result of Peter Stas's love of the marque.

Frederique Constant became the official timing partner of worldwide Healey events in 2004, appearing at the European Healey meeting in St Moritz, the Healey Le Mans Challenge, the Healey Challenge Heidelberg and the International Austin-Healey Challenge organised by the Austin-Healey Clubs of America and Canada to name but a few.

Special edition watches such as the Healey models have long been part of the line-up. The latest is this three-hand automatic, dedicated to one of the most famous Healeys: the 100S registration NOJ 393, the works special test car that sold in 'barn find' condition for a record £843,000 with Bonhams in 2011. Then fully restored to its 1955 Le Mans spec, the car is unlikely to return to market soon – but if you buy one of these new watches you will get a scale model of NOJ...

Two versions of the 40mm watches are available: one with a rose gold plated case, a silver dial and a brown chapter ring, the other with a steel case and a racing green dial with silver chapter ring. Both feature backs engraved with an image of NOJ 393. Each version is limited to just 2888 examples.
Frederique Constant Vintage Rally Healey Automatic. £1295 (Only available in steel in UK markets).



Briston has impressed inside seven years thanks to its retro-style watches with unusual, cushion-shaped cases in either steel or acetate, the latter creating a tortoiseshell look. The Clubmaster line has been enhanced with new World Time models powered by Sellita automatic movements. With 24 cities marked on the moving inner bezel, it's simple to align location and time on the 24-hour ring, with black and white representing night and day. The GMT hand can show the time elsewhere.
Briston Clubmaster Traveller. £1200 briston-watches.com



In 1969, the Monaco's real claim to fame should have been that it was the first waterproof, square-cased, self-winding chronograph but, as *Motor Sport* readers know, its finest hour came when Steve McQueen wore one of the original blue-dial versions for *Le Mans*. Almost 50 years on, and after TAG's marketing, the Monaco is a 'cult watch'. This all-new red and silver edition marks the brand's appointment as the timing partner of the Monaco Historic GP. 1000 will be made.
TAG Heuer Monaco Grand Prix de Monaco Historique Limited Edition £5560 tagheuer.com

Precision is written by renowned luxury goods specialist Simon de Burton

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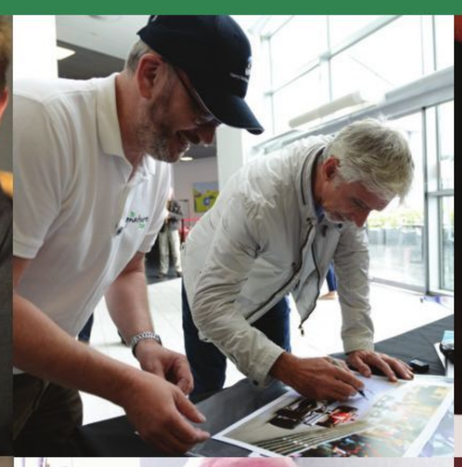
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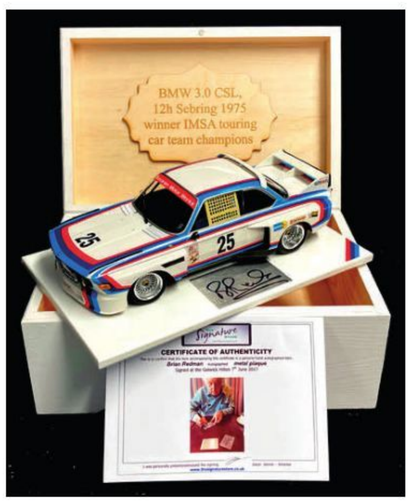

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Limited edition 1:18 BMW 3.0L CSL, signed IMSA winner Brian Redman, box set.

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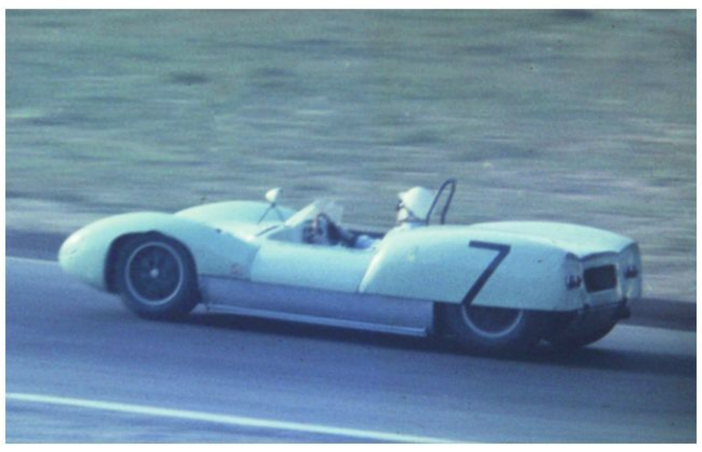
MOTOR SPORT

LETTERS

In your July issue, the editor reports that the last time he questioned the wisdom of holding races in countries with poor human rights records, some readers had told him that your magazine 'should stay out of questions of social justice'. It's naive to think politics and sport don't mix; who believes Vladimir Putin's appearances at Sochi reflect an interest in Formula 1?

Politics also featured in motor sport in June when, after the death of George Floyd, Lewis Hamilton showed his support for the Black Lives Matter movement. Few would disagree that it is laudable for Hamilton to make his support known. But I do wonder how Hamilton reconciles this with his deafening silence over participating in grands prix in countries with poor human rights records. In 2018, two days before practice began for the Abu Dhabi Grand Prix, British student Matthew Hedges was sentenced by a Dubai court to life imprisonment after a 'trial' lasting five minutes. Did we hear a word of concern from the F1 community? Not a whisper.

Perhaps the possible 'recalibration' triggered by the pandemic might prompt F1 into mulling factors other than the race fee when selecting future race venues? **JOHN ASTON, NORBY, THIRSK**



Stirling's no7 Lotus en route to victory. Taken at Mosport's Turn 5 – 'Moss Corner'

The passing of Sir Stirling Moss brings back memories of Canada's first internationally sanctioned motor race, the 1961 Player's 200 at Mosport, a brand new and proper motor racing circuit, and Stirling Moss would be competing. As a witness, even at eight-years old, it was so obvious that he was a great racing driver, winning in very convincing fashion in a lime-green Lotus 19 [picture attached]. But he was more than a great racing driver, he had star quality, and the 40,000 spectators who attended that weekend event went home realising that they had witnessed something very special... World-class motor racing had finally arrived in Canada, and it was Stirling Moss who had made it happen. It was absolute magic.

BILL WILCOX, COBOURG, ONTARIO, CANADA

Having read your tribute to Stirling, I thought I'd offer a genuine story about him. In 2006, my brother gave our cousin David Richards the Robert Edwards biography of Moss. Dave wrote to ask if Stirling would sign it, and Stirling wrote back saying he would not because the postage was too much and the post office should not gain from the endeavour. Instead, he said, come to my house, and we can talk, and you can have your book signed. Dave asked to bring us along, and so we turned up, and Stirling showed us around, we being particularly interested in the highly bent steering wheels in his office.

His delightful wife Susie indicated the importance of numbers to him. Stirling's racing number was '7', and soon after our visit Susie and Stirling's son was to be married, on the seventh day of the seventh month of the seventh year of the millennium. Elliot had chosen that time out of respect for his father.

We asked Stirling to join us for lunch, but he declined, saying "If I went out to lunch every time I'm asked, I'd look like a barrel!"

What a fantastic guy. He didn't need to win an F1 championship - his driving skill and his sporting attitude gave him a level of integrity hardly seen before or after.

ALAN ELLIS, MALVERN, WORCS

Your editorial on F1's financial future suggests that Liberty may raise hosting fees. One of the cornerstones of F1's success over very many years was Europe's privately financed circuits. Deep into the time after FOM had decimated a circuit's ability to negotiate 'sensible' terms to host a grand prix (and remember the FIA's role in this), I had an exchange of views with then president Max Mosley, when Silverstone was under attack yet again, requesting that the least he could do for the sport was to intervene to safeguard the British Grand Prix. He pointed out that this was beyond his remit. I said if that was a reply I had received as a tennis fan at the prospect of Wimbledon's tournament disappearing, I would be displeased. His reply to that was that if the host could not afford to pay its competitors then the tournament deserved to perish. I agreed, but pointed out how unlikely that was; after all, Wimbledon (unlike Silverstone) held the sponsorship rights, the TV and hospitality rights and the gate receipts. His closing remark was that each sport has its own financial structure.

For the sport to be part-financed from jurisdictions who do not operate to private enterprise rules is not a problem, provided it does not destroy those that have to. Liberty, and others, need to properly understand that. None of us can do bad business indefinitely.

MIKE KNIGHT, ABBOTS LEIGH, SOMERSET

I came across Tom Walkinshaw twice. First when myself and others tried to buy the Le Mans-winning Silk Cut Jaguar immediately after the race. No, he said. Secondly, when I was advising a client who was selling part of his business to Tom. We spent a great deal of time negotiating the deal with his team. Finally, we were all seated around the table about to sign up when the great man himself showed up. He looked around affably and said that he was going to tell us the way the deal was really going to be done. And he did. No doubt this was part of the psychological gamesmanship. My client thanked him very much and said that he thought the deal should go rather more his way. We gathered up our papers, got up and walked out. Never saw Tom again.

MARK FINBURGH, EDGEWARE

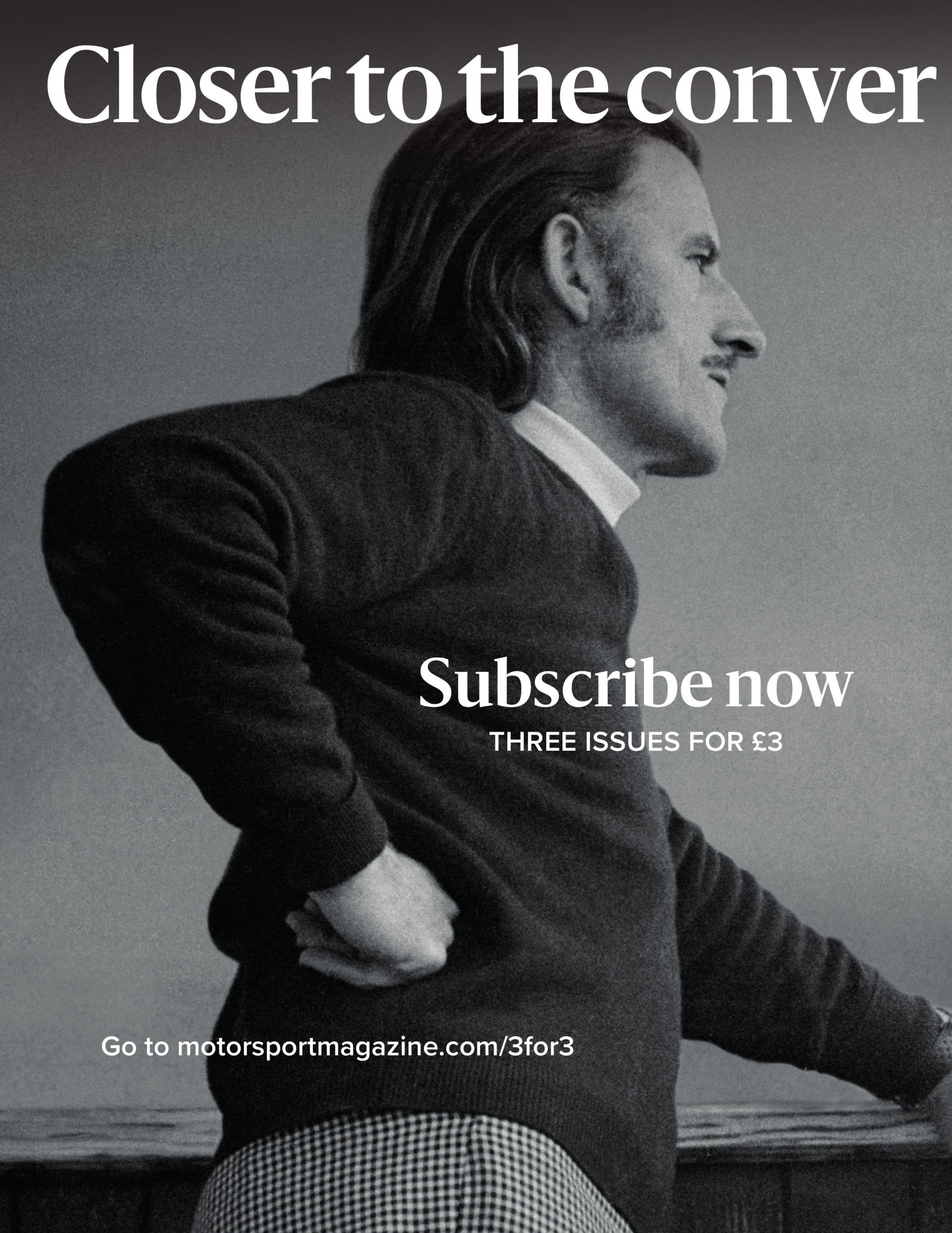
I enjoyed Simon Aldridge's feature in the july issue on the Lotus Elite but would query his statement that the Jaguar XJR-15 in 1990 was the next full resin-composite structure road-legal car. What about the Rochdale Olympic of the 1960s?

GEOFF WHYLER, WEST WITTERING, W SUSSEX

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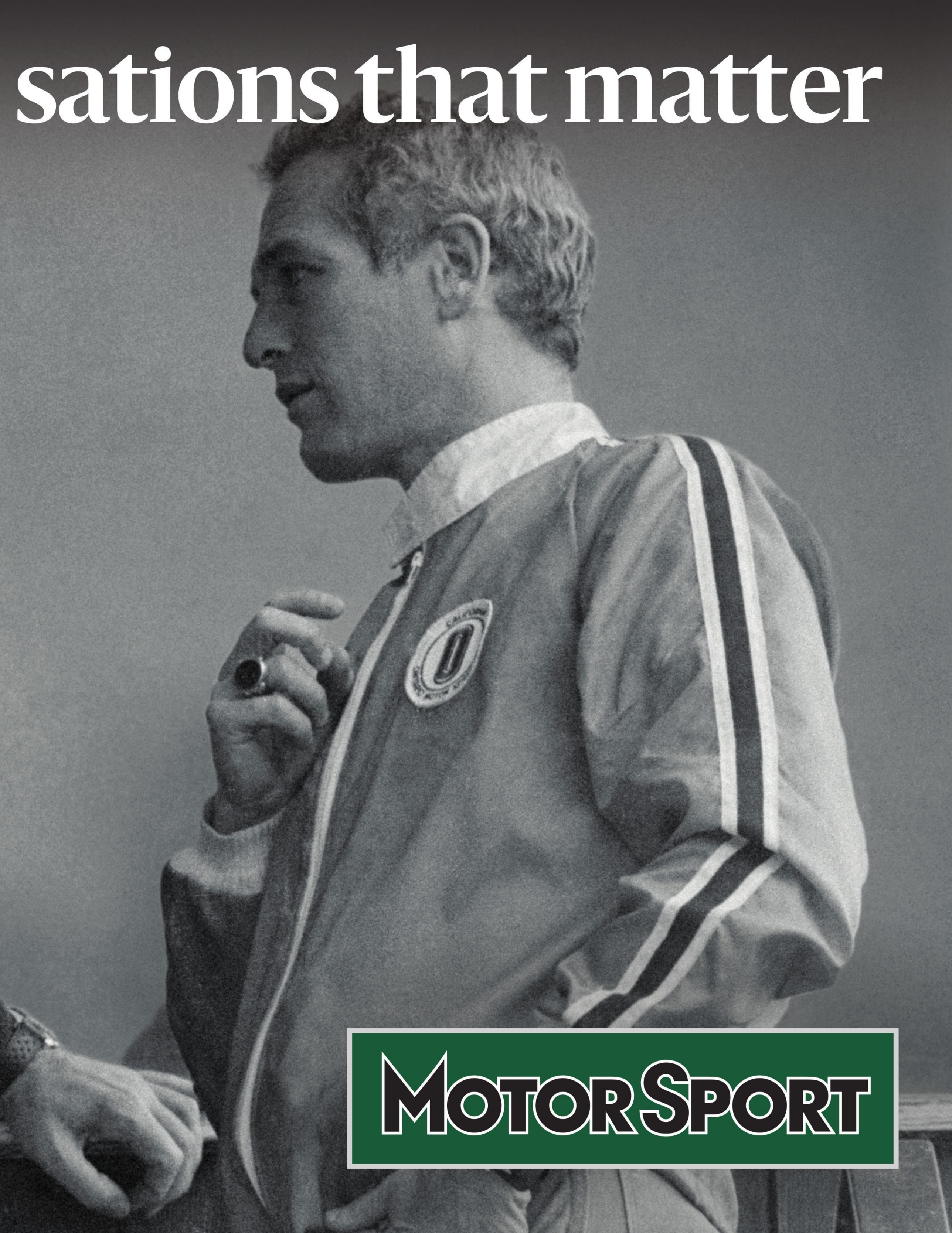


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MOTOR SPORT

The Ferrari 312T, which heralded one of the Scuderia's greatest decades, pictured for the first time in decades

MARANELLO'S LOST MASTERPIECE



One of the great grand prix Ferraris has emerged after decades hidden from public view. Here, **Doug Nye** explains its significance and reveals how a revolutionary design reignited an ailing Ferrari in the mid-1970s

Chassis no023 was only ever driven by Lauda and remains in exactly the state the Austrian left it

To Mr Ferrari, the only Formula 1 car that mattered was his current one; retired grand prix cars were redundant. But that's not how many of us may see it. Old F1 cars, whether they carried great drivers to famous wins or became over-optimistic duds, represent more than simply money. They represent our memories, their provenance connecting us to our past, or even to years and decades before our own lives, to times that exist only in old photos, films, books and magazines. Old F1 cars matter. And the one you see here, pictured in the flesh for the first time in 30-years, matters more than most – perhaps most of all.

Ferrari 312T chassis '023' carried Niki Lauda to four of his five grand prix victories in a dominant 1975 campaign in which he took the first of his three World Championship titles, ahead of two more race wins early in 1976. In many ways this is the car upon which Niki Lauda's legend was built. The story of how this car re-emerged, almost exactly as Lauda left it, right down to the scuffed seat and worn steering wheel, is told on page 67. Suffice to say this car is arguably the perfect example of an 'old F1 car'.

The Ferrari 312T also represents the best of the 1970s, a decade that grows ever more radiant the further we travel from it. To many who lived through them, those years were a bleak hangover to the golden optimism of the '60s – but in F1 terms, they were wonderfully garish, loud and brash to match the clothes, music and wallpapers of the time. To Ferrari and its 70-year unbroken F1 history, the decade represents a glorious reawakening. Mauro Forghieri created a car in which the blunt-speaking, buck-toothed Austrian – initially considered by many to be little more than just another upstart pay-driver – snatched Jackie Stewart's unclaimed crown as the benchmark racing driver of a new generation.

From 20 available world drivers' and constructors' titles, Ferrari claimed seven in the 1970s, a tally matched only by Lotus. Tyrrell and McLaren shared the rest, three apiece. More than mere statistics, more than the unprecedented constructors' title hat-trick between 1975-77, the 312T represents the spirit of a blazing age in which Ferrari finally unlocked all its pent-up potential that went largely untapped since the 1950s.



"Once thought a pay-driver, Lauda snatched Stewart's benchmark"

But where did the root of that Ferrari and Forghieri dominance come from? The answer begins in 1974 and the decision by Maranello to end its time and money consuming sports car programme to focus entirely on returning to the fore in F1, beginning with the curiously angular 312B3 flat-12.

The design was developed into a successful machine, but failed to bring Ferrari its first constructors' title in over 10 years, partly due to the relative inexperience of its lead driver.

Of course, the driver was Lauda, and he was paired with the hugely experienced and capable Clay Regazzoni. Ferrari's F1 focus, and the completion of its private Fiorano test track, just across from the main Formigine Road factory, enabled it to test constantly, and Lauda was always available. He realised his future, and the team's, depended upon exploiting all advantages. After creating a new F1 car, Ferrari could run extensive tyre testing for Goodyear.

If five differing wing sets were available, then Ferrari would test each pair individually, studied and extended to its potential in great detail. Every minor alteration and change would simply be tested fit to bust until the sun went down and the brief Emilian dusk settled over Fiorano. Since it had this luxury of its private test track, there was never a problem with booking public circuits, while transporting the cars from the factory to test venue meant wheeling them out of the shop door.

Once Ferrari had all these assets in place, it was able to tackle F1 more seriously than any rival. In this way, it could compensate for some distinct shortcomings, particularly in chassis engineering, which would occasionally leap out of the bushes and beset them in coming years, notably once aerodynamics became increasingly sophisticated.

But for three halcyon years, 1975-77,

KLEMANTASKI COLLECTION/GETTY IMAGES

Lauda cleverly managed an ailing 312T to hold off Fittipaldi and claim the Monaco '75 win, Ferrari's first victory there in 20 years

Ferrari was on top of its game. It became the first F1 team in history to put together a hat-trick of three consecutive constructors' titles – a remarkable feat at the time.

When its 1974 campaign ended in the United States Grand Prix at Watkins Glen – where the drivers' title was decided between Regazzoni's Ferrari 312B3-74, Jody Scheckter's Tyrrell and eventual winner Emerson Fittipaldi's McLaren M23 – Ferrari took stock.

Its *direttore tecnico* Mauro Forghieri could reflect upon a year of adequate flat-12 engine reliability, though failures at the Österreichring and Monza proved costly. The 312B3-74 chassis survived without major changes, other than detailed aerodynamic tweaks, but Forghieri felt the basic concept offered more potential.

It was actually on September 27, 1974, before Ferrari set off for that US GP, that the new year's prototype 312T model was unveiled to the press at Fiorano. Forghieri in effect was following Derek Gardner of Tyrrell and Robin Herd of March's path in '72, seeking further concentration of mass within the wheelbase to produce a highly nimble car, which might seem too nervous to the average F1 driver but which the likes of Ronnie Peterson or Niki Lauda could turn into a formidable weapon.

Where the 1974 car's suspension coil-spring/damper units had been mounted on each side of the chassis footbox, with a spidery forward tube subframe picking up the leading elements of the lower wishbones, the redesigned 312T tub carried all its major front suspension components on the forward face of its monocoque's front bulkhead.

Long fabricated top rocker aims actuated steeply inclined Koni dampers, with co-axial tapered wire rising-rate coil springs, whose

"In testing at Fiorano, Lauda found the new car far more demanding"

feet were anchored in a cast magnesium tray, fitted to the bulkhead. The monocoque's front end was considerably narrower than its predecessor, and the tub used Ferrari's familiar hybrid construction technique in which the stressed-skin structure was reinforced internally with steel strip and angle framing.

Disc brakes were mounted outboard at the front, inboard at the rear. Up front, a system of links and levers actuated an exquisite little anti-roll bar, which was bracketed to the centre of that assembly, and a trailing top link from the upper arm fed back into the tub, passing through an air duct section designed to feed water radiators slung either side, just behind the front wheels. Long side ducts fed air through oil coolers each side ahead of the rear wheels, while beautifully moulded GRP body sections included a sharp-pointed shovel nose, with a full-width airfoil wing. Sidepods served the regulation deformable structures, which overlapped the monocoque sides. The cockpit surround and engine cover-cum-tall airbox were formed in one moulding, smoothing airflow onto the centre-strutted rear wing while curled flip-ups moulded ahead of the rear wheels faired airflow around the broad Goodyear tyres.

Rear suspension was by reversed lower wishbones, replacing the original toe-steer restricting parallel-link system in an apparently retrograde move, although it saved weight. Like McLaren, Ferrari felt it could control toe-steer with careful set-up tweaks in assembly.

Compared to the 1974 312B3 model, the wheelbase of this new Ferrari 312T was increased nominally to 99.1in, while front track was 59.4in and rear track 60.2in.

The most significant technical innovation was the new transverse gearbox, which mated conventionally to the rear of the flat-12 engine, but with most of its mass concentrated ahead of the axle line, within the wheelbase, thanks to its gearwheel shafts being aligned laterally instead of longitudinally, as was the norm. Gearbox input turned through 90-degrees by bevel gears to enable the gearbox shafts to be arranged laterally, final-drive then being via spur gears. *Ingegner* Franco Rocchi's hugely experienced engine team had worked hard on the flat-12 engine, and in its latest form, 500bhp at 12,200rpm was being claimed.

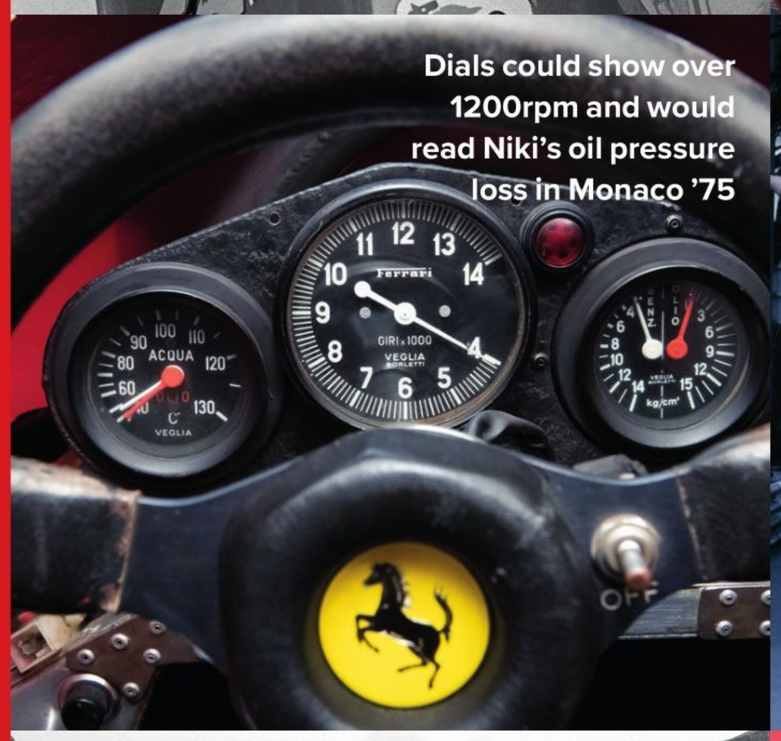
In testing at Fiorano, Lauda found the new car far more demanding to drive than the B3-74, as predicted, but equally, its ultimate limits seemed much higher, and with practice, he was able to drive closer to those higher





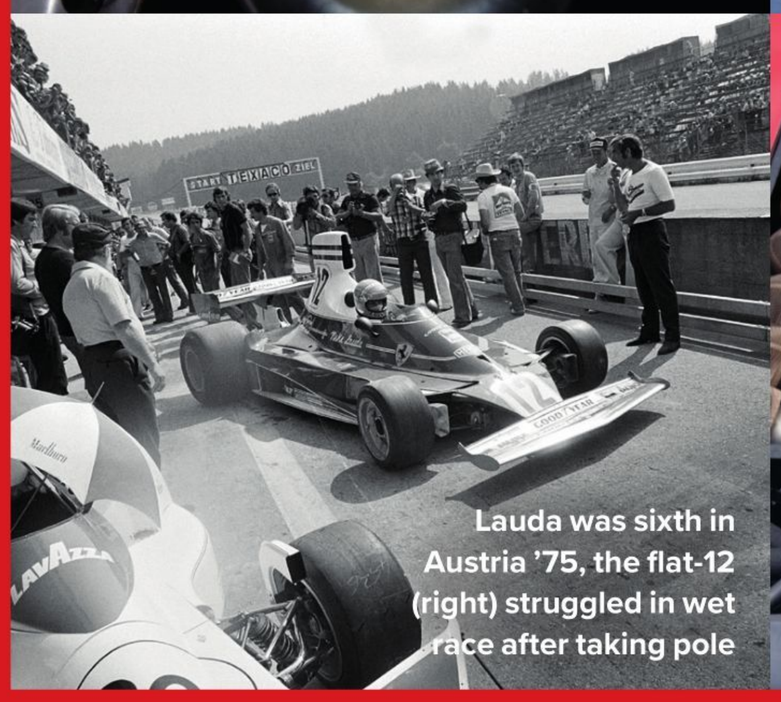


312T '023' is as it was when it raced. Left: Lauda at Monza '75, where he sealed first title

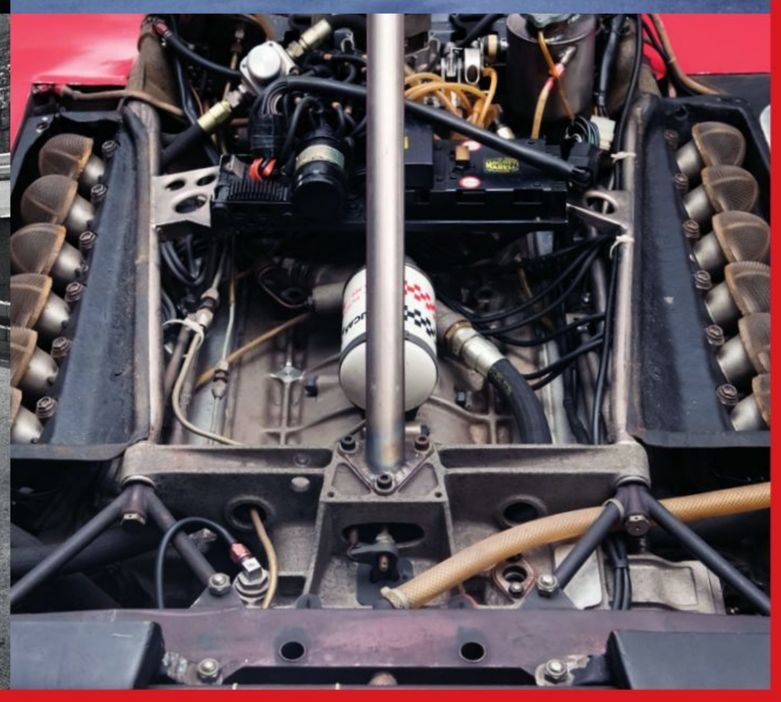


Dials could show over 1200rpm and would read Niki's oil pressure loss in Monaco '75





Lauda was sixth in Austria '75, the flat-12 (right) struggled in wet race after taking pole



BERNARD CAHIER/ GETTY IMAGES, DPPI

limits for longer. The maturing driver was soon lapping Fiorano at 1min 13sec, compared to Art Merzario's best of 1min 14.2sec set in the original Forghieri B3 car 15 months before.

At Vallelunga, further testing meant Lauda lapped in 1min 7.5sec, a second inside the best B3-74 testing time of 1974. Back-to-back testing between the B3-74 and the new 312T at Ricard-Castellet proved the new model's superiority. When the team returned from racing the old B3-74s in South America at the start of 1975, Lauda got down to 1min 11.9sec at Fiorano, and two brand-new 312Ts were readied for the trip to Kyalami for March's South African GP.

Niki drove the prototype car chassis '018' while '021' was for Regazzoni. The intervening two chassis numbers '019' and '020' were, according to Ferrari, allocated to the last two B3 models. Neither of these raced; '019' was heavily damaged in a testing accident and subsequently broken up, while '020' went into storage for potential future display duties before sale to a private collector.

Chassis '018' remains isolated as the 312T prototype, and '021' began the transverse-gearbox flat-12 series, which would encompass the future types 'T2 to 'T5 and included 26 further Ferrari chassis built during 1975-80.

Lauda won the minor non-championship Silverstone International Trophy race in the new 312T's second outing. He then added victories at Monaco, Zolder, Anderstorp, Ricard-Castellet and Watkins Glen, while team-mate Regazzoni won the minor 'Swiss GP' at Dijon. Such success brought Ferrari its first constructors' title since 1964 and Lauda his first drivers' title. Ferrari made 30 starts that season, including the initial B3 outings in South America and South Africa - where Regazzoni



Sleek 312T went against the grain with not only its gearbox, but in suspension and aero design too

Ferrari 312T

Chassis #023 F1 grand prix race history

Date	Race #	Race	Driver	Result
11.05.1975	12	Monaco Grand Prix	Niki Lauda	1st
25.05.1975	12	Belgian Grand Prix	Niki Lauda	1st
08.06.1975	12	Swedish Grand Prix	Niki Lauda	1st
19.06.1975	12	British Grand Prix	Niki Lauda	8th
07.09.1975	12	Italian Grand Prix	Niki Lauda	3rd
05.10.1975	12	US Grand Prix	Niki Lauda	1st
25.01.1976	1	Brazilian Grand Prix	Niki Lauda	1st
06.03.1976	1	South African Grand Prix	Niki Lauda	1st
28.03.1976	1	US Grand Prix West	Niki Lauda	2nd

Chassis no023 was also the T-car at the 1975 Austrian GP, plus the Spanish and Belgian GPs in '76. It had a 100 per cent race finishing record, and won a total of six grands prix, twice the number of any other T-series chassis built between 1975-80.

Into the unknown: Niki Lauda hits the streets of 1976's new F1 grand prix at Long Beach. Lauda finished second to Ferrari team-mate Clay Regazzoni



"Ferrari's power, reliability and handling was by far the fastest in F1"

raced one of the older cars – and it achieved eight victories from 24 finishes. Ferrari added one second, four thirds, two fourths, three fifths, two sixths, a seventh, eighth and ninth, as well as a lowly 13th.

Lauda and Regazzoni amassed nine pole positions and six fastest laps during that memorable Ferrari season. They proved that the combination of their skills and the latest Ferrari's power, reliability, and now handling, was by far the fastest in F1.

Lauda only failed to finish once – the Spanish GP at Barcelona, in which he and his team-mate collided on the opening lap. Ferrari's first *transversale* F1 season was the more competitive 1970s equivalent of Mercedes-Benz domination in the '50s.

This was despite the new car's debut at Kyalami in which Lauda crashed '021' during practice when he slithered off on another car's spilt oil. His engine lacked power during the race, and it was later found that its fuel metering unit drive belt had stripped some teeth and slipped, restricting output to some 440bhp, less than the rival Cosworth DFV.

Lauda's Silverstone victory marked the debut of the third 312T to be built, chassis '022'. Another new chassis, '023', was then made ready for Niki's use at Monaco and he won, despite falling oil pressure towards the finish caused by leakage through a defective pump seal. The engine was dangerously close to seizure in the final laps, with Lauda sensibly declutching and coasting through the corners, while Fittipaldi's McLaren closed rapidly just before the finish to no avail. Regazzoni crashed '018' heavily at the chicane.

For the Belgian GP, new exhaust systems were fitted to improve low-speed pick-up. Normally the three front and three rear cylinders on each bank fed individual tailpipes. Now a balance pipe linked the front and rear set of manifolds each side before they merged into a titanium twin exhaust. One of the pipes split in practice, so the older system was refitted. Lauda had another manifold split, and he lost 300rpm on the straights for the last dozen laps but won by 19 seconds.

Anderstorp's Swedish GP was a lucky Ferrari win. Lauda took second when one Brabham faltered, and he took the lead in the last 10 laps when the other slowed due to increasing track debris on its rear tyres, while Ferrari's harder rear tyres were unaffected.

The fifth 312T, '024', made its debut at Ricard-Castellet for the French GP but its engine failed early on, sidelining Regazzoni. Lauda drove '022' away into the Mediterranean heat haze. Despite late understeer due to tyre wear, he was uncatchable.

The rain-swept British GP at Silverstone became a lottery, but Ferrari was never in contention once Regazzoni spun from the lead and Lauda had a bungled stop for rain tyres.

While Lauda had luckily won in Sweden at Brabham driver Reutemann's expense, Reutemann won at the Nürburgring at Lauda's expense, Niki leading handsomely until a tyre puncture. The Austrian GP was another rain-stopped farce, then for the major Italian GP at Monza, Ferrari introduced new cylinder heads to improve mid-range torque for the slow-speed chicanes. Yet one of the new engines had failed in pre-race testing on Regazzoni's '024', so Lauda's '023' used a standard unit. Regazzoni – the Italian-speaking driver – was given the 'high-torque' race engine. They started 1-2 and finished 1-3, Regazzoni victorious in front of a delirious *tifosi* while Lauda, handicapped by a minor damper problem, fell behind Fittipaldi's McLaren after holding the lead for 45 of 52 laps. Ferrari's finishes and Niki's points haul sealed the titles for Ferrari and Lauda. Monza-headed engines were then used at the Watkins Glen finale.

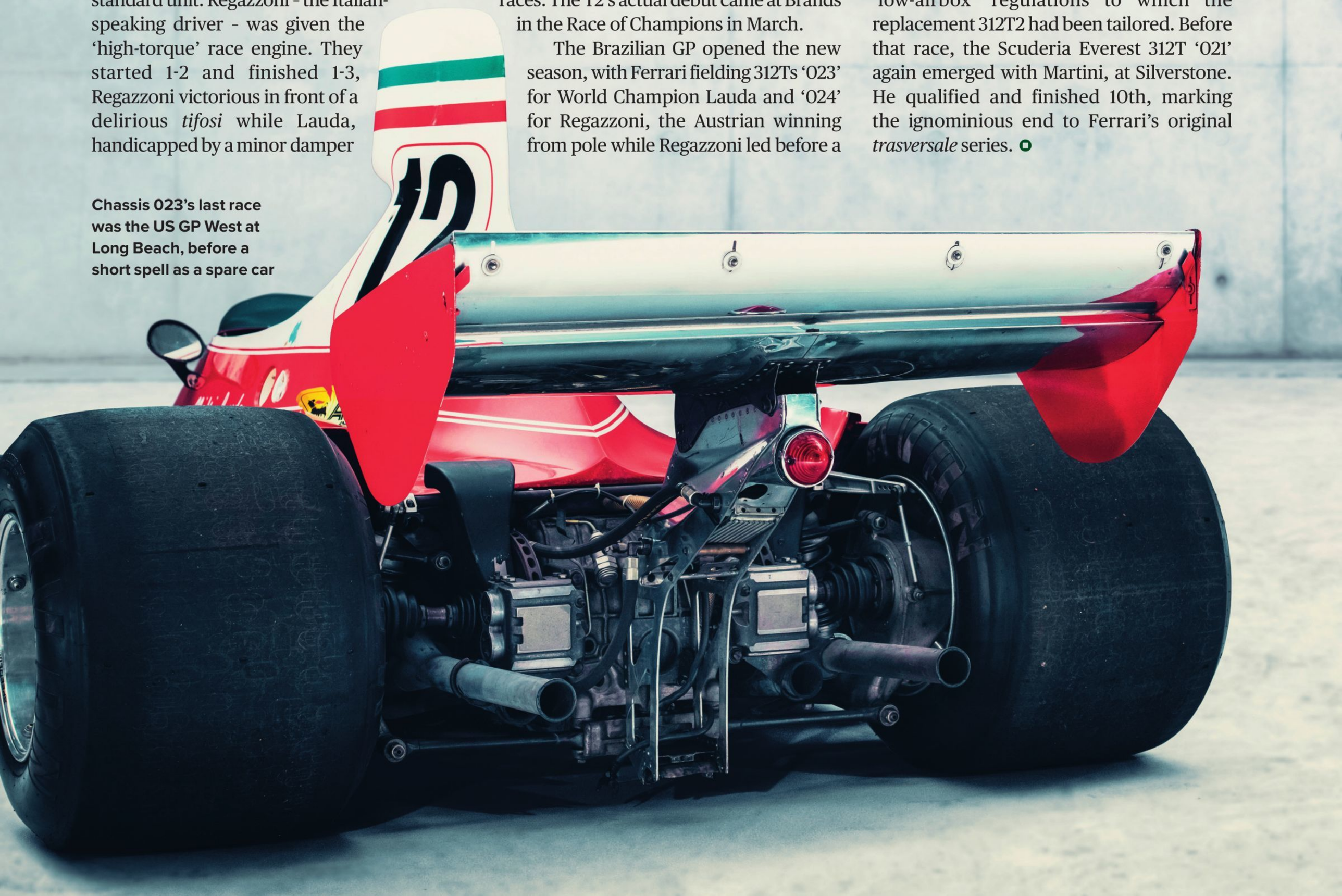
> "Lauda beat Hunt, but Ferrari's lead over its rivals had reduced"

Eleven days later, on October 26, 1975, Ferrari's '76 car, the 312T2, was unveiled at Fiorano. Its development was similar to the 312T, but the previous year's cars would run into the first races of the new season. For the 312Ts, this meant the 1976 Brazilian and South African GPs, as well as the US GP West at Long Beach, plus two non-championship British F1 races. The T2's actual debut came at Brands in the Race of Champions in March.

The Brazilian GP opened the new season, with Ferrari fielding 312Ts '023' for World Champion Lauda and '024' for Regazzoni, the Austrian winning from pole while Regazzoni led before a stop to change a damaged tyre. At Kyalami, Regazzoni's '022' broke its engine, while Lauda's '023' was hampered in qualifying by an oversized tyre, leaving McLaren to steal pole. Lauda led the race, but from lap 20, his car's left-rear tyre began to deflate. His brake balance reversed during the race yet, by clever use of lapping backmarkers, he managed to hold off Hunt's McLaren long enough to win by 1.3sec. He also set the fastest lap, but it was now evident that Ferrari's 1976 advantage over the opposition was nowhere near as marked as it was in '75. A new T2 made its debut at Brands Hatch while old '021' appeared on loan to Scuderia Everest for Giancarlo Martini, as part of a new Fiat/Ferrari effort to bring on young Italian drivers. Martini qualified second slowest and then crashed on the warm-up lap when a brake snatched.

The proven 312Ts '023' and '024' were driven by Lauda and Regazzoni at Long Beach. Regazzoni dominated as he took pole, led all the way and won, while Lauda took second after flat-spotting a tyre and gear selection woe.

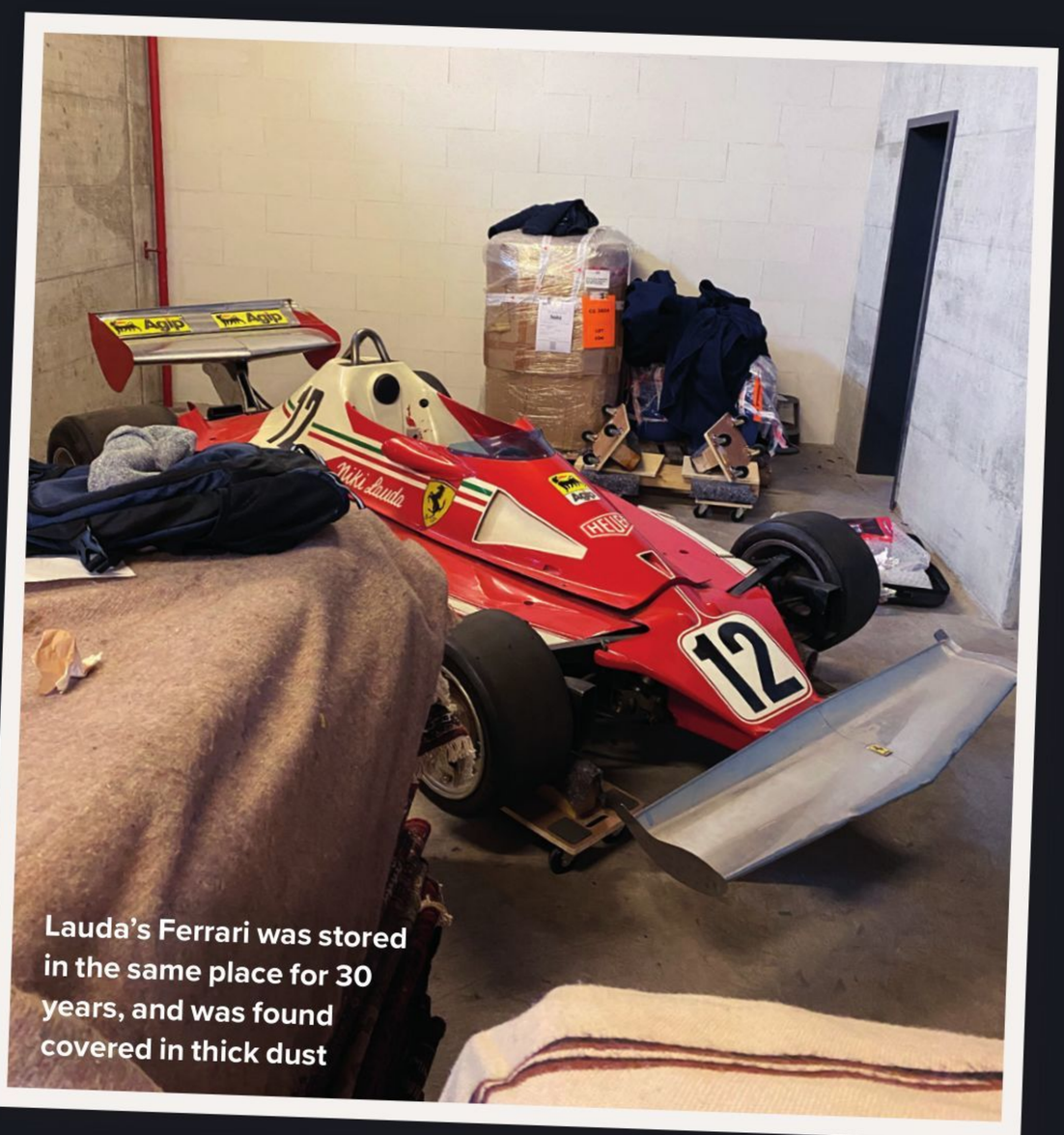
This was the final appearance of the factory Ferrari 312Ts as the next race was the Spanish GP in which it introduced the new 'low-airbox' regulations to which the replacement 312T2 had been tailored. Before that race, the Scuderia Everest 312T '021' again emerged with Martini, at Silverstone. He qualified and finished 10th, marking the ignominious end to Ferrari's original *trasversale* series.



Chassis 023's last race was the US GP West at Long Beach, before a short spell as a spare car

How Enzo's greatest car re-emerged

Hidden for decades, chassis 023 was re-discovered in a dusty warehouse like something out of an *Indiana Jones* film



Lauda's Ferrari was stored in the same place for 30 years, and was found covered in thick dust

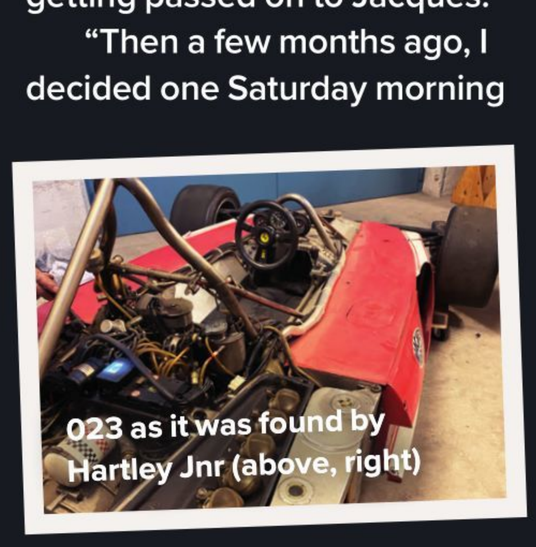
TEN YEARS. THAT'S HOW LONG Tom Hartley Jnr tracked Ferrari 312T no023, featured here in our pictures, before he finally landed one of the most prestigious deals of his career. Best known for buying and selling supercars and classics, Hartley Jnr is also a serial dealer in Formula 1 grand prix cars, but he's choosy. "Unless it is very special in a different way, the cars I look to buy are those that won a grand prix," he states. "For me, history is all about a car that won, and which races it won. As long as it won a grand prix, then I'm interested."

As he admits, that narrows the market. Consider the afterlife of hard-working F1 cars, and it soon becomes clear how few there are in existence with certified winning provenance. After a season's racing, some became B-spec iterations for the next year; some – and this specifically and most infamously counts for Ferrari – were broken up without a thought of their future; and when it comes to the grand prix cars that really count, those that won the most races and perhaps a championship in the hands of one of the greats, if they survived, are usually impossible to prise out of the hands of the owner. That's why Hartley Jnr coveted no023.

"What makes no023 special is it didn't just win multiple races, it won six over two seasons – and a world title [in 1975]," he says. "It was only ever driven by one driver too, and that was Niki Lauda. Perhaps there's a Michael Schumacher-era Ferrari that can match such an illustrious history, but that car is of a different era; the two can't be compared".

So how on earth did he buy it? "I'd been offered the car several times in the past by brokers," says Hartley Jnr. "We all knew its whereabouts and who owned it. Enzo Ferrari sold it to his friend Pierre Bardinon, who had the finest Ferrari collection in the world. Then Jacques Setton, another coveted French Ferrari collector and a guy who was friendly with Bardinon, asked Enzo which was his most successful grand prix car. He was told this one and where it was. He went to buy it from Bardinon, who told him he would only sell it if it was part of a package deal. So, he bought four or five cars from Pierre in order to get this car. Over the years, Jacques has dwindled his collection, and the only car he kept was this 312T. I'd made some strong offers, but I don't think they were ever getting passed on to Jacques.

"Then a few months ago, I decided one Saturday morning to call him up direct. I did so, and 30 minutes later I bought it. The car had been kept in the same spot in a bonded warehouse in Switzerland for 30 years. He'd owned it for around 37." Why sell now? "If you don't sell it when you are his age, when do you sell it?" says the dealer. "He's got a fantastic return when you think about what he paid, and how much I paid. We would all say yes..."


023 as it was found by Hartley Jnr (above, right)

The moment Hartley Jnr first clapped eyes on his purchase comes almost straight from an *Indiana Jones* movie. "I flew out to inspect the car and took Rob Hall with me, a good friend who prepares and maintains my grand prix cars. It was mind-blowing. It had an inch thick of dust on it, but it was all there. There was clear evidence of its last outing, a general patination all around the car. When Ferrari sold it to Bardinon, it was in an 'as is' state and that's how it was sold to Setton."



What next for 312T no023? Hartley Jnr bought its sister no022 at Gooding & Co's Pebble Beach auction last year, then sold it on. All he'll say is: "We have agreed to sell the car, and it is going to a very special Ferrari home." But right now, he says it is downstairs in his bar, next to Hunt's 1976 title-winning McLaren M23...

Numbers? Don't ask. But Hartley Jnr bought no022 at the Gooding auction for a reported $6m – and that chassis 'only' won the 1975 International Trophy and French GP. "This car [no023] should not be restored, it's about preservation," he says. "It would be sacrilege to restore it. We will send it to Ferrari to be recommissioned. Ferrari is the best in this era of their GP cars. They have the personnel, knowledge and all the drawings. It was due to go, but it's delayed because of coronavirus. They will probably open the engine up, change the ancillary items and rebuild the engine so it can be started and driven. It's probably never going to be raced."

The Ferrari 312T bestrode F1 in the heart of a golden era. Quite simply, it is one of the great grand prix cars. This particular chassis, with its direct relevance to Lauda, is a treasure that deserves better than gathering dust in a warehouse. Let's hope the new owner brings it out to show it off to an appreciative world.

TOM HRATLEY JR







PAUL-HENRI CAHIER/GETTY IMAGES







Lauda's second coming

Maurice Hamilton, the author of a brilliant new biography of the triple world champion, explains that while Lauda's first Formula 1 comeback was heroic, his second was just as remarkable...

Lauda walked away from F1 in 1979 and showed little interest in a comeback. Three years later here he is at the Monaco GP, like he'd never been away

If anyone had been unaware of Niki Lauda's return to the cockpit in January 1982, they knew all about it on the morning he was supposed to make his official comeback. The then two-time World Champion turned up at Kyalami and urged his fellow drivers to go on strike.

Lauda may not have been militant, but he had a keen awareness of what was right and wrong. In his mind, the recently introduced superlicence – specifically a clause tying a driver to his team in the fashion of football contracts – set a dangerous precedent that would cut the legs from beneath a driver's independence. That may sound obvious but, of the 31 drivers preparing for the 1982 season, Lauda had been the only one to spot it. Or, more likely, the only one to bother examining each clause in detail.

Lauda's previous F1 experience, extending across more than 100 grands prix, was also enough to tell him that one move would be crucial if he was to make a walkout effective. He would need to act before the drivers reached their teams and the influence of managers that would range between powerfully coercive and potentially threatening. The element of surprise would be made possible by positioning a bus at the circuit gate, ready to whisk the drivers out of reach shortly after their arrival.

Lauda also knew that a silent race track would be a powerful tool, one that would subsequently help win the day. Following an overnight stay in a temporary dormitory in a hotel function room, the drivers returned to begin practice. Despite much blustering by Jean-Marie Balestre, the president of the governing body, the offending clause was removed. Lauda's presence could not be denied. But the real reason for it remained unclear, for the time being.

Comebacks, particularly at the top level of any competitive sport, were treated with a mix of interest and suspicion. None more so than that of Lauda. He had climbed from his brand-new Brabham halfway through the first day's practice for the 1979 Canadian Grand Prix and simply walked away. Just 24 hours later, he was at the McDonnell Douglas factory in California, ordering his first DC10 for Lauda Air, the company he had founded in that same year.

Lauda had shown no further interest in F1 until August 1981, when ORF, the Austrian TV network, asked if he would be interested in being a pundit at his home grand prix. Driven by curiosity more than anything else, Lauda accepted.

"There was a big startline crash, and I didn't feel awful," said Lauda. "I felt normal; didn't feel good; didn't feel bad. This was different for me because, for a year and a half, I had no feeling for motor racing. Whenever I heard something or saw something on television about Formula 1, I thought: 'don't mention all that crap', but this was interesting. The cars are different, and things change."

Intrigued by the advance in F1 performance, Lauda idly wondered if he could not only drive the latest cars but also ▶

"Lauda had climbed out of the Brabham and walked away"



Back on the scene: Lauda returns to F1 at Kyalami in 1982, three years after he exited

DPPI, AFP VIA GETTY

A return cloaked in secrecy

Lauda's McLaren test was held at Donington to escape the press, but a month later his plans remained a mystery until an unexpected phone call...



Pino Allievi of *La Gazzetta dello Sport* had heard about the test in the McLaren, but knew no more than anyone else about Lauda's plans. Allievi said: "I had always got on well with Niki. On the Thursday before the Grand Prix in Canada in 1978, when he was driving for Brabham, he asked what I was doing that evening. When I said I didn't know, he asked: 'Why don't we go to the cinema?' So we went to the movies that night – I don't remember which one – and this is the only time I've ever done that with a Grand Prix driver! So, in November 1981, he called me and said: 'Why don't you come to Vienna tomorrow afternoon?' 'Yes, okay, but to do what?' 'It's a surprise.' 'Okay. But do I have to bring pyjamas and something?' 'Yeah,' he said, 'just a couple of things.' I flew to Vienna and he was waiting for me when I arrived at about seven in the evening. We went to a restaurant and then to a nightclub; it was a fantastic night. We went back to the hotel – which he paid for – and I said to him: 'Niki, what are we f***ing doing here?' He said: 'Tomorrow morning, I show you. Do you have the passport?' 'Yes, I have everything.' 'Okay, be ready at five o'clock in the morning.' When he came for me, it was snowing. We went in a Mercedes 500 to the airport. When I asked where we were going, he said England. We got to London and somebody picked us up. We went to McLaren, in Woking. Niki didn't introduce me to anyone; no one knew that I was a journalist; he said I was a friend of his. I waited for him in reception and when he came back, he said he had signed. 'Signed what?' 'A contract with McLaren. Now I have to go testing.' Incredible! We had a big scoop in the newspaper: 'Lauda comes back!'"

There may have been some truth in stories of financial constraint associated with running his airline prompting his return but the overwhelming motivation was an abiding need to compete and measure his own ability. Better than anyone, Niki Lauda knew the risks involved. He would pull his crash helmet over a head, mind devoid of fear or worry about doing this for the wrong reason. The focus would be on one thing only: winning and being the best – yet again.

Extracted from Niki Lauda: The Biography by Maurice Hamilton



Lauda's test led to a comeback aboard the 1982 McLaren MP4B

enjoy the sensation and, leading on from that, be competitive. His appearance at the Österreichring may have done little to ignite speculation about a comeback but, when he turned up at Monza a month later, the rumour mill went into immediate overdrive.

"I went to Monza on my own because I wanted to check my feelings," said Lauda. "I saw [John] Watson's crash where the engine came off the car [McLaren-Ford MP4/1] because he hit the wall so hard - and even with an accident as severe as that, I thought: 'Pah! No problem! The risk element is reduced. I don't care any more; there's no more fear.' So the feelings I had before for racing just came back."

If astute timing plays an important part in the decision-making process of any driver or team, then Ron Dennis had an abundance of it during the first week of September 1981. Sensing Lauda's curiosity, Dennis asked if Niki would be interested in driving a McLaren at Donington Park, a track removed from the usual run of testing venues and reasonably hidden from prying eyes. Lauda accepted. Ron's judgement had been pin-sharp.

The same could not be said for Lauda's fitness. After just a few laps, he feigned interest in a discussion about set-up on the MP4/1, the period in the pits giving him the chance to literally catch his breath. Lauda may have been surprised, but he was not concerned. Applying his usual pragmatism, Niki reckoned he could, with the help of his fitness guru, Willi Dungl, soon reach the required standard.

When you've come back from death's door after a fiery crash five years before, this would be a matter of routine. As would be answering the same two questions that had dominated his thinking at Monza in September 1976: would he be quick enough and would the desire to compete be as strong as before? The 50 or so laps of Donington told him the answer was yes.

The return to racing with McLaren was announced in December. Lauda's reasoning, although clear in his mind, was not shared by cynics searching for the motivation driving a scarred warhorse who ought to know better.

It was noted that Lauda had cancelled his order for the DC10 wide-bodied jet (due largely to a change of strategy within Lauda



Niki eased back into F1, impressing with fourth in '82 Dutch GP, holding off turbo power rivals



Lauda was off the pace in the '82 Austrian GP, but he battled to fifth in his home race with an injured wrist

GRAND PRIX PHOTO, GETTY

Air to match a shifting airline market). The suggestion that he was short of money was advanced by claims that he had been ordered to pay £130,000 in back taxes. Then word came out that he had been called up by the Austrian army and rejected as medically unfit, which, apparently, begged the question of his fitness to fly. When questioned by Britain's *Sunday Telegraph*, Lauda nailed each claim in turn.

"First, the tax," he said. "In 1974, my lawyers went to the authorities who agreed that my income should be paid into a trust fund in Hong Kong, from which I would draw a monthly allowance. I pay tax on that, and there was absolutely no problem until 1978 when they suddenly decided to recheck everything. They went through all my expenses and said I should travel by boat rather than aeroplane. 'Listen,' I said, 'If I ever go back to racing and I go by boat, the race will be over before I get there.' Then they asked things like 'Where were you on August 17, 1975?' They fought me like hell, and, in the end, I had to pay. I checked it out properly, and they now agree that I can fly wherever I want. The tax people also checked with the army. Although there is national service for people under 35, I think they had forgotten me. Then I had a letter to go for a medical. It took just two minutes. They said I was not fit enough to join because of my burns. I said: 'Thank God" and left. Next day it was in all the papers, and the civil aviation authority made me have three separate medicals before I could continue with my flying license. I am Austrian, and I like living here, but I don't see why the government make it so difficult for me. I don't care how people interpret it [his comeback]. The only motivation is enjoyment."

"Lauda feigned interest in set-up so he could catch his breath"

But what about his speed? Given his poor level of fitness during the Donington test, Lauda had been reasonably satisfied when comparing lap times with the benchmark set by John Watson in the same car. The real test would start in South Africa - once he had taken care of the contractual and political wrangling. Never one for the loud statement, Lauda played himself in gently and finished a respectable fourth at Kyalami. He might have gone one better at the next race in Brazil had he not been nerfed by the Williams of Carlos Reutemann. By round three in California, he was back on song - in and out of the car.

Setting the fastest time at the end of the first day's practice meant he was duty-bound to face the media, which was not a matter of routine at races outside North America.

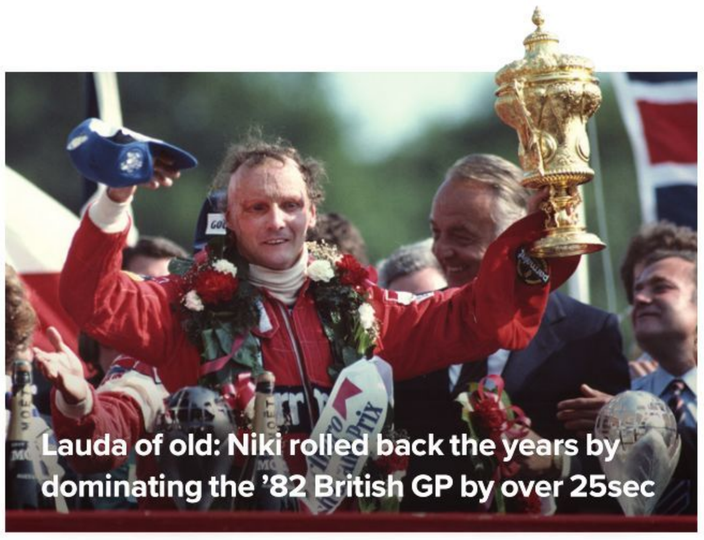
With much to discuss with his engineer about the McLaren MP4/1B, Niki was not best pleased to discover that the press room at Long Beach was in a convention centre, some distance from the pits. Surprise, followed swiftly by bemusement and annoyance among the local correspondents, can be imagined as Lauda marched in, stepped up to the microphone and said: "Tyres good. Engine good. Car good. Goodbye." Then he nodded and walked off. Amid anguish among American writers with little knowledge of F1 and large notebooks to fill, their European counterparts could only smile and quietly shake their heads. Welcome back Niki Lauda.

His familiar ways would continue on the track. Applying a combination of speed and experience, Lauda ran third in the opening stages of the grand prix, keeping a watching brief behind the leading Alfa Romeo of Andrea de Cesaris and René Arnoux's Renault. Just as he was thinking about trying to unsettle the Frenchman, Lauda noticed Bruno Giacomelli dodging around in his mirrors as they charged down the back straight. When Lauda craftily left the door open on the approach to the hairpin, the over-excited Giacomelli accepted the invitation – and tanked his Alfa into Arnoux as they reached the braking area. Lauda's thoughts were never recorded, but they can be easily imagined as he gratefully accepted second place.

Over the space of the next nine laps, Lauda whittled down de Cesaris's five-second lead and seized his moment when the Alfa got caught behind a backmarker.

Niki Lauda was leading a grand prix for the first time since the British Grand Prix at Brands Hatch four years before, and he would remain unchallenged for the remaining 60 laps.

The media could easily understand the significance of a remarkable achievement in only the third race of a comeback, Lauda receiving a standing ovation as he returned to the convention centre two days after his first visit. He stayed longer this time. Without waiting to be introduced by the loquacious host commentator, Lauda ambled up to the bank of microphones, and in between gnawing at an apple, barked: "Any questions?" He fielded a number with his familiar, precise



Lauda of old: Niki rolled back the years by dominating the '82 British GP by over 25sec

answers. When asked which of his 18 grand prix wins he savoured the most, he replied that the last one is always the best. At which point, he nodded crisply once more, called a halt and sauntered off.

If he had just savoured a high point of his profession, Lauda was about to be reminded of its terrible flip side at the very next race. During the final moments of qualifying for the Belgian Grand Prix at Zolder, a misunderstanding with Jochen Mass meant Gilles Villeneuve clipped the slow-moving March and somersaulted off the road. The Ferrari driver died in hospital that night.

In common with many inside and outside F1, Lauda had grown to like and admire Villeneuve. Upset by the loss of the French-Canadian, Lauda laid the blame at Mass's door in such a direct manner that there was talk of Niki being disciplined by FISA, the governing body uncomfortable with Lauda's direct words. An official enquiry would later attribute the cause solely to Villeneuve's error and state: "no blame is attached to Jochen Mass". Such an unequivocal statement angered Lauda even more, and that sense of outrage continued a month later when Alan Henry, F1 editor at *Motoring News*, introduced me to Lauda in-between practice sessions for the Detroit Grand Prix.

"I was touched by Villeneuve's accident like never before; that's a fact," said Lauda. "I think he was the best driver of his day, taking every factor into account. I don't want to go into any more details [of the accident] because I've done that once. No, it's not a question of reminding me how dangerous this business can be; not at all. It's just a question of how the best guy in the business comes to get killed in a stupid accident. These are the facts that worry me and get me very upset.

"I never thought that coming back might be the worst thing I could do," said Lauda. "You can sit at home and say you want to come back, but then you have to make a major decision about whether you are able to do this mentally. Physically, it's no problem because you just run and train; that's the easiest thing you can do. You look at the watch and run for 10 minutes, then 20 minutes or two hours, or whatever, and then you're fit. But mentally, you can't train yourself because this is something that changes every day. The rain comes down, you feel miserable. The sun shines, you feel happy. Mentally, it's been a much bigger fight for me than physically. Things change every day, and you have to adapt yourself differently to the job."

Lauda had turned 33 the previous February, putting him among the oldest drivers on the grid.

"It's been much more difficult for me than some of these younger guys," said Lauda. "When you're 18 and you race for 10 years, you are single-minded, and your brain only works for motor racing because you haven't done anything differently. Being away from motor racing, spending two years flying aeroplanes or doing other things, you suddenly get a completely different view about everything; you get a wider view.

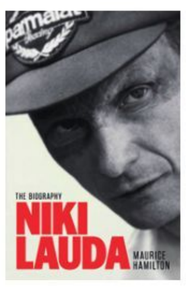
"So, you come back into motor racing, and you're up against the other f***ers who are single-minded. They don't know anything else, and it's easier for them in a way. On the other hand, I think it's a big advantage not to be so single-minded because you get a bigger view. I think if you can get your aggression back – the killer instinct, if you like – then this, with a wider view, I think makes you a better driver. I don't know what the others think: I can only judge myself on my own capabilities."

Those capabilities were more than enough to put Lauda in the running for the title at the end of 1982 and then securing it by half a point two years later.

As sporting comebacks go, it remains one of the most outstanding, arguably beaten only by his extraordinary display of courage and determination six weeks after the Nürburgring incineration (or 'The Grill Room' as he referred to it with typical insouciance).

The underlying tenet throughout is that this extraordinary man genuinely did not see any of it as being out of the ordinary.

> "I was touched by Villeneuve's accident like never before"



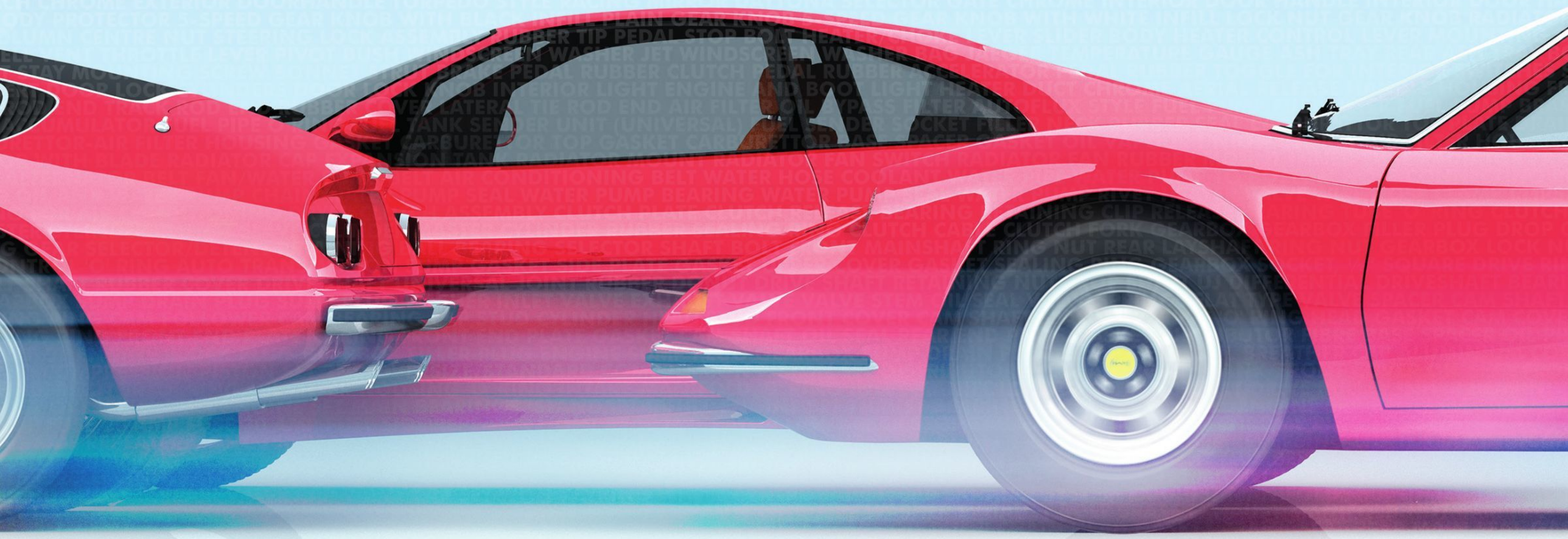
Niki Lauda: The Biography by Maurice Hamilton, is published by Simon & Schuster.
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WORLD IN

Bicester taps into heritage with Sunday Scrambles, but latest moves underline 'Motion' approach

NEWSPRESS

Bicester's famed for old-car expertise, but **Damien Smith** discovers the Heritage campus looking to the future, ready to house the new base of a vital institution

MOTION

BICESTER: A RATHER PLEASANT Oxfordshire market town that is growing fast in both size and population thanks to its centre of England location and excellent transport links to London and Birmingham. But 'Bicester' in our context means something else entirely, something much more specific.

Mention the town's name to folk with even a passing interest in old racing cars and classic motoring and their instant association is with a cluster of specialist engineering businesses housed in smartly restored historic buildings bivouacked near an airfield that cultivates that warm, familiar, indefinable wartime aura that Goodwood trades on. Squint hard enough and Bicester Heritage, to give the place its full title, almost glows in sepia.

Chief executive Dan Geoghegan admits the casual dropping of the 'Heritage' bit in general conversation was a target when he co-founded the project in 2013, as a sure sign the place had become deeply established within the historic motoring lexicon, in the manner of Goodwood or Brooklands. Seven years in, that's one of many ambitions assuredly ticked off. Next is the big expansion across the wider site, to create further clusters of businesses and 'activity zones', all embraced under a much more modern, generic title: Bicester Motion.

So what is it, and what does it mean? "Our biggest challenge is describing what it is because nothing like it exists," says Geoghegan, calling in from lockdown at home. "[The concept] is a visionary tourism destination to do with motion, but what does that mean? You can break it down into ▸



In its current Heritage/Motion guise, Bicester is set to grow into a 444-acre 'resort', a far cry from its RAF days stabling Blenheim bombers (below)





Bicester's Scramble events have proved popular for vintage machinery fans and will remain vital as Motion expands into the future





Bicester Heritage hosts 41 historic specialists on campus after restoring swathes of old buildings first

A glimpse into the future: Bicester Motion has secured Motorsport UK's new home, but who else will follow it?





The crash that triggered Bicester Heritage

"THE MAN WHO TRIED TO KILL me," is the tongue-in-cheek description Dan Geoghegan chooses for Bob Meijer, the Dutch venture capitalist and long-time mentor with whom he dreamed up Bicester Heritage. It's only partly a joke.

"Every year or two we've tried to do a rally, in this case the Flying Scotsman," says Geoghegan. "It was 2012, and we were in a 1931 Riley, which he managed to flip over. We both got thrown out. It was the perfect accident: had we been 5mph faster, I'd have been thrown out further and chopped in half as the car rolled over, but 5mph slower we would have been stuck under it."

As the pair "stared into our coffee", Geoghegan with a fractured pelvis and other injuries, they "started talking about dreams and ideas." Bicester Heritage was born.

It's a perfect campus for Britain's talented specialists in old cars. "We've got 41 historic specialists, and we've delivered what we set out to do," says Geoghegan with justified pride. "In the process, we've restored Britain's best-preserved aerodrome from the [pre-World War II] Trenchard era, and it's a beautiful place with impassioned people who are all trying to do better for the customer."

NEWSPRESS, MATHIEU BONNEVIE

components to say it is about technology, leisure, it is about family, there are things to do, and you can even eat and stay there. As it unfolds, in reality, the vision will emerge."

To take it further, Bicester Motion distils down to a vision to create a 444-acre automotive 'resort' that appeals not only to full-blooded car enthusiasts but also to families and anyone interested in the wider theme of 'motion', from aviation to cycling. The zones include a 344-room hotel, spa and conference development, all of which has passed the planning permission stage. The airfield's perimeter track is to be resurfaced and will offer the space for driving experiences, with the possibility of a wider spread of events also on the cards. Bicester Heritage and its 41 historic motoring specialists will remain a key component and is already established as a popular venue for its regular Scrambles. Given the size of the site, the jewel that already exists should not be diluted by the carefully cultivated modernity that is to come. Losing the charm would be a retrograde step.

If it's needed, Geoghegan's story of how Bicester Heritage was founded (*see left*) is a pretty good barometer of his car enthusiast credentials. But now Heritage is so well established, he believes Motion has more to offer to wider communities while also serving the modern automotive industry in a new and direct way. "We're obviously committed petrolheads, but there's a lot of change in the market," he says. "We're not just talking about different drivetrains but whole modes of different mobility. Because we also have an active 175-acre airfield as well and a two-mile perimeter track that needs resurfacing, we can look at not just automotive innovation, but also the community and experience for anything on wheels.

"With the shift in the drivetrain, it's the first time in 100 years that the motoring industry has got a new product, but research shows people aren't going to the showrooms or motor shows any more. When you and I were at an age when we were most vulnerable to new ideas, the whole of the industry was selling cars because they were faster, noisier and more thrilling. But with the shift to more environmental considerations, that language has changed because we are no longer marketing to the petrolhead and hoping that everyone wants a piece. The language isn't about blood, guts and thunder, it's about being environmentally sustainable, responsible and quiet. I got married relatively recently, and the vicar said "I specialise in heathens": don't preach to the converted, preach to the unconverted. That means the offering has to change dramatically, and manufacturers will need direct relationships with their customers. It should be the most precious relationship they have, and yet they have outsourced it to an arena (dealerships) that customers don't want to visit and where they know more about the product than the person they are talking to."

The emphasis on tourism might ring alarm bells for traditionalists, but Geoghegan assures us the resort idea has nothing to do with 'Disneyland'. "We are all about genuine and authentic activity, which is our calling card at Bicester Heritage," he says. "We've done the most difficult thing first, which is to restore 40 or 50 historic buildings, most of which are listed. People work in them day to day, and aside from the economic impact that has - because all 41 of those businesses are new to Bicester - it's actually created a community."

Bicester's biggest coup so far is that the British governing body Motorsport UK is planning to move there from its current and meagre home near Heathrow. Understandably, the plans are on hold in the current circumstances, but the reasons MSUK was drawn to Bicester haven't changed. "Everything is on a pause button," says CEO Hugh Chambers, "but it would be a fantastic location. Everyone in the market has been wholly positive about the prospect of us being located at Bicester Motion. It makes an awful lot of sense. Dan and the team up there have done a brilliant job. It's a beacon for both the automobile business and motor sport - it's in the heartland of motor sport, too."

> "Bicester Motion makes a lot of sense, and is in the motor sport heartland"

The note of caution created by COVID-19 is a concern, but Bicester Motion is financed by a band of hand-picked private investors who Geoghegan says are in this project for the long haul. He is talking about timed and sprint events "on the doorstep of MSUK," which is part of the appeal for the governing body. It's a move that deserves to happen, once the world is back in motion.

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HEAD-TO-HEAD WITH HONDA











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Motor Sport is launching a new series of podcasts. In this exclusive preview, **Patrick Head** gives his gripping, insider account of Williams-Honda's successful partnership, and why it ended with *that* split

HEAD REVEALS ALL

AFTER EARLY FORAYS WITH Spirit, Honda hit the big time in Formula 1 by teaming up with Williams for the 1984 season. It was the start of a relationship that would deliver the British team two constructors' titles in 1986 and '87 and give Nelson Piquet his third and final world championship. But at the height of its success, the relationship between Frank's team and its Japanese engine supplier soured: for the 1988 season Honda switched to rival team McLaren. The split was so sudden and seemingly unexplainable that rumours and theories spread, while the politics were largely unknown.

So what really happened behind the scenes and how did the relationship during the winning years play out? In a new *Motor Sport* podcast, hosted by Ed Foster and available from this month on our website, we asked Sir Patrick Head, who was the team's technical director, that very question.

What then followed was the most comprehensive answer by any guest in the history of *Motor Sport* podcasts. Below is an abbreviated version of Patrick's detailed insight into Williams-Honda. For the full podcast, and many others in our 'Engineering F1's Drivers' series, readers should visit *motorsportmagazine.com*.

"How Keke Rosberg drove the FW09, I have no idea..."

PATRICK HEAD: "The Honda side is very interesting because when we first got together, the company had been very successful in Formula 2 with Ron Tauranac and Ralt. The engine was designed by Nobuhiko Kawamoto [later the CEO of Honda between 1990 and '98], who had been one of the mechanics, but with an engineering degree from Tokyo University, on the 1-litre F2 engine. He was a bit of an insomniac and designed the engine on a drawing board that he had alongside his bed at home. He'd wake up in the middle of the night and do a bit of designing.

It was not a mainstream Honda project. It was hugely successful in F2 with Ron, and then with Spirit. Soon they decided to go into F1 with them, so they produced a short-stroke version of that 2-litre engine. Spirit didn't really have the funding or resources to get involved in F1, but it did run a car that started a few races in the latter part of 1983. Mr Kawamoto quickly realised that Spirit wasn't going to get the job done. Honda had a very good relationship with Jack Brabham and obviously because of Jack, a good relationship with Tauranac. It was Ron and Jack that said 'why don't you go down to Williams?'. It wasn't us persuading them. By the middle of the year we had done a deal with Honda to do a full season of F1 in 1984 and it was quite a learning experience.

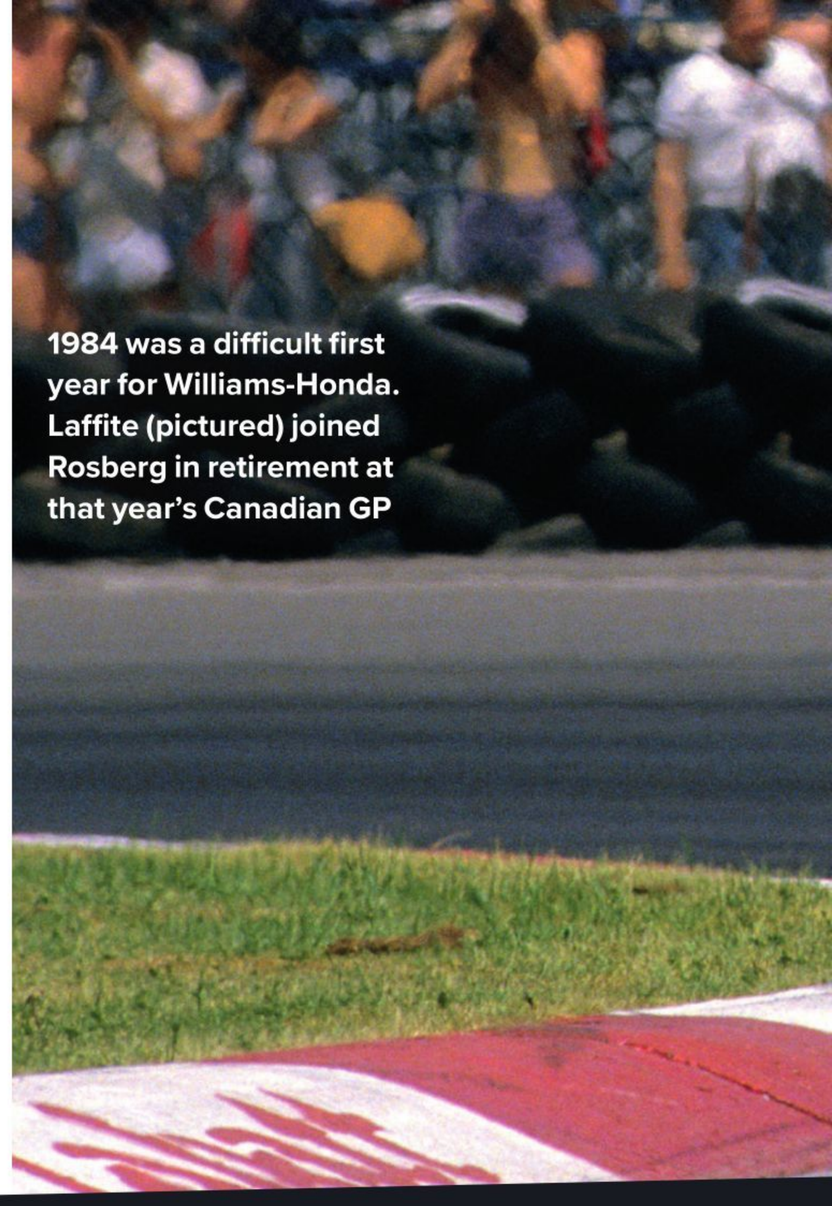
A block, sump and heads, plus two turbochargers in a box and three alternative length inlet manifolds were delivered to Williams by a van driver, with no paperwork at all. At that time, communication was by telex - I remember the 'dah dah dah' chattering away down below in the front office - so I sent a message by telex saying, 'could you please advise for a heat balance for the engine?'. I asked for heat balance and installation details. They came back, and I have still got the telex somewhere, 'Please design as you think'.

One of our engineers, Gary Thomas, started on the engine installation, which included learning about the thermodynamics of a turbo engine. Gary used to race motorcycles badly and come off them very often, including at the Isle of Man, so one was always worried about losing him... He worked away on the heat balance, with me checking in every now and then, and we worked everything out for ourselves. We produced this very basic car, the FW09. It wasn't a beauty to look at, and it wasn't hugely successful. It was usually a question of how far we'd get before the pistons came out of the exhaust pipe, as it still had F2 pistons. It didn't have all the piston cooling, but it also had an incredibly low compression ratio, something like 6:1. If you put your foot on the throttle at low revs, you had almost nothing, maybe 150bhp, and then suddenly the turbos would kick in. How Keke drove it I have no idea.

We were having a terrible time in 1984 - mostly with melted pistons and aluminium sprayed neatly down the inside of the exhaust systems. It would be like a nice skin neatly lining the exhaust, melted pistons!

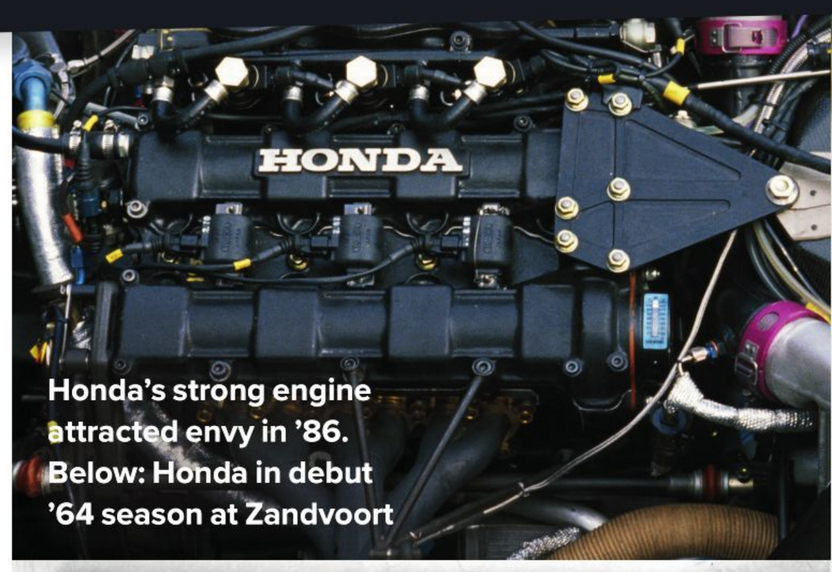
Mr Kawamoto turned up at Zandvoort and he realised it wouldn't work: 'We are not taking this seriously and we're getting a bad reputation for not being reliable'.

I remember once in Montréal there were six mechanics, three down one side and ▶



1984 was a difficult first year for Williams-Honda. Laffite (pictured) joined Rosberg in retirement at that year's Canadian GP





Honda's strong engine attracted envy in '86. Below: Honda in debut '64 season at Zandvoort



BERNARD CAHIER/GETTY IMAGES, GRAND PRIX PHOTO, DPPI





Keke in 1984. Left, Head in full flow during the *Motor Sport* podcast



Ed Foster, right, asks the questions with Joe Dunn, *Motor Sport* editor. Right: Williams at Hungary ’87





Tea at the team-up: Kawamoto, Rosberg and Williams in ’83 as Williams-Honda announce partnership

three down the other, changing the bearing caps and the bearing shells on the engine at the track like they had in motorcycle racing! It was very different.

Mr Kawamoto went back to Japan and completely restructured the project, with Yoshitoshi Sakurai as project leader and Katsumi Ichida was brought in as the chief engine designer. It all started getting serious. By the time we got into 1985 you could tell things were coming up in a big way.

IN 1985 AT THE AUSTRIAN GRAND PRIX, Keke told Frank that he was leaving at the end of the year. Brabham was in trouble because it had done the lay-down flat car and it was unreliable and not very quick. So Nelson wanted out of Brabham and Frank did a contract with him in the car park in Austria. In '86, at a test before the season started, Frank had the accident that broke his neck.

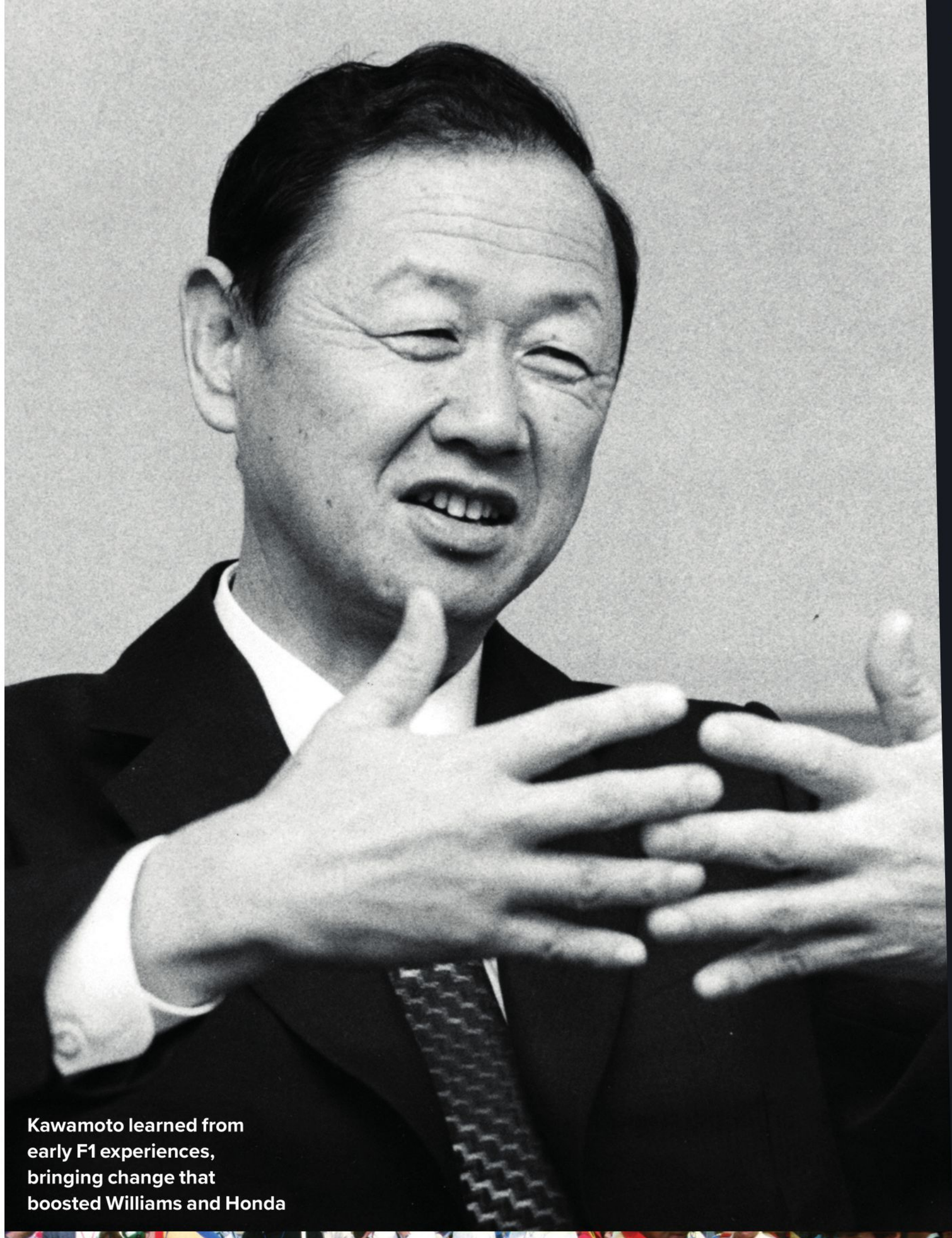
He was in a hospital bed for pretty much all of the early part of that year. He clinically died three or four times, and Ginny, Frank's wife, was being advised to let him go. He owes the rest of his life to her because he kept filling his lungs with liquid and she would jump on top of him and pump his lungs out. The doctors were saying to her, 'let him go, let him go', and she refused.

We went to the last grand prix of the year in Australia. We had three or four tyres explode in testing, and I'd been talking to Goodyear, saying, 'the problem is the tyres aren't strong enough'. And they had said, 'no one else is having a problem, it's only your car'. I said, 'well look, we probably have more power than anybody else, and we are able to trade that off with more downforce, so all that's happening is that you are seeing the problem with us before you see it with anyone else'. I have to say, they were not very responsive.

We then had the tyre explode with Nigel, and that put him out. Then Nelson was in a position to win the world championship, and I was in a position that I could see that Nelson's tyres, before the end of the race, were going to be beyond the life of Nigel's. I couldn't guarantee if they were going to burst, or whether they were going to burst in a place that was going to be benign.

Even though there was enough rubber on them to finish the race, I called Nelson in. I was on the pitwall in charge and to be fair to Nelson, he never ever criticised me for that decision. He came in, changed tyres and went out again. He closed right up on Alain Prost and was only two or three seconds behind at the end of the race, but Prost won.

I had to fly to Japan and Honda after that.



Kawamoto learned from early F1 experiences, bringing change that boosted Williams and Honda



Mechanics work on Mansell's FW11 at '86 German GP. Williams took a 1-3 result

BERNARD CAHIER/GETTY IMAGES, GRAND PRIX PHOTO, DPPI

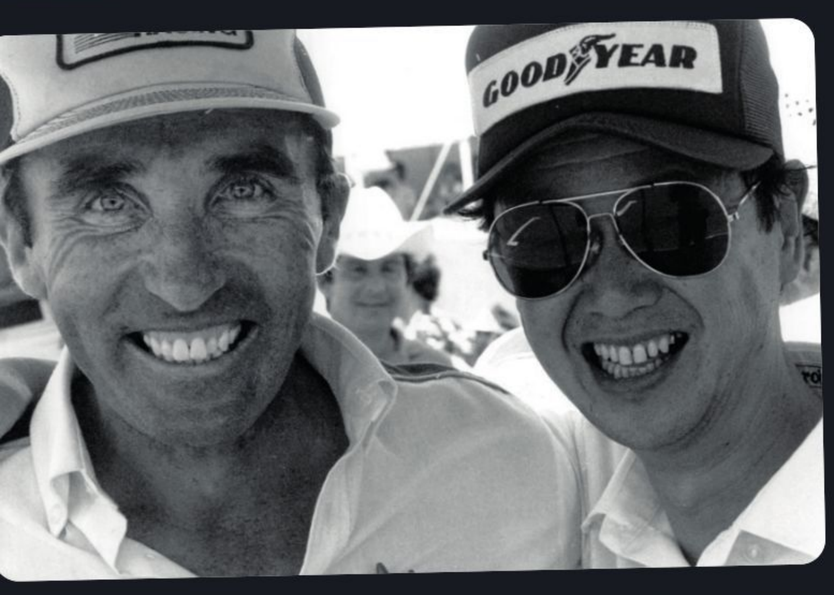


Williams vs Lotus off and on track: Senna's Lotus chases after Mansell's Williams at Jerez '86





Piquet at Monaco 1987. Above: Head and Keke at Brands test in '85.





Above: Williams and Kawamoto in 1984. Inset: Mansell leads at Estoril '87

New series launched

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We had won the constructors' but hadn't won the drivers' title. Honda was pretty gutted. I got a sort-of dressing down from Yoshitoshi Sakurai. Mr Kawamoto was very clever because he was the nice one and Yoshitoshi was the tough one. He'd keep separate, and he wouldn't be in the same room when Yoshitoshi was trying to give me a hard time. I went into this meeting, and there was Gérard Ducarouge from Lotus. Lovely man, but he had been blowing in Honda's ear, saying that in a Lotus they would easily win the title.

I had been talking to Ichida for the whole of '86 about the height of the engine because the oil filter was underneath the crankshaft, so the engine sat incredibly high in the car. I think we could lower it by something like 33mm if they changed the oil filter. Not only would we be lowering the engine, but we'd be lowering the gearbox, too.

Honda was definitely very concerned about staying with Williams with Frank as he was because they couldn't see where the leadership was coming from. They could see I was the technical leader, as I had been beforehand, but they didn't know where the business leadership would be because Frank was still pretty weak. Frank came back in 1987, but he was fighting his own battle to prove to himself, prove to the outside world, that he could still run the business side of the team, despite being in a wheelchair. I should have sat down with Frank and said, 'Do you realise, Frank, that Honda is not happy? You have to find some way to keep them happy.'

Honda had told us that they would be supplying Lotus with engines for the 1987 season, and bloody Ducarouge was saying, 'I don't need a lower engine, I can win the title with the engine as it is'. Ichida had shown me an engine being motored with the low sump, but bloody Ducarouge was telling them 'I can win the championship with the engine as it is' and Honda would not supply two types, so we had to scrap the intended car for 1987 and upgrade the '86 car. So I was pleased when we beat Lotus with the same engine. And Senna. Nothing against Senna, they won some races, but by about the middle of the year Williams was stronger, finishing first and second in the drivers' championship and easily winning the constructors'.

In mid-1987, Sakurai told us that 'McLaren is going to be our lead team next year with Alain Prost and Ayrton Senna'. That low engine was the one that went to McLaren with the lower height. Gordon had done a low Brabham so was influential in doing a low car, and the low engine went there.

Well, with Prost and Senna, McLaren was going to be the lead team. Honda was in love with Senna; it had huge admiration for him, with good reason. We were told: 'You're to run Nelson Piquet and Satoru Nakajima'. The latter was a perfectly passable driver, but it meant that we had no chance in the constructors'.

Frank and I sat down and we talked about it. We already had a contract for 1988, but Honda said 'We're going to tear it up' so it was very tough. They said, 'That's it, we will supply you, we'll fulfil our contract for you, but it will be with Piquet and Nakajima'. It would have meant saying goodbye to Nigel, and I think we had a contract with Nigel, so it was complicated. It felt lousy because we were winning everything, beating their other team and being told they weren't going to be with us next year. It was fairly unhappy.

> "By 1985 and '86, Honda had a very high opinion of themselves"

The thing is, they really needed us in 1983, '84 and '85 when they were miles away, but by the end of '85 and '86 they were the cock of the north and had a very high opinion of themselves. It'll be interesting to see if that happens this time.

Mr Kawamoto and I always got on, and when we had a historic car running a Honda engine, he would always help. You don't make enemies unnecessarily in this world, otherwise you end up with no friends. In fact Mr Kawamoto had lunch with Frank and I in the Williams boardroom when he retired, it was a happy lunch with lots of stories, so we still get on well." ◘



McLaren-Honda's 1988 deal is announced at Monza in '87, a blow to Williams' ambitions

F1 POWER ON

LLOYD IMAGES/GETTY IMAGES, DAIMLER AG

THE HIGH SEAS

Formula 1's arms war is unparalleled, but **Matthew Sheahan** reveals the world title-winning F1 expertise influencing Sir Ben Ainslie's team in its race across the waters

With the next America's Cup just around the corner in 2021, British challenger INEOS Team UK, led by the world's most successful Olympic sailor, Sir Ben Ainslie, is working with the Mercedes Formula 1 team to help develop the advanced technology required to win.

Historically, motor sport and aerospace have played key parts in the America's Cup, with names like BMW, McLaren, Prodrive and Airbus among those that have contributed to the development of recent Cup campaigns.

Now, Mercedes has joined that list following the recent announcement of the F1 team's new sponsorship deal with petrochemical giant INEOS, the same company that backs the British America's Cup challenge. The joint sponsorship arrangements have allowed Mercedes' Applied Science arm to bring 18 engineers to work with the British America's Cup team.

"There's an incredible amount of synergy across both sports," says Ainslie. "Mercedes have been phenomenally successful in Formula 1, and there is undoubtedly much we can learn from their organisation."

With campaign budgets above £120m, the America's Cup continues to be the most expensive and the most prestigious corner of the sport, but money alone doesn't always buy an advantage. Time is always in short supply, and it is here that the Mercedes/INEOS Team UK partnership hopes to deliver a benefit.

"For us, the America's Cup would be like us going from a motorbike to a car and then to a truck," says Mercedes-Benz Grand Prix project leader Graham Miller, who is one of those who has moved down from Brackley to the sailing base in Portsmouth. "One of the things we bring to the table is extra bandwidth with people who are working on areas that will give reliability as well as efficiency, while also saving time for the team.



Graham Miller leads the Mercedes operation based in Portsmouth

"My role is to look after Mercedes-Benz Applied Science, a group that takes the best parts of our operation and applies them to the commercial world. Here we are augmenting INEOS' capability, with aerodynamicists, stress engineers, control engineers, mechanical designers, simulation engineers, as well as procurement specialists and planners and others. It's a whole spectrum of support.

"The first thing I noticed when I came to Portsmouth was that there isn't much in-house manufacturing capability when compared to an F1 team, where we know that to achieve reliability, you need to be able to control the manufacturing, build and assembly processes. So as an example, one of the things that we are doing is building the foils up at Brackley, where we have some of the world's best manufacturing machine tools. This also helps the rate of performance development as we can simulate specific assemblies and put them through their load cases which also allows us to deliver a plug and play assembly to the sailing team."

> "Mercedes is building the foils with top manufacturing machine tools"

Saving precious time has proved valuable and is readily acknowledged by INEOS Team UK's chief designer Nick Holroyd. "That rate of performance development is something we hear a lot about from the Mercedes guys," he says. "In the F1 world, they may plan for a two-second improvement in the car during the course of the season. To help achieve this, they constantly funnel ideas into their design process to find ways of achieving the gains, but they keep this team slightly separated from the car operations team. What's happening on the car never impacts the development of ideas.

"It was when I saw this that I understood how you get over 100 aerodynamicists working around a car that's 4.3m x 1.8m and apply that many minds to the issue in a way that is going to deliver the returns that you're looking for.

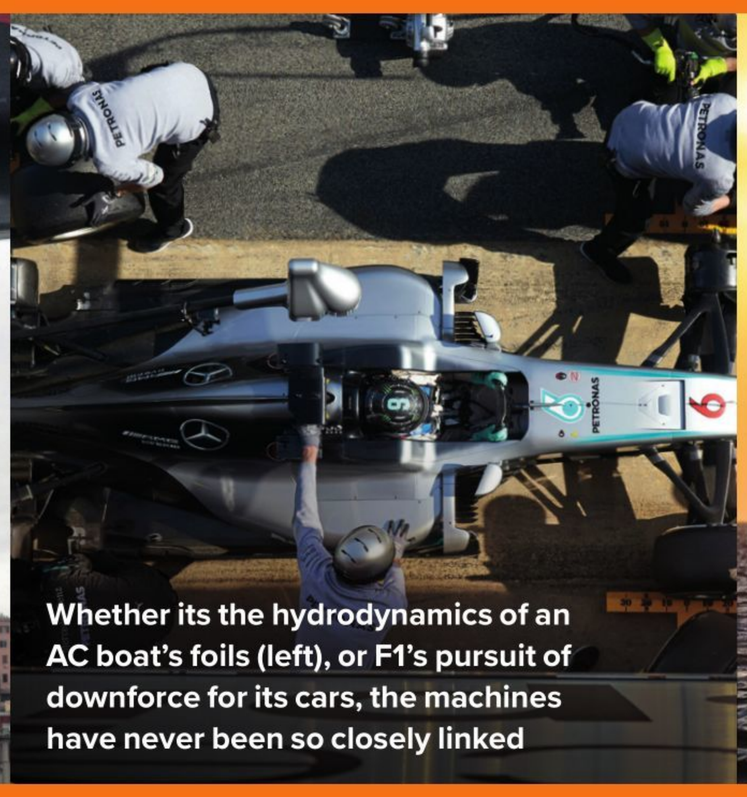
"The level of detail that they are used to looking at also provides a key. If you can find, say, 10 small details that you can execute really well, they will add up to the gains you may have been looking at when you were feeling under pressure to decide between concept A and concept B.

"Normally, because of the limited resource we've typically had, we would tend to go to look at the big rocks in the field and consider how to manipulate them, but with this additional resource and the Mercedes mindset, we've been able to drill down into the finer detail."

Miller also points out another significant advantage from the partnership between the two outfits, away from the design process.

The America's Cup has always been about pushing the envelope of design and technology, but the new generation of AC75 boats are unlike anything seen before





Whether its the hydrodynamics of an AC boat's foils (left), or F1's pursuit of downforce for its cars, the machines have never been so closely linked





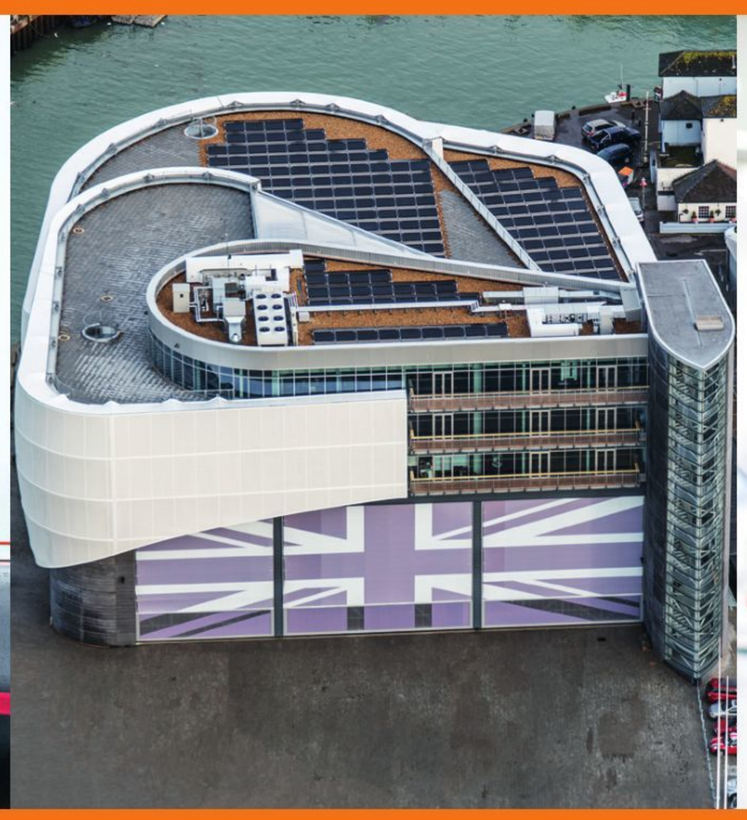
The first race in 1851 showcased the technical advances in sailing. That trend hasn't changed in 169 years of racing

The 132-year winning streak

The America's Cup is the world's oldest international sporting trophy. Originally named the £100 Cup and awarded to the winner of a race around the Isle of Wight, it was set up to celebrate the Great Exhibition in 1851. In a fleet of 15 competitors, it was the yacht America that won and took the trophy back to the USA, where it was renamed the America's Cup and handed to the New York Yacht Club. Despite many challenges from other national yacht clubs, it remained there for 132 years to mark the longest winning streak in sporting history until the Australians lifted the trophy in 1983. Great Britain has mounted more challenges than any other country during the 169 years, yet it has never won the America's Cup. The next America's Cup will be the 36th edition of the "Auld Mug" and is due to take place in New Zealand in March 2021.



A rare sight: the crew on deck, barely seen in racing. Middle: INEOS Team UK base in Portsmouth





Electronics and computer-controlled systems are at the heart of modern AC boats

LLOYD IMAGES , HARRY KH / INEOS TEAM UK
DAIMLER AG , LLOYD IMAGES/GETTY IMAGES

Under the Skin of an AC75

The majority of its advanced technology is buried within the yacht's structure



MAST
The carbon-fibre mast is an aerofoil shaped section and rotates to provide a more efficient shape on the low-pressure side of the mainsail. The 145m² sail is double skinned to create more of a wing section shape.

MAINSAIL
The lower section of the mainsail is sealed against the deck for greater aerodynamic efficiency, it's clear to allow the crew to see through to the leeward side of the boat to see potential conflicts with their competitor(s).

HYDROFOILS
Like an aircraft's wing and aileron, the AC75 hydrofoils have articulating trailing edges which control the amount of vertical lift that is produced when the foil is in the water to lift the 6.5-tonne boat above the water's surface.

CANTING ARMS
The canting arms raise and lower the hydrofoils into the water using hydraulic rams inside the boat. Built from carbon fibre, the arms need to support the weight of the AC75 but also oppose the huge loads that are trying to capsize the boat. These items are one of the few components that are common to all the boats.

STREAMLINING
With speeds around 45 knots (50mph), the wind speed over the deck can easily exceed 60 knots (70mph). Aerodynamic drag is a big factor, hence crew are kept low, and the hull and deck are streamlined.

RUDDER
The single rudder has a T-foil on the bottom and acts like an aircraft's tailplane and keeps the boat trimmed correctly fore and aft.

THE PIONEERING TECHNOLOGY BEHIND the world's fastest racing boats can be traced back to 2012. Back then, experts dismissed the idea of using hydrofoils on the basis that the 72ft wing masted catamarans for the 2013 America's Cup in San Francisco were already overpowered, twitchy machines at the leading edge of the sport. Flying them would surely be a step too far, and hydrofoils had been outlawed by the rule makers anyway.

But the Kiwi hydrofoils were both real and legal. Like the best F1 engineers, the New Zealand challengers had identified and exploited a loophole in the rule and caught its competitors off guard. Yet the Kiwis weren't to know the effect their flying machine would have on the rest of the sport.

Eight years later and a new generation of foiling designs stretching from grand prix to grass roots boats has evolved and led to the biggest increase in performance the sport has ever known. The change is underway and driven largely by the latest developments in the Cup world.

Today, the 72ft cats of 2012 look crude when compared to the current generation of extraordinary 75ft flying monohulls (the AC75 class) that will be used in the 2021 America's Cup.

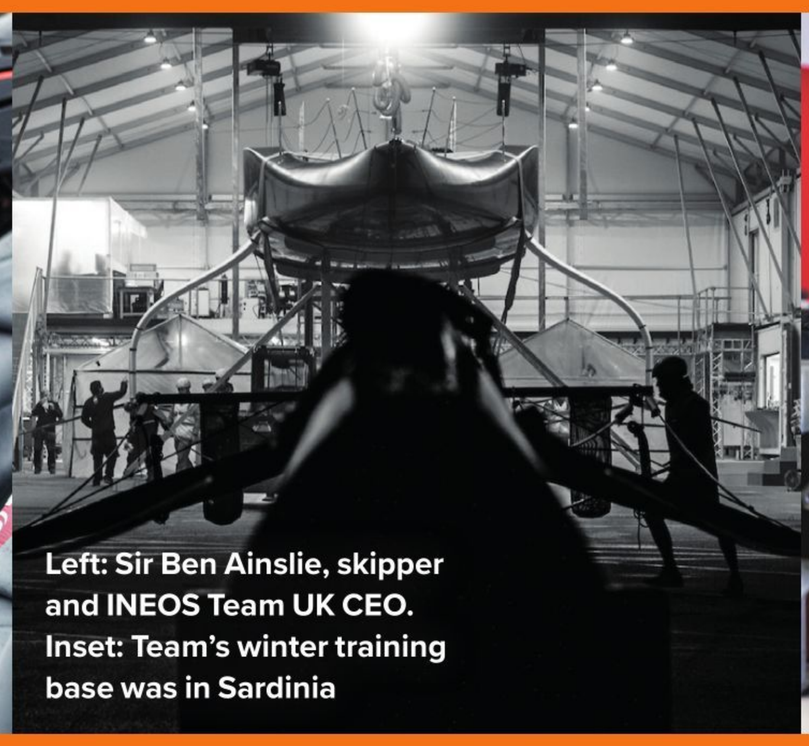
Scorching around at speeds approaching 60mph, flying on hydrofoils that lift the entire hull and 11-man crew clear of the water, the keelless, six-tonne monohulls are taking the race into completely new territory. When the AC75 class was announced in 2017 after New Zealand's victory, many questioned whether it was technically possible to balance a single-hulled boat of this size with no keel on just the two hydrofoils.

But now all four teams – Cup defenders Emirates Team New Zealand and the three challengers; INEOS Team UK, American Magic and Luna Rossa Prada Pirelli – have launched their first boats and we have seen that the AC75s do indeed fly.

AC75 KEY FACTS

Length: 22.86m (75ft)
Beam: 5m (16ft)
Draft: 5m (16ft)
Weight: 6450kg (14,220lb)
Mast height: 26.50m (87ft)
Mainsail area: 145m² (1560ft2)
Jib/genoa area: 90m² (970ft2)
Spinnaker area: 200m² (2200ft2)
Construction: Carbon fibre
Crew: 11 + 1 optional guest





Left: Sir Ben Ainslie, skipper and INEOS Team UK CEO. Inset: Team's winter training base was in Sardinia



Some areas of sailmaking and repair haven't changed much

"The procurement and planning functions has been another important area that we have helped with," says Miller. "It comes back to the bandwidth issue. You can have the best design in the world, but if you don't leave enough time to produce it, it is no good to anyone."

So, when it comes to the hands-on experience, just how different and challenging are these boats to sail? Ainslie has been involved in many different America's Cup teams since his first in 2000. He was the second helmsman for Team New Zealand in the '07 campaign, and then tactician for Oracle Team USA in their spectacular comeback in '13 aboard the AC72 catamaran.

He knows the America's Cup well but is quick to acknowledge the helping hand that he received in his Land Rover BAR campaign in 2017 from Prodrive's founder and current Motorsport UK head David Richards.

"David helped me a huge amount in the early days of BAR," says Ainslie. "I knew him through the Cornish sailing community [where Ainslie had grown up]. Once we got the team up and running, Prodrive were instrumental in terms of helping us get up to speed with the system design and management and monitoring. We would have struggled massively without their help in the last campaign."

"The new boats are even more technical this time around," he continues. "Sailing downwind, we are regularly hitting 45 knots (50mph). The AC75 is very sensitive to heel, so the job is more about being absolutely perfect on balance. If you're slightly off, the boat gets out of balance, and you can wipe out very easily."

One way of imagining the balancing act is to consider a conventional four-wheeled car versus a tadpole tricycle configuration, (where the single wheel is at the back), going around a corner at speed. When the conventional car rolls to one side through the turn, say to the right, it will start to roll towards the outside of the corner around the front and back wheels on the left-hand side of the car. In this case, both wheels are parallel with the centreline of the car, and there will be no change in fore and aft trim.

On a tadpole tricycle, as the vehicle turns around the bend it too rolls towards the outside of the corner but the two wheels it is balanced on are not parallel with the centreline of the car, and the nose will tend to pitch up.

> "Prodrive was instrumental in Ainslie's last America's Cup attempt"

The same happens on an AC75, which is balanced on a similar tadpole configuration. But the boat is much more sensitive to roll, as the rules only allowed it to sail on two of the three foils, one main foil out to one side and the T-foil rudder at the back. As a result, the bow pitches up and down depending on the heel.

This in turn causes issues with the amount of vertical lift that the foils are generating as well as affecting the overall stability of the boat. It's a delicate balancing act, unlike any other boat.

All of which is made harder with the challenges that come with communicating with the 10 other crew who are all wearing helmets, with their backs to the helmsman, travelling at motorway speeds in an already noisy environment, aboard a bucking bronco of a boat.

"It can be quite scary at times," adds Ainslie. "It is more akin to flying an aeroplane where one of the first things you're taught is not to keep overreacting the whole time. That's the same in flying with these boats." With so many variables, it is easy to get out of shape quickly both on and off the water. It is here that Ainslie is clear on the importance of the Mercedes support behind the scenes.

"It's impossible to overstate how positive the relationship has been for us with Mercedes. In the last cycle, we had some people from McLaren and Red Bull, who were fantastic and helped us in some key areas. But this new relationship with Mercedes has really been a step up from that in terms of their commitment, in the way they have wanted to make it work for us, and the amount of resources that they have brought."

But as Ainslie and his team know, until the boats line up on the start line for the first time, no one knows anything for sure. "What we do know, though, is that there will be a lot of nervous designers and sailors standing on the dock on the eve of the first event."

There's also the certainty that whatever the pundits see on the water, it won't be a hoax, but the fruits of a collaboration with F1's dominant team.

Matthew Sheahan is one of sailing's leading journalists and has covered every America's Cup since 2002

LLOYD IMAGES , HARRY KH / INEOS TEAM UK

FROZEN IN TIME

A newly discovered cache of photographs paint a vivid picture of Donington Park on the eve of war and offer a glimpse of a world that would soon disappear forever. **John Bailie** tells their story



1. The late October sun casts its shadows across the pitlane as the Auto Union and Mercedes teams assemble for practice before the 1938 Donington Grand Prix, one of an amazing gallery of recently discovered images.

FROM THE FIRST LOOSE-surfaced tracks of 1931 to staging four grands prix, Donington Park's expansion in just a few years was astonishing.

The unlikely but formidable partnership of John Gillies Shields, 74-years old when the circuit opened, by now an alderman and the owner of the entire Donington Park estate, and Fred Craner, half his age, garage owner and energetic secretary of the Derby and District Motor Club, had taken the circuit to world-class standards, although some of its rudimentary facilities remained out of step with the development of the track itself.

That's what makes this collection of images extra special. Shot on 35mm Agfa colour film, they were recently discovered by Edinburgh-based Donington devotee Philip Hall. Never published before, and taken by an unknown photographer, they vividly capture, despite their much-faded hues, the relaxed ambience of a virtually deserted circuit on a practice day before the 1938 Donington Grand Prix.

Along with several wonderfully atmospheric shots showing the German team cars in the pitlane and images of Mercedes, Auto Union, ERA and Delahaye making practice runs on a track devoid of spectators, they show, for the first time and in incredible detail, the environment around the farm buildings that formed the base for the crack Mercedes and Auto Union squads.

Since 1937, the track had been improved. The gradients of the Melbourne Rise that enabled the Silver Arrows to become airborne had been eased slightly and the McLeans - Coppice stretch widened, but the squeeze through the farmyard remained.

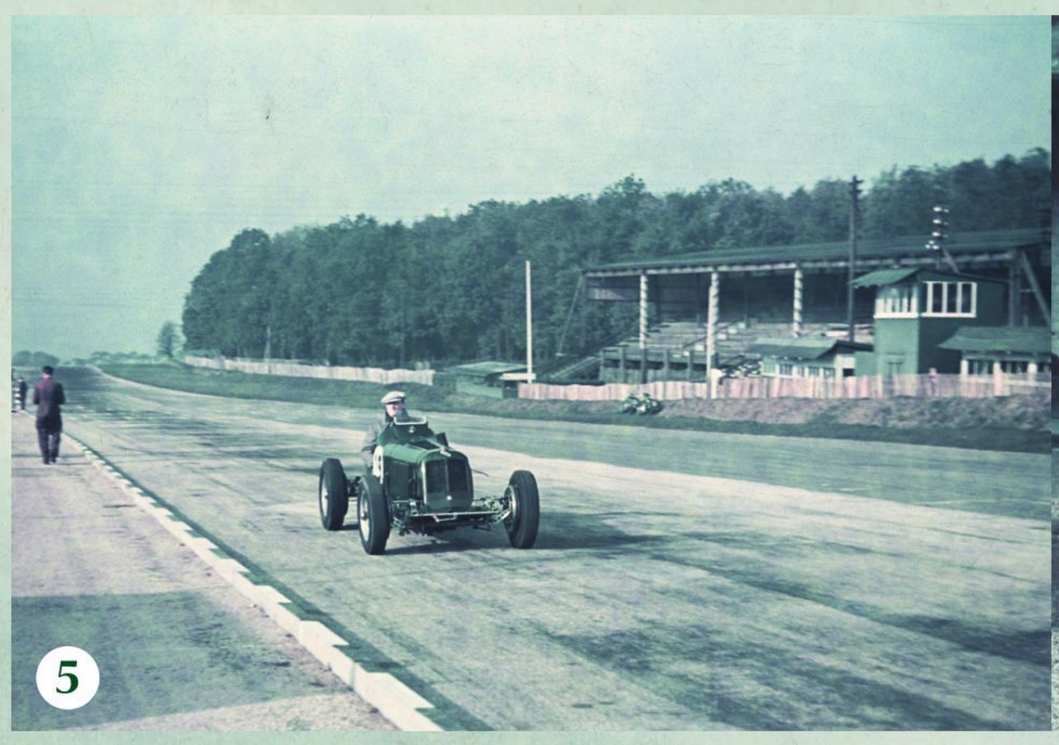
It was a major achievement that the German teams were even present at Donington in 1938. Due to the Munich Crisis, and the gathering war clouds, they had arrived at Donington only to be instructed to return. Twice this had happened, their return journeys via Harwich docks curtailed by last-minute instructions from the German authorities, messages relayed to the teams at roadside AA boxes and, of course, the persistent persuasion of the indefatigable Craner. The teams were to arrive back at Donington for a third and final time, the race taking place on Saturday, October 22; it was certainly worth waiting for! Those days are long gone, but images such as these preserve the memory forever.



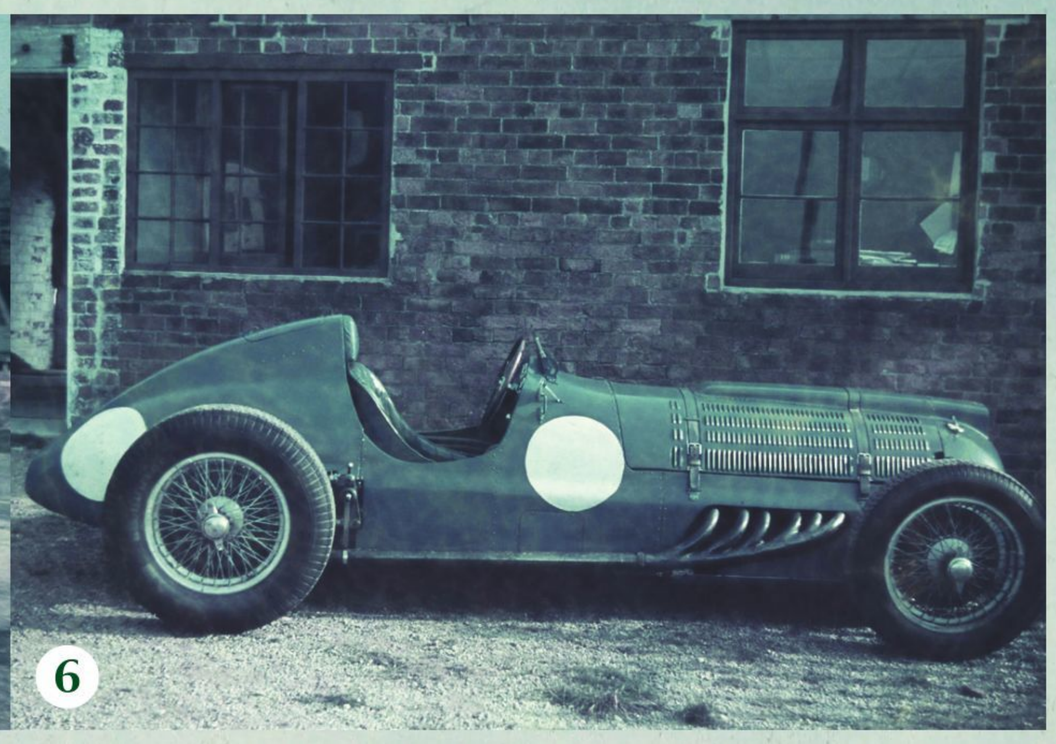
2. This is the V12 4.5-litre Delahaye that was driven to victory by Rene Dreyfus in the Pau Grand Prix in April 1938, defeating the Mercedes W154 shared by Rudi Caracciola and Hermann Lang in the process. It is pictured on the downhill dash to the Melbourne Hairpin, part of the pre-war circuit that survives to this day. At this time the Ecurie Bleue team were riding on notable Delahaye successes having won the Prix du Million Franc prize at Montlhéry the previous year, and two weeks after Pau the Cork Grand Prix also fell to Dreyfus, all in this car. Expectations were high at Donington but this optimism gave way to disappointment, the car retiring early in the grand prix with oil pressure problems.

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3. Auto Union mechanics hard at work on the supercharged V12 engine of Christian Kautz's Type D. Rudolf Hasse's car sits alongside. Both drivers would crash and retire from the race. Beyond them is the Melbourne Brow, site of so many 1937 images of airborne Silver Arrows, leading on to the start/finish straight and then the sharp left turn of the old Redgate corner and through today's race paddock.

4. Donington's still wooded parkland provides the backdrop for this shot of one of the Mercedes W154s on the approach to the Melbourne Brow. It shows just how steep the rise was, although the crest itself had been eased for 1938. This is presumably the team's spare or practice car, hence the 'P' it carries. Or possibly it stands for *Prova*, left over from the team's previous race, at Monza. Each team driver could try it to learn the circuit or bed in tyres.

5. Band leader Billy Cotton in the ERA he shared with 'Wilkie' Wilkinson in a shot that emphasises the width of the start/finish straight and the nature of the heavily wooded Donington Park estate. Only a raised kerb separates the pitlane from the track. Cotton/Wilkinson would finish in seventh place in the grand prix, with the similar cars of Dobson and Ian Connell/Peter Monkhouse finishing sixth and eighth (last). They were the only three non-German cars to finish, a minimal satisfaction for the outclassed ERA team.

6. The troublesome Delahaye 155 sits alongside the outer wall of the quadrangle of barns that formed the Mercedes base. Entered for Dreyfus to drive but raced in the event by 'Raph', it retired after 10 laps. Only one example of this car was made, and while it shared the same engine as the successful 145, it would achieve notoriety as the "worst car that Delahaye made". Dreyfus stated: "The monoposto Delahaye was all wrong at Donington. The engine was good, but the car just wouldn't stay on the road. So I drove my Pau car in the race."

7. The Pau GP-winning Delahaye 145 sets off down the 1¼-mile downhill straight to the Melbourne Hairpin. This section of the circuit was little more than a farm track through open countryside when Fred Craner first hatched his plans to turn Donington into a race track back in 1931. The inner leg of the little-known Manufacturers' Circuit, now the part of the modern day circuit between Coppice Corner and the Esses, can be seen in the distance to the right. The former Donington Collection museum buildings would be just to the left of the picture.

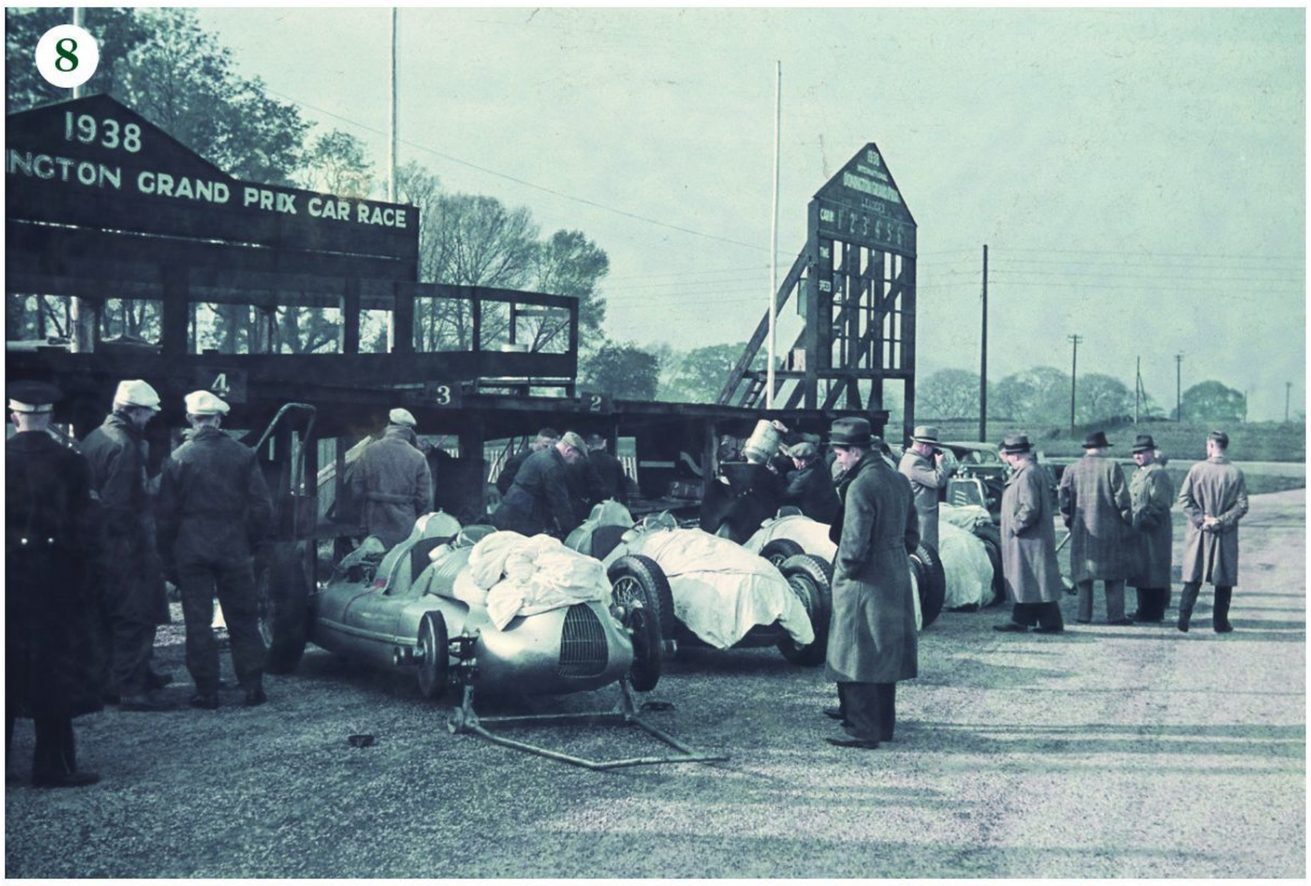


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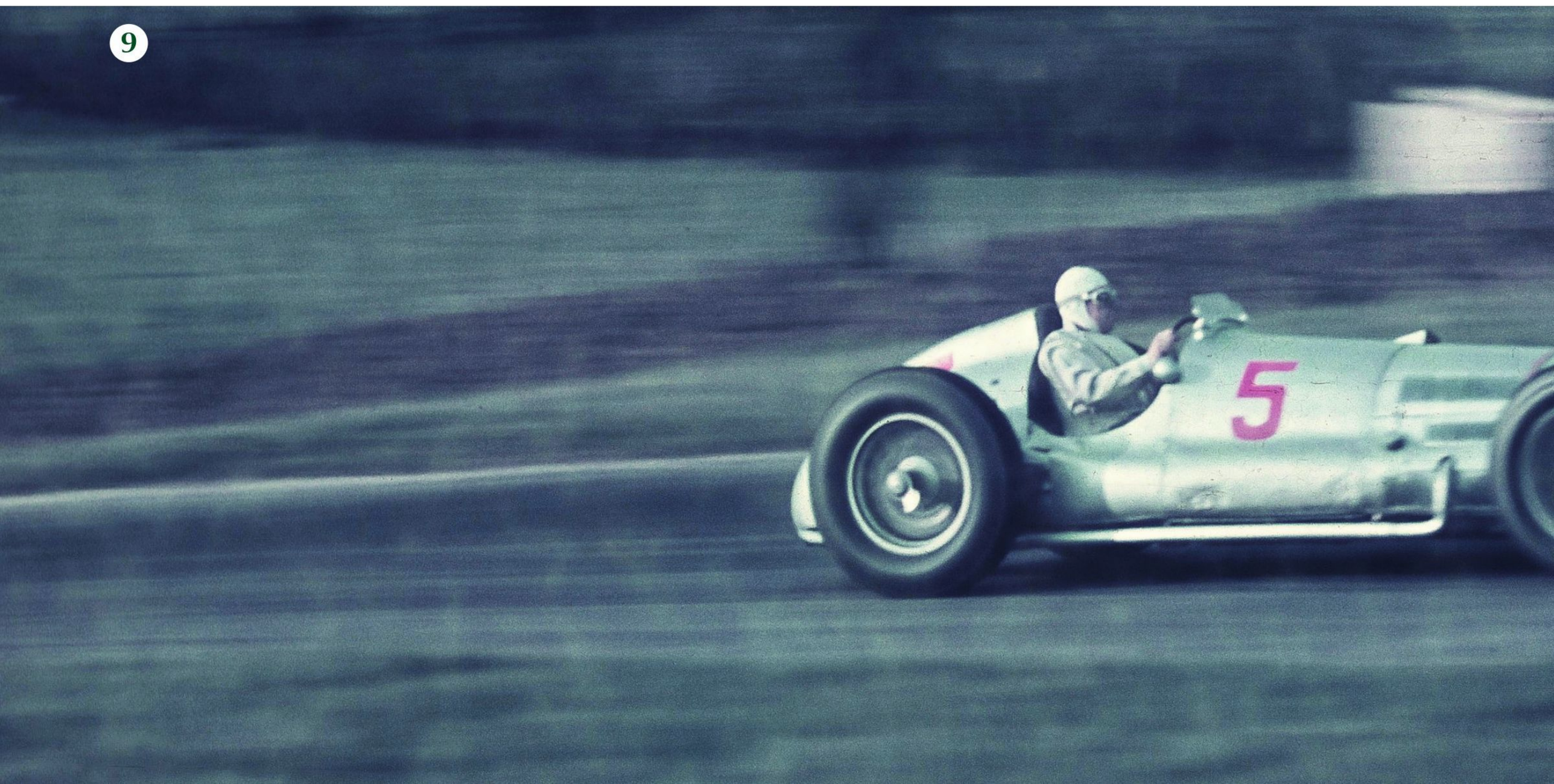
DONINGTON REDISCOVERED

8. Another view of the Auto Union cars lined up in the pitlane, in preparation for practice runs. Note the quick-lift jack supporting the wheel-less D-type, and the gravelly road surface.

9. With Caracciola sidelined through injury, recently recruited reserve driver Walter Bäumer took over his W154. He's shown here driving on the uphill approach to the Melbourne Brow. He was to retire in the grand prix on lap 43.





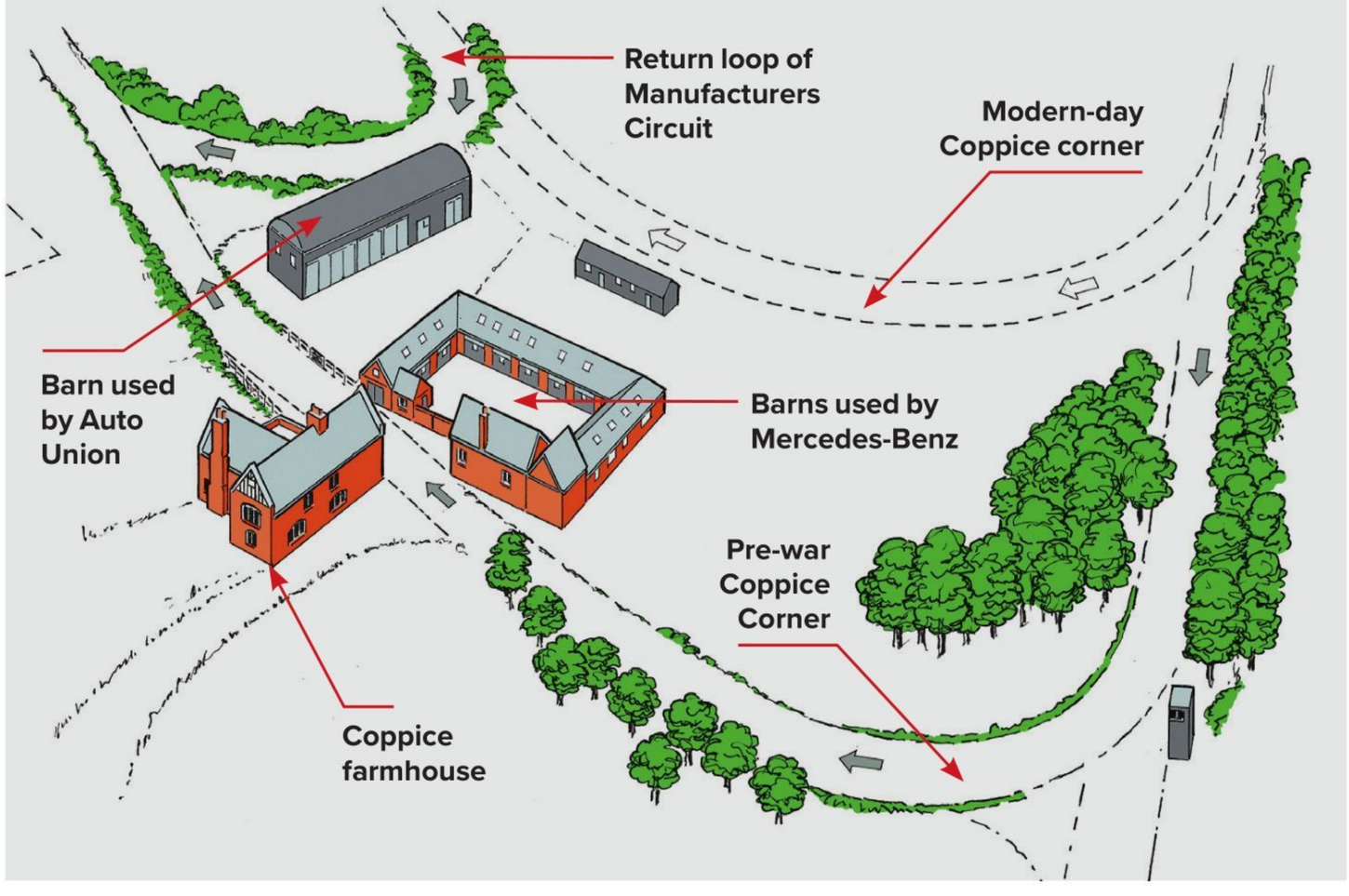


10. Accustomed to the more refined facilities of continental circuits, Mercedes team chief Neubauer must have been taken aback when told his team's base would be in a cobbled farmyard when they first arrived at Donington for the 1937 race. However, Mercedes returned to the same environment in 1938, hoping to better its previous result when Rosemeyer's Auto Union beat the Mercedes of von Brauchitsch and Caracciola into second and third places. Here, mechanics work on Lang's (no7) and Bäumer's (no5) cars within the quadrangle of barns opposite Craner's farmhouse home.



They shall not pass

This shows how the track squeezed through the former farmyard, between the barns and the gable end of circuit creator Fred Craner's home, Coppice Farmhouse, a 'no passing' zone. The barns are long since demolished but the farmhouse – until recently the circuit's administration offices – stands deserted, the sole remaining physical monument to that epic period. The main paddock, comprising 30 covered bays each holding two cars, together with offices and parking space for transporters, was located further on, nearer to the current paddock entrance. Competing cars would travel around the Melbourne Hairpin to reach the start/finish straight on the return leg of the loop, where the current circuit offices and other businesses are now located at the west end of the current race paddock.



11. In a view looking back towards Coppice Corner, the Ecurie Bleue Delahaye 145 is taken out for a shakedown by a mechanic. The team's liveried Delahaye truck is parked in the compound, the wicker fence all that separated the area from the track. Coppice Farmhouse would be just outside this image, to the right, the gap between it and the barns forming the narrowest part of the circuit. The corrugated iron-clad Dutch barn on the left was the base for Auto Union.

12. Another image from Philip Hall's collection showing a Mercedes about to crest the Melbourne Rise. Hardly a blade of grass would be visible on race day, when a record-breaking crowd of over 60,000 descended on Donington Park to witness Nuvolari's victory.

13. This atmospheric image from Philip Hall's collection shows Nuvolari's Auto Union being wheeled out of its Dutch barn base between the Ecurie Bleue service lorry and the Dunlop Racing Services support van, while two spectators look on from the edge of the race track. The monoposto Delahaye 155 is visible behind the rustic fence; the Wolseley saloon was used to transport Nuvolari from hotel to track.

John Bailie is the author of *Donington Park: the Pioneers*. He and Philip Hall would welcome more info and images from Donington's pre-war era. They can be contacted at: jb@silverfox-creative.com and philip_hall1@hotmail.com

12

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Formula 1 has finally been forced into embracing wide-ranging radical change. **Mark Hughes** considers the possibilities of its looming transformation

FORMULA 1'S NEW ORDER

CHANGING TIMES

Wind tunnel time, big budgets and plenty of resource created this 2020 Mercedes, but revolution is close...

FREDERIC LE FLOCH / DPPI



Cost cap helped keep Renault in F1, says Cyril Abiteboul (right), but can new rules help it beat the leading teams?

THE LATEST REGULATION restrictions upon Formula 1 reflect a post-pandemic reality, but the underlying issue has been staring it in the face for years. As F1 readjusts itself to this new reality, might it be the beginning of a return to a non-automotive manufacturer future?

The FIA has enshrined both a reduced cost cap and a sliding-scale wind tunnel/CFD restriction into the F1 regulations, starting next year. The COVID-19 pandemic has given extra impetus, but F1 was already heading in this direction, facing the consequences of the stark difference of scale between automotive team spends and those of the independents in an already economically challenging time.

This mismatch is not new, but the concurrent contraction of the global economy post-2008 and the severe payment imbalance between top teams and the others (in force since the 2013 Concorde Agreement), made the situation untenable.

The latest changes - on top of the existing delay of the new-generation cars from next year to 2022 - are just the shrinking pains resulting from the unsustainable spend reached during the vast expansion of the late 1990s and 2000s. This is F1 trying to rebalance itself after harvesting the vast major car maker riches of the past. But what specifically, are these looming changes?

Budget cap

The FIA has been trying to impose some form of budget cap on F1, on and off, for around 12 years. The attempts floundered, and Bernie Ecclestone didn't believe in the principle and never got behind it. It was Liberty's acquisition of F1 that brought the idea back onto the agenda as it realised its projected future income streams did not sit well with the level of payments needed to feed teams that had grown exponentially in the boom years. The spend had to be constrained to keep the F1 business thriving.

Against initial resistance from the three highest-spending teams, the concept has been accepted. From next year, no team may spend more than $145m, down from $175m planned before the pandemic. This reduces to $140m in 2022 and $135m from 2023-25. There are exemptions from these numbers for engines, marketing, driver salaries and the salaries of the top three employees other than drivers.

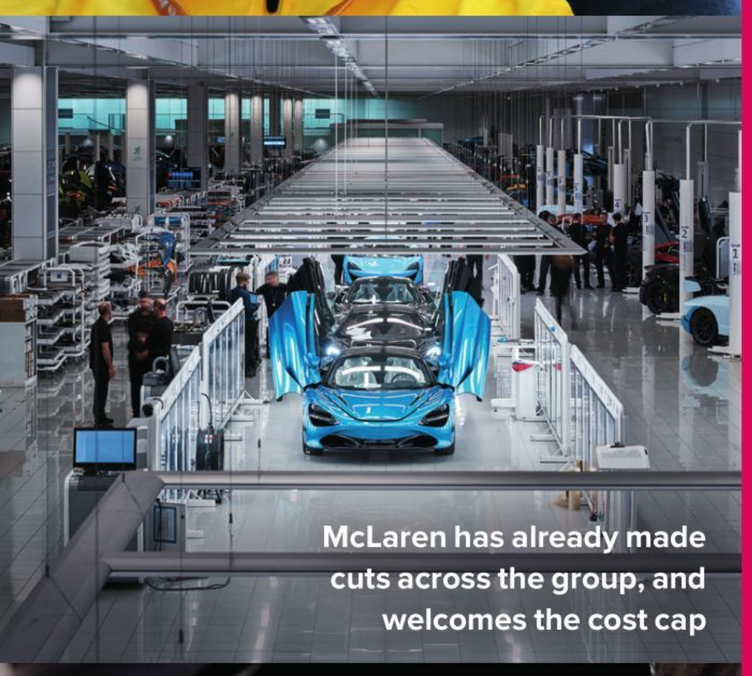
The following costs are also exempt: staff on maternity or on sick leave, tyre tests, employee medical benefits, tax, redundancy payments, employee bonuses, non-F1 activity costs, property costs, fees, cost of buying engines (capped at $15m per teams), flights, hotels. Essentially, anything not performance-related is exempt. There will be an extra $1m allowance for each extra race over 21, or a reduction for less than 21. If inflation exceeds 3 per cent, it will be reflected in the adjustment of the cap. There is a $45m allowance for capital costs over four years, 2021-24. Listed parts - those allowed to be made by one team and sold to another, as per Mercedes/Racing Point or Ferrari/Haas - have been allocated a nominal value that will be subtracted from the cap of those teams buying them. When added up, it will make a difference of around $20m that the customer teams cannot spend, so as not to unduly punish the bigger teams with R&D costs associated with manufacture.

Taking those same exemptions out of the 2019 team budgets, Mercedes was

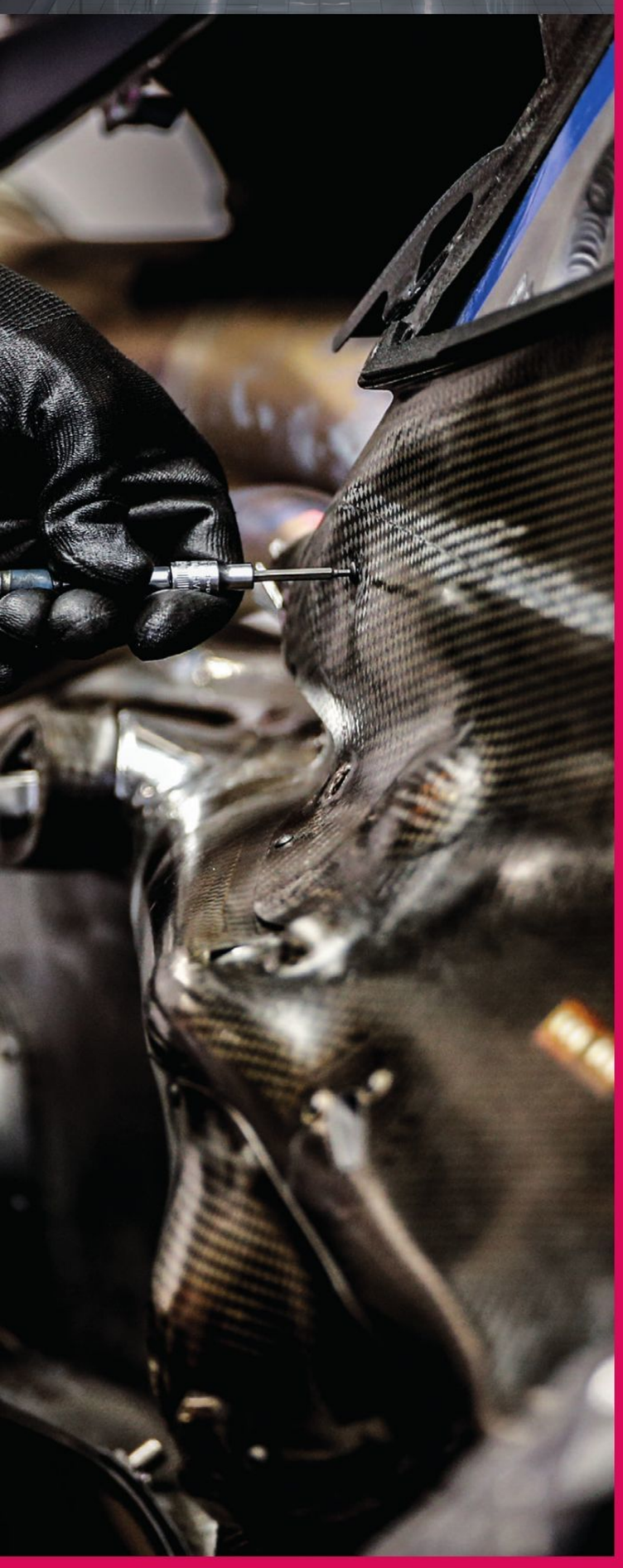


Up close with a mechanic during 2020 pre-season tests. New rules are set to impact F1 teams' workforce





McLaren has already made cuts across the group, and welcomes the cost cap



FLORENT GOODEN / DPPI MEDIA, XPB / JAMES MOY PHOTOGRAPHY LTD

spending an estimated $230m, Ferrari an estimated $205m and the Red Bull team an estimated $195m. The budget cap represents potentially quite painful cuts, especially for Mercedes and Ferrari with their staff of 1200-1500 people. Both those teams are already talking of contesting additional series to minimise redundancies and the loss of core skills. Even Red Bull's Christian Horner is looking at redeployment rather than redundancies: "People are our biggest asset and, where possible, we will look to protect as many jobs as we possibly can."

This raises an interesting point: these teams feel they can afford their current level of spend, thank you very much, and if they are to be artificially constrained by F1, then they'll spend the surplus elsewhere, although in Horner's case the budget could be imposed upon him, and owner Dietrich Mateschitz may not share his spending ambivalence.

As for the other teams, the budget cap represents a small trimming for Renault and McLaren but is still well above what

> "This is a crucially important moment for our sport"

Racing Point, Haas, Alfa Romeo, Toro Rosso and Williams were spending and, as such, it does not directly affect them.

Furthermore, several technical cost-drivers will have certain restrictions and freezes applied. Some components, including the chassis and gearbox, have been frozen between 2020-21. A token system will be used to allow a very limited number of modifications, such as McLaren needing to make changes to accommodate a switch to Mercedes power. From '21 there will be a limitation on the number of upgrades a power unit manufacturer can make in a season. There will be a list of standardised smaller parts, and there will be an open-source design system for certain specified components, meaning any team can have access to design and manufacture details. It might allow smaller teams access to solutions they might otherwise not be able to afford to research – and it makes excessive levels of spend on those items by the big teams pointless, as the solutions can be easily copied.

The penalties reserved by the FIA for breaching the cap include: financial, sporting, cost cap reduction, reprimand, loss of points, race bans, limitations on testing (including simulation) or championship exclusion.

Zak Brown, presiding over a McLaren team that recently had to make 70 redundancies in the F1 team as part of a 1200 trim throughout the whole group, said upon the confirmation of the cap: "Formula 1 wins today. This is a crucially important moment for our sport. F1 has been financially unsustainable for some time, and inaction would have risked the future of F1 and its participants, who are to be commended for resolving this issue collectively and determinedly. A uniform budget cap, in concert with more even distribution of revenue among the teams, will ensure greater competition and more people wanting to watch live and on TV, driving more sustained revenues to underpin the long-term financial health of the teams and the sport."

Renault's Cyril Abiteboul was similarly relieved: "Whether you are looking at the budget cap, [or] more containing the arms race on the engine development with dyno restrictions, but also the Concorde with a better money distribution... Clearly that is really putting us in a safer place for our commitment to Formula 1."

Sliding-scale aero simulation

Currently, teams are limited to a blanket 65 runs per week in their nominated wind tunnel (CCTV cameras linked to the FIA are fitted in each team's tunnel) and a complex teraflop restriction on CFD capacity.

From next year, the tunnel restriction will be tightened to 40 runs per week. But that is just the nominal limit - because both the tunnel time and CFD restrictions will be correlated to a team's performance over the previous 12 months. The top teams will not be allowed as much simulation time as the lower teams. The incremental reduction in allowed capacity between championship positions will be 2.5 per cent next year, but ▶



Merc, Red Bull and Ferrari up front in Bahrain 2019. Will such dominance end?

5 per cent thereafter – as shown in the table below, where it can be seen that from 2022 the bottom-finishing team will be allowed 45 per cent more aero simulation than the championship-winning team. Effectively, this would mean the top team is only able to make 28 runs per week in the tunnel compared to 46 runs for the bottom team.

Mercedes technical director James Allison unsurprisingly seems to have his enthusiasm for the new restrictions well under control. "There are things behind it that are a bit awkward," he said. "This regulation is being introduced next year, so it will start in 2021, but consider what that means.

"In 2021 we're all going to be running cars that are largely frozen, carried-over cars from 2020. Our significant axis of work in 2021 is going to be on preparing this new-generation car for 2022. The majority of the aerodynamics that you can afford to invest in 2021 is going to be on the following season, 2022. So the amount of aerodynamics that you can bring to bear for 2022 is going to be determined by how good you were in 2020.

"So this entirely new blank sheet of paper car, which has got nothing to do whatsoever with the current generation of cars, you're fortunate in that the championship is to some extent influenced by how strong you were in 2020, two seasons previously. That's a really laggy feedback system that is likely to encourage you to game a championship because if you are not very good in 2020 it suits you to be *really* bad, as long as you know you can survive into 2021 and beyond. Then you'll have a really good run in at this new car. I guess that's the nature of the challenge, but it's maybe not as obvious on the first reading of those regulations [as to] just how long the shadow is that they cast."

It's a balance of performance measure, of penalising success; softer than the crude

"Top teams believe long-running title-winning feats may be over"

success ballast used elsewhere but still the first time the principle has been allowed into F1. The feeling at those top teams is not that it will radically change the competitive order – but that it may make it impossible to achieve the sort of long-running serial title-winning feats achieved by Ferrari 2000-04, Red Bull 2010-13 and Mercedes 2014 to date.

Automotives or independents?

The possibility of the cap pushing Ferrari, and possibly Mercedes, into other categories in addition to F1 – including IndyCar and/or the World Endurance Championship in Ferrari's case – underlines the fact that these entities can easily afford F1 even at current levels.

This has shone a light on a nuance within the mismatch in scale between automotive manufacturers and independent F1 teams. The current budgets are only huge by the standards of F1. By those of the car industry they are relatively small. The cost cap may have allowed the financially beleaguered Renault to continue in F1, but the cap has done little to make F1 more attractive to any other manufacturer. For automotives, the cost was never the issue. Relevance was and still is a priority. Performance values are becoming increasingly obsolete in the marketing of road cars. Environmental virtue-signalling may not be compatible with F1 either.

Volkswagen/Audi/Porsche rejected F1 a couple of years ago in midst of dieselgate, and it was the only serious prospect outside the existing Mercedes, Ferrari, Renault, Honda line-up in the hybrid era.

The specification freeze and development restrictions soon to be applied to the hybrid power units, together with recent technical directives clamping down on whatever loopholes the FIA believes Ferrari found last year, is happening at a time when there is a tiny (around 10bhp) spread between the most and least powerful engines. This is great for closing up the grid, but it puts the engines back to the plug-in component status that they had reached at the end of the frozen-spec V8 era. The engine's technical/R&D appeal to automotive companies is effectively gone.

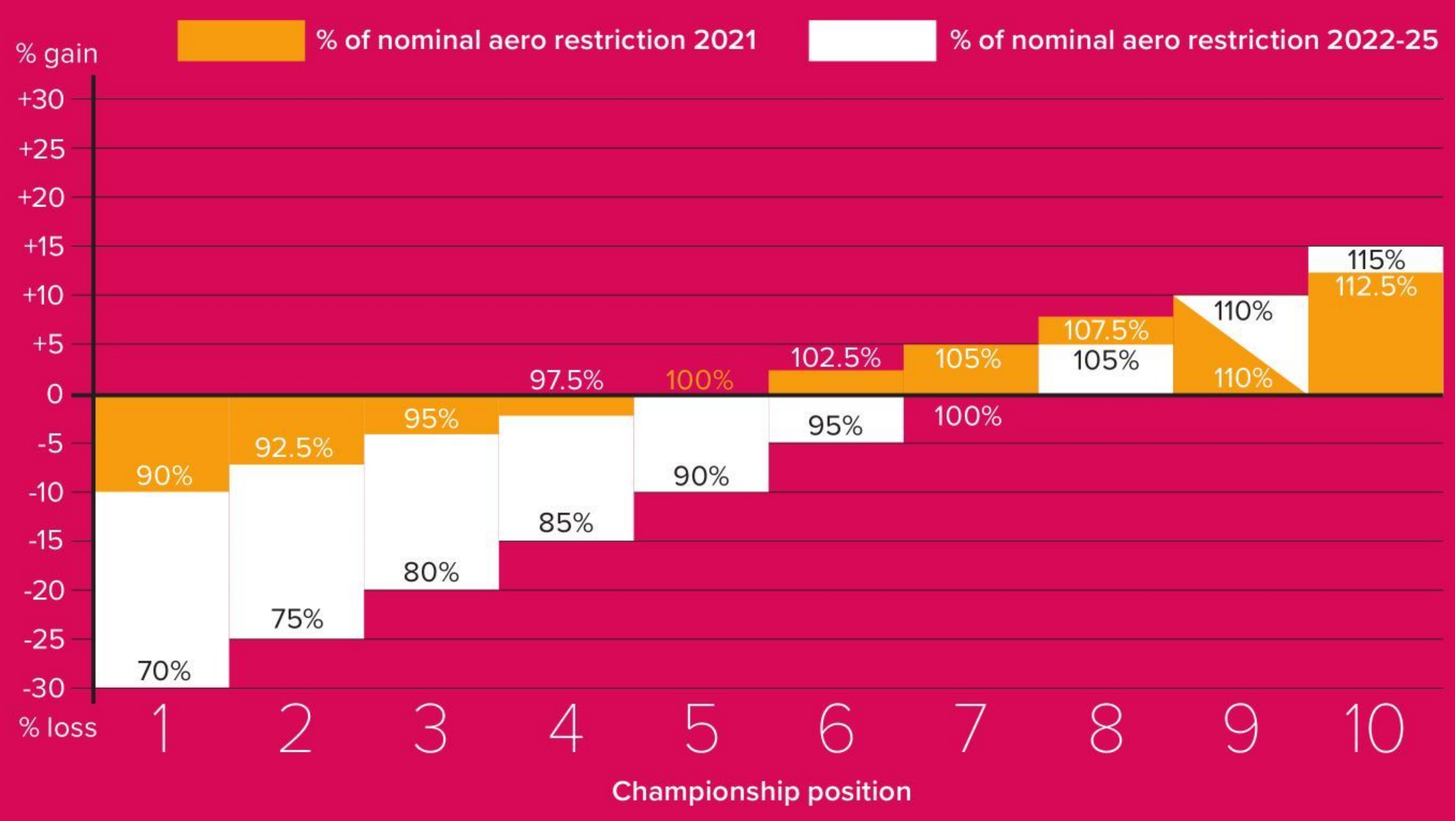
Mercedes, through a combination of the team's unique ownership structure with Toto Wolff and the level of its success, has become financially justifiable even at current spends. If Wolff, currently in negotiation with Daimler about a new contract beyond the end of this year, takes a less direct role in the team, enough to justify him being paid by Daimler rather than by the team, his salary would conceivably no longer be counted as one of the top three paid employees, leaving more spend for either F1 or other projects.

Renault believes that it can still see F1's marketing benefit, and under the cap limits Renault feels it can now justify its spend. But according to some industry analysts, the company's very future is in peril.

Ferrari is no longer really a Fiat automotive project. Since its listing on the stock exchange, Ferrari has become an independent entity only loosely tied to Fiat through mutual ownership. The strings are effectively cut. Ferrari is no longer really an 'automotive'

Balancing performance

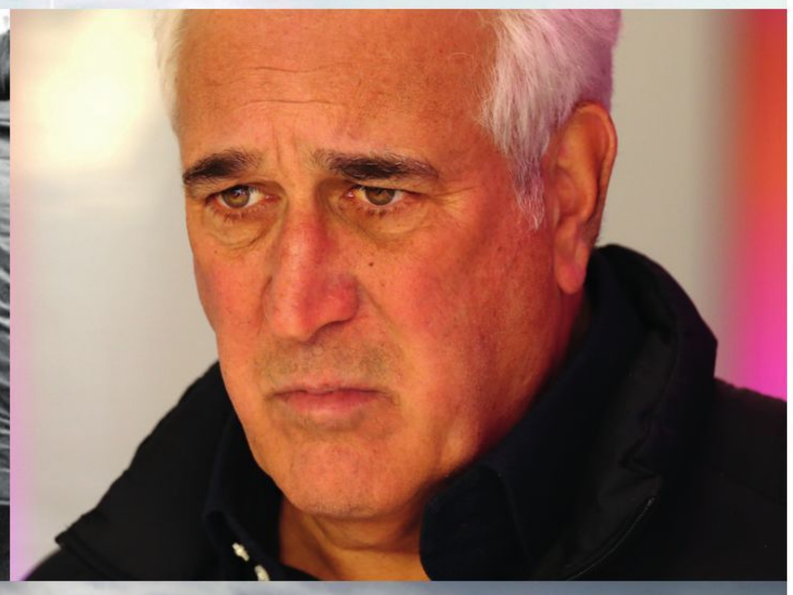
Whisper it quietly, but F1's aero scale will act as a performance equaliser. In short, the stronger the team, the less aero time it will get, allowing weaker outfits a chance to close the gap





Wind tunnel time will be one of the key methods by which F1 will attempt to level the playing field







Individuals and privateers look set to return as the majority of F1's team backers. Above, left and right: Bernie and Colin Chapman then; Lawrence Stroll now

DPPI, GETTY IMAGES, McLAREN

team and is uniquely profiled to benefit from F1. Its massive spend arises from the massive income its revered brand commands, some of which has to come from F1.

Honda's board is split on F1 and its contract with the Red Bull group runs only until the end of next year.

It looks as though the future of F1 could lie with billionaire private owners and further downsized teams that might even make a profit from F1, although that will be challenging in a decimated global economy. The Lawrence Strolls, Michael Latifis, Gene Haases, Dimitry Mazepins etc could be set to be the Ecclestone, Chapman, Williams, Dennis and Tyrrell of the future. Wolff could easily be part of this group. In a sense, it's the turning of the wheel back to the core of independents that gave F1 its lifeforce from the late 1950s and through the '60s, '70s and some of the '80s.

Williams' business model appears to be wrong, and it's now potentially for sale as a result of its dismal on-track performance of the last couple of years. McLaren is looking for new investors too, as it has become clear the Bahraini group don't wish to dig any deeper. But the saviours of these teams - and those of the Enstone team if Renault doesn't stay around - won't be major car makers.

Concorde Agreement

In light of this incredibly delicate dynamic, it's no surprise that the proposed new Concorde Agreement - the existing one runs out atthe end of this year - has been put on the backburner. No-one can be certain in the current environment as to what F1's income is going to be, how financially robust the teams might be and what the commitment of the existing car makers might be. It is the wrong time to push anyone for a long-term commitment. To do so may force them to leave sooner rather than later. But that lack of a commitment by the participants, in turn, makes F1's future less than assured. It's no-one's fault, but just the way it's panned out.

Beyond 2025

Liberty's Ross Brawn isn't ready to give up on the automotive companies. Their presence is highly valued. By the FIA and Liberty.

"With the FIA and with the manufacturers, we're now looking at what the next powertrain should look like," he said recently. "With some of our partners we are now working on a strategy for introducing sustainable fuels into F1. So that will be a big element for the future. But really for the moment, I don't have an idea on how the engine should look."

Or indeed how F1 itself might look. These are changing times.

RIDING BACK FROM THE BRINK

Not for the first time Norton faces an uncertain future after a recent financial scandal. But as a history littered with racing triumphs and comebacks proves, motorcycling's coolest brand has a habit of surviving. **Mat Oxley** reports

John Surtees and his Norton Manx in 1955. He made his name on this bike and later that year joined MV Agusta

CENTRAL PRESS/GETTY IMAGES

BRITAIN RULED THE WORLD OF motorcycling for much of the 20th century. AJS, BSA, Matchless, New Imperial, Panther, Royal Enfield, Sunbeam, Triumph, Velocette, Vincent-HRD and many other British marques were the envy of the world. But one name always stood out: Norton.

There was a simple reason for Norton's prominence: the Birmingham brand went racing from the very beginning and never really stopped. As one rival manufacturer said, "the market always follows the chequered flag".

James Lansdowne Norton's embryonic enterprise won the twin-cylinder class at the inaugural 1907 Isle of Man TT, dominated grand prix and TT racing from the 1920s to the outbreak of World War II, won several world championships in the 1950s, took its last grand prix victory in 1969 and its final TT successes in 1973 and '92. Even in the company's most recent and troubling guise, Norton continued to go racing.

Through all these ups and downs, Norton enjoyed its greatest days either side of WWII. During this period, the company's stark and hugely effective single-cylinder racers were the dominant force wherever they went, from British short circuits to the Isle of Man and over the English Channel to the Continental Circus.

The overhead-cam single was designed by Walter Moore, who joined Norton in 1924 intending to return the company to its former glories following a lull in results. Moore was pragmatic and hands-on. His first task was to fix a rear-brake problem with the existing Model 18 overhead-valve racer, so he bought a job lot of Ford Model T brake drums and modified them to suit.

Moore wanted to learn how engines behaved during races, so he became a sidecar passenger. Paired with Brooklands regular George Tucker, he won the 1924 three-wheeler TT. The engine that Moore designed – with an iron cylinder and head, overhead cam, bevel-driven valves and Sturmey-Archer three-speed gearbox – won the Senior TT first time out in 1927.

Two years later, Moore's engine, which was fast but noisy (riders called it the 'clanker') and prone to overheating, was redrawn to great effect. Between 1931-69 Norton 500cc and 350cc singles won 28 TTs, 41 world championship grands prix and countless internationals, defeating supercharged BMW twins and four-cylinder Gileras and MV Agustas along the way. That's four decades at the top – no other machine has dominated the racing consciousness for so long.

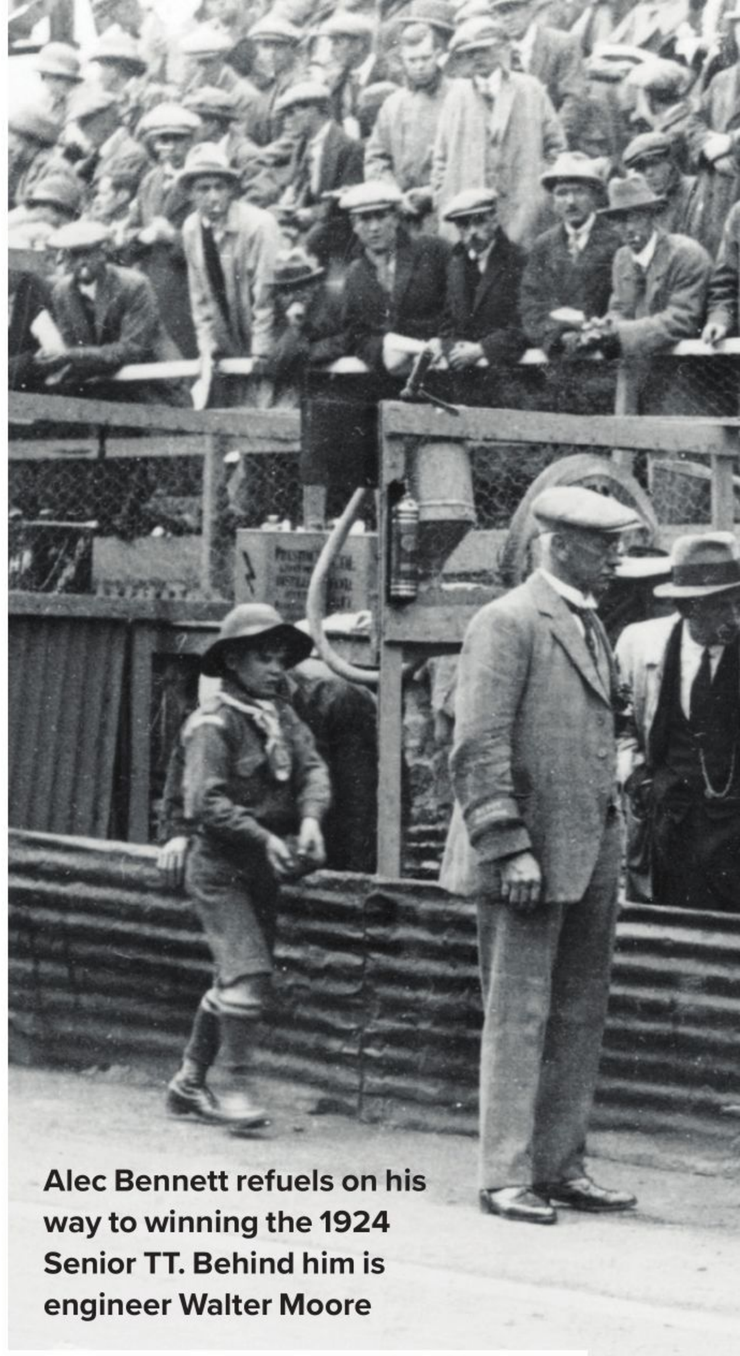
Geoff Duke won world championships on Norton singles, Mike Hailwood, Phil Read and Stanley Woods won TTs on the machines, and Achille Varzi, Tazio Nuvolari and Piero Taruffi won continental races with them before moving into car racing.

During the interwar years, British brands enjoyed an important development advantage over foreign rivals. Brooklands and the Isle of Man TT course were effectively open-air engine and chassis dynos, allowing British engineers to learn more about going fast than their European rivals.

Bikes were developed at Brooklands, raced at the TT and then transformed into production models. Norton was so aware of the importance

"Norton enjoyed its greatest days either side of WWII"

Rem Fowler (third right) and the Norton he took to victory in the inaugural 1907 TT

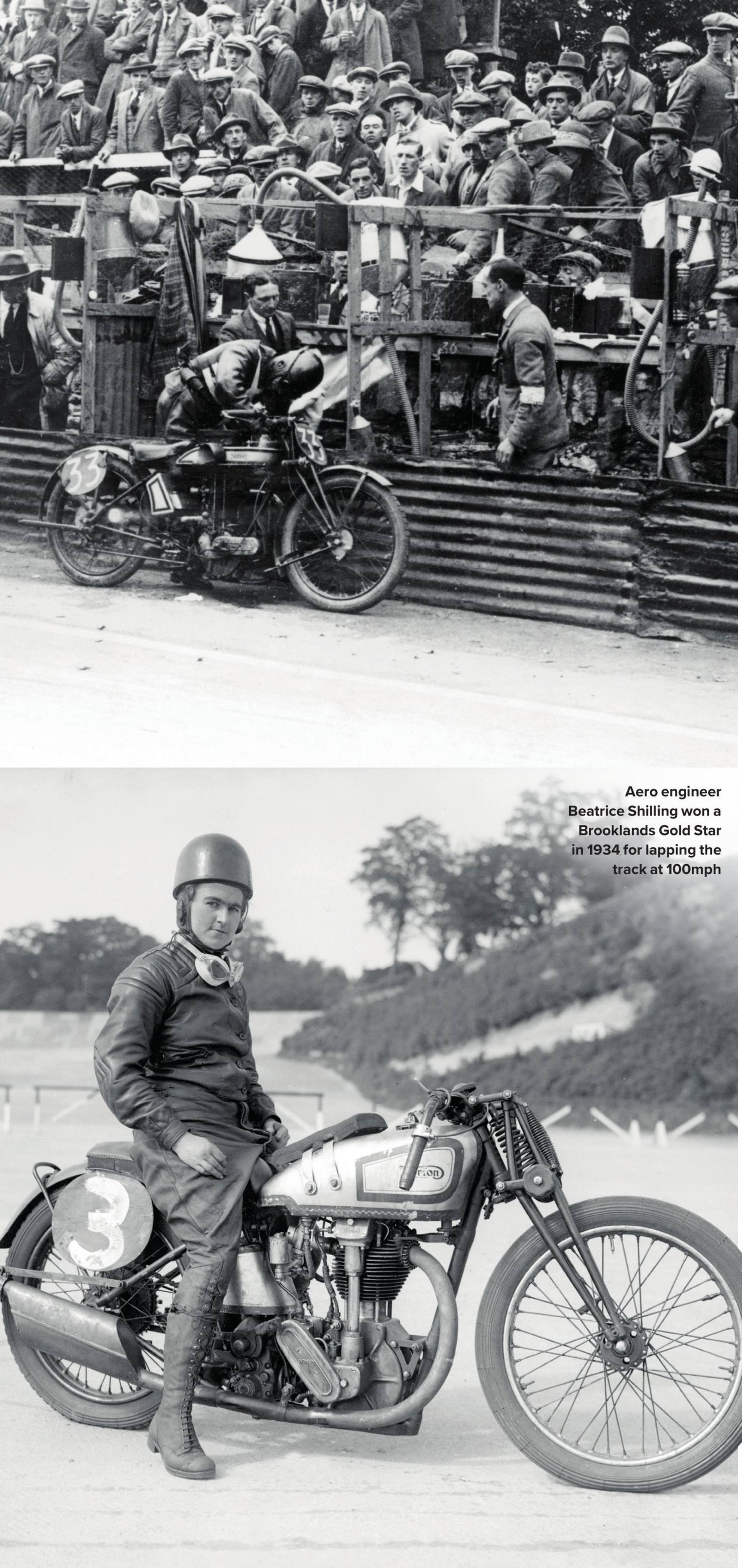


Alec Bennett refuels on his way to winning the 1924 Senior TT. Behind him is engineer Walter Moore





Above: Norton's crucial 1927 engine. Inset: Bennett in that year's Isle of Man Senior TT



Aero engineer Beatrice Shilling won a Brooklands Gold Star in 1934 for lapping the track at 100mph

GETTY IMAGES

of Brooklands that it established a race shop at the track, 125 miles from the factory in Bracebridge Street, Birmingham.

Hiring the best riders was also important, and their services weren't always acquired through conventional means. In 1923, Norton team manager Don 'Wizard' O'Donovan was on the lookout for a new rider. He found him while driving to the shops in Weybridge, just down the road from Brooklands.

As O'Donovan turned a corner in his Morris Cowley, he came face to face with a wild young motorcyclist, slewing his Douglas motorcycle across the road, with a package of meat strapped to its rear. After a few enquiries he hired the butcher's boy, Bert Denly, who went on to take countless race victories and records for Norton.

During the 1930s, Norton came to utterly dominate the Isle of Man TT. But by the outbreak of war, there was little doubt that the single's day was over: BMW's supercharged boxer twin had won the 1939 Senior TT, and Gilera's supercharged straight-four won the '39 500cc European Championship.

Coincidentally the devastation of WWII delayed the demise of Norton's naturally aspirated single. Grand prix rules were rewritten to adapt to the circumstances of a peaceful, but shattered, Europe. Supercharging was outlawed, and machines were required to use low-grade pool petrol. Both these changes hurt the European manufacturers more than Norton.

No one was happy about detuning their engines for the 72-octane fuel, including Norton team manager and chief development engineer Joe Craig. But Craig was able to manage the situation better than his rivals.

While Gilera grappled with its straight-four, now without blower, Craig concentrated on eking more and more power out of his ancient but well-established engine.

"With over 30 years of experience, Joe's practical knowledge gave him the ability to read combustion chamber colours to the nth-degree," recalled Norton factory rider Rod Coleman. "Consequently, his engines always ran at absolute maximum compression ratio, fed with the leanest mixture. This enabled Norton to keep ahead of the multi-cylinder opposition for much longer than should have been possible.

"Plus, of course, the very simple design, which allowed the cam box and cylinder head to be removed, and the combustion chamber studied by the side of the road. Sometimes during practice, the Norton team located



Freddie Frith sets off in the 1937 Senior TT, which he won with the first recorded 90mph lap

"The three forces of nature would take Norton to the pinnacle"

itself around the back of the circuit, where a mechanic would remove the cylinder head, Craig would inspect it, then ask the mechanic to add or remove a cylinder base shim. The fours required workshop facilities to do this, so they were run well on the conservative side of compression ratio because the fuel octane supplied at each circuit varied so much."

Craig, who rode for Norton in the 1920s and masterminded its successes from the '30s to the '50s, was a gruff, no-nonsense character from Ballymena in Northern Ireland.

"Joe knew exactly what he wanted," said Tim Hunt, who did the Junior/Senior TT double for Norton in 1931. "I remember him complaining to the Lucas rep about their magnetos. He said there were three good things about Lucas magnetos: the box they came in, the paper the package was wrapped in, and the string it was tied with."

Although Craig's speciality was painstaking trial-and-error development rather than design, he always made use of the latest thinking to keep Norton competitive. He gradually widened the bore and shortened the stroke of the 500 and 350 to use larger valves and more revs. He also developed a DOHC head, filled valves with metallic sodium for improved cooling and replaced internal flywheels with external flywheels to reduce oil drag and save weight.

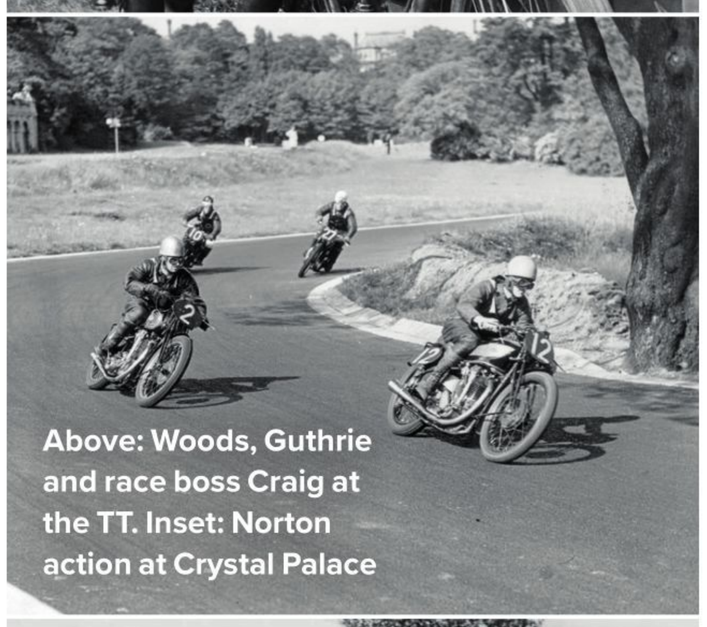
However, logical and patient engine development wouldn't keep Gilera at bay forever. What Craig needed was a scientist. He found him in Leo Kuzmicki, a Polish engineer with a keen understanding of flame propagation in combustion chambers.

Kuzmicki endured a traumatic war. After joining the Polish Air Force, he was captured by the Russians and spent several years in an NKVD labour camp in Uzbekistan. Kuzmicki would later make his way to Britain via Bombay. He spent the final years of the war fettling Hurricane fighters and Sterling, Wellington and Lancaster bombers. After joining Norton in 1949 - the inaugural year of the world championships - he worked his magic on the 500 and 350, increasing horsepower by 30 per cent.

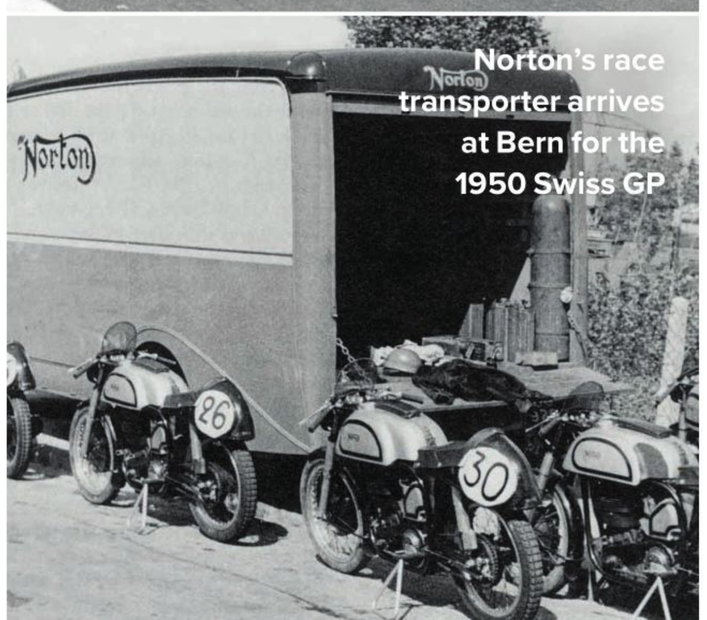
Two years later Craig, Kuzmicki and two other forces of nature took Norton to the pinnacle of the sport: the 500cc world title.

At the end of 1949, Norton had signed 26-year-old rider Geoff Duke. The





Above: Woods, Guthrie and race boss Craig at the TT. Inset: Norton action at Crystal Palace



Norton's race transporter arrives at Bern for the 1950 Swiss GP

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



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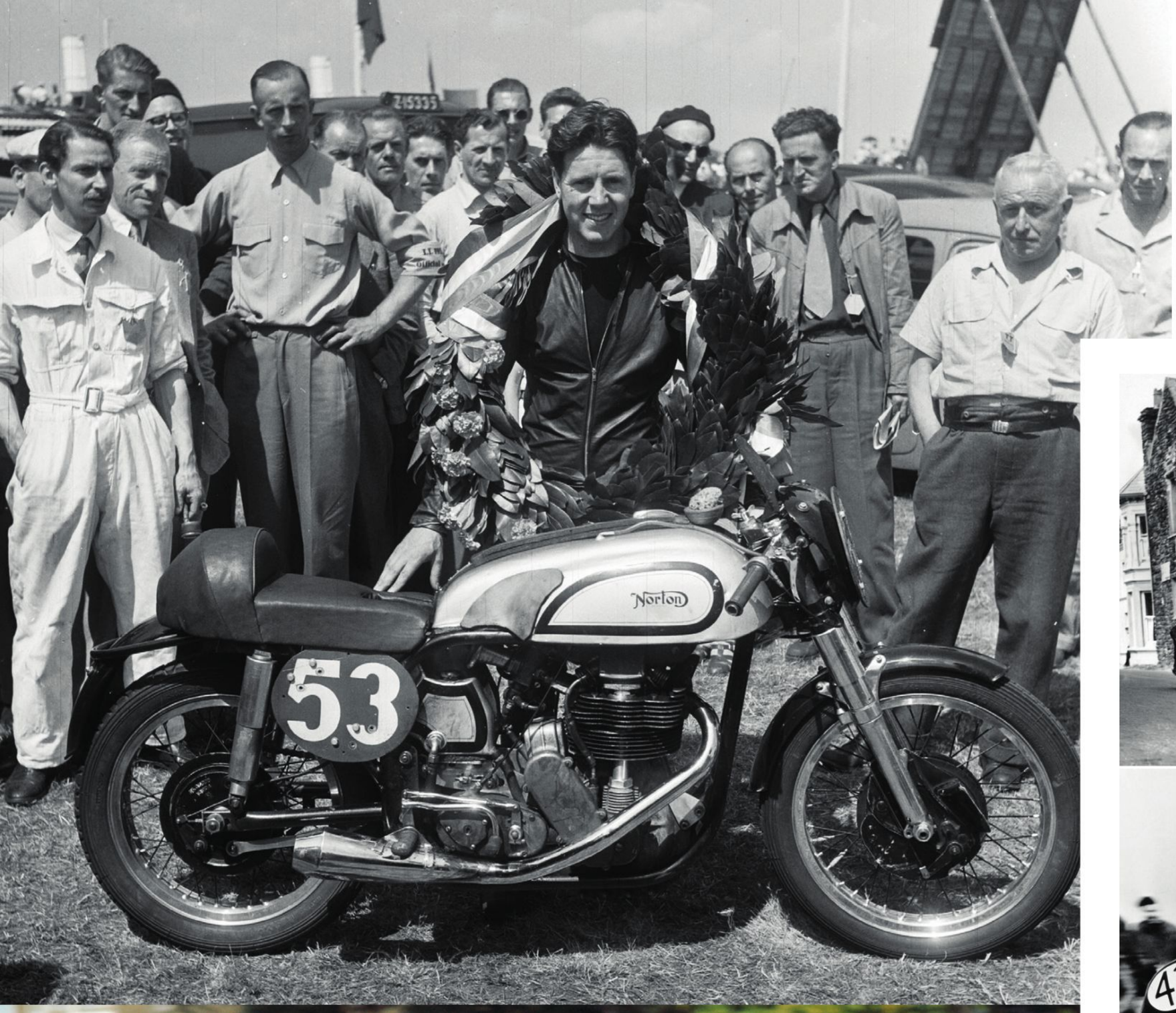
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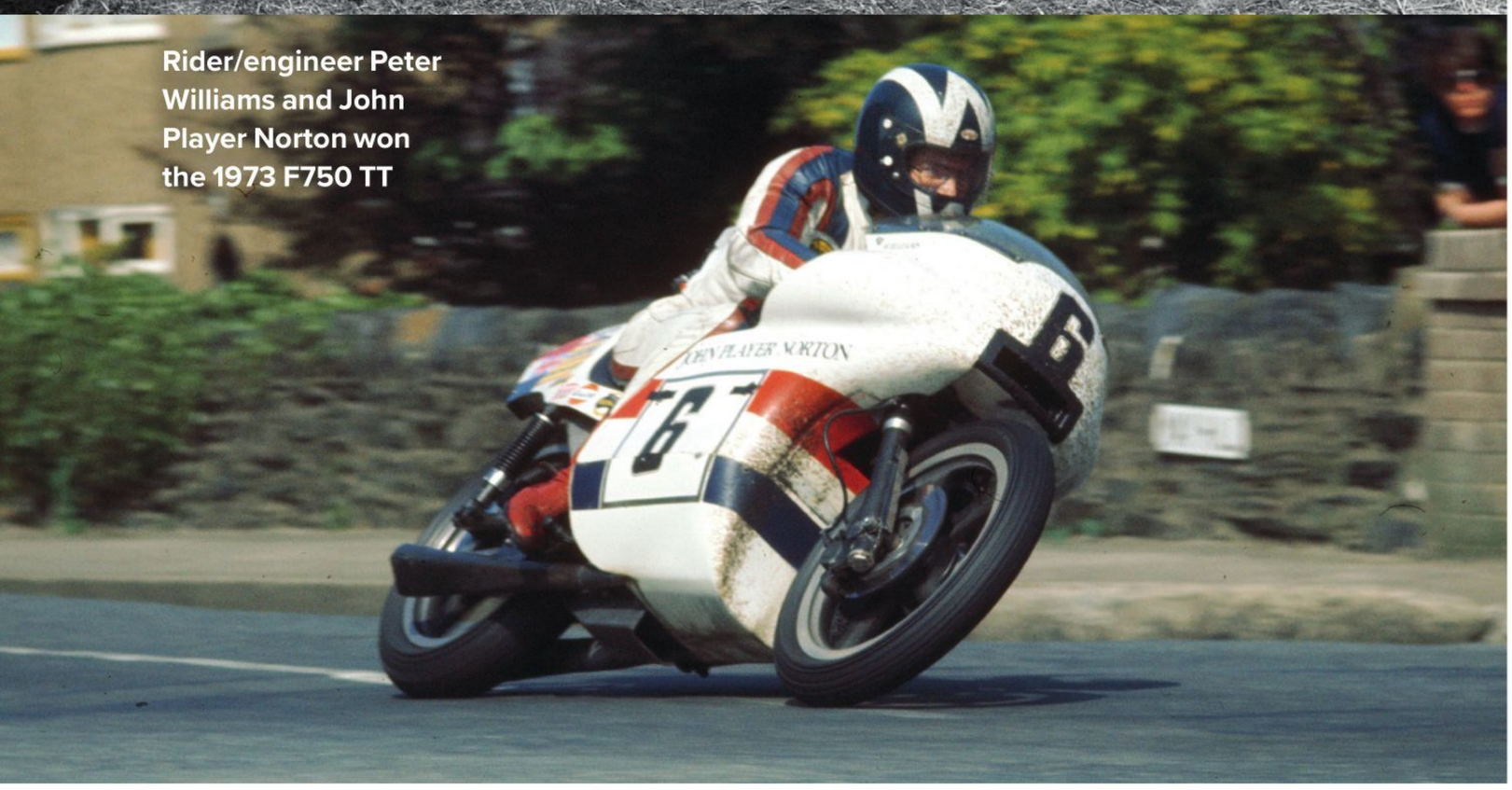


Left: Geoff Duke after winning the 350cc race at the 1952 Dutch TT. Below: Lockett in '51 Junior TT



Duke gives the Kuzmicki/ McCandless 500 its debut at Blandford in the spring of 1950





Rider/engineer Peter Williams and John Player Norton won the 1973 F750 TT

A unique photo: Joe Craig, MD Gilbert Smith, 1952 Senior TT winner Reg Armstrong, engine tuner Leo Kuzmicki and chassis designer Rex McCandless



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The 961cc Commando had a difficult birth, but proved promising until Norton's issues grew...

Trials and tribulations

TVS

NORTON'S GOOD NAME HAS been dragged through the mud more than once. In 1998, owner Philippe Le Roux was guilty of deception regarding a rights issue he had launched to raise money from shareholders. He was fined £15,000 and barred from company directorships for five years.

The next man in charge was controversial Canadian businessman Nelson Skalbania, famous for real-estate flipping.

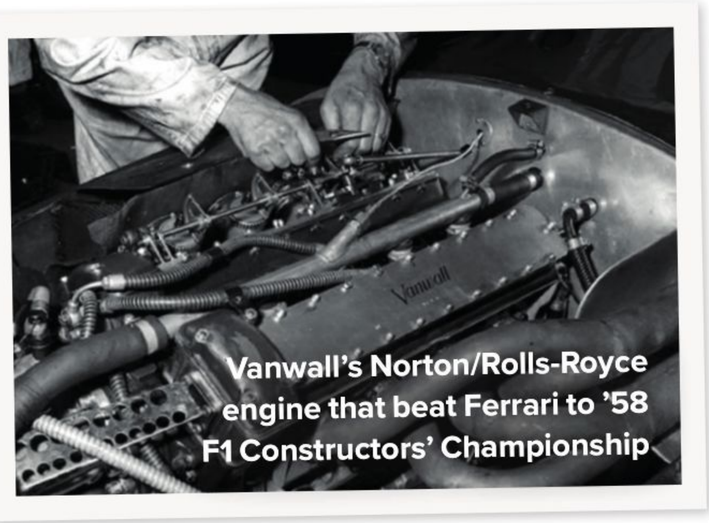
Lancashire youngster's skills were already supreme, so he should have won the 500cc riders' world title at his first attempt the following summer. Only two tyre failures, at Spa-Francorchamps and Assen, stopped him.

In 1951, Norton did beat Gilera's mighty four, thanks to Duke's talent, Craig and Kuzmicki's brilliance and the genius of Rex McCandless, another racer turned engineer from Northern Ireland. In the '40s, McCandless developed the first fully-sprung motorcycle chassis. He tried to sell his idea to Triumph, but while wining and dining a Triumph executive he was told the company couldn't possibly use a "foreign" invention in its motorcycles, so McCandless upended the table in the executive's face. Next, he went knocking at Norton's door.

Duke tried McCandless's chassis and announced that it "set an entirely new standard in road-holding". He was right. The all-welded frame with telescopic forks and twin hydraulic shock absorbers became the basis for motorcycle chassis design for the next three decades.

The 1951 grand prix season featured the struggle between Norton and Gilera, which was very lopsided. The British single made 40 horsepower, 25 per cent less than the Italian four. Duke remembers Gilera's Umberto Masetti having so much power to spare that he could "pull alongside, sitting upright, while I almost had my head under the handlebars".

On the other hand, Norton's new chassis allowed Duke to keep his chin on the fuel tank and the throttle against the stop, whereas



Masetti had to roll the throttle to maintain control of his bucking machine.

Britain's greatest racing marque claimed motorcycling's greatest prize thanks in part to the input of three 'foreigners': Craig, Kuzmicki and McCandless. This was nothing new. When Norton won the twin-cylinder class at the 1907 TT, it used a French Peugeot engine, but James Lansdowne Norton erased the FP logo (for Frères Peugeot) from the crankcases to disguise its origins.

Norton's 1951 successes, the riders and constructors titles in the 500cc and 350cc world titles, were at the same time the company's finest hour and the beginning of the end. Everyone knew that Norton's reign would cease as soon as Gilera created its own McCandless-type chassis.

Norton managing director Gilbert Smith knew he needed a four, so he entrusted car company BRM with design and development. Duke was hugely keen on the new engine because by 1952 Gilera had indeed equipped its 500 four with a fully-sprung chassis, which forced the reigning champion to take ever-greater risks to stay in the hunt.

At the end of 1952, Smith asked his star rider to extend his contract, but Duke said he would only stay if he could race the BRM four. "Gilbert admitted there was no possibility of the four being ready to race in 1953," Duke wrote in his autobiography *In Pursuit of Perfection*. "I also told him that my desperate attempts to beat the Gilera fours were partly responsible for several crashes I'd had. Smith refused to accept this and suggested that my problem stemmed more from having attended too many dinners and dances."

Norton's reign as a grand prix great was over. Duke went off in a huff to ride for Gilera, Norton didn't have the budget to develop the BRM engine, Gilera assumed domination of the world championship and finally Norton withdrew its factory team at the end of 1954. That wasn't quite the end of Norton as a grand prix force, of a kind.

The company continued to sell its 350cc and 500cc Manx privateer machines, which remained the backbone of world championship grids into the 1960s. For example, 55 of the 81 starters in the 1960 Senior TT rode Manx 500s, and 57 of the 97 starters in that year's Junior TT rode Manx 350s. The standard stable for a Continental Circus rider was a 500, and 350 Manx bought each spring from Bracebridge Street, for £350 apiece. An extra £5 bought blueprinting and a bench test.

The aim of these privateers wasn't so much to conquer the world, but rather to earn a crust by working their way around Europe, competing at grands prix and non-championship events, surviving on the meagre start and prize money.

"McCandless upended the table and went knocking at Norton"

His ownership of Norton lasted little more than a year.

American Kenny Dreer's stewardship was promising. He designed a new air 961cc Commando, aimed at the growing retro market, but the bike was never made. In 2008 Dreer sold his interest to British businessman Stuart Garner, who developed and produced the 961 at his site at Donington Park.

Garner (*right*) wanted to go racing, so he signed multiple TT winner Michael Dunlop for the 2009 TT aboard an updated rotary. The NRV588 had so many problems that Dunlop didn't complete a practice lap.

The rotary was replaced by a new machine powered by a revised Aprilia RSV4 superbike engine, which lapped the TT course at over 130mph, but never challenged for victory. The V4 engine and a new road/race 650cc parallel twin were more recently manufactured by Chinese company Zongshen.



During this period, Garner attracted government interest in his venture, including a £4m grant and the underwriting of a £7.5m bank loan.

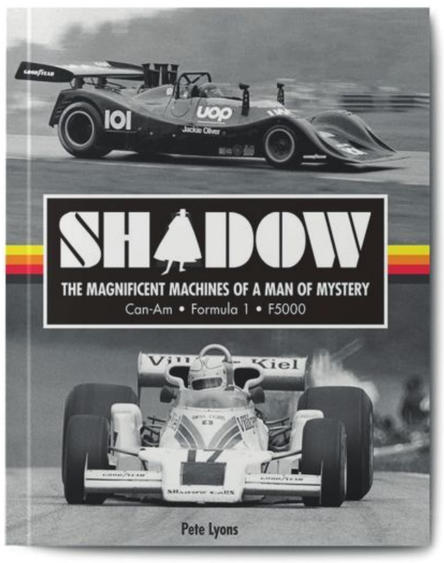
However, in January 2020, Norton collapsed into administration, amid accusations of fraud. Garner is being investigated regarding the misappropriation of £14m invested in three pension funds he had established. More than 200 people are expected to lose their life savings as a result.

In April, Indian firm TVS Motorcycles purchased Norton, which had debts of around £30m, for £16m. TVS produces around three million small-capacity units annually, including BMW-branded motorcycles. Will TVS continue Norton's racing activities?

MOTOR SPORT

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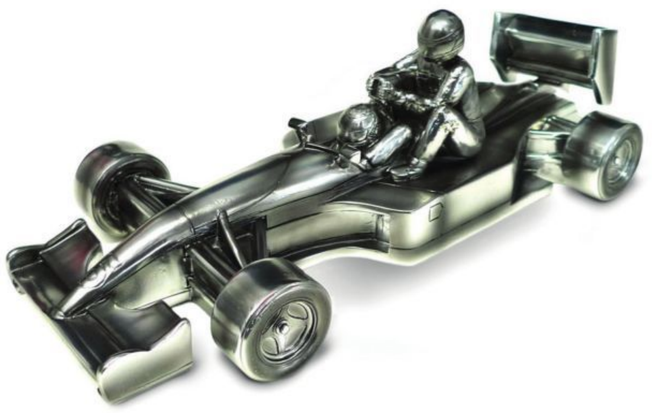
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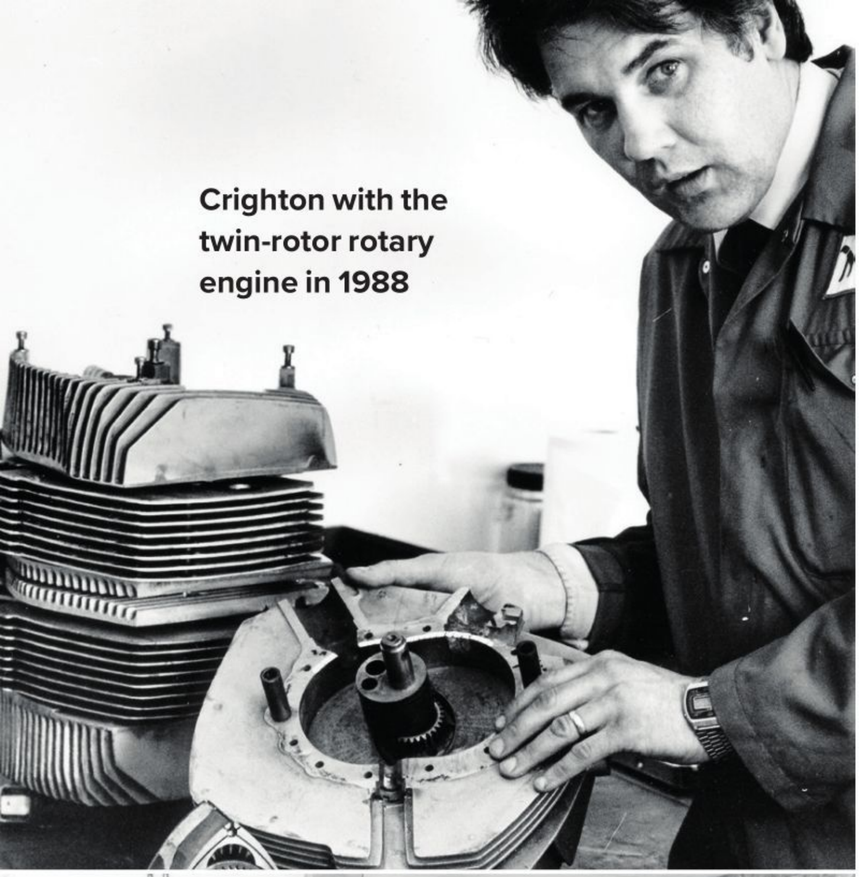
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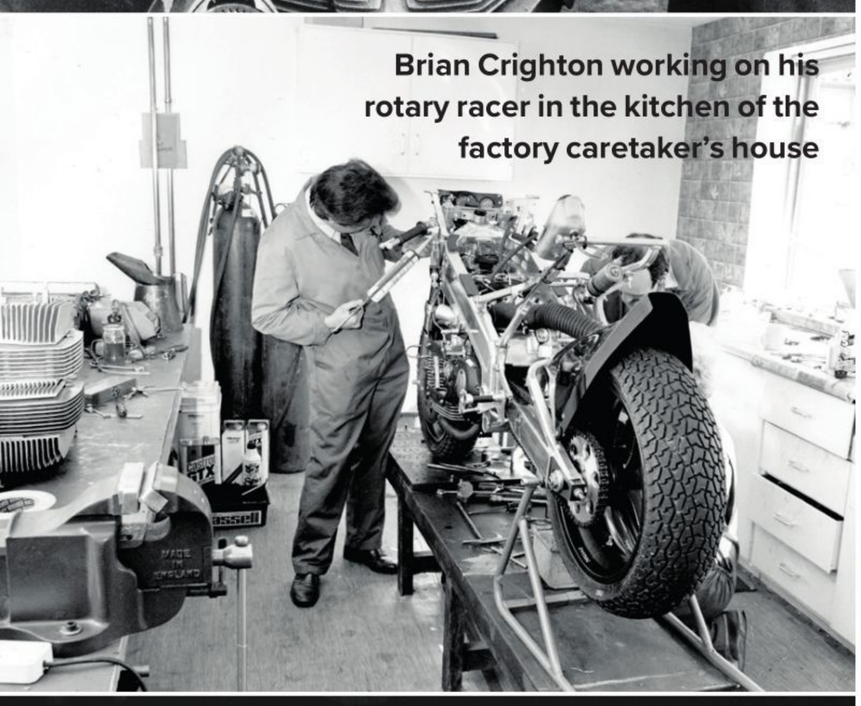
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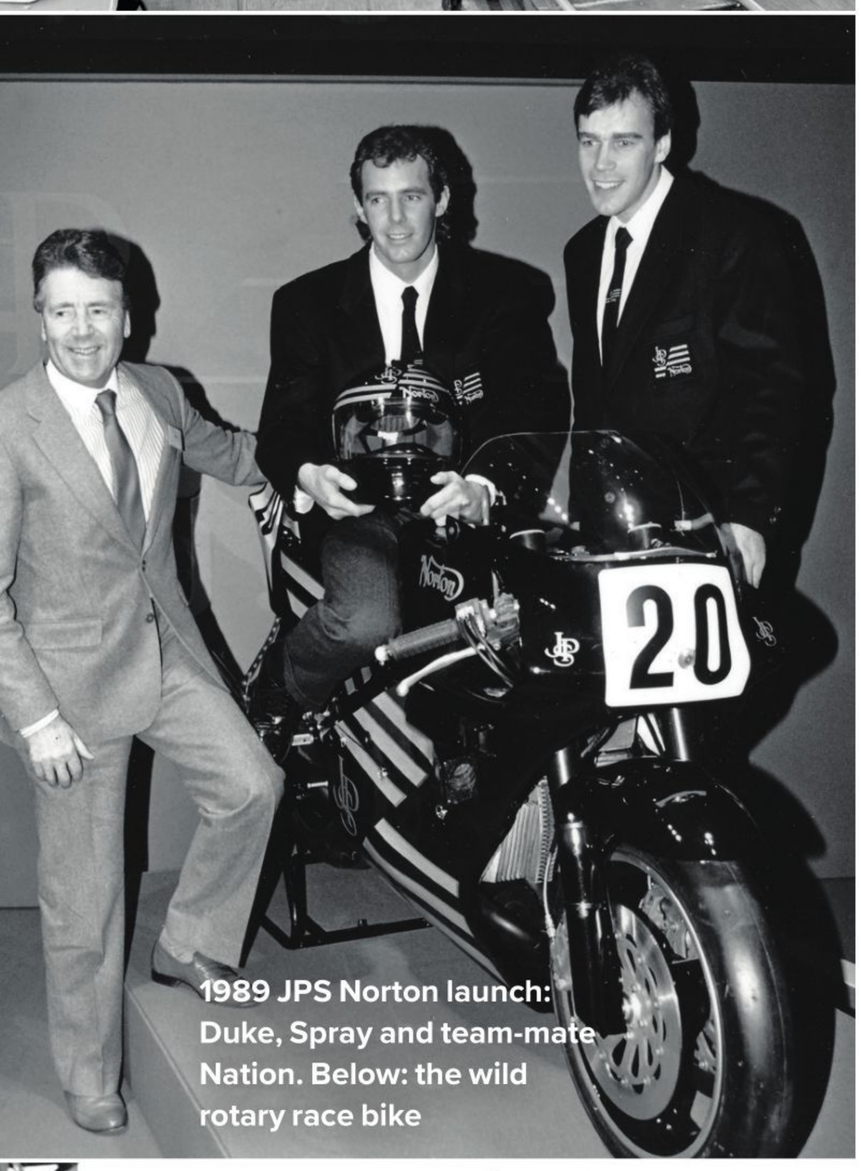
motorsportmagazine.com/shop/August



Crighton with the twin-rotor rotary engine in 1988



Brian Crighton working on his rotary racer in the kitchen of the factory caretaker's house



1989 JPS Norton launch: Duke, Spray and team-mate Nation. Below: the wild rotary race bike



PHIL MASTERS

Norton's final GP victory went to British privateer Godfrey Nash at the season-ending 1969 Adriatic GP in Yugoslavia, where the dominant MV Agusta factory was a no-show, having already secured the world title.

Norton did win one more world crown, or at least part of a Norton engine did. In the early '50s, British businessman Tony Vandervell vowed to beat Ferrari and Maserati in Formula 1, so he hired Kuzmicki to develop a straight-four engine for his Vanwall car, using four over-bored Norton top ends attached to a Rolls-Royce B40 crankcase, more usually found in Daimler Ferret armoured cars. The 2489cc Vanwall won its first F1 race in 1957, with Stirling Moss driving. The next summer Moss missed out on the drivers' title by one point to Ferrari's Mike Hawthorn, but Vanwall won the constructors' title over Ferrari.

> "A bailiff's truck was loading up all the mechanics' toolboxes"

From the 1950s, Norton's fortunes were dictated by the ructions that tore through much of British industry. The struggling brand was sold to Associated Motor Cycles in 1952, and when AMC collapsed in 1966, it was sold to Manganese Bronze Holdings, run by former racing driver Dennis Poore.

In 1970, Poore sent Norton racing again, with a Formula 750 machine powered by a twin-cylinder Commando road-bike engine and bankrolled by Imperial Tobacco.

The key player in the first John Player Norton project was brilliant rider/engineer Peter Williams, son of AJS engineer Jack Williams. He would build a stainless-steel monocoque for the F750 machine, which he rode to victory in the 1973 F750 TT, breaking the outright Isle of Man lap record.

Poore's plans for Norton centred around an all-new water-cooled Cosworth engine, basically two cylinders off a DFV F1 unit, which would power Norton's F750 machine and a range of sports bikes. But the engine was too big and too heavy for motorcycles and ran poorly.

At the same time things went from bad to worse for the business. Mounting losses, labour problems and a new generation of high-performance superbikes from Japan finished the company off in 1976.

For a while, at least. Poore and a skeleton staff continued working on a new rotary engine, designed to power motorcycles, drones and boats. However, Poore fell terminally ill with cancer, and Manganese Bronze sold the company in 1987. South African-born financier Philippe Le Roux, who was keen on the Norton name and the rotary project, then became the new owner.

When development engineer Brian Crighton convinced Le Roux that the twin-rotor unit would make a great racing engine, he was allowed to create a race bike, working evenings in the kitchen of the factory caretaker's house. The rotary quickly became a huge force in racing, encouraging Imperial Tobacco to open its chequebook once again.

By 1989, Crighton had transformed the 92-horsepower road engine into a howling 148bhp race engine that won the 1989 British TT F1 title. British fans flocked to the circuits to watch the all-British RCW588 - painted in the iconic black-and-gold JPS colours - defeat Japan's best superbikes.

In 1992, the rotary scored its greatest success when Steve Hislop won the Senior TT. This was a historic achievement against enormous odds. Team manager Barry Symmons was not only running a race team, he also had to deal with bailiffs who were sneaking into the race shop to settle debts, which were once again piling up. "One day we arrived to find a bailiff's truck loading up all of the mechanics' toolboxes," Symmons recalled. "Another time they wandered off with the CNC machine."

Neither was the rotary an easy machine to run on the racetrack. The engine was fragile, thirsty and produced power in such a way that the chassis struggled to keep up. Hislop, who lost his life in a helicopter crash in 2003, had to wrestle the machine to victory.

"I was riding the bike beyond its limits - I was totally out of control at 180mph," he wrote in his autobiography *Hizzy*. "At that speed, instinct takes over, and for the first time in my life, I started thinking that maybe victory wasn't as important as living. But that soon passed, and I got my head down again."

In early 1993, the bailiffs closed in for the kill. Norton had once again come to the end of the road.

But not for the last time... O

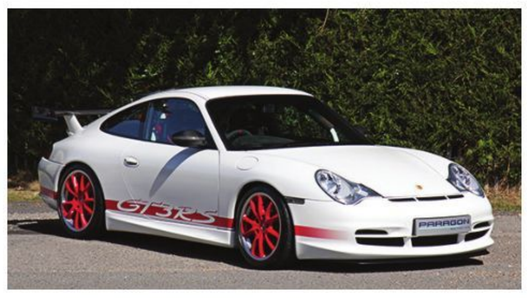




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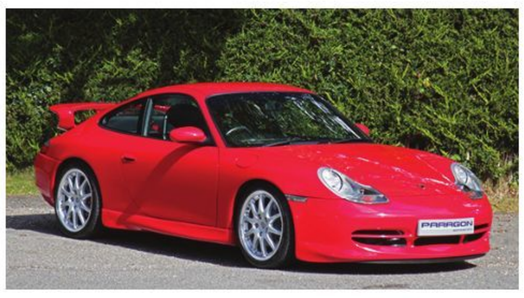
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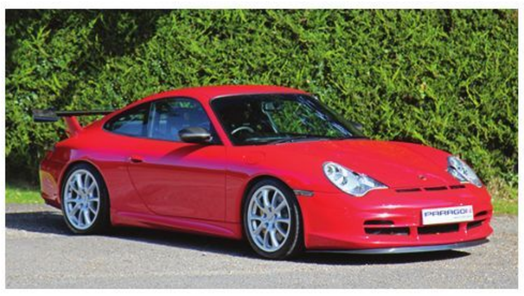
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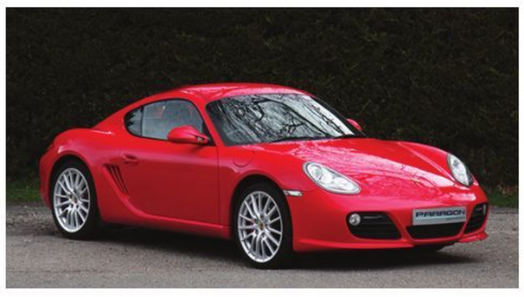
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911 Turbo (996)

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The Jensen FF was a pioneer and its rarity means it is now an understated classic car gem

The Jensen trendsetter

The FF has more than just a Formula 1 connection, it also left a legacy of road car advancements, says **Simon de Burton**

THE NEXT TIME YOU SEE AN AUDI Quattro clinging to a gravel-strewn classic rally stage, bear in mind it may well owe some of its tenacious grip to the car pictured here: a 1969 Jensen FF.

As Jensen fans and vintage tractor aficionados will know, 'FF' stands for 'Ferguson Formula' and refers to the four-wheel-drive system developed by Ferguson Research, the engineering firm set-up by Harry Ferguson and racing drivers Tony Rolt and Freddie Dixon.

The system was used in the Ferguson P99 Formula 1 car, and Sir Stirling Moss drove it to victory in the 1961 International Gold Cup at Oulton Park before it was later supplied to BRM for the P67 and various Indycar teams. But it wasn't until after Ferguson's death that the possibility of using the Ferguson Formula in a road car began to be explored, with Jensen - perhaps surprisingly - leading the way with a stretched 'FF' version of its recently launched Interceptor high-performance coupé.

Unveiled at the Earls Court Motor Show in 1966, the FF cost over £6000 - around £1500 more than an Aston Martin DB6 - and wowed the crowds both by being not only the first 'non-all-terrain' production



The FF cost more than an Aston DB6, but it turned heads with its looks and clever tech





FF sounds familiar? It links to the Ferguson P99 that Moss took to a famous win in 1961

vehicle to feature four-wheel drive, but also the first with anti-lock brakes.

The car on offer at the Classic Motor Hub is particularly special because it was used by engineering firm GKN to develop the early four-wheel-drive technology that subsequently made it the largest supplier of automotive driveline components in the world, some of which were used on the celebrated Quattro that appeared 14 years after the Interceptor FF.

That background was sufficient to spur this Interceptor's current owner, who acquired it in a sorry state in 2013, to commission specialist Jensen restorer Rejen to return the car to its original 1969 factory-fresh specification through a meticulous rebuild said to have cost £140,000.

Documented by 800 photographs, the work included reinstating its correct California Sage colour scheme (it had been repainted white decades earlier) and re-trimming the black leather interior, as per the original build sheets that have remained with the car and were used throughout the restoration overseen by marque expert Ulric Woodhams, the world's leading authority on the FF.

Classic Motor Hub's staff describe the machine as being in 'as new condition', and the car even has the Voxson eight-track player with which it was fitted before being delivered to GKN. With no more than 330 FFs made, and even fewer surviving, this has to be the best available, and it's at 'cost price' too...

1969 JENSEN FF
On sale at The Classic Motor Hub, Bibury, Gloucestershire GL7. classicmotorhub.com +44 (0) 1242 384092. Asking price: £139,500

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1960 AC ACECA. £139,500
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classicmotorhub.com

Howard Wise

Classic Cars



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This 1957 DEMM production racer is expected to fetch up to €14,000

AUCTION HERO

Italian treasure hunt

Simon de Burton casts his eye over an incredible lot of historic Italian road and racing motorbikes and picks out the highlights

The Netherlands is small, but it's believed to be home to more than 1500 significant private collections, one of which is this remarkable 79-lot sale of Italian motorcycles made between 1932-75.

Comprising mainly single-cylinder machines, the trove of rarities was amassed by a Dutch Harley-Davidson dealer, who made many of his discoveries during regular road trips to Italy, often unearthing models that only survived in single-figure numbers.

Brought about as a result of the loss of exhibition premises, the auction will kick-off with the sale of 15 display-mounted engines by makers such as Moto Morini, Garelli and Ducati, before moving on to the motorcycles, many of which serve to chart the remarkable history of Italy's dominance as a producer of small-capacity, high-performance race bikes during the early post-war years.

Typical examples on offer include a jewel-like Ducati Cucciolo 65T with an Atala competition frame from 1952, a 1957 DEMM 175cc production racer and a '56 Gilera 250 that was built by engineering students from the University of Milan to compete in that year's Motogiro d'Italia.

Also notable is an incredibly rare off-road machine built by MV Agusta in 1956 – a 175cc Regolarità Monoalbero that was one of just six produced and the only original and intact example of the two that survive.

MV's road racing wins are well known, but the marque's success in enduros is less so. In 1954-56 its official factory team, for which the Monoalberos were built, took gold at the International Six Days Trial. This example is thought to be the first to have been offered for public sale. It will cross the block at 'no reserve', but is likely to fetch up to €22,000.



The jewel in the crown of the collection is an even rarer Moto Rumi from 1961 – a four-cylinder two-stroke that is one of a believed three to have been fabricated by Giuseppe Fabbri, the Ravenna-based Gilera agent and talented 'special' builder who created it by grafting together a pair of 125cc engines in-line. Fitting them flat in the frame meant maximum cooling for the heads and barrels and a free flow of air for a quartet of Dell'Orto carburettors fitted with vertical trumpets.

The result was an 18-horsepower screamer which, according to auction house founder Richard Hessink, has already attracted interest from afar afield as Argentina, North America and Australia, and could cost up to €45,000.

Fans of the futuristic '50s will be drawn to the jet-inspired Aermacchi 175 Chimera (*pictured left*) that featured an ahead-of-its-time fully enclosed engine and monoshock rear suspension. Described at launch in 1956 as a 'machine for today and tomorrow', it was a flop with just 119 sold worldwide. Could this prove that the Chimera's tomorrow is here?

The Italian Motor Museum Collection, Amsterdam. Overall estimate €400,000-€500,000. On sale July 18 with Hessink's, Amsterdam. (Restricted viewing, telephone or sealed bids only). hessink.com



1972 LIGIER JS2. SOLD €49,500 RM SOTHEBY'S
This rare example of Ligier's second model was one of a believed 48 built during 1972. Being an early JS2, it was fitted with the same Maserati Tipo C114 2.7-litre V6 engine used in the Citroën SM. With around 40,000 miles recorded, the car appeared original and had clearly seen some worthwhile use in its early years – but, like all the Marcel Petitjean cars, had covered few miles since entering the collection 24 years ago.



1954 JAGUAR XK120. SOLD £69,750. BONHAMS
Restored by specialist Barry Byford, this XK120 had a plaque declaring it to be a replica of the record-breaker that hit 141.5mph at Jabbeke in Belgium. But it was an identical plaque to one on a XK140 that was sold a few years ago...



2001 LAND ROVER *TOMB RAIDER* EDITION. SOLD FOR £25,850. SILVERSTONE AUCTIONS
The use of a Land Rover Defender in 2001's *Lara Croft: Tomb Raider* was ahead of its time and resulted in special edition 90 and 110 pickups. This is one of the 250 examples of the former, sold complete with all original accessories.



1964 PORSCHE 904 GTS. SOLD €693,000 RM SOTHEBY'S
This 904 GTS was part of a collection belonging to ex-racer Petitjean. First a four-cam, four-cylinder car, it was sold with a six-cylinder, twin-cam engine that was fitted after a front-end smash in 1966, and it was later rebuilt in the '70s.

The breeze of a browse

The awkward early days of switching to all-online sales is well and truly over, according to **Simon de Burton**

HAD CORONAVIRUS BURST onto the scene 10 years ago, and brought with it the same end to mass gatherings that we have recently been living through, it might well have marked the end of the road for many specialist classic car auctioneers.

But even the most committed of Luddites will have to admit that modern technology has saved the day, enabling houses to keep calm and carry on, encouraging buyers who might previously have shied away from bidding online.

Admittedly, the first couple of 'behind closed doors' sales were a little shaky, but now it seems to buy from the comfort of one's computer screen has almost become normal, and many lots are selling for strong money.

True, no amount of high-resolution images or detailed catalogue descriptions can match seeing a car or motorcycle in the metal, but one can't help but think the ease of bidding online means we might find the 'rooms' of old rather less packed than they used to be once the lockdown is fully lifted and the restrictions ease off sufficiently.





2003 FERRARI ENZO. SOLD FOR $2.6M. RM SOTHEBY'S

RM Sotheby's first all-online sale got off to a flyer with this stellar result, a record for the most expensive lot ever sold in an online-only classic sale. With just 1250 miles on the clock, it outpaced a 288 GTO that sold for a $2.3m...



KARISSA HOSEK / DIANA VARGA ©2020 COURTESY OF RM SOTHEBY'S

1936 MG MIDGET. SOLD £28,125. BONHAMS

This TA Midget has an interesting history. The 17th TA built, it was a pre-production model first owned by William Brunell, the first Englishman to win the Monte Carlo Rally. It is thought to have spent decades in bits before being restored by the vendor in the early 2000s.



THE INSIDE LINE

"The investor's market is over, we are back in an enthusiast's market"

I LEFT YOU LAST MONTH WITH A PROMISE TO give you my predictions for the classic and collectable market. Clearly a fool's errand, few are better suited to the task than me.

But to understand the future, we have to understand the past, and one of the questions I get more than almost any other is: why have some car prices dropped more than others?

The answer, as always, lies in the past: the classic car market through to the late 1990s was all about enthusiasts, and prices just reflected the balance between supply and demand. There then followed a decade or so of what we now refer to as an investor market. Now it's clear from the conversations we have with both buyers and sellers that we are firmly back in an enthusiast's market.

Let me explain. An air-cooled Porsche 911 of any vintage has always been a very desirable machine; great to drive, its iconic looks and reputation mean it will always be in demand – investors recognised this too, pushing some models to a six-figure value.

Then there is the 912. The 911's unloved twin, it was ignored by many enthusiasts who preferred their Porsche with six cylinders; there was a time when you almost couldn't give them away. And yet investors grabbed them and their value shot up on the 911's coattails as a genuine alternative investment.

And for a time it was. Until it wasn't. Why? It's an enthusiast's market again now, and enthusiasts have long memories. So, while the price of a good 1960s 911 has dropped by £10,000-£20,000, the four-cylinder car has fallen by up to twice that – if you can sell 'em at all; Stateside auctions earlier this year had eight 912s consigned, with estimates averaging $70,000. Just three sold, at an average of $40,000. Equilibrium has therefore been restored.

The same is true of the flat-floor Jaguar E-type. They were reserved for the aficionado back in the day because most enthusiast buyers wanted an E-type they'd actually be able to drive. However, investors convinced themselves that its rarity more than made up for a footwell so cramped that anyone with adult-sized feet struggled to operate the pedals one at a time. But those who drove the price that high are no longer buying; enthusiasts are driving the market once more and because the flat-floor doesn't excite them, its price has plummeted, maybe by as much as half. An example estimated at $275,000+ at one US auction finally sold for $160,000 a few months later at another. Equilibrium has been restored again.

The Ferrari 308 is the last case study. In the 1990s, presented with the choice of a metal or plastic one, most preferred metal and prices for the two were similar.

Until the investors stepped in, christened early cars the Vetroresina, and values soared. But recent results confirm it rose a little too close to the sun – and values have since melted, reducing the fibreglass premium significantly. We recently sold a nice example for a recent-high of £87,000, but it included an invoice from 18 months earlier for nearly twice that.

The conclusion? Do not confuse rarity with desirability. Enthusiasts favour the latter, while investors haven't always been so subtle. I refer to the above cars as 'investor specials'.

Of course, while past performance is no guarantee of future values, if it looks like a duck, walks like a duck, and quacks like a duck, then it's almost certainly overdue a market correction if things get any tougher. Not that it looks like they will, by the way. We, like many others, are being kept busy trying to service the demand that has been frustrated by lockdown; frankly, there are still an awful lot of people out there willing to spend good money on good cars.

So what should you buy if future values are your only proviso? Having run out of space, we're afraid you'll need to tune in next time...

In the meantime, I'm off for a drive in an old car. One I bought because I liked it.

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



Aston Martin has been an ever-present force in GT3 and its success can be traced back to the DBRS9

Buying guide

Aston Martin DBRS9

A cut-price GT challenger that helped build the foundations for motor sport's most successful formula

ALL GREAT THINGS HAVE TO start somewhere. It's difficult to imagine now that the global success of GT3 racing began 14 years ago at Silverstone.

Since that first event for the FIA GT3 Championship, the cost-controlled, production-based sports car formula has gone global. It's often said that if you own a GT3 car, and have pockets deep enough, it's possible to race it on any given weekend somewhere in the world. Well, you could pre-virus...

GT3 may have changed from its original low-cost roots, with some modern cars costing north of €500,000 and the budgets to run with a top team at least that amount again, but it hasn't stopped the meteoric rise of the class.

But let's get back to 2006, and one of the cars that helped put GT3 on the map in the first place: the Aston Martin DBRS9.

In the mid-2000s, Aston was on something of roll in the motor sport arena. The DB7 had rejuvenated the brand under Ford ownership and was due for a successor, which came along in the form of the gorgeous DB9 in 2003. With order books full and Aston hoping to make around 1500 DB9s each year - but actually producing closer to 2500 annually - Prodrive boss David Richards convinced Aston Martin to take the DB9 racing.

That resulted in the DBR9: A fire-breathing GT1 challenger that was an immediate success.

ASTON MARTIN DBRS9 GT3

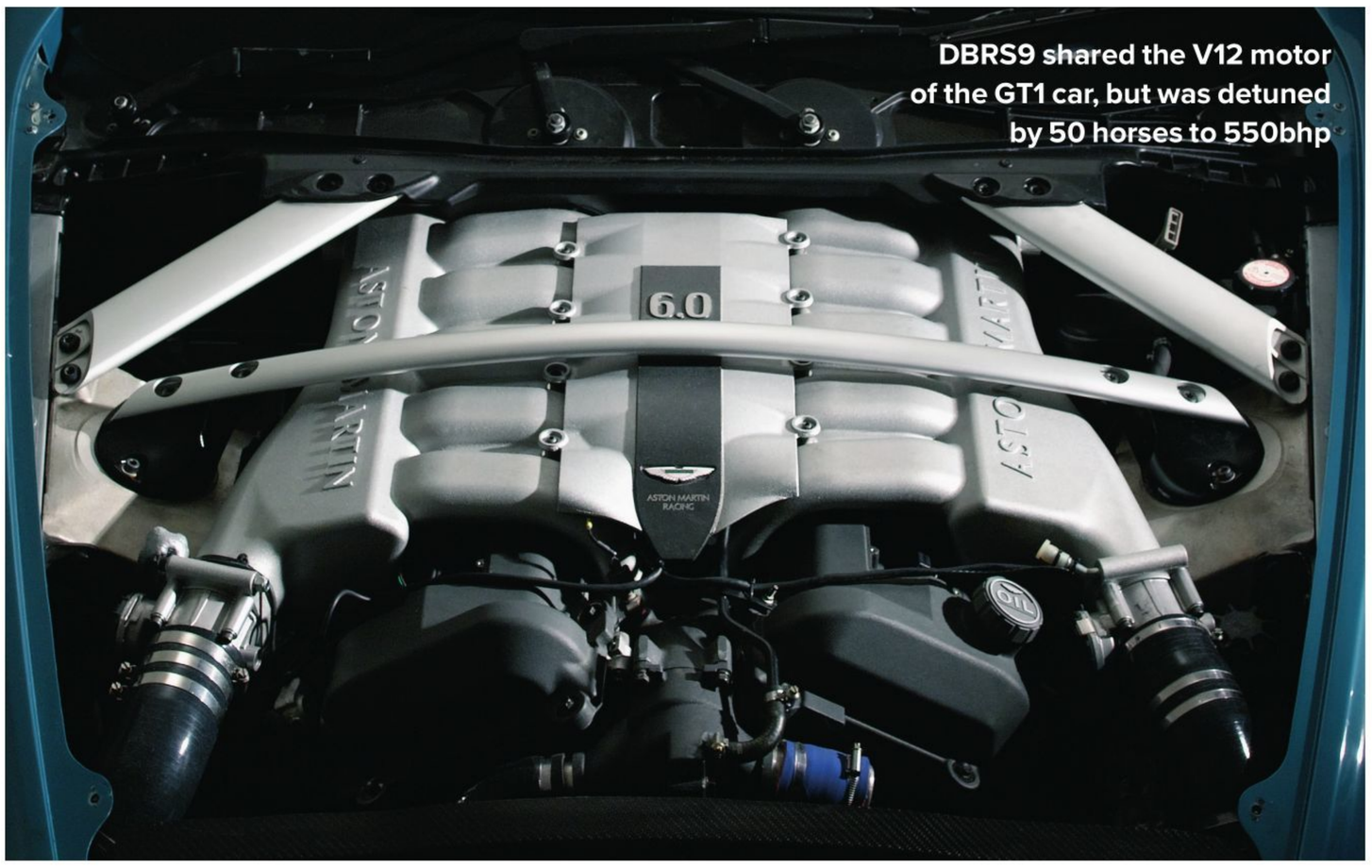
- **Price new** £175,000
- **Price now** £200,000-£250,000
- **Engine** 5.9-litre aluminium DOHC V12
- **Rivals** Dodge Viper Competition Coupé, Maserati Gran Coupé, Corvette Z06.R GT3
- **Verdict** A milestone car that helped build the GT3 phenomenon

It won the GT class of the Sebring 12 Hours on its debut in 2005 and finished third in its first Le Mans, before winning in '07 and '08.

The DBR9 was taking the plaudits, but at a £450,000 entry price it was never going to be widely available to customer teams. GT3 presented an interesting new challenge.

Taking the template of the DBR9, Aston Martin Racing - or Prodrive for short - could scale back the design to reach a more appealing price point of £175,000. The best part was that it still looked and went like a DBR9.

The engine was shared, with the same 5.9-litre DOHC all-aluminium V12 being used in both race cars. It was de-tuned to 550bhp in the DBRS9, from 600bhp in the DBR9 GT1, both to increase reliability and the service intervals, which brought running costs down. Interestingly, and dating it to very early GT3, customers could even retain a manual gearbox if they wished, although the vast majority were made with the six-speed sequential unit.



DBRS9 shared the V12 motor of the GT1 car, but was detuned by 50 horses to 550bhp



Aston's British GT success in 2007 included a milestone first UK win for a biofuel-powered car

The chassis was less developed than that of the GT1, but the suspension was shared, as was the carbon-fibre bodywork, so the car was light at just 1280kg.

There were a few cost-cutting compromises, the early cars arriving with five-stud wheels, which didn't speed up emergency tyre changes.

When GT3 homologation was opened in late 2005, the DBRS9 was the third-ever car to gain the rubber stamp, behind only the Maserati Gran Coupé and Dodge Viper, and it enjoyed a far longer competition lifespan than those two.

The DBRS9's first FIA GT win came at the fourth race at Oschersleben, with the BMS Scuderia Italia team. The first outright championship followed in 2009 with the HEXIS AMR team scoring three wins with its version crewed by Christophers Haase and Mies.

"Early in GT3, customers could even opt to retain the manual gearbox"

Domestically, Barwell Motorsport ran Leo Machitski to the British GT3 title in 2006, and only just missed the outright '07 crown running a unique biofuel-powered version for Lord Paul Drayson and Jonathan Cocker, although Barwell lifted the teams' title. Drayson/Cocker would win twice that season, with the Aston becoming the first biofuelled car ever to win a British motor sport event.

Production of the DBRS9 ended in 2008, with 26 customer chassis - plus a factory mule or two - made. In 2012, it was replaced by the V12 Vantage GT3, which went on to win the British GT title four times in seven seasons, becoming the series' most successful GT3 model. The current V8-powered Vantage came on stream from 2019, and carried on the winning that started from the impressive foundations laid by the DBRS9.

NEWSPRESS, ASTON MARTIN

Market view

A rare find with plenty of variables to ponder

THE DBRS9 IS A RELATIVELY RARE sight to see on the market because only 26 customer cars were ever built.

When they were first released in 2006, the base price was £175,000 plus local taxes, meaning that UK-delivered cars would have cost £205,625, which would be £300,000 in today's money.

In 2015, chassis no7 sold at auction at Amelia Island for £115,000 at the time.

Chassis no16 sold at an auction in France for £195,000 in 2018, while chassis no19 was offered for sale at £199,950.

Chassis no11, which was a manual gearbox un-raced car with as little as 150 miles on the clock, was offered for £207,000 in Sydney.

The 2015 sale appears to have been a good buy, all things considered. The clustering of 2018 sales are likely to be more representative of the market for prospective buyers.

£250,000 is probably a guide price, with pricing variables being the date of the car's last overhaul, the amount of spares that are attached to the sale, and the racing success of the particular chassis in question.

Robert Johnson,
Classic and Sports Finance

TARGET DEAL
Aston Martin DBRS9 - £200,000 - £250,000

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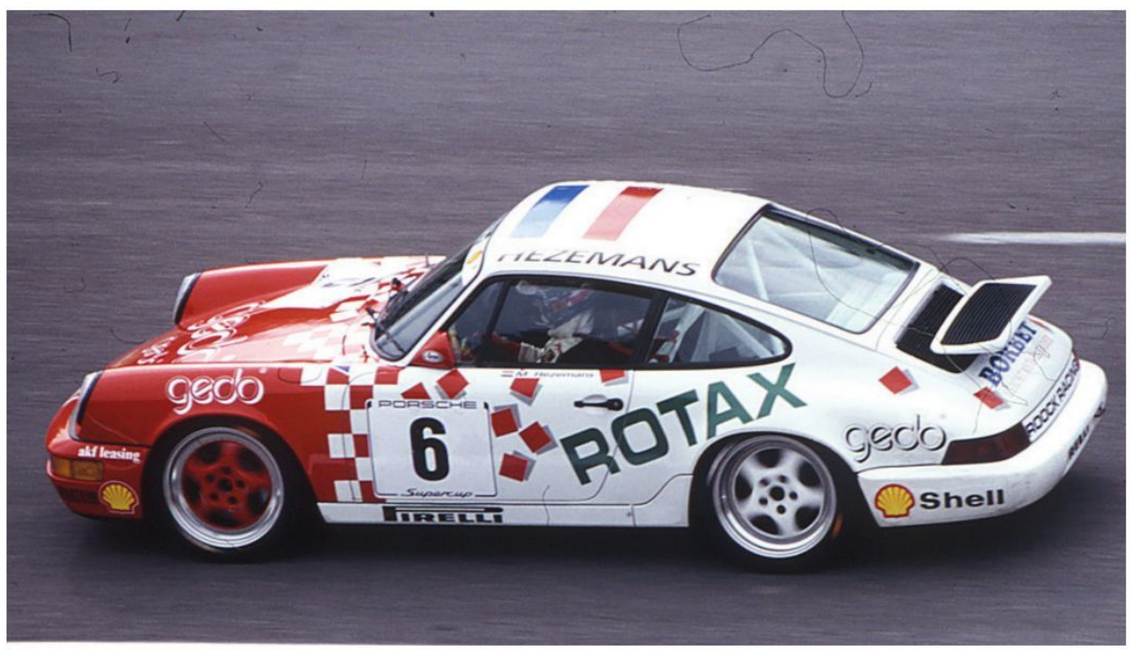
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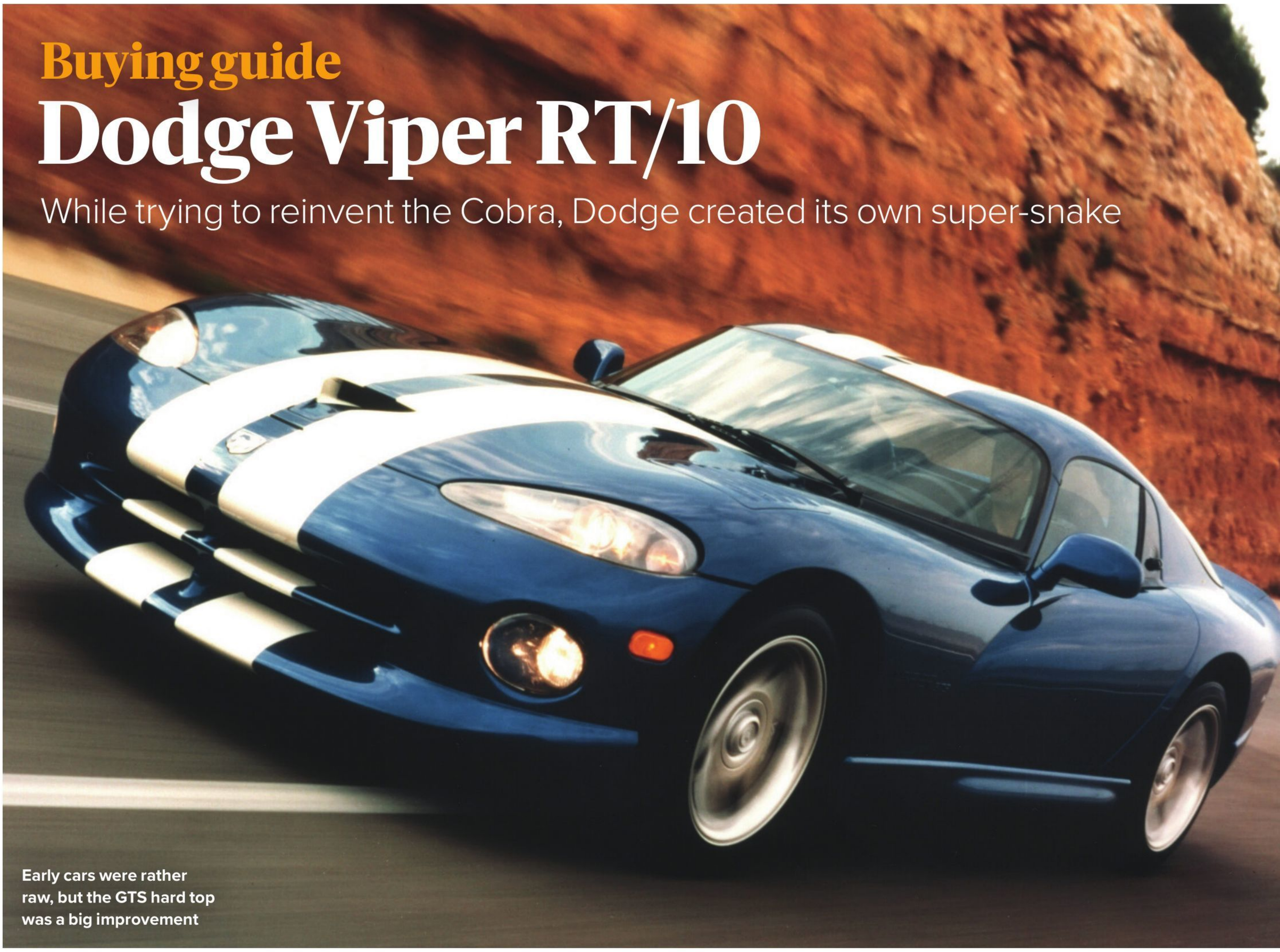
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Buying guide

Dodge Viper RT/10

While trying to reinvent the Cobra, Dodge created its own super-snake



Early cars were rather raw, but the GTS hard top was a big improvement

IN MANY WAYS, THE DODGE VIPER WAS a gamble. It was way ahead of its time on the styling front, sacrificing comfort and usability for pure performance, and it took a brave soul to get the best from one without putting it through a hedge. It's fair to say that the first-generation Viper earned itself a reputation for being rather dangerous. Vipers were tricky to drive for the inexperienced, and many early cars were crashed in some way or another. It sounds like a marketing catastrophe, but it only made the Viper more revered: you had to be a real driver to handle one. Nothing turned heads like a Viper, with its machine-gun V10 and striking lines that drew inspiration from another super snake – the Shelby Cobra.

The Viper and the Cobra are intrinsically linked, and you can see the resemblance: side-mounted exhausts, gorgeous curves and swept-up tail, evoking the Daytona Coupé. The link was Carroll Shelby. Back in the late 1980s, Dodge had managed to shake off much of its sporting image. Remember the iconic 1960s Charger? It was now fatter, and distinctly more European. And that was the sporting choice, alongside hum-drum Colts and Conquests.

Profits were falling, and Dodge was in trouble. It was during the '80s that Chrysler's operations director Bob Lutz decided to recreate a legend. He wanted an all-new, all-American sports car that revived the Cobra spirit. Lightweight, curvaceous, extreme and with a whacking great engine up front.

Chrysler boss Lee Iacocca wasn't keen on gambling development budget on Lutz's vision, so Lutz recruited Shelby to talk Iacocca round. He agreed to let them design a concept to be shown at the 1989 Detroit motor show, and when the media clapped eyes on the stunning wide-stance, open-topped, rocket-red bodywork designed by Tom Gale, it created such a commotion that Iacocca relented and ordered a team to make it a reality.

Two years later the first pre-production Viper RT/10 was shown in public, but not where you may expect. It rumbled out of the pits at Indianapolis Motor Speedway to act as the pace car for the 1991 Indianapolis 500, with none other than Shelby at the wheel.

The first customer cars were delivered in

DODGE VIPER RT/10

- **Price new** $50,000
- **Price now** £30,000-£40,000
- **Engine** 8-litre V10, naturally aspirated
- **Power** 395bhp **0-62mph** 4.6sec
- **Top speed** 165mph **Rivals** Ferrari Testarossa, Chevrolet Corvette
- **Verdict** Still one of the most striking and menacing cars on the road

GETTY IMAGES



Tom Gale styled the Viper and paid tribute to the Cobra spirit



Viper was an instant hit at Le Mans, winning its class in 1998

1992, and proved raw with its lightweight plastic body, questionable shut lines, very plastic interior, a rag-top and wobbly plastic windows. You didn't get luxury for $50,000. But you did get a sledgehammer of an engine.

Dodge wanted to use a naturally aspirated 8-litre V10 from a RAM truck but realised the heavyweight cast-iron block just wouldn't work. So it turned to then-Chrysler brand Lamborghini, sending a development team headed by chief power engineer Dick Winkles to Italy, where a lighter aluminium block was made.

"You didn't get luxury for $50,000. But you did get a sledgehammer of an engine"

The result was 395bhp sent to the rear wheels through a six-speed manual gearbox. No ABS, stability control or traction control. Just a direct throttle and the driver's wits to control it. Weighing just 1487kg, the Viper could reach 60mph in 4.6sec in the right hands. Chrysler's health and safety chaps also had fun littering it with warning signs.

Perhaps the biggest development came in 1996 when the more usable GTS hard-top coupé arrived, with its double-bubble roof, rear exhaust outlets, 444bhp and, thankfully, airbags.

The more stable GTS proved itself in racing. The GTS-R made its debut at Le Mans in 1998 and finished first and second in the GT2 class. In 1999 the Vipers trounced Porsche, filling the top six in the GTS class.

Viper production spanned 25 years, and five different generations, topping out with the SRT Viper in 2017, its V10 now at 8.4-litres and 640bhp, as one of the best-loved modern American sports cars went out with a bang.

Market view

Becoming a classic, but it's a tricky UK market

THE CENTRE OF THE VIPER MARKET is unsurprisingly in the US. In 2020, chassis no001, Lee Iacocca's personal RT/10, came to auction with 6500 miles on the clock and achieved a price of £227,610 – a sign that the Viper is well on the way to becoming a modern classic.

In more normal circles, a second-generation GTS, chassis no010, with only 2500 miles on the clock sold for £52,000 in May this year, which would probably be in line with the UK market trends, as well as the provenance, condition and mileage considerations.

In recent years, approximately half of the vehicles that come to auction in the UK have sold.

In 2015, a 2002 GTS sold for just under £38,000, and in 2016 a 1997 GTS sold for £32,000.

A 2001 GTS that came to auction in March with an estimate of £40,000-£50,000 was unable to find a buyer.

For a run of the mill Viper example in the UK, £40,000 seems to be a difficult ceiling to break, based on auction results.

This could be due to the nature of the car – outside America, a Viper has what could be considered a niche audience, and the lack of liquidity is likely priced in, to a degree.

Robert Johnson,
Classic and Sports Finance

TARGET DEAL
Dodge Viper RT/10 -
£30,000 - £40,000

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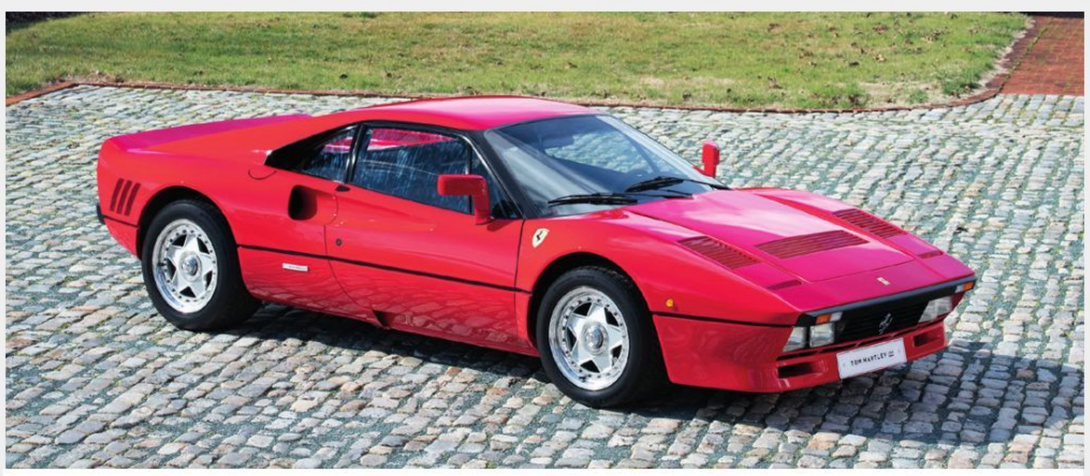
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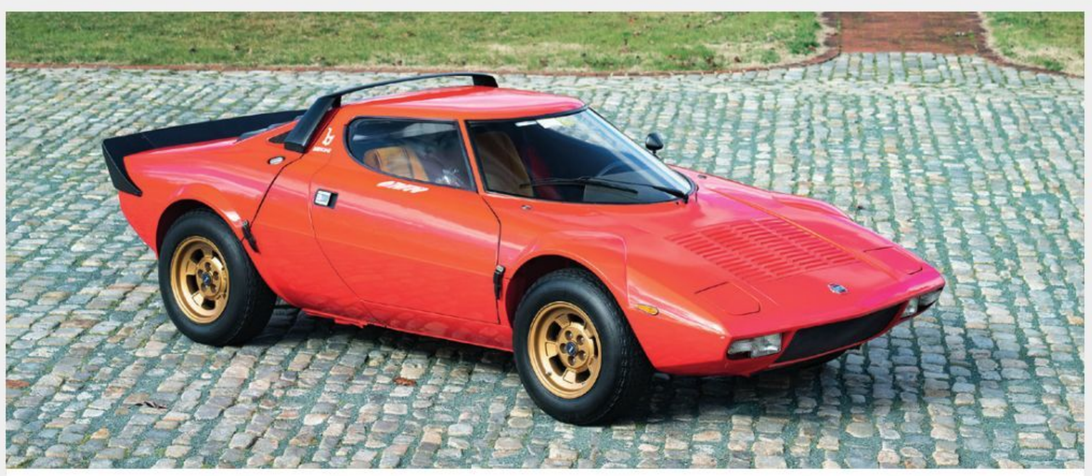
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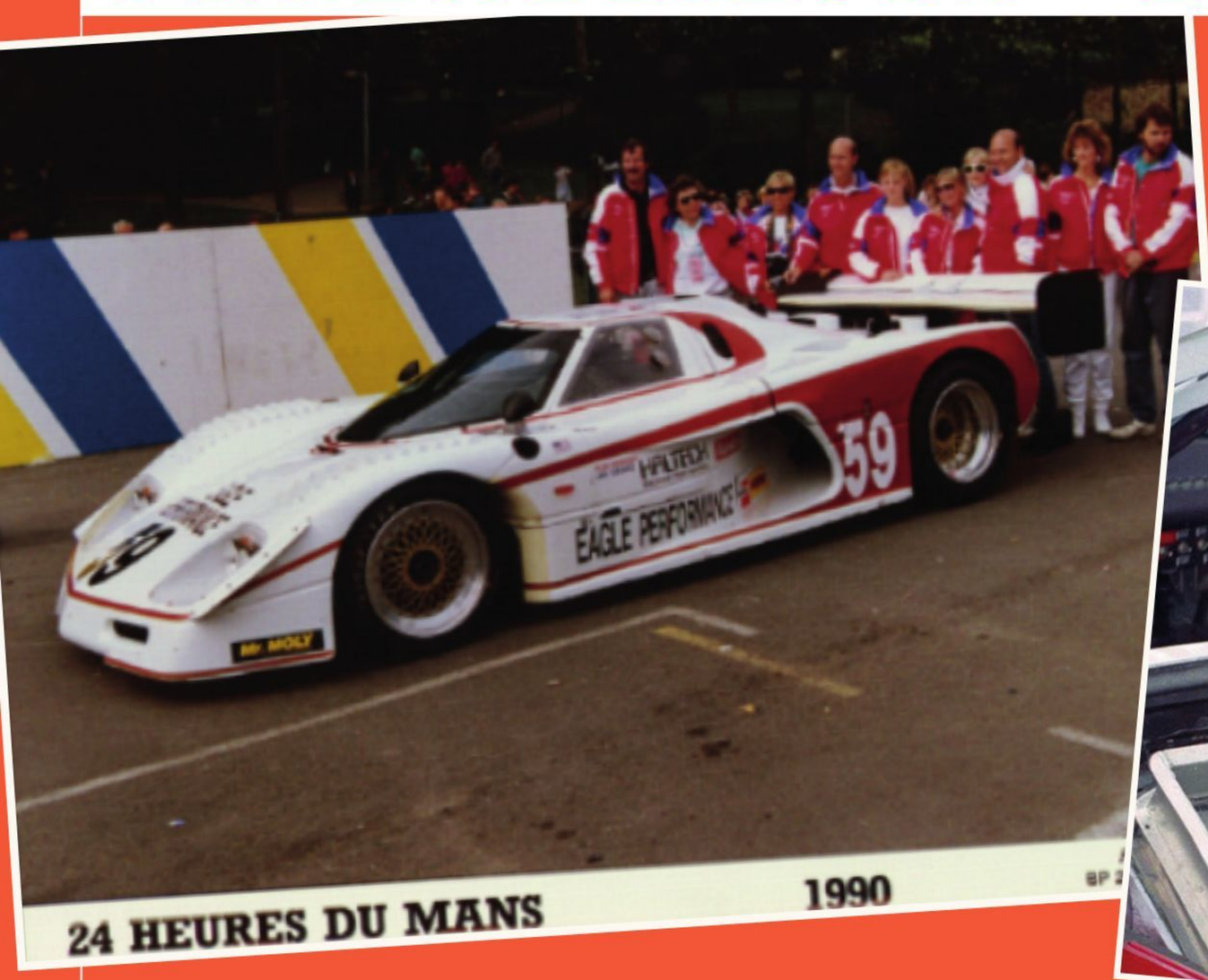
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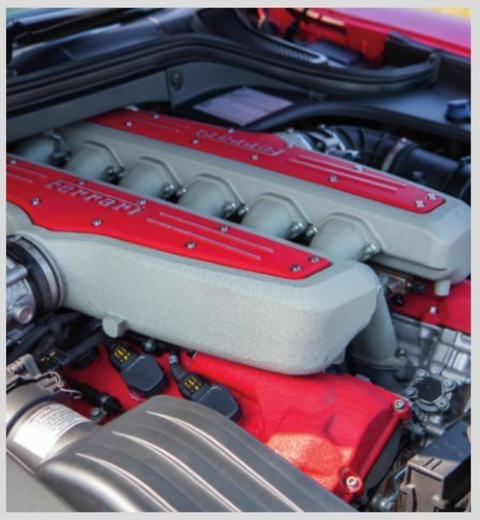
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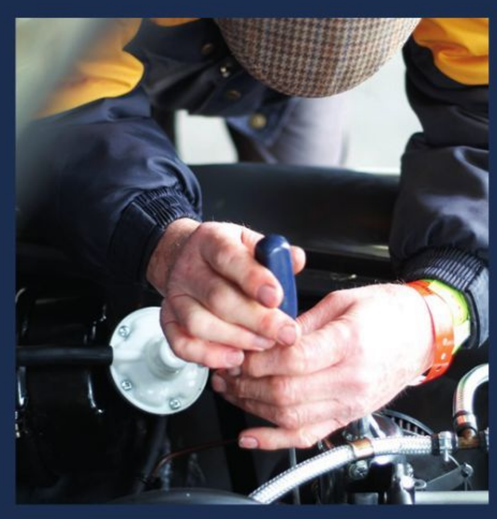
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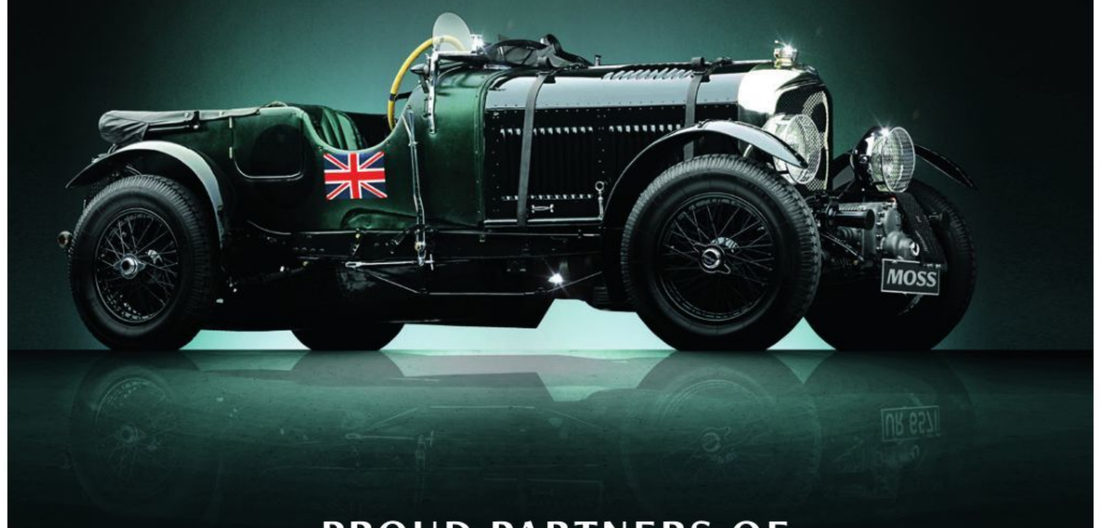
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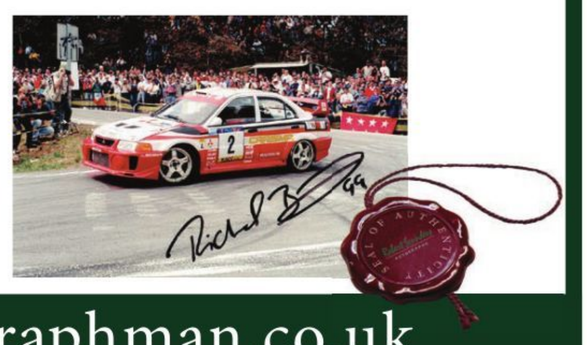
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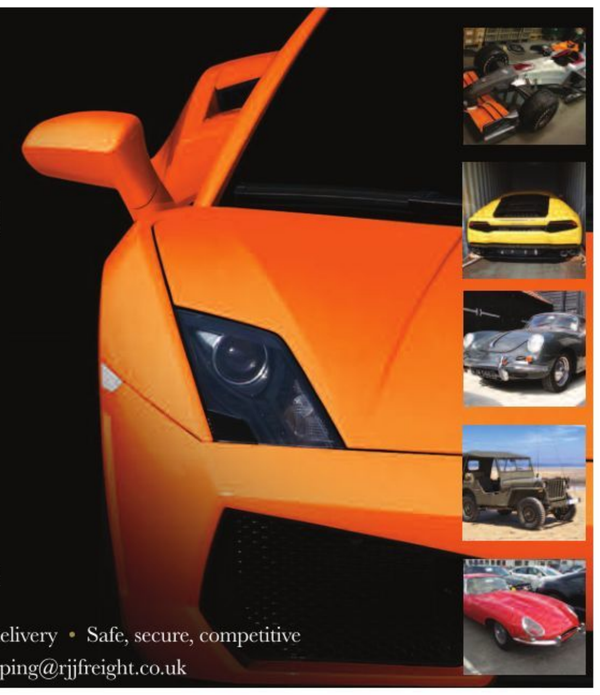
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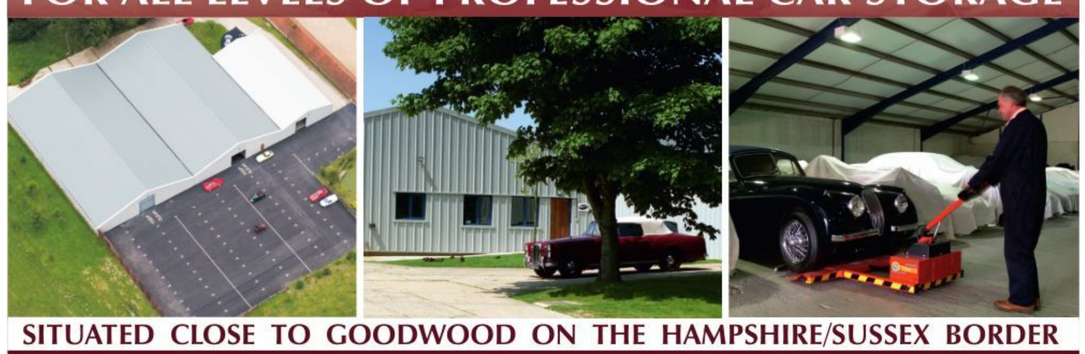
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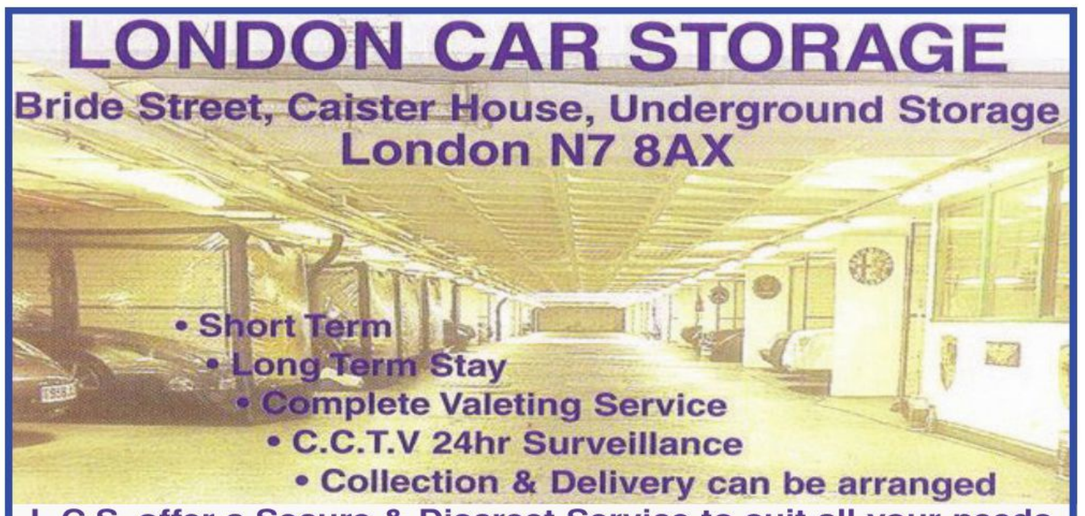


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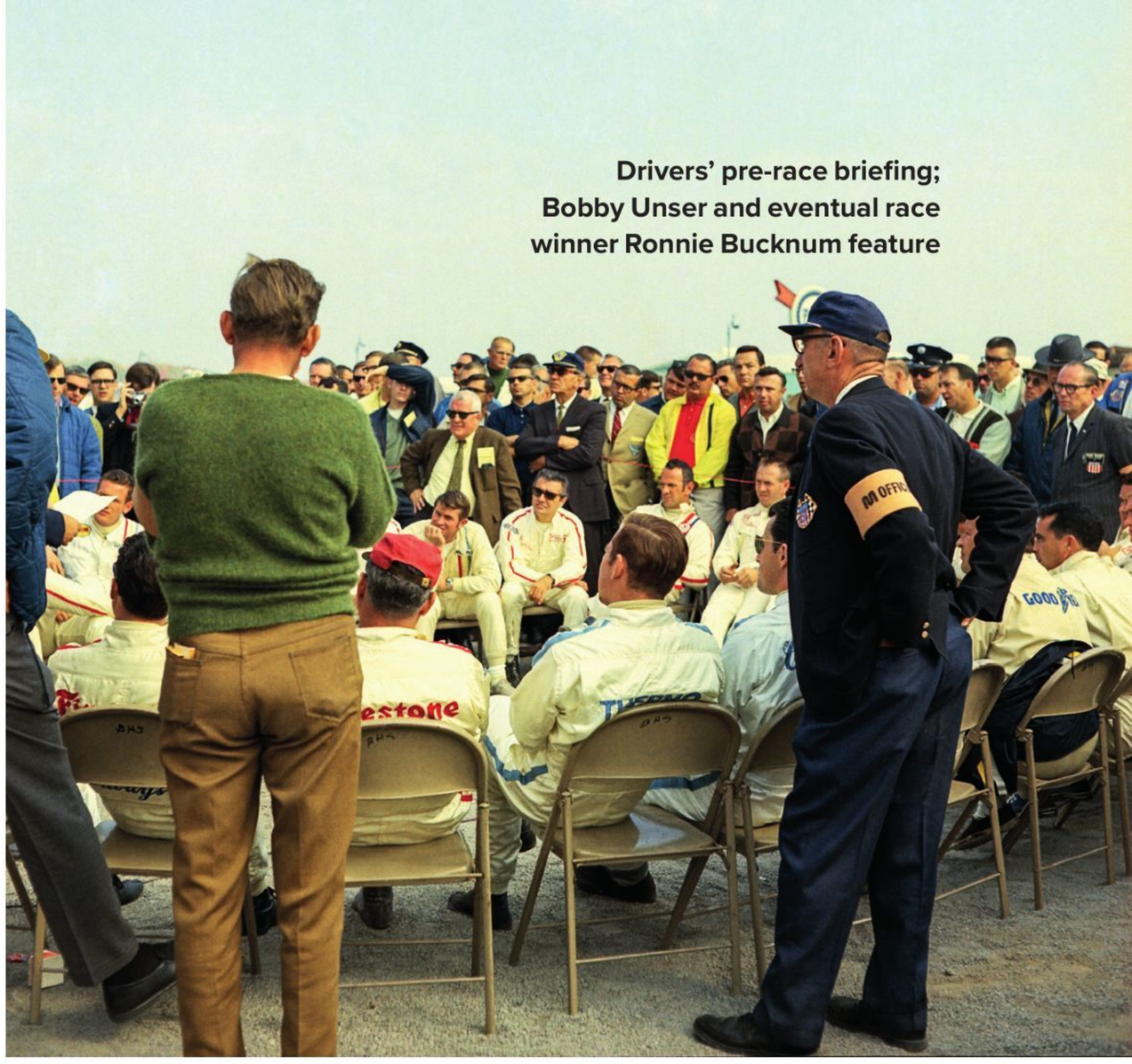
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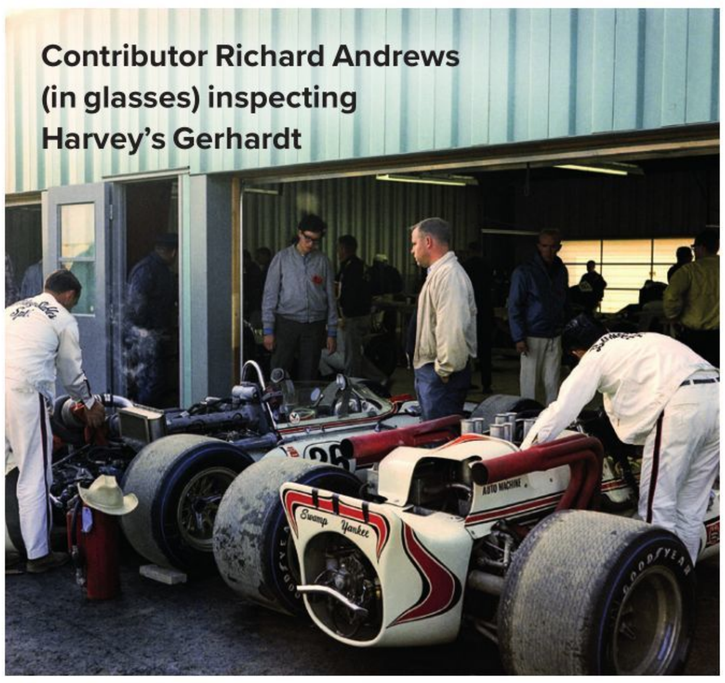
YOU WERE THERE



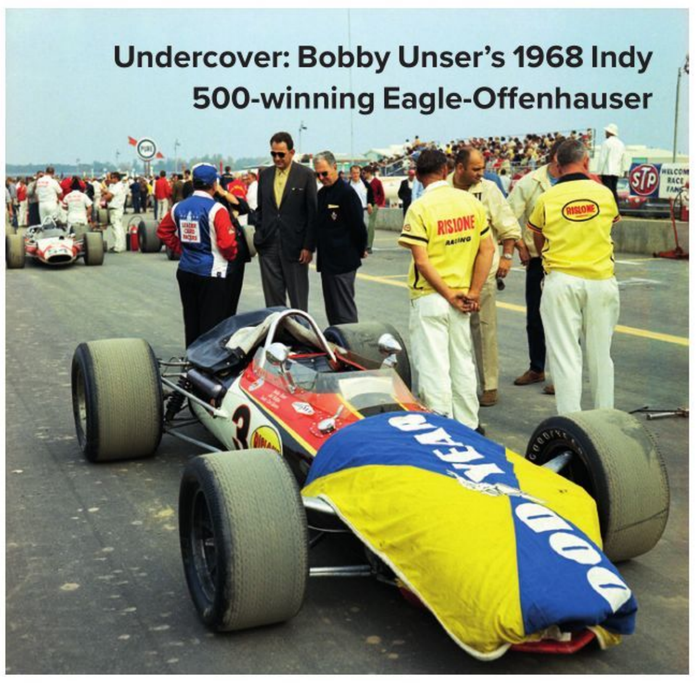
Andretti was second in the 1968 USAC standings, having made his F1 debut earlier in '68 at the US GP



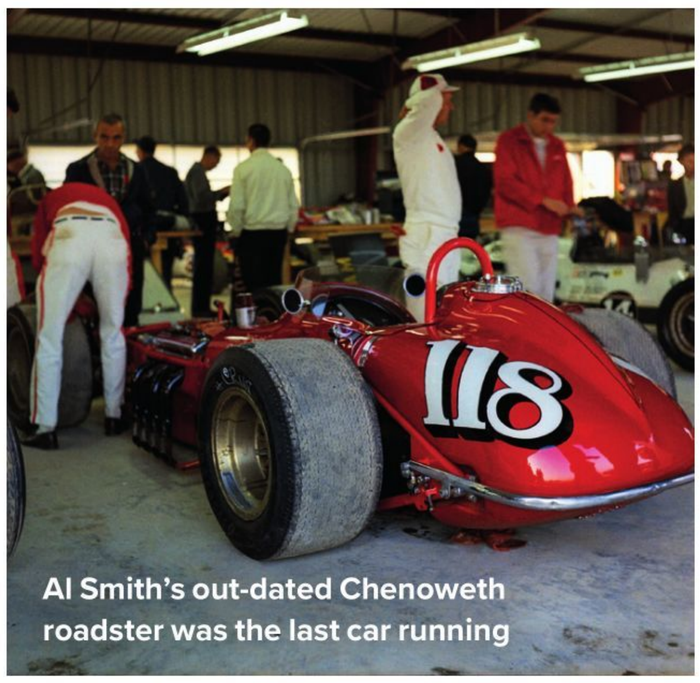
Drivers' pre-race briefing; Bobby Unser and eventual race winner Ronnie Bucknum feature



Contributor Richard Andrews (in glasses) inspecting Harvey's Gerhardt



Undercover: Bobby Unser's 1968 Indy 500-winning Eagle-Offenhauser



Al Smith's out-dated Chenoweth roadster was the last car running

SEND US YOUR IMAGES

If you have any photographs that might be suitable for *You Were There*, please send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or email them to: editorial@motorsportmagazine.co.uk



A J Foyt's Coyote-Ford retired with a piston problem, but Foyt finished the campaign in sixth



Parked up: Jack Adams had a penchant for unique cars, but this turbine-powered special failed to qualify at Michigan

This was the first race at Michigan, with its modern garages. A star field included favourites Unser, Andretti, Gurney and Foyt, so Bucknum's victory would be a surprise

Michigan memories

With time on his hands in lockdown, **Richard Andrews** found images taken by his father, Stan, of their trip to watch Champ Cars at Michigan in 1968



Mario Andretti's Brawner-Offenhauser, which would finish second in the race to Bucknum

PARTING SHOT



THIERRY DELAUNAY / DPPI

JUNE 6, 1998, LE MANS

Before the outlandish prototypes took centre stage, GT1 machinery starred at La Sarthe following an influx of manufacturers including Porsche, Nissan, Panoz and Toyota. Here, the Toyota GT-One of Martin Brundle/ Emmanuel Collard/Eric Hélary speeds by with brakes glowing and exhaust ablaze. The car was quick, but wasn't a match for Porsche's 911 GT1-98. The lead Toyota managed ninth that year.



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2005 Aston Martin DB9 Volante finished in Onyx black with matching Obsidian hide interior, all in beautiful condition throughout. The specification includes touchtronic transmission, Climate control, Satellite navigation, fully retractable black mohair electric soft top, multi-spoke sports alloy wheels and upgraded clear rear lights. The total mileage is 63,500 and the car comes with a complete service history. Excellent value at **£32,500**



2013 Aston Martin 4.7 Vantage Coupe finished in Onyx Black with matching Obsidian black hide interior with large silver stitching and a Tailors Grey headlining. This is a 2 owner car that comes with a complete Aston Martin service history and has covered 54,000 miles from new. £Fresh from a recent service and 4 new tyres and a complete wheel refurb, the car is now ready to be enjoyed. Over and above the standard specification it is fitted with a Hifi upgrade to a 700 watt premium audio, black brake calipers, Glass switches, Cruise control, front and rear parking sensors, a reversing camera and satellite navigation. Stunning value at only **£38,995**



2001 Aston Martin DB7 Vantage Volante finished in Brackenbury green with Forest green and Parchment hide interior with a beautifully trimmed rear luggage area with chrome securing rails instead of the very small rear seats normally fitted, perfect for Continental touring. Special order instrument binical with white dials is the final touch to the already attractive interior of this car. The electrically operated green mohair hood is in perfect condition and the car is supplied with a matching tonneau cover for when the hood is lowered. Additional specification includes electric heated seats, a fully adjustable steering column, heated front and rear screens, 18" unmarked alloy wheels and black brake calipers. The car comes with a methodically kept history file containing numerous mot certificates Seriously good value at **£31,950**



1999 Aston Martin DB7 i6 Volante finished in Champagne with Cream hide interior, piped black with black dash top and best quality black Wilton carpet throughout. The interior is complimented by walnut veneers to the dashboard and door cappings and the hood and hood cover are both in black mohair. This is a superb example of an early Aston Martin DB7 i6 Volante and in this condition are now becoming increasingly difficult to find. The specification includes automatic transmission, electric heated seats, a fully adjustable steering column, a Kenwood Hifi upgrade with 6 stack CD player and cruise control. This beautiful example has covered just under 60,000 miles and comes with a comprehensive service history and is competitively priced at **£29,950**



1982 Ferrari Mondial 8 finished in Silver with sumptuous Ferrari red hide interior and in superb condition throughout. It comes with a detailed service history and has covered less than 50,000 miles from new. Not the quickest Ferrari ever produced but economical and easy to maintain. Ideal for the enthusiast with a growing family and probably the most economical way into Ferrari ownership. Seriously good value at only **£25,950**



2003 Mercedes SL 500 finished in Brilliant silver with contrasting pale grey hide interior complimented with Walnut dash and door facias. This beautiful 3 owner motor car has been regularly maintained and comes with a complete service history and has covered just 80,000 miles from new, an average of only 4,750 per annum. It has now been in the same ownership for the past 9 years and used mainly for continental holidays. The specification includes AMG alloy wheels, satellite navigation, climate control, fully retractable hard top with panoramic roof, fully adjustable steering column and electric heated seats. The car is in outstanding condition and drives like a 20,000 mile car. Very realistically priced for one in this condition at **£8,995**



1955 Aston Martin DB2/4 finished in Burgundy with contrasting Tan hide interior. This car was purchased by the current owner through Four Ashes Garage in January 2010 and at the time was in the process of being rebuilt for a previous owner. The complete restoration by Four Ashes took a further year and the result is a car specifically built as a fast road car for European touring. The restoration included a full engine rebuild to with a new Vetus cylinder block, a MkIII crankshaft and a gas flowed cylinder head with DB3S cams. The cosmetic finish of the car is quite exemplary including the engine bay and the price we are asking on behalf of the owner is very reasonable for a DB2/4 in such fine condition. **£185,000**



1963 Austin Healey 3000 MkII finished in Colorado Red over Black. It was purchased by the last long term owner in 1996 and comes with an extensive record of restoration and general maintenance and is a matching numbers motor car with a Heritage Certificate. Part of the history records that it has had the cylinder head rebuilt with new valves and springs and runs on electronic ignition. It has also had a replacement water radiator, new water pump, Dynamo, starter motor, fuel pump and 4 new shock absorbers. The gearbox and overdrive have been overhauled and the car has a fully rebuilt braking system. The specification includes a louvered aluminium bonnet, overdrive, 72 spoke wire wheels, a fully folding hood and a tonneau cover. Anyone who has studied Austin Healey prices recently will realise that the car is offered at a bargain price for a quick sale. Please call for an appointment to view**. £39,950**

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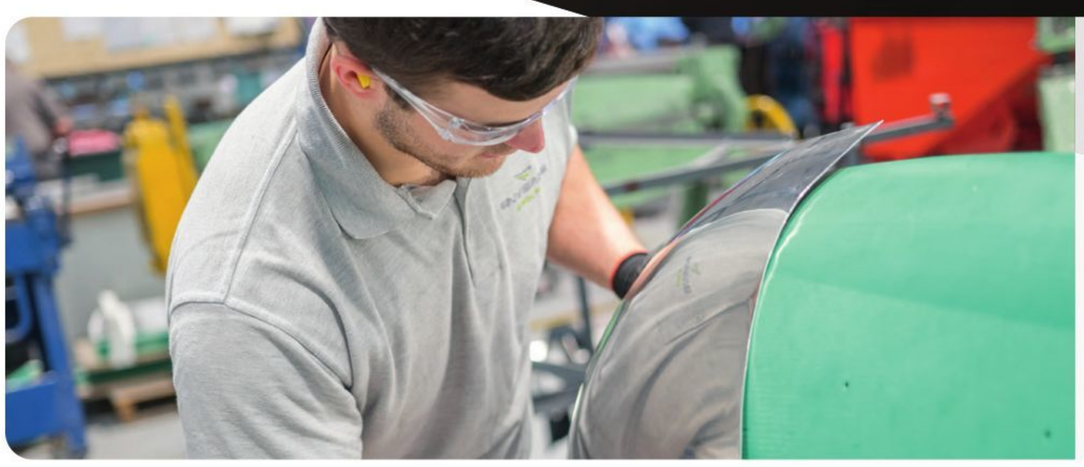
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