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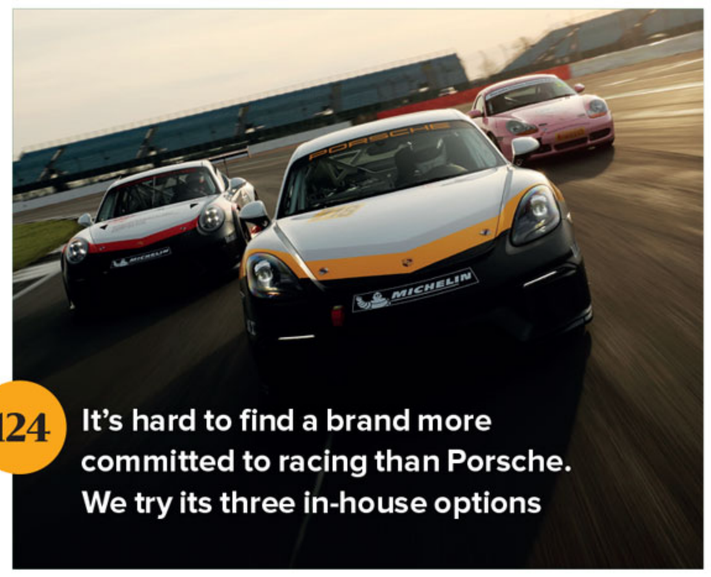
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MOTOR SPORT

THE EDITOR



"As Honda's departure indicates, F1 is facing an existential crisis"

BY THE TIME YOU READ THIS IT IS likely that Lewis Hamilton will have recorded 92 or more grand prix victories, thus overtaking a record that many people thought might last forever. Or at least last a little longer than the 14 years it has stood.

That record was set by our cover star this month, Michael Schumacher, in 2006 with victory at the Chinese Grand Prix. It was and remains an incredible achievement partly because it was simply so far ahead of all rivals: Schumacher didn't just break the previous record for most Formula 1 wins, he smashed it. He reached Alain Prost's benchmark of 51 wins, which had stood since 1993, in 2001 a little over halfway though his career.

Who knows how much further Hamilton will be able to push the tally - another 10, or even more wins? On current form it is perfectly possible so long as he decides to stay in the sport.

Whatever the final number, it is also possible that Hamilton's record will be the one that stands the test of time and lasts not just for a generation, but forever. That's not because I am predicting that there will never be a better driver, but rather that given the sport's trajectory it is arguable that we are seeing an end of the sport in its current guise.

As the departure of Honda indicates, Formula 1 is facing an existential crisis as it struggles to maintain road car relevance in a world focusing on green tech. As Mark Hughes explains this month: "Honda believes its long-term survivability depends upon its meeting the environmental challenge and that it needs the brains and resource from its F1 power unit programme to help it do that - but not F1 itself. The inference is that F1 is no longer aligned with future automotive R&D, that further knowledge of hybrid power units is no longer relevant." Honda will not be the only manufacturer taking this viewpoint.

As manufacturers move away from traditional engine technology and shift their marketing spend and R&D to electric power, F1 will be forced to choose between spectacle, tradition and relevance. What is clear is that the halfway house of hybrid has failed.

If it wants to retain road relevance F1 will be required to adopt electric power units (after doing a deal with Formula E), a move that would alienate vast swathes of its traditional fan base, for whom the idea of F1 is inextricably bound with moving mechanical parts, and the sound and fury of combustion. No amount of PR magic will convince them that electric-powered cars are anything but 'white goods'. By adopting electric power F1 might remain at the sharp end of car technology and retain its manufacturer support, but at what price?

The alternative, so the argument goes, is to forget about the manufacturers and so-called road relevance and instead go back to basics. The sport should opt for a high-octane, naturally aspirated formula that promises maximum spectacle and thrills with privateer teams competing in an arena unsullied by big business.

The problem with this view, of course, is that it risks F1 disappearing into pointlessness. And for something that bills itself as being the pinnacle of motor sport it also creates a potentially fatal contradiction.

Either way, the question now is whether F1 can be recognisably the same sport in 15 years as now? And will the next driver challenging for the record of most grand prix wins be competing in a sport that can realistically be argued to be related to the one which Lewis Hamilton is dominating today?

If not, then Hamilton's new record may well be destined to become the last word in F1 achievement; literally unbreakable because the sands of history have shifted, cutting it off from the mainstream forever.

The way to avoid that fate will be the question occupying the minds of the great and good of the sport we all love. If I were a betting man, I would put my money on them finding a solution. If there is one thing that motor racing, and F1 in particular, excels at, it is problem solving. For people used to finding elegant workarounds to the most complex and seemingly intractable of conundrums, plotting a route out of the cul-de-sac the sport finds itself heading down must be a realistic hope.

So, I would like to predict that Hamilton's record will be broken and that in the mid-2030s we will be hailing another driver as the all-time greatest - and celebrating her achievements with as much vim as we celebrate Lewis's today.



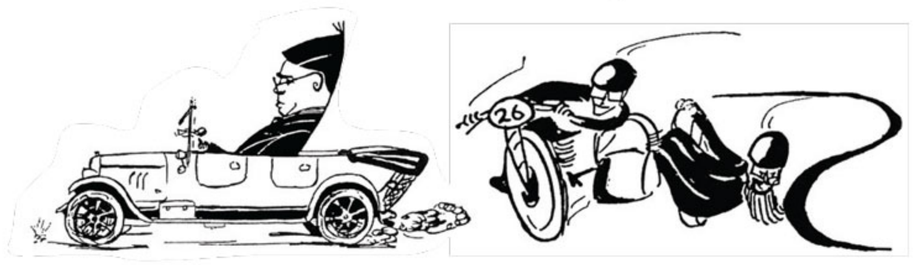
THIS MONTH'S COVER:
Michael Schumacher on the limit at the Hungaroring in 1994 – his seventh of eight wins that season
Photography by Grand Prix Photo

Joe Dunn, editor
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NEXT ISSUE: OUR JANUARY ISSUE IS ON SALE FROM 25 NOVEMBER

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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Details matter.



Intrigued by a Texas reg on the Chaparral 2F (see p133), we asked our in-house historian Doug Nye to shed some light on it. He comments that while the car drove on public roads during the 1967 Targa Florio, it was generally towed to race meetings behind a GMC truck. He adds: "Really, the Texas plate was a Jim Hall way of waving his flag. He has always been a proud Texan first – and, some way behind, a proud American second."

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Hamilton storms to all-time grand prix win record

British star matches Schumacher's career tally, and will surely surpass the mark to stand alone statistically as Formula 1's greatest ever

LEWIS HAMILTON SECURED HIS PLACE in the Formula 1 record books at the Eifel Grand Prix in Germany by equalling Michael Schumacher's 91 career grand prix victories, notching his seventh win of the year in the process.

It was a tally long thought to be unbeatable, with Schumacher claiming the last of his mammoth glut of wins in China back in 2006. Across the intervening 14 years, Hamilton's career trajectory has taken off following his switch to Mercedes and the team's rise to dominance.

Hamilton took his breakthrough win for the Silver Arrows in Hungary during his first campaign away from McLaren in 2013. The latest at the Nürburgring marked his 70th for Mercedes, across just eight seasons.

With six grands prix remaining on the Covid-afflicted calendar, there seems little doubt that Hamilton will add to his score, elevating him clear of Schumacher in the record books, and likely to add that seventh world championship crown, too.

Upon his Eifel GP win, Schumacher's F2-driving son Mick presented Hamilton with one of his father's 2012 race helmets as a memento of the achievement. Hamilton said he couldn't quite believe it himself: "When you grow up watching someone and you idolise them... I remember playing as Michael on a computer game as a kid, and I watched his dominance for so long. I didn't think anyone, especially me, could imagine ever getting near Michael in terms of records.

"It's difficult for people to understand how hard it was for him to get to 91 wins. To deliver weekend in and out and year on year. I understand now more than ever that it doesn't get any easier. It's been a long, hard run to get this far and I couldn't have done it without this incredible team behind me and giving it their everything."

A host of drivers paid tribute to Hamilton's achievement, and Mercedes race engineer Andrew Shovlin, who worked with both Schumacher and Hamilton, told the F1 podcast that he saw similar traits in both drivers.

"The two characters couldn't be more different," he said, "but in terms of how they are in the car they're a lot more similar than you might believe.

"Michael had an ability to drive whatever balance was quickest... If it was an understeery car you needed, he'd do it, if he needed to move the work onto the front tyres, he could, so he was very adaptable in his driving style. Those are certainly two characteristics that Lewis very much has, like a lot of the good drivers. They don't have a particular style; whatever's quick, they'll adapt to do it.

"Year after year Lewis comes back and it's this slightly improved version of the guy you last saw in Abu Dhabi, but the level he's at now is seriously impressive. It's just consistency and the relentless way that he goes about hoovering up the points and controlling the championships."

See Lewis versus Michael page 94-95



Schumacher's son, Mick, presented Hamilton with one of Michael's helmets

DAIMLER AG



91 not out: Hamilton is also likely to equal Schumacher's seven world titles



Button set for British GT debut with McLaren

JENSON BUTTON WILL WIND BACK THE clock to compete in a British domestic championship for the first time in over two decades when he joins the field for the British GT Championship finale at Silverstone.

Button, whose last British championship appearance came on his run to third in British Formula 3 back in 1999, will share a McLaren 720S GT3 with close friend Chris Buncombe for British GT's showpiece three-hour Silverstone 500 event on November 7/8.

Since his retirement from Formula 1, the 2009 world champion has raced in a variety of different series, including Japanese Super GT, the FIA World Endurance Championship, and even endurance rallying in the Baja 1000.

He and Buncombe also co-founded the Jenson Team Rocket RJN team which fields a McLaren in British GT for World's Fastest Gamer winner James Baldwin and Michael O'Brien. The team will now expand to a second entry to accommodate the two bosses.

"This will be my first taste of a GT3 car but I'm really looking forward it," said Button. "It will be lovely to join our team and line up in the McLaren with my best buddy Chris. It's great to come back and race on UK soil again. It's just a shame we can't have any fans for the final round [due to Covid restrictions]."

RAM Racing Mercedes-AMG duo Sam De Haan and Patrick Kujala lead the championship standings ahead of the season finale, with Barwell Lamborghini pair Rob Collard and Sandy Mitchell just six points behind.

Old-fashioned stiff upper lip prevails at Goodwood SpeedWeek



THE COVID-19 PANDEMIC MAY HAVE torn up Goodwood's familiar event timetable this year but in the traditional British resolve of the Revival, it kept calm and carried on.

The result was SpeedWeek, a merger of the best of the festivals, with a few added extras - broadcast live and free of charge, with spectators unable to attend.

There were some advantages to the lack of crowds. A special stage rally course was created by a tractor dropping hay bales at the entrance to the circuit, blocking everybody in for an hour.

And without crowds around the historic track, modern cars could be pushed to the limit in a high-speed shoot-out.

The sun shone, the paddocks were packed with gleaming machinery and petrol fumes wafted through the air.

But despite the roaring engines on track, the circuit was eerily quiet. There were no gasps or cheers as Jason Plato thrillingly snatched fourth place on the line in the Gerry Marshall Trophy; there was no sartorial chatter over vintage outfits; and no eager children straining to glimpse the latest supercars.

There was no need to strain to glimpse anything. At any point in the day, you could find sections of the paddock deserted and wander between the cars at will.

"Spectators should be able to see all this - there's wonderment everywhere," said Richard Attwood. "It's almost like we're feasting ourselves on something that should be shared with many. The traffic is much easier, though."

With little indoor space, drivers mingled on lawns. "We've brought the drivers' club outside," said Marino Franchitti, sitting at a table behind the pits with brother Dario



Dedication's what you need: Nick Padmore in the Arrows-Ford A11

Padmore beats his own record

SPEEDWEEK'S HIGH-SPEED SHOOTOUT was described as a one-off, on a circuit clear of spectators, and without the age restrictions that limit the Revival to older cars.

The expectation was that it would produce the fastest lap ever recorded at Goodwood and it delivered. Supercars, prototypes, GTs and F1 cars were among the contenders, many running wet tyres on the cold Tarmac.

The target was Goodwood's modern lap record of 1min 18.2sec, set in 2015 by Nick Padmore in a Lola T70 Spyder. Six cars beat the benchmark, headed by the same Nick Padmore, this time in a 1989 Arrows-Ford A11 that stopped the clock at 1min 09.9sec.

Although his name goes back into the record book, it's widely accepted that this is short of Goodwood's fastest time.

In 1983 Nelson Piquet was reported to have recorded a time of less than 1min in a Brabham BT52. The time has become legend and seems destined to remain so: neither Goodwood nor Piquet know the exact time and there's little chance of a repeat.

GOODWOOD, EMERSON FITTIPALDI INSTAGRAM



The spectator-free event on October 16-18 was live-streamed – a future direction for Goodwood. Right: 1962 Chevrolet Corvette in the Stirling Moss Memorial Trophy



Full-throttle tribute to Stirling Moss

GOODWOOD SPEEDWEEK CELEBRATED the life of Stirling Moss with tributes from drivers ahead of the inaugural Stirling Moss Memorial Trophy.

At the circuit that played such a key role in Moss' career, Mark Knopfler gave a rendition of *Going Home* and the Duke of Richmond & Gordon spoke of "a life lived to the absolute full" prior to the run.

The race, previously known as the Kinrara Trophy, was a fitting tribute with hard-fought battles for the lead between Jaguar E-types.

Earlier in the festival, Jackie Stewart drove the circuit in the same Lotus 18 that Moss had used to fend off the Ferraris and win the 1961 Monaco Grand Prix.

"I got Stirling's autograph here, when I think I was 14," said Stewart. "It was a lovely car and a great privilege."

and Karun Chandhok. "We're catching up more than normal. When the crowds are here, someone could be 2ft away and you wouldn't see them. Goodwood is about being here with family and I'm missing that, but what they have done is amazing. This Goodwood fix will get me through winter."

The view from home was a bit different too. SpeedWeek was billed as an immersive experience, designed to be watched on screen. Drone footage brought the racing closer then ever, and the broadcast switched from racing to driver interviews, studio segments and pre-recorded features.

This wasn't simply a stopgap for the Covid era, but a preview of the future of Goodwood festivals to increase their reach to a global audience.

"At the Festival of Speed we can send down a gaggle of cars to the bottom of the hill but it's not the same," said the Duke, ahead of SpeedWeek. "Here, you can send out 30 F1 cars and have the cameras in among them. That looks pretty cool. I hope it's going to be a feel for the future. It will help us create events so that they are still fabulous for spectators but well thought through in terms of broadcast content."



Familiar feeling: Emerson Fittipaldi back in the Lotus 72 chassis 72/5

Thumbs up from Fittipaldi

WITH DRIVERS ARRIVING FROM around the world, SpeedWeek was a place for reunions. Not just friends seeing each other for the first time since lockdown began, but partnerships that dated back decades.

Emerson Fittipaldi was back behind the wheel of his championship-winning Lotus 72 last raced in 1973. Chassis 72/5 took him to his first grand prix triumph at Watkins Glen in 1970, which posthumously confirmed Jochen Rindt as world champion.

Fittipaldi also drove it to victory twice in 1972: at the Osterreichring and then Monza, which clinched his own title."It was very special," said Fittipaldi. "It even smelled the same. A fantastic feeling - it all came back."

Earlier, the most successful Le Mans driver in history had said much the same thing. Tom Kristensen's eyes were twinkling after driving the Porsche WSC-95 for the first time since winning his first Le Mans 24 Hours in 1997.

"I was signed four days before the race," he said. "They took a chance and it paid off."

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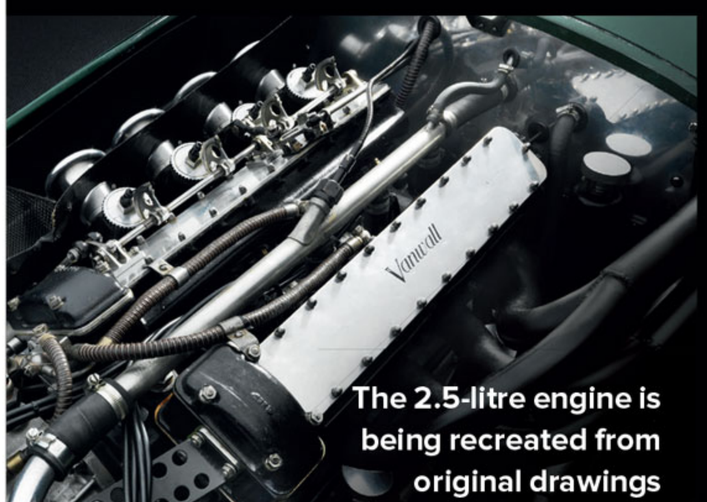
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Just six of the £1.65m reproductions will be made by Hall & Hall, and will follow the 1958 spec

Vanwall revived with six replicas



The 2.5-litre engine is being recreated from original drawings

VANWALL IS BACK. NOT AS A FORMULA 1 team hoping to reproduce the victories that in 1958 made the team inaugural world champion constructors, but as a series of six accurate replicas of which five will be for sale. The sixth, says the new Vanwall company, will be retained as "the core of a Vanwall historic racing team". Renowned historic experts Hall & Hall will build the cars, to be powered by a recreation of the 2.5-litre four-cylinder twin-cam unit engineered from original drawings, at a price of £1.65m each.

This is a million miles from a previous road-legal Vanwall lookalike. Instead the new single-seaters, intended to be identical in construction to the 1958 cars driven by Stirling Moss, Tony Brooks and Stuart Lewis-Evans, will be eligible for historic racing, potentially offering a grid we haven't seen since the 1950s. Vanwall remains one of the few teams to have scored maximum points in a season, winning seven of the 11 races in 1958 (top six to count) thus achieving founder Tony Vandervell's ambition to beat "those bloody red cars" and vanquish Ferrari. Sadly the death of Lewis-Evans that year coupled with Vandervell's health problems meant the team slowly wound down.

Vanwall Group MD Iain Sanderson, a world champion powerboat racer and the man behind the Lightning GT electric supercar, says he's "in active discussion with buyers", and hints at investigating possible future road cars, inspired by the original team's engineering innovation. "The real story is what Vandervell tried to do for postwar Britain. It's too valuable a name to forget," he says. The Vanwall cylinder head was derived from a Norton motorcycle unit on a Rolls-Royce military crankcase, Colin Chapman designed the chassis, and aero engineer Frank Costin shaped its rounded flanks purely by science, not by eye.

Ferrari pleaded with me to stay

GERHARD BERGER HAS TALKED CANDIDLY about his reasons for leaving Ferrari at the end of the torrid 1989 season. The Austrian says he is one of the few drivers to have left the Italian team voluntarily and that they tried to persuade him to stay, dispatching company bosses to talk him around.

"Gianni Agnelli sent Luca di Montezemolo from Turin to try and convince me but I felt I wanted to do something different. I had a nice offer from Ron [Dennis] and McLaren were the best team at the time."

Berger was talking to *Motor Sport* as part a new series of podcasts, which are available from November, examining what it is like to drive for the Scuderia. In a wide-ranging interview Berger discusses his fiery Imola crash in '89 and his motivation for returning to the cockpit, as well as his reputation as a playboy and his rivalry with Nigel Mansell.

The podcast series also includes interviews with Stefan Johansson, Ivan Capelli, and Derek Bell. For more information on all the podcasts visit the *Motor Sport* website.



GRAND PRIX PHOTO

The special liveries of the five LMs are Tokyo Ueno Clinic (front), Harrods, Jacadi, César and Gulf

Limited edition McLaren Senna GTR LM evokes the spirit of '95

As tribute to the five McLaren F1 GTRs that finished first, third, fourth, fifth and 13th at Le Mans in 1995, Woking's finest has developed five Senna GTR LMs in period-inspired liveries, echoing the designs of those that raced when Jacques Chirac was France's new president.

Special permission was granted to use the logos of the likes of Gulf, Elf, Harrods, Tokyo Ueno Clinic (a Japanese cosmetic surgery practice) and Le Mans race organiser the Automobile Club de l'Ouest. Not only do the cars look incredible, they are works of art, with around 800 hours of hand-painting carried out on each by McLaren's bespoke Special Operations wing. In fact, the 'César car' – the dark one at the back on the main image – needed additional airbrushing and its overall scheme, based on the original design by the late French artist César Baldaccini, was said to have taken thousands of hours. There is also a vinyl scrutineering sticker affixed to the roof of the quintet to add that important touch of historical accuracy.

The 4-litre V8 LMs, which are road-legal versions of the track-only Senna GTR, have been given an additional boost of 20bhp to 833bhp and a higher rev limit to 9000rpm. Inside, there is a racing steering wheel with gold shift paddles, leather straps to close the doors and a build plate containing the chassis number of their F1 GTR relation along with the names of the three drivers from 1995. The winners that rain-soaked year were JJ Lehto, Yannick Dalmas and Masanori Sekiya in the Ueno colours.

All of the cars have already been sold to customers in the UK, mainland Europe and the US. The price tag has not been divulged but is thought to be in excess of the standard GTR's £1.1m cost. The five lucky owners will also be given a special Le Mans experience, with each permitted to drive their limited-edition Sennas around the circuit prior to the actual 2021 race, accompanied by the five original F1 GTRs.

In 1995 the Giroix Racing McLaren F1 GTR finished fifth; this Senna 'Jacadi car' is in a striking Le Mans blue. Inset: authentic roof sticker

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Phil Hill poised to win his
Formula 1 World Champion title for Ferrari, 1961

Photo courtesy of Revs Institute, Eric della Faille Photograph Collection

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MARK HUGHES

"The inference is that F1 is no longer aligned with future automotive R&D"

HONDA'S ANNOUNCEMENT THAT it will quit F1 at the end of next season was obviously a pretty serious blow to the category, leaving just two automotive companies involved (in addition to Ferrari) from 2022 onwards and no prospect of any new ones joining under the current hybrid power unit regulations, set to run to the end of 2025. But of more concern than the fact of Honda's withdrawal should be the reasons it gave for the decision. "As the automobile industry undergoes a once-in-a-hundred-years period of great transformation," said the company's group CEO Takahiro Hachigo, "Honda has decided to strive for the realisation of carbon neutrality by 2050. As a part of this change, we decided to allocate our energy management and fuel technologies, as well as our human resources amassed through F1 activities, to the research and development of advanced power units and energy technologies."

Honda believes its long-term survivability depends upon meeting the environmental challenge and that it needs the brains and resource from its F1 power unit programme to help it do that - but not F1 itself. The inference is that F1 is no longer aligned with future automotive R&D, that further knowledge of hybrid power units is no longer relevant.

The automotive mass market future is some form of electric, either battery electric or hydrogen fuel cell electric. Until the energy from which the electricity grid is powered is itself renewable, the environmental advantages of a battery electric car are not there. The battery electric car needs to cover between 80,000-220,000 miles before it covers the environmental cost of the production of its batteries compared to a petrol car. The hydrogen cell is even more environmentally costly to manufacture. That switchover point comes down drastically - to 18,000 miles for battery electric - if the electricity grid is derived from renewables only. Automotive companies are planning on the wider world sorting out renewable-powered grids and when that has happened, they need to have the appropriate cars ready to take advantage. As such, electric racing looks to have a far better chance of being relevant to automotive R&D than hybrids.

Formula E uses battery electric cars. They can race for 45 minutes at lap speeds slower than those of an F3 car. What would be required for F1-appropriate speeds and GP duration? Ostensibly, a battery with around 10 times the density of the best technology available today. F1 is great at accelerating technology, but not to the extent of a tenfold advance.

It would be relatively simple to make the Formula E car much faster than it is, but not to the extent that it could be anywhere near F1 lap times or durability, as current Formula E driver Lucas di Grassi explains. "By doubling the powertrain - putting the rear powertrain we have now in the front as well, it would increase power to 500kW [670bhp]. Because it would then be four-wheel-drive it would accelerate 0-200kmh [124mph] in about the same time as F1 and because you would then have energy recovery from two axles rather than one, you could reduce the size of the battery so the car weighed the same but had twice the power. I have calculated it would cost only seven per cent more than currently. So straight away the car would be much faster but lasts the same amount of time."

"What if the entire sport, not just Formula 1, forgot about downforce?"

Although its straight-line performance would be comparable to an F1, lap times would be light years away. The Formula E car carries almost no downforce. As soon as you introduce downforce and the squaring resistance of drag, the battery drains like a sieve. Seven hundred horsepower of battery with current levels of F1 downforce would have the battery spent in 15 minutes! Not much of a grand prix.

What if the entire sport, not just Formula 1, forgot about downforce? That way you could still have an electric F1 as the notional pinnacle series. Yes, Formula E has exclusivity rights to electric-powered single-seaters but that can be solved very simply - with cash.

"There is a triangle of demands," says Di Grassi. "You want entertainment, affordable costs and R&D. But it's such a delicate balance. Make it too R&D heavy and you end up with domination by whoever does the most of it, like Ferrari in the 2000s or Mercedes now. To get competition between the cars you need to limit the R&D, but not so much that the manufacturers can't develop their technology. And it needs to be affordable. A Formula E car costs around $1m. An F1 car about $20m."

It also needs to remain impressive. "It can't be so slow that it's perceived to be easy," agrees Di Grassi. "It needs to be very quick, with very aggressive acceleration and top speed, but not necessarily lap time. I think there could be a much sweeter sweet spot than we have."

Or F1 might at some point consider not even trying to align with the automotive manufacturers. It was they, after all, who pressed for the hybrid formula yet only three of them joined (if we exclude Ferrari on the assumption it would be there regardless) and soon it will be back to two. It might consider the risky idea of going outlaw and reintroducing petrol engines, much smaller than the hybrids. Like for example a three-cylinder, turbocharged 1-litre screamer in a lightweight car that would use less fuel than the hybrids, even if not so efficiently. There's a fork in the road and F1 will need to decide soon which one it is taking.

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

"I flew around Cadwell, thinking – I'm going to win the British GP!"

UNTIL ULSTERMAN JONATHAN Rea became the new king of World Superbikes, an outspoken young man from Blackburn wore that crown.

Carl Fogarty is the son of George Fogarty, the man who almost certainly lost Barry Sheene victory at the end of his unforgettable duel with 'King' Kenny Roberts in the 1979 British GP at Silverstone. Fogarty Sr was a backmarker in that race and badly baulked Sheene on the final lap. At the finish line Sheene was just three-hundredths of a second behind his American nemesis.

During the 1990s Fogarty Jr more than made up for that disgrace. He won four World Superbike championships, always riding blood-red Ducati V-twins. His success inspired a wave of patriotic support, which transformed the annual Brands Hatch WSB round into one of Britain's biggest sporting events, with 120,000 fans thronging the Kent circuit.

But it could all have been so different. In 1990 Fogarty was a wild young wannabe, recovering from a broken femur which had ended his hopes of a career on 250cc GP bikes.

Instead he bought an over-the-counter Honda RC30 superbike, which he raced at British championship meetings and at dangerous (but well-remunerated) road events, like the Isle of Man TT and Northern Ireland's North West 200.

He got his big break when another rider got broken, as is so often the case in motorcycle racing. Italian 500cc GP rider Pierfrancesco Chili was badly hurt when he crashed at Spa's high-speed Blanchimont left-hander during practice for the 1990 Belgian GP. His Honda team couldn't find a top-class replacement for the next few races, so someone suggested this fiery British youngster.

"I got the call while I was at the Suzuka 8 Hours, so when I got back I went straight to Cadwell Park to test Chili's NSR500. This was the Wednesday before the British GP at Donington. I jumped on the bike and loved it. I was flying around Cadwell thinking, 'I'm going to win the British GP!'"

Fogarty's arrival at Donington was a big deal. Britain hadn't had a grand prix title contender since Sheene. Fogarty certainly had the fire and he had talent, too. Maybe he was the man to inherit Sheene's mantle.

Sadly, he got his chance at the wrong moment. At that time 500cc GP bikes were at their most malevolent. Their four-cylinder two-strokes produced torque so unpredictably that they were liable to overpower the rear tyre and flick the rider skywards.

The bikes had no traction control, so the most talented riders - mostly former dirt-trackers from the USA and Australia - devised their own ways to thrive and survive. This included using wheelspin to turn the bike and using the clutch as a kind of mechanical traction-control device. Of course, rookie Fogarty knew nothing of this, although his main problem with the Honda NSR500 was its front end, not the rear.

"The power didn't worry me, I didn't even highside the thing, though I came close a few times. It was the front end: you braked, rolled into the corner and the front tucked. I knew how fast I wanted to go, but the bike wouldn't let me do it, it was so frustrating!

"My style was a 250 style; my strength was mid-corner speed. The NSR didn't do that. I remember Mick Doohan [500cc world champion from 1994 to 1998] passing me a couple of races later at Brno. He came past at Turn One and I thought, 'Where's he going?' He almost stopped the bike, slid the bike on the power to turn it and fired it out - totally the opposite to how I rode."

Fogarty gave it his best shot at the British GP, but only lasted a few laps before the front tucked at McLeans and down he went.

"In 1992 Fogarty put himself in debt to buy a Ducati superbike"

On the NSR he scored three top-10 finishes, enough to create interest from other teams. However, Fogarty was already disillusioned with life in the grand prix paddock. "After Sweden, I told the team I needed the handlebars higher up, but they didn't change anything. I didn't feel wanted and I wasn't happy.

"They asked me to do the last GP in Australia, but I said no. I wanted to do the Oulton Park British championship round and win the superbike race on my RC30."

That was the day Fogarty decided his future. He walked away from the lucrative grand prix scene and apparently gave up his chance of becoming the next Barry Sheene to ride superbikes, basically modified road bikes.

It seemed he had made a big mistake. Then in 1992 he put himself in debt to buy one of Ducati's latest superbikes. He was so skint that the only way he could finance a World Superbike season was by signing a factory Kawasaki contract to contest the endurance championship and a lucrative deal to ride a Yamaha at the TT.

He finally made his breakthrough at the 1992 British WSB round, where he beat reigning champion Raymond Roche to win his first WSB race. A few months later Ducati signed him as a factory rider. Between 1994 and 1998 he dominated the championship, fermenting a 'Foggy fever' among British fans that even eclipsed their love of Sheene.

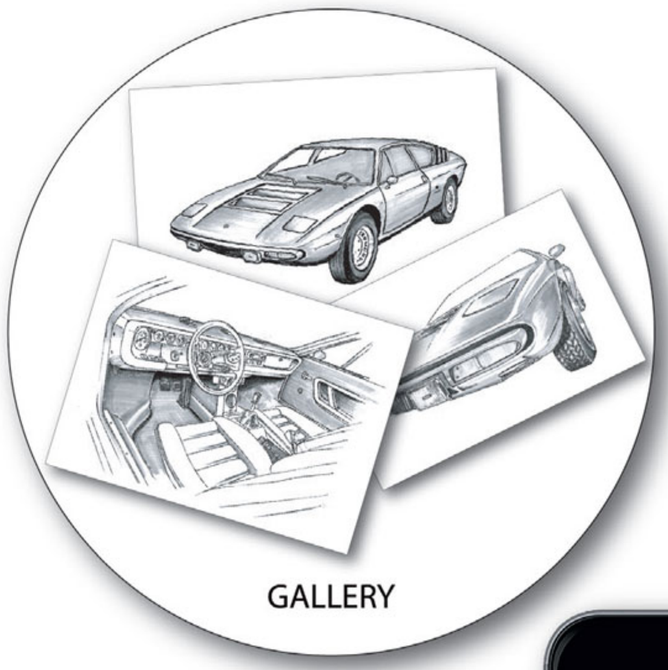
Fogarty was disappointed he never had a proper go at 500s, but not much. "Superbikes became so big by the end of the 1990s that it didn't seem to matter any more."

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

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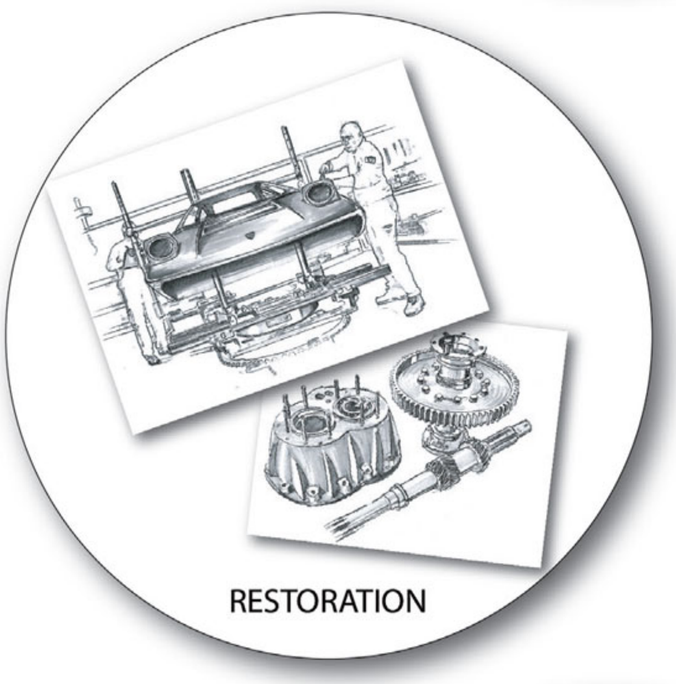
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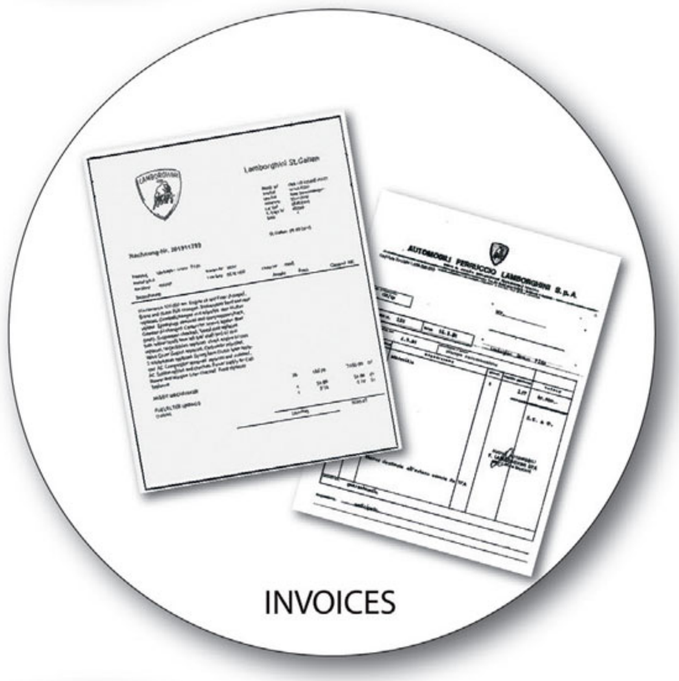


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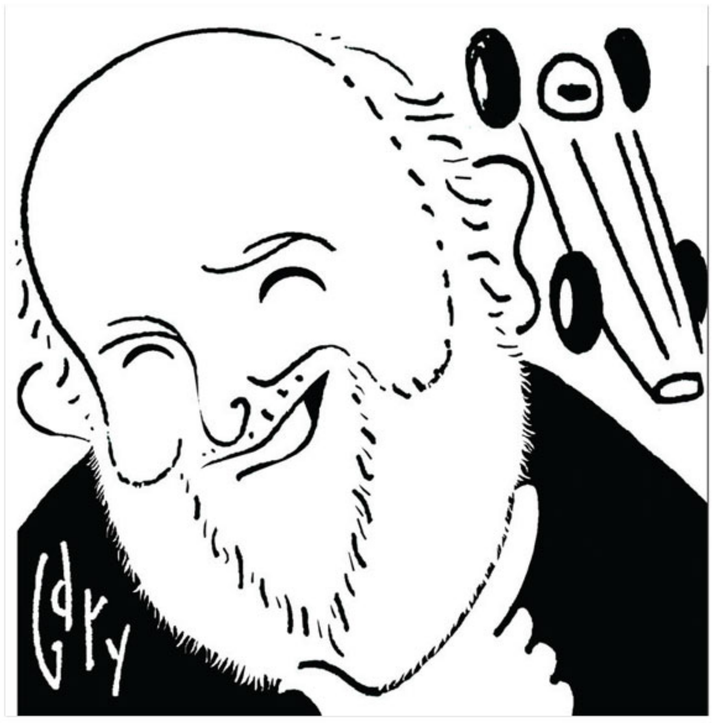
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DOUG NYE

"The Covid pandemic forced some long-overdue re-thinking about F1"

I GUESS IT'S A BY-PRODUCT OF AGE MIXED with experience that makes greybeards such as myself tend to dismiss the modern superlatives presently showered around like confetti in praise of a motor-racing achievement, or event, or venue which one holds in little personal esteem.

Where circuits are concerned this surfaced within me while watching Lewis Hamilton match Michael Schumacher's career total of 91 World Championship-qualifying GP victories in the Eifel Grand Prix at what current commentators seem to consider the 'iconic' short-lap ersatz Nürburgring.

I didn't so much mind the commentators, and even some relatively recently retired ex-F1 drivers-turned-pundits, praising the 'new Nürburgring' as I feel sad that current drivers were loudly declaring how 'good' the circuit was on which to drive, and what 'fun' its challenge presented. But of course, all such assessments are merely relative to what they have known before...

The general consensus of current F1 driver opinion after the Tuscan GP was that they considered 'the new' Mugello circuit also to be 'terrific' and 'challenging' and - again 'really fun' - and 'really fulfilling'.

What has happened in effect is simply that the ravages of the Covid pandemic, combined with the praiseworthy enterprise of Liberty Formula 1 and its current management (plus I must admit the FIA sanctioning body), forced a new look, a new calendar and some long-overdue re-thinking about World Championship Formula 1 venue selection for this peculiar year.

I imagine that future historians may well look back upon 2020 and see it as having been a sea-change season. For some years now, the backers of several near-featureless, forgettable and highly artificial autodromes within nation states of pretty questionable record have invested heavily in a grand prix calendar slot to project some measure of assumed global prestige. The practical-minded reward-centric Mr E of course would always take his train set to the best-paying potential host, regardless of how unkind they might be to public critics, minorities or even small furry animals. Several, over the years of his reign, seemed like willing lambs to the slaughter. Several others made hosting a Formula 1 round work well enough for them. What the enthusiast spectator made of it all, especially the play-mat courses, spray-painted onto hundreds of acres of hazard-free Tarmac, was never a significant consideration.

But lifelong enthusiasts may take a broader view. Is a win a dazzling performance, a great fightback, a wonderful duel (remember them?), as impressive an achievement, as superhuman a drive if the stage upon which we witnessed it was boring Bahrain, or dispiriting Abu Dhabi, or Shanghai... or Sochi... when so many other more challenging, more scenic, more atmospheric venues are around?

This is what has made even the interim-period artificial circuits such as Mugello and the Nürburgring *Großer Preis-Strecke* now seem such fun - largely because they were built to less proscriptive requirements than those more recently applied to new-builds. The current Mugello Autodrome was opened in 1974 after the 41-mile Mugello public-road circuit - including the Giogo and Futa Passes - had been legislated out of racing in 1970. Similarly, the current ersatz Nürburgring was opened in 1984, replacing the genuinely iconic adjacent 14-mile Nordschleife which, thankfully, was at least preserved for less demanding customers' enjoyment and deep, deep satisfaction.

"Is a win still dazzling and wonderful if it's at boring Bahrain... or Sochi?"

Of course even the Nordschleife was itself an artificial circuit of its day, built during the dire German recession years of the Weimar Republic largely as an unemployment-relief programme in the poverty-stricken Eifel area, and first opened in 1927. So the term 'artificial' need itself be no condemnation.

Indeed, the recent Circuit of the Americas (opened 2012) outside Austin, Texas, is already well regarded, while Spa-Francorchamps, even in its shortened form first adopted in 1981, remains special - thanks largely to its undulating situation in the Hautes Fagnes hills, and two-thirds of it following the course of once-public roads rather than some architect's adherence to FIA corner radii and other regulation restraints.

The classical Nürburgring Nordschleife was itself abandoned by F1 after the 1976 German Grand Prix in which Niki Lauda suffered his fiery and near-fatal accident in the Ferrari 312T2 most likely caused by a rear-suspension failure. Harsh criticism of the 'over-long' circuit's safety provisions, despite having already been extensively updated and modernised in 1970, then crystallised into an irresistible move for change, the result of which was obliteration of the old start area, the old Sporthotel, and the building of the replacement short circuit which 2020's Eifel GP contenders judged to be quite good - by the standards to which they have become accustomed.

Therefore, it was pleasing to hear Lewis Hamilton remark after his 91st F1 victory how good it could have been if the race had been run on the Nordschleife. At the new circuit's opening, Moss and Fangio were among those who had tried the course and the always honest Brit dismissed it as being "not a circuit upon which legends will be written". At least his successor as a Mercedes-Benz works driver realises what he meant. I'm impressed.

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

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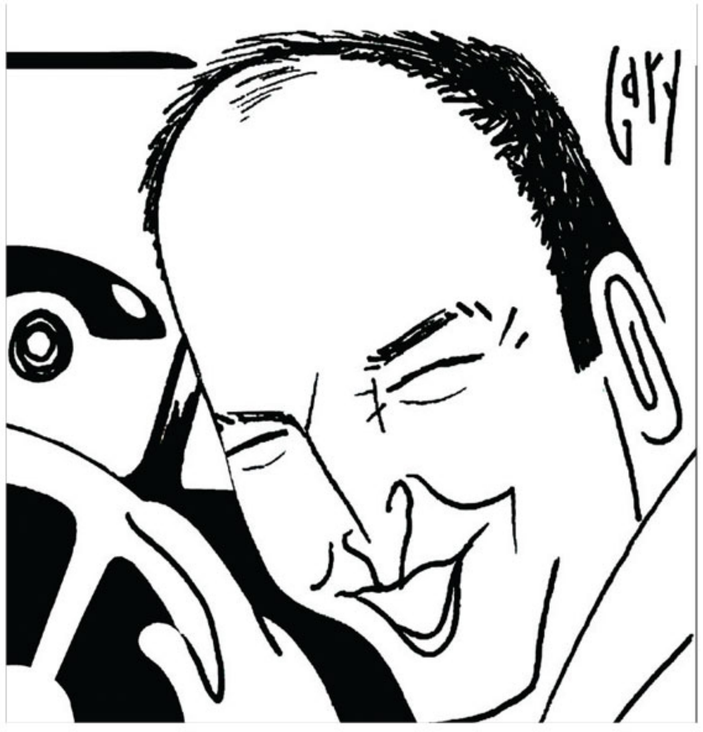
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ANDREW FRANKEL

"We were in a 60-year-old car expected to duke it out with modern racing Astons"

LAST MONTH ON THIS PAGE, I attempted almost certainly in vain to elicit some sympathy for the fact that for the first time in 16 years, I was unable to participate in the Spa Six Hours race. You may recall I was irked by the fact it would deny me an outing in Bell Sport & Classic's lightweight Aston DB4. The season, it seemed, was over.

Not so. A call came from Bell Sport's Peter Smith: would I like to share the car at the Aston Martin Owners' Club St John Horsfall Memorial Meeting on its 70th anniversary? It was only a 45-minute race, so little more than 20 minutes each with a Covid-compliant pitstop, but if you're a starving man expecting a three-course dinner but offered only canapés, you still bite.

Turning up at Silverstone, I did wonder whether it was a good idea. Sensibly, AMOC had amalgamated some grids so we found ourselves in a near 60-year-old car expected to duke it out with a host of modern GT4 racing Astons and one fearsome GT2 Vantage driven by BTCC driver Jake Hill that had done Le Mans in 2008. And the weather was absolutely filthy.

I'm not going to dwell on the race because it will sound immodest but I will say that despite the opposition and to my astonishment, we'd got the old girl up to ninth before propshaft failure sidelined Peter.

Perhaps more interesting was the way the meeting was run. It was like clockwork. Actually is was better than that because the fixture list didn't just run on time but ahead of it. No corners were cut on the Covid front. The event was well-policed by uniformly non-judgemental marshals and we had to wear masks outside as well as in and sanitise our cars as best as possible during stops. There was an air of friendly professionalism that I wish some other race organisers could have seen.

It's also the first meeting I've been at in years where I didn't see a dodgy move pulled by a single driver all day. Which meant there was little if any chaos to collect at the end of each race. Despite the absence of spectators and the fact the weather meant we were pretty much confined to our pit garages there was a fine atmosphere, and competitors rejoiced in the simple pleasure of just getting out and doing some racing. Now my season really is over, it has provided me with many happy memories to see me through the winter.

OVER THE WEEKEND I DIMLY RECALLED DURING my time as *MS* editor 20-something years ago asking the late Bill Boddy to write some words about St John 'Jock' Horsfall, in whose memory the meeting has run for the last 70 years.

A successful driver before the war, like so many of his generation Horsfall was denied his best years behind the wheel by the conflict. But he still gained fame by winning the 1948 Spa 24 Hours with Leslie Johnson in the Aston Martin 2-Litre Sports prototype, latterly known as the DB1. More heroics came in the same event the following year when he joined an exclusive club of drivers who have completed a 24-hour race solo, coming second to Luigi Chinetti's Ferrari in the 2-litre class. Tragically Horsfall died shortly thereafter when his ERA overturned at Silverstone.

"His most unusual job was driving a dead tramp to Greenock"

What I'd forgotten about him until I re-read GC's sidebar to Boddy's story was that he spent the war working for MI5 in a variety of roles from passing duff information to the Germans to spying on the Americans. He was also charged with testing the defences of army, navy and air force installations, routinely getting officials drunk to see if they would leak information.

But undoubtedly his most unusual job was driving a dead tramp from London to Greenock near Glasgow, where the deceased was loaded onto a submarine and dumped off the coast of Spain. This was the famed Major Martin of Operation Mincemeat who was found floating in full Royal Marines uniform and handed over to Nazi agents. Entirely false papers found with his body convinced Hitler that the Allied invasion of southern Europe would come through Sardinia and Greece, not Sicily.

We often think of drivers such as Robert Benoist, William Grover-Williams and Jean-Pierre Wimille, who joined the Special Operations Executive to help the resistance in France, but it is worth remembering that, albeit at less risk to himself, Horsfall played an important part in the defeat of Germany, too.

THERE ARE CERTAIN CARS WHOSE FABLED status and the reverence about which they are spoken by knowledgeable friends I have never understood. Top is the Citroën DS. A Chapron is a fabulous thing to behold, but I've always been more interested in how cars handle than appear, and the only DS I've driven, a DS23, left me stone cold. That was 20 years ago and I've never felt the need to alter that judgement- until a couple of weekends ago.

I was meant to be at Spa with Chris Harris and sundry family members, so instead we met at one of our homes, and to my surprise Harris turned up in a DS19 Safari, into which we all piled and headed off to the pub.

In that context, just loafing along, it was superb. It rode better than almost any modern car, oozed character and with no attempt made to drive fast, was utterly charming. On arrival we informed my nephew he'd be driving back, had a few pints and were expertly chauffeured home. There and then, there was barely a car in the world in which I'd prefer to have travelled.

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery
Follow Andrew on Twitter @Andrew_Frankel

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Despite some huge progress, Honda will be pulling out of F1 after next year. But will Mugen pick up the slack?

Russian GP Eifel GP

The fall of the Japanese giant

The explosive news of Honda's exit from Formula 1 at the end of 2021 came against a backdrop of racing drama in Russia and Germany. **Mark Hughes** reports

FRANCOIS FLAMAND / DPPI

In between the Russian and Eifel grands prix, Honda announced it would be pulling out of F1 at the end of next year, ostensibly leaving the Red Bull group looking for a new engine supplier just a year after switching the senior team from Renault power.

Honda insisted that it was nothing to do with budgets or profits, that it was about its gearing up to be providing carbon-neutral transport by 2050 and needing to redeploy its F1 brains and resources to that task. Inevitably there was the question of whether it would have made the same decision if it had been winning world championships rather than stealing the occasional victory from the dominant Mercedes. Pierre Gasly's recent Italian Grand Prix victory for the Red Bull junior team AlphaTauri made Honda the only hybrid supplier to have won races with two different teams. But that was neither enough nor timely.

There's probably a certain irony that the boss of the Mercedes team that has so completely dominated the hybrid formula, Toto Wolff, believes Honda's competitive position must have played a significant role in the decision.

"It's a shame that Honda has decided against Formula 1," he commented at the Nürburgring, the venue for the Eifel Grand Prix, the first F1 race there in seven years. "I believe it's always a ratio of risk versus return. At the end of the day each of us needs to provide an ROI - Return on Investment - that makes sense. So whatever capital you deploy for the investment in Formula 1 needs to guarantee or needs to return sensible marketing value, and if that is not the case I can understand that somebody says 'we've tried it and it didn't function'.

"Unfortunately this sport is about, in my belief, not only investment. All the investment doesn't buy you success because it's a long-term commitment that you need to provide. We have seen it with Mercedes: we had a couple of really painful years and managed to turn it around. In the past, OEMs came and left, many of them, including Honda, BMW, Toyota and many more, and that's unfortunate. Formula 1

needs a stable commitment from all of us and needs to have the buy-in from the board, saying 'OK, we launch ourselves into this, it might be difficult, we're setting our expectations low but at a certain time we will turn this around.' At the end, we need to accept it. It's certainly not great for us to lose an engine manufacturer."

Would Mercedes be willing to supply Red Bull? "No," answered Wolff immediately...

Last year, Red Bull-Honda were gaining on Mercedes towards the end. They shared the last four pole positions of the season two apiece, and the GPS analysis in Abu Dhabi for the last round of the season suggested there was less than 10bhp between them. Honda had come so far, so fast since their desultory three seasons with McLaren and had already made the breakthrough of victory with Max Verstappen. Ironically, this breakthrough in form coincided with the strong rumours that there was a faction within the parent company that wished for Honda to be out of F1.

But it wasn't Honda that was bothering Mercedes back then; it was Ferrari and how it might have been deriving its power advantage over everyone. That has since been corrected by FIA investigation and subsequent technical directives, but not before it had spurred Mercedes HPP into a remarkable effort during the winter with its power unit.

"The irony is we were pushed to new levels by our rivals last year"

"The irony of the story is that we were pushed by some of our competitors to absolutely new levels," said Wolff earlier this year in reference to whatever Ferrari was doing last year. "It brought us to almost burnout last year to develop and innovate in a way to be competitive on track. And here we go. I think we made a substantial jump in performance from 2019 to 2020 because we needed to last year, and that is a bit ironic for me."

That response to a Ferrari rules interpretation that has since been outlawed has put Mercedes significantly ahead of the pack in the horsepower race this year, leaving Honda somewhat outgunned. Verstappen won the 70th Anniversary Grand Prix at Silverstone, but only because the Mercedes were in terrible

Slimming down F1

Could two-day grands prix be the way forward?



One driver who wouldn't agree: Mick Schumacher sadly didn't get his FP1 drive in Germany



Because the medical helicopter couldn't fly due to the Nürburgring fog, the two practice sessions for the Eifel Grand Prix couldn't happen. The only running before qualifying was therefore in the one-hour Saturday morning session. A total of one hour's practice rather than four had no discernible effect on the competitive order and afterwards drivers and team bosses were full of enthusiasm for the idea of future two-day grand prix meetings. Although unplanned on this occasion, F1 did already have such an event scheduled. The Emilia Romagna Grand Prix at Imola, scheduled two races after the Nürburgring, would be a two-day event. This was to ease the travel schedule from the Algarve GP in the preceding week. But nonetheless it was done also to assess the feasibility of the format.

"I think it's a good thing," said Lewis Hamilton. "I don't think we need to be here on Fridays. It's more exciting with just one practice anyway. It saves 22 days a year, so that's good. That's 22 days the cars aren't polluting. Of course it makes it more difficult, but I think it is a lot more exciting."

"From an engineering point of view it's too short," said Ferrari's Mattia Binotto. "Especially if you want to test new items. If we go to two days, we should have a longer session on Saturday."

Toto Wolff said: "The less practice there is, the less information the teams collect and the more unpredictable the weekend can be. It becomes clear which of the teams can work more flexibly and adapt better, and which drivers are able to quickly get used to a circuit and understand the tyres. I am ready to support it. Of course we would need to talk to the promoters as they sell tickets for Friday, but just from a personal perspective, I like it."

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tyre trouble; it wasn't won on pace. Likewise Gasly's Monza victory, highly meritorious though it was, had at its foundation in the timing of a safety car. In other words, the results paint a flattering picture of where Red Bull-Honda have stacked up this year. The Honda is probably only the third-most powerful engine and the RB16 is a tricky car, with an inherent balance problem.

Max Verstappen, however, continues to be a touchpoint of brilliance and can be relied upon to drag every last scrap of performance from the car, even at its most difficult. Such was the case in Sochi where the car's lack of rear stability was quite acute but he managed to improvise a way around it to split the Mercs, putting the Red Bull on the front row. It was 0.5sec adrift of pole sitter Lewis Hamilton's lap and Valtteri



The ups and downs of F1: Bottas won in Russia, but retired in Germany

Bottas, third fastest, may not have been trying too hard to take pole, given how vulnerable that makes you to being slipstreamed at the start of the race. But it was still way better than the car merited.

The Russian race was indeed very much about the first corner - but not as much as it was about the two 5sec penalties given to Hamilton for doing practice starts outside of the allocated area and the disallowing of his medium-tyred time in Q2 for track limits, which led to him starting on the soft tyre. Both the penalty and the tyre choice would severely compromise him after he led the opening stint. Bottas and Verstappen had gone through Q2 on the mediums which had double the range here of the soft. As Bottas had patiently just followed Hamilton, knowing he had the strategy advantage over him, Verstappen was able to stay with them. But as soon as Hamilton pitted out of the way and Bottas stepped up the pace, the Red Bull had no answer. "I just couldn't push on the corner entries," related Verstappen, "because there was no support from the rear." Bottas pulled out 10sec on him in ▶



Bottas got the jump on Hamilton early on at the Nürburgring, but a hybrid issue put him out, leaving Hamilton clear to net that record-equalling 91st victory



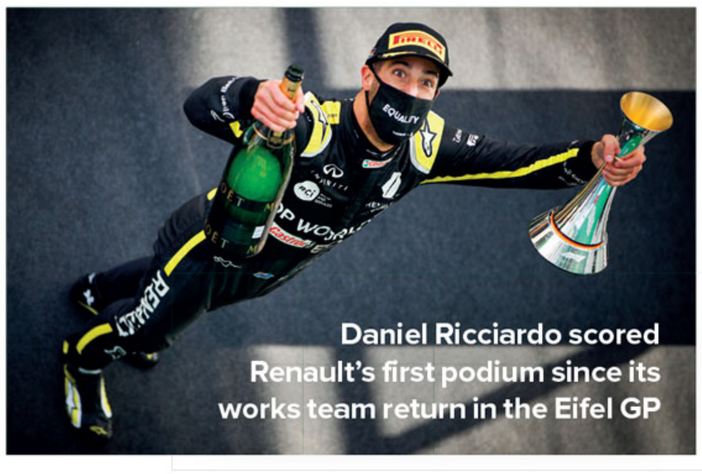
nine laps. Game essentially over. When both switched to the hard tyre for the second half, the Red Bull was much better balanced. But not to the extent that Verstappen could do anything about the gap Bottas had opened up earlier. Second place was another flattering result.

Hamilton's problems in Sochi had denied him the chance of equalling Michael Schumacher's all-time victory tally of 91. Fittingly, that marker would be ticked off at the Nürburgring. But Red Bull had got something for this race - a very subtle aerodynamic upgrade, believed to reside beneath the nose, coupled together with aerodynamically reconfigured rear brake ducts that seemed to have tamed that rear end. Verstappen was vying with the Mercs for pole and although he ultimately lined up only third, it was the nearest to pole the car had been all season - and was achieved with a balance that Verstappen judged too understeery! The Friday practice sessions were cancelled - it was too foggy for the medical helicopter to fly - otherwise they might have been able to tune that out.

Although the understeer cost him a stronger shot at pole (Verstappen was fastest in sector one, second-fastest in sector two and only third in the final sector as the front tyres steadily deteriorated through the lap), he was actually quite pleased about it. "It means we seem to have tamed the rear," he beamed.

Just like in Sochi, he closely tailed the two Mercedes in the first stint (this time with Bottas leading Hamilton) and left the rest of the field well behind. Bottas locked up, had to pit early, then retired with a broken MGU-H. Hamilton and Verstappen were left out on their own, almost a lap ahead before a late safety car. The Red Bull still wasn't quite a Mercedes match, and couldn't prevent Hamilton taking that historic Schumacher-equalling record - but Verstappen wound it up to take fastest lap on the very last tour. A little further back, Pierre Gasly in his AlphaTauri-Honda passed Charles Leclerc's Ferrari to take sixth.

Good, but maybe insufficient ROI.



Daniel Ricciardo scored Renault's first podium since its works team return in the Eifel GP

Word on the beat

Rumour, gossip and news from the F1 paddock

● Former Ferrari boss **STEFANO DOMENICALI** (*right*) has been announced as the new president and CEO of **F1**, effective next year after his tenure as the head of **LAMBORGHINI** ends. F1's incumbent boss **CHASE CAREY** will step back into an advisory role. Domenicali renews his association with his former boss at Ferrari **ROSS BRAWN**.



● **MERCEDES** and **RACING POINT** personnel were obliged to miss the Eifel Grand Prix after testing positive for coronavirus. Members of the Mercedes pit crew were quarantined after testing positive at the venue before the meeting. Replacement mechanics were flown out and were under instruction just to ensure error-free stops rather than chasing record times. Three successful, but relatively steady, stops were duly performed on the cars of **LEWIS HAMILTON** and **VALTTERI BOTTAS.**

● **SEBASTIAN VETTEL** revealed at the Nürburgring that he had invested in **ASTON MARTIN** Lagonda shares in addition to agreeing to drive for the Aston Martin F1 team next year.

● Neither F2 title contenders **MICK SCHUMACHER** nor **CALLUM ILOTT** got their planned F1 practice session at the Nürburgring for the Eifel Grand Prix as the Friday morning session was abandoned because of fog. Their drives had been arranged by **FERRARI** as part of their academy junior driver programme and at the time of writing it is uncertain if there will be scope in the remaining races to repeat the plan. A third academy driver, Robert Shwartzman, had already been announced as getting his FP1 chance with one of the teams at Abu Dhabi.

● **LANCE STROLL** had to stand down from his **RACING POINT** seat at the Eifel GP after falling unwell on Saturday morning and his place was taken by the team's 'super-sub' **NICO HÜLKENBERG**, who'd last appeared deputising for the Covid-stricken Sergio Pérez at Silverstone. Stroll tested negative for coronavirus.

● Mercedes' **TOTO WOLFF** gave an unequivocal 'no' to the question of whether **MERCEDES** might be prepared to provide Red Bull with power units after the Honda withdrawal at the end of next year. Ferrari's Mattia Binotto gave Ferrari's position as, "It's not something we're considering. Supplying them [would be] a lot of energy, which we need to consider, and something on which we have no position yet." **CYRIL ABITEBOUL** acknowledged that the regulations could oblige **RENAULT** to step in, as it currently supplies only its own team, but it didn't sound like he actively supported the idea. The smart money says that the Honda power unit programme will be handed over to Mugen to run and that Red Bull will continue with it.

● Liberty's **ROSS BRAWN** says that he is hopeful Formula 1 can convince **HONDA** to return to the sport under the next engine formula, and that he is encouraging it to be part of the **FIA** working groups tasked with recommending the future direction of the power unit regulations.

● Despite **HAAS** insisting the team is 'not for sale' rumours persist that Russian billionaire **DMITRY MAZEPIN** is negotiating to buy the team with a view to his son Nikita – currently in F2 – driving in F1 next year. **SERGIO PÉREZ**, looking for a 2021 seat since his ousting from Racing Point by the signing of Vettel, is said to have greeted the idea of driving alongside another team owner's son with little enthusiasm.

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The appliance of séance

Has Rolls-Royce's new 'post-opulent' direction given us the Ghost with the most? **Andrew Frankel** takes the spook trail



The new Ghost has cut its family ties with BMW's 7 Series and feels more of a Rolls because of it

IT IS STRANGE TO THINK THAT ROLLS-Royces are now made in exactly the same way as almost all other cars, at least at a conceptual level. When BMW first relaunched the brand in 2003, the then-new Phantom had a unique aluminium spaceframe, while the Ghost, which joined it in 2009, came with an adapted monocoque from the 7 Series. Architecturally the two cars had nothing whatsoever to do with each other.

This new Ghost uses the same versatile and modular structure as the Phantom and Cullinan SUV, as will future versions of the Wraith and Dawn. It's called platform architecture, and less noble companies have been doing it for decades because it allows cars to appear different on the surface while having more than a little in common beneath the skin. An early example was the Type Four platform in the '80s shared by the Fiat Croma, Alfa 164, Lancia Thema and Saab 9000.

As ever with the new Rolls-Royce, these structures are assembled in Germany before being shipped to Goodwood for fit, finish and liberal applications of the stardust required to turn a hunk of well-engineered metal into a car fit for perhaps what remains the most coveted automotive brand of all.

So don't be surprised to learn this new Ghost has the same 6.75-litre V12 motor and eight-speed gearbox as the Phantom and Cullinan, that it too directs its power to all four wheels, all of which are also steered. It has a clever new mass damper on its front suspension to help sponge away secondary interference but it'll be popping up on its stablemates in short order, sure as Claude Johnson was the hyphen in Rolls-Royce.

This is all good news. While the old Ghost couldn't escape its BMW origins, this new one is based only on Rolls-Royce componentry so it feels less compromised and more of a Rolls.

The bad news is that while it is a fine-looking car, whose proportions are so svelte it's almost impossible to believe, it shares its DNA with the ungainly Cullinan so it's less distinctive than the rather raffish old Ghost, which was the best-looking luxury car seen so far this century.

When you talk to its designers they leave the impression that this was part of the plan. They talk in terms of this being a 'post-opulent' Rolls, one bought by a discreet clientele who value understatement. Those who want a truly extrovert, ostentatious wealth statement on wheels always have the Phantom to fall back on, while if you care more about making a statement than what that statement may actually be, the Cullinan is at your disposal.

While I'd still not call the Ghost subtle, it is simple and elegant inside and out. The controls and information displays are easily operated and understood, while trademark features like the horizontal rotary sliders that control the air conditioning and the power-reserve gauge in place of a rev counter have been preserved. What's gone are the analogue dials, and that's a shame. Our three-year-old family Golf has electronic instruments so there's nothing special about them, and had Rolls kept the analogue dials they would have at least preserved the illusion of old-school mechanical engineering.

The engine is quiet as a crypt when it fires up and those expecting some kind of hybrid assistance will be surprised by its absence.



The interior showcases the company's ethos of design simplicity



"Had Rolls kept the analogue dials they would have preserved the illusion of old-school engineering"

Rolls would now be so late to that party it would risk arriving as last orders were called. It will now progress from internal combustion engines to the phased introduction of all-electric powerplants, starting before the end of this decade without taking that interim step.

Predictably, terrible fuel consumption aside, there is a great deal to be said for the approach. Because its engine is so large and lazy (83bhp per litre is a barely out of bed output for a turbo motor), it offers such thrusting, near-silent torque from idle, it almost could be an electric motor. Only at maximum effort does its slightly characterless voice appear, but who but a motoring hack trying to understand his or her quarry is ever going to drive a Ghost like that?

Ride and refinement are sublime. I'm told the Phantom is quieter and more comfortable but you'd need both side by side to tell the difference. It's also a satisfying car to drive. I'd not say it even matched, let alone improved upon, the handling of the old Ghost, which always had a surprisingly dynamic side, but Rolls has correctly concluded that such qualities are not what matters most. This Ghost is still a lovely thing to guide down the road thanks to well-weighted, nicely geared and accurate steering and its micro-managed suspension control.

The Ghost is also a car without any rivals. Now that the Bentley Mulsanne has quit the battlefield and with no replacement in sight, there's only the Flying Spur left, which is a different car at a different price point nearly £100,000 further down the scale. Aston Martin's revived Lagonda project looked like it might aim to occupy similar territory, but now that's been put back to sleep for the foreseeable, the Ghost has the turf to itself.

It is less characterful to look at and drive than the old Ghost, but in ways that matter more it's not just a better car, it's a better Rolls-Royce. Job done, in other words.

ROLLS-ROYCE

ROLLS-ROYCE GHOST



- **Price** £208,000 plus local taxes (£250,000 approx)
- **Engine** 6.75 litres, 12 cylinders, turbocharged
- **Power** 563bhp
- **Weight** 2490kg
- **Torque** 626lb ft
- **Power to weight** 226bhp per tonne
- **Transmission** 8-speed automatic, four-wheel drive
- **0-62mph** 4.8sec
- **Top speed** 155mph (limited)
- **Economy** 18.6mpg
- **CO_2** 347g/km
- **Verdict** Understated to perfection

Be worried, Mercedes

The once unbeatable SL now has a new rival, and it's a Lexus

THE MERCEDES SL WAS ONCE THE undisputed king of the grand tour, its mix of restrained style, effortless performance and count-on-me dependability earning it no shortage of fans. But recent generations of the SL have lost their way, a feeling made more apparent by the arrival of the new Lexus LC500 Convertible.

Born out of Akio Toyoda's personal desire to change the world's perception of Lexus, the LC500 is at once beautiful to behold and stirring to drive, not something drivers are familiar with as far as Lexus is concerned – unless you count the rare LFA supercar.

Built in the same Motomachi factory that produced all 500 LFAs, the LC500 Convertible displays the usual Lexus traits. Shutlines are faultless, there isn't so much as a squeak from the cabin and the Mark Levinson audio system delivers a performance worthy of the Royal Opera House. The well-insulated soft-top roof folds away as quickly as you can sing the chorus to *Mr Blue Sky*, but the heater feels as though it struggles to keep the cabin sufficiently warm on an autumnal day. No matter; the engine, a 5-litre, naturally aspirated V8 will set your pulse soaring, especially as it works so seamlessly with the 10-speed automatic gearbox. In an era of turbochargers, time with a V8 as tuneful as this one will sooth the soul of any keen driver. **James Mills**



It looks great, and has a big, powerful V8. Lexus may have hit upon the perfect grand touring recipe

LEXUS LC 500 CONVERTIBLE

- **Price** £90,775
- **Engine** 5-litre V8
- **Power** 457bhp **Weight** 2035kg
- **Power to weight** 224bhp per tonne
- **Transmission** 10-speed automatic, rear-wheel drive **0-60mph** 5.0sec
- **Top speed** 168mph
- **Economy** 24.1mpg **CO_2** 275g/km
- **Verdict** A personal mission to change the view of Lexus that's worked nicely

Still on the Up!

Fast and fun. Are you sure you need that Lamborghini?



WHEN I ASSUME MY rightful place as leader of our glorious country, I'll make it compulsory for all those who are contemplating buying a fast car for primarily recreational purposes to drive an Up! GTI first. Not because I would seek to limit their right to spend more money on something less good, but because I think many would be surprised.

The formula is neither novel or new, but it is effective. Put a characterful little engine in an ultra-compact package and make sure those charged with tuning and delivering the finished article know what they're doing, and it's actually quite hard to go wrong. The Ford Fiesta ST is one shining example of this approach, and the Up! GTI is another.

It shouldn't be as good as it is. The Up! isn't fresh off the drawing board. In fact, it's in its 10th year of production and the GTI's 114bhp motor isn't going to leave a trail of molten Tarmac behind it. But with a capacity of less than a litre in a car weighing under a ton, it more than makes up in growling, triple-cylinder charm what it may lack in punch.

In its preferred B-road environment, it feels not just fun, but fast, because it is compact, accurate, grippy and responsive. You could spend twice this amount and end up having half the fun in any number of more powerful machines. Just before you do, have a run in one of these – before I make you. **AF**

VOLKSWAGEN UP! GTI

- **Price** £15,895 **Engine** 1 litre, 3 cylinders, turbocharged
- **Power** 114bhp at 5500rpm
- **Weight** 995kg **Power to weight** 116bhp per tonne **Transmission** 6-speed manual, front-wheel drive
- **0-60mph** 8.8sec **Top speed** 122mph
- **Economy** 53.3mpg **CO_2** 120g/km
- **Verdict** Before you break the bank, all we're saying is, give this a go

DK Engineering

Est. 1977

Ferrari Enzo

This Enzo is understood to be unique worldwide. One of just 6, or so, cars to have received a painted lower trim all around from new. The car remains in its original and factory specification of Rosso Scuderia, with Pelle Rosso hide, four-point harnesses in Rosso and a matching Rosso rev counter. In 2017, this Enzo was purchased by DK on behalf of the current owner. Since then we have maintained the car and stored the car in our secure facility. Used sparingly, the car has covered just 13,800km from new. Complete with all books, Ferrari red book Classiche Certification, a detailed and complete history as well as a complete set of tools. **£POA**



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Ferrari 288 GTO

This GTO has covered 36,500 kms and remained with the original owner for 28 years. Equipped with all of the options available; including "Lusso" full Leather seats, air conditioning and power windows. Fitted with a Megaphone exhaust system, it is also accompanied by its original books and Red Book Classiche Certification.



Sebring 12h Ferrari Daytona Competizione

This ex-Kirk F. White GTB/4 Ferrari 'Daytona' Competizione is one of just 25 period group IV competition Daytonas (as recognised by Ferrari). Classiche certified and presented today as it did at Sebring 12 hours in 1972. Eligible for Tour Auto and the Le Mans Classic to name but a few.



Ferrari 275 GTB/4

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



Ferrari 275 GTB Berlinetta "Shortnose"

Very few 275 GTBs can boast period pre-1966 race history like this example. Additionally benefitting from Red Book Classiche Certification and a well-documented ownership history.



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HORTONS BOOKS

Small can be beautiful, too

Slashing F1 engine size by a litre was drastic but, as this book reminds us, 1500cc racing was still great, says **Gordon Cruickshank**



Grand Prix 1961 to 1965
Jörg-Thomas Födisch, Rainer Rossbach, Nils Ruwisch
McKlein, €99.90

HOW WOULD WE FEEL IF Liberty Media and the FIA announced that the 2021 season would be run for 1500cc tiddlers, with no hybrid or electrical backup systems? Short-changed, annoyed, cries of anguish about a racing slowdown, and possible rumours about conspiracies behind the scenes, offset by a vague awareness that if the aim really was to increase safety no one should be resisting that...

That's the background for this hefty book on the 1½-litre Formula 1 era and what happened after the 1958 decision to chop a litre off capacity. Power plummeted, so did speeds, but guess what - racing went on, the best drivers won, there were intense battles with rivals in similar cars. And by the close of the era speeds had caught up and overtaken previous records. It really isn't about size; witness Formula Ford, based for years on underwhelming engines from uninspiring family saloons, yet a scene of knife-edge racing that bred future champions.

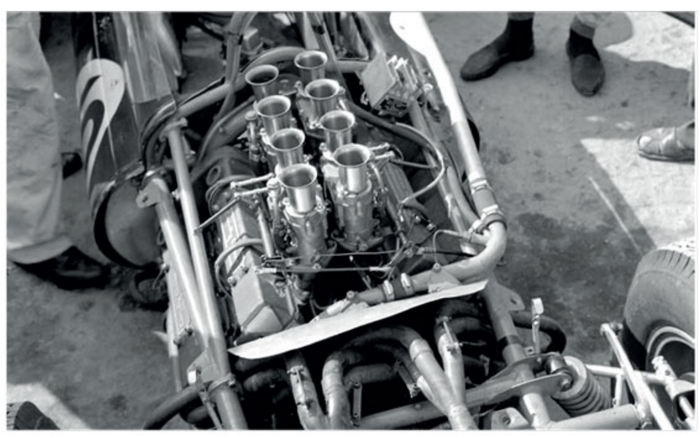
A capacity chop had happened before of course, though for different reasons: in the early 1950s when Formula 1 entries became thin on the ground, grands prix switched allegiance to Formula 2, giving us 2-litre F1 for 1952-53. The crowds still came to watch, and the best drivers still came through... And more recently, repeated changes aimed at slowing things down have been steadily overcome by skillful designers and engineers.

Despite the size of this large square-format book (360 pages and over 500 photos) there is actually relatively little text, especially as it's split between English and German; covering the five seasons race by race the authors provide a short summary of each event and a results table (though covering only the six points positions), with a useful season round-up and a brief look at each year's winning car. These elements are separated by large and lavish photographs including an image of the official program from each race.

Thus the photos are the major part of it, and there are some crackers: Phil Hill's distant Ferrari looking like a go-kart on a bare corner at Aintree while marshals and photographers chat by the trackside; two Lotuses in colours that echo the autumn leaves in the background at Watkins Glen; Surtees' scarlet Ferrari against the egg-yolk yellow of the Shell fuel tanker, an overhead of Honda's new sideways V12 at the centre of a fascinated crowd with our Denis Jenkinson closest of all. That said, on the review copy the photos were heavily inked, blacking out shadows and losing detail. Still enjoyable to browse through, though.

Wrapping the book up are biographies of all the era's champions (Hills Phil and Graham, Clark twice, John Surtees) and also all those who made it to the podium - good to see the likes of Bob Anderson and Tony Maggs getting their due. Then there's an assessment of each title winner's year by German historian Hartmut Lehbrink, details of all the engines, and a discussion about the arrival of the aluminium monocoque, spearheaded in 1962 by Lotus and the 25. An overhead shot of a topless 25 in this section suggests that, thanks to Colin Chapman's theory of the compressability of drivers' bums, if you lifted Jim Clark's feet up a bit he would be lying in pretty much the same position as Lewis Hamilton and his playmates today. Minus, of course, the towering protective bulwarks of today's machines, which is why the Scottish ace isn't sitting anywhere today.

So the information is all there, but it can't be said that this finds any undiscovered stories or explores secret machinations in back rooms. It's not quite a reference book thanks to those partial results; it is a useful, well



Cooper of Jack Brabham fitted with Climax V8, Britain's belated but successful 1500 engine

GRAND PRIX PHOTO

Zandvoort 1963: Jim Clark (6) takes off for another victory in his championship year in the revolutionary Lotus 25

"The English went into a sulk, claiming there was a conspiracy because they were about to dominate"

illustrated summary with McKlein's usual quality presentation.

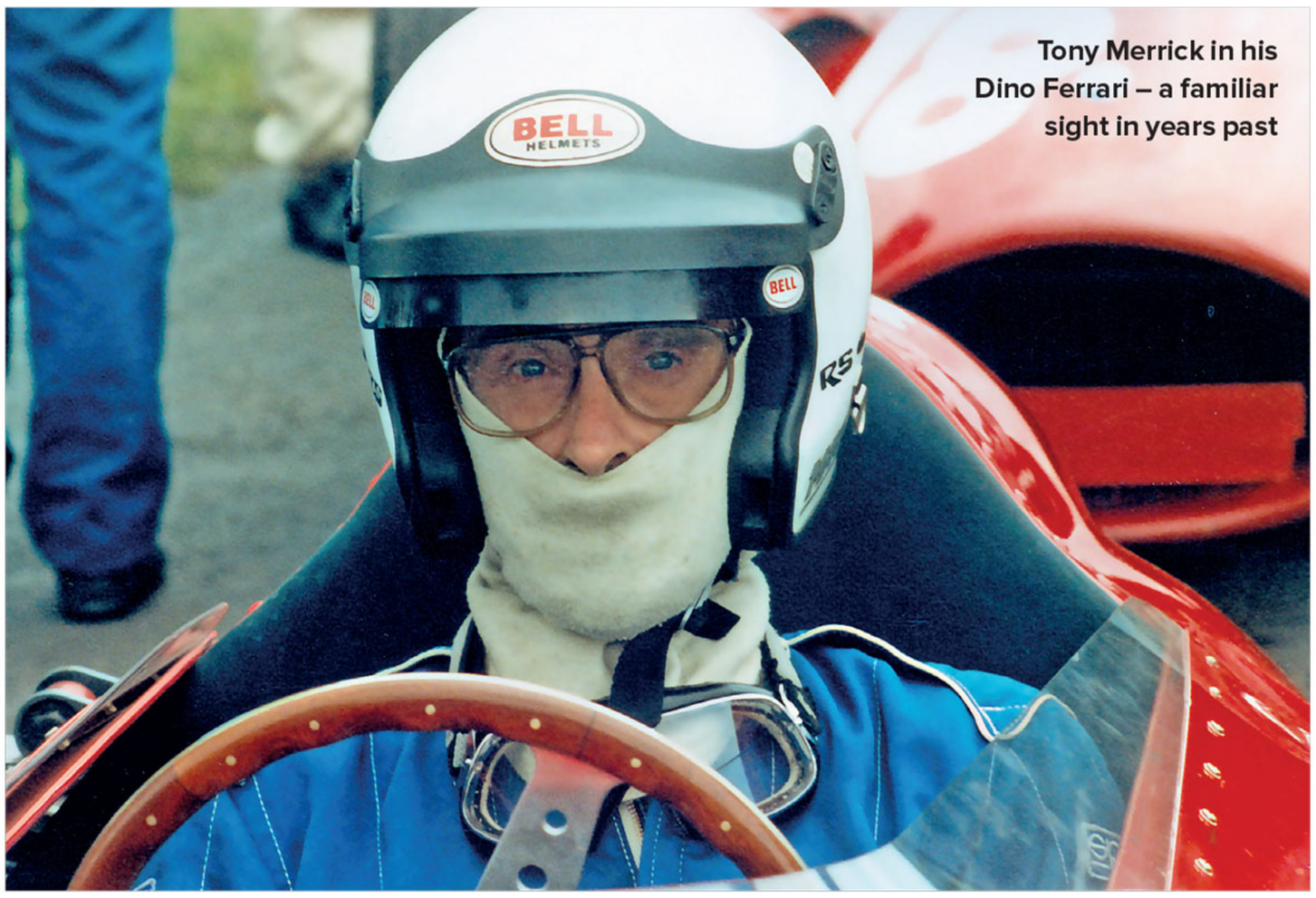
The nearest it comes to discussing any undercurrents is in the introduction, which says when the changes were announced "the English went into a sulk, they even claimed that there was a conspiracy because the British were about to dominate Grand Prix racing". (Pleasing discovery: the German for a sulk is *schmollwinkel*. I leave you to make any jokes.)

Yet that does not wholly explain the background: that the authorities did perceive a threat of mere 'garagistes' from Britain supplanting proper manufacturers, that this did come about once Vanwall had won the first championship for Britain, and that the imposition of a minimum weight (not I think mentioned here) would immediately benefit Ferrari and its heavier front-engined approach current at the time. Especially as Maranello's 1500cc F2 engine was already winning and would provide a springboard.

The result was an attempt from Britain to keep the bigger 2.5-litre engines afloat with a rival series, the InterContinental Formula, hoping there would be so much support that the CSI would have to concede and re-adopt it. Shades of a more recent occasion when teams threatened to create a rival series... That sank, but it meant that the distracted home teams failed to get themselves geared up for the new formula and started on the back foot with their four-cylinder Climaxes, unlike Ferrari, which comprehensively swept up the first title. But things would change...

A Foreword by Richard Atwood, a driver who knows the period from the cockpit, reminds us of the huge progress in racing car design in this era, ready to catapult performance when big power arrived in 1966. And where was the safety argument then?

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Tony Merrick in his Dino Ferrari – a familiar sight in years past

A life around old cars

For 40 years Tony Merrick seemed to be omnipresent on the historic-racing scene. **Gordon Cruickshank** was there, too

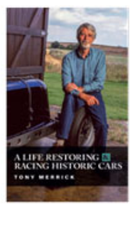
ANYONE WHO WATCHED VINTAGE racing from the 1960s to the 1990s will know Tony Merrick, racer of ERAs, a Ferrari 246 Dino and dozens more. This memoir covers his career in the old-car business from school to his final retirement from racing, outlining an admirable parallel life as a restorer/preparer of prime cars. There's barely a significant historic racer he hasn't worked on or personality he didn't meet, and if you were in any way involved with vintage racing in his time you will, like me, leaf through this saying 'I remember him' or 'I saw that'. Though as it's 20 years since he retired, you probably need to be of an age... He's still an HGPCA vice-president, although he says "grass cutting is more of a priority".

As he tells it, he practically stepped into a racing car from school: there's lots of "then I met..." as he slides smoothly from an ancient Vauxhall to racing ERAs in about five minutes flat. Of course the VSCC world was a small one and enthusiasm cements these connections.

Very quickly he became linked with Tom Wheatcroft and Neil Corner, and his memories of such central figures illuminate the book - for example castle-dwelling Keith Schellenberg for whom the phrase larger-than-life just isn't big enough; Terry Cohn, whom I recall arriving at Silverstone towing a trailer with his Monza Alfa; or Raymond Mays, with whom Tony drove to Italy to meet Contessa Maggi and various *anciens pilotes*. Not to mention his frustrating and fruitless attempts to buy a grand prix Mercedes from Romania.

The fabled machinery that went through his beautiful farm workshops confirms Tony's standing - both Mercedes 300 SLR coupés, BMW's Mille Miglia 328, V16 BRM, Vanwall, Maserati V8RI - and there's a throwaway line about "the many 2900 Alfas we restored". Quite true, including the Pininfarina car - to my mind perhaps the single most beautiful car ever constructed. Tony raced many of these now-priceless machines and there's a great shot of him refuelling the Dino in an Angoulême back street among 2CVs.

Nicely presented, the book includes a list of Tony's travels, races and restorations, some press articles (including by me), and a complete record of every car he worked on, recording every task he did on each as though invoicing the reader. Useful for future owners and historians. I enjoyed reminiscing, though as I say you probably had to be there.



A Life Restoring & Racing Historic Cars
Tony Merrick
Merrick Publications, £90
ISBN 978-1-5272-6069-6

BUGATTI: THE TWILIGHT YEARS 1943-1963 *John Barton*

There is such a thing as being too close to your subject... A man with hands-on experience of building a 73C and even a 251, the bizarre final F1 fling, Barton has assembled a vast wad of information on post-war Bugattis and the firm's end, and it's *all* in here. Half this hefty book is appendices, letters, articles, documents, and dozens of drawings. It's good on the grand prix 251 with its daft crossover suspension, and the firm's flailing attempts to reach new markets. Lots of new material, but too many pictures of wooden casting patterns. **GC**
bugatti1943-1963.co.uk, £240

BRUNO SACCO: LEADING MERCEDES-BENZ DESIGN 1975-1999 *Nik Greene*

As much about early Mercedes design as the Italian designer himself, this diverts into aero experiments, safety testing (they used a Bond-style corkscrew ramp for rollover tests) and biographies of engineers and designers. Sacco moulded the brand visually, making its cars always recognisable, and Greene explains his philosophy as well as his history. In places a bit promotional – "no other brand walks the tightrope between innovation and tradition with such surefootedness" – but a fine tribute to the man who brought us the C111 and the dainty SLK. **GC**
The Crowood Press, £27.50

DRIVERLESS CARS: ON A ROAD TO NOWHERE? *Christian Wolmar*

Back in 2018, when this book was first published, column inches were filled with the idea that our roads were on the verge of a self-driving revolution. Transport commentator Christian Wolmar is having none of it. *Driverless Cars*, updated for 2020, sets out a convincing argument why autonomous vehicles will, for some time, remain in the realm of sci-fi. There is a warmth to Wolmar's writing and his hype-busting common sense ought to be cogitated by Fleet Street hacks who seem only too pleased to spout the shimmering vision of a driverless future laid out on manufacturers' press releases. **LG**
London Publishing Partnership, £9.99

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With two wins already, could Elfyn Evans become Britain's first WRC champion since 2001?

Rallying in the park

The World Rally Championship heads to Monza for its season finale, and it promises to be a thrilling showdown for the title

World Rally Championship, Rally Monza, 4-6 December

Italy will host its second World Rally Championship event of the season in December, with the ACI Rally Monza forming the finale of the reworked championship schedule.

Following Rally Sardinia back in October, the WRC returns to Italy, and will be tackling the Monza event for the first time, even if many of the crews already know it well. The Monza Rally typically forms an end-of-season blowout for many drivers, but this time will feature 220km of championship-counting stages.

And the fight is finely poised, too. Two victories have put Elfyn Evans in contention to take the first WRC title for a British driver since Richard Burns in 2001, as he leads the series heading into the final rounds. Indeed, he stands as the only multiple event winner so far this season.

Toyota team-mate Sébastien Ogier remains his closest challenger. Ogier has been consistent all season, and despite a retirement in Turkey, he remains in close quarters in the championship battle.

Reigning champion Ott Tänak has not quite found his feet often enough following his switch to Hyundai. The Estonian is slightly adrift in fourth position, but within touching distance after a win on home soil.

Along with Tänak, Hyundai stablemate Thierry Neuville has had a good but unspectacular season. His year began with a brilliant Rally Monte-Carlo victory but a DNF and 16th-place in Mexico and Estonia hurt his chances. Subsequent back-to-back podium finishes have turned his fortunes around in recent events and he finds himself in third place.

Each is capable of claiming the crown in this most unusual of seasons, and with just a handful of points separating first from fourth place, it is still all to play for.



Toyota has been the class of the WRC so far, with Ogier second to team-mate Elfyn Evans

FORMULA 1

Bahrain & Sakhir Grands Prix, November 27-29 & December 4-6; Abu Dhabi Grand Prix, December 11-13

Formula 1 finishes off its 2020 season with a triple header in the desert. First, a double helping of the Sakhir International Circuit, which will use the outer loop layout for the second race weekend, and should provide sub-1min lap times. The Abu Dhabi finale is a week later, making this year the latest an F1 season has finished since 1963.

WORLD RALLYCROSS

World Rallycross of Germany, Nürburgring, December 12-13

Both Project E and Supercar action will be had at the Nürburgring to bring the FIA World Rallycross season to a close. The Supercar championship will be decided in Germany. Double champion Johan Kristoffersson – already a three-time event winner – and Mattias Ekström are set to battle for the crown.

SUPER FORMULA

Fuji Speedway, December 19

Following the double-header at Suzuka at the start of the month, Fuji Speedway hosts the last round of Super Formula's delayed season. The final race of the year will take place late into December, making it one of the latest finishes for a motor-sport series in 2020.

CHRISTMAS STAGES RALLY

Croft Circuit, December 13

More localised action is available to see off the year with the Christmas Stages confirmed as taking place in 2020 at Croft. Great entertainment and a wide variety of machinery will make for a great day out watching some of the last bits of motor sport this year.

PLUM PUDDING RACES

Mallory Park, December 26

The traditional Boxing Day meet at Mallory Park is a great way to get out of the house after a hectic Christmas. Races all day long on both two wheels and four are a sure way to keep the festivities going.

MORE DECEMBER EVENTS

December 3	Euro NASCAR, Valencia
December 4	FIA Formula 2, Bahrain
December 5	Super Formula, Suzuka
December 6	Dukeries Rally, Donington

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The Albatec Peugeot 208 RX of Mark Higgins. Below; family business mid-'90s... David, Mark and racing parents Tony and Christina



DPPI, HIGGINS FAMILY ARCHIVE

RACING LIVES

Mark and David Higgins

When your mother, father, grandma and grandfather are rally drivers, there's a distinct possibility that a life behind the wheel awaits. And that's what happened to brothers Mark and David Higgins, who recall that their fiercely competitive sibling rivalry often scuppered their finishing positions in early races.

Now aged 49 and 48 respectively, the Isle of Man-born pair have enjoyed varied careers. Mark is a leading Hollywood stunt driver, working for franchises such as James Bond, while David has had huge success rallying in America, with 10 championship titles to his name.

Interviews by James Mills

MARK HIGGINS: "The Isle of Man was a motor sport mecca. You had the TT and the Manx Rally, which was such a big event at the time when we were growing up, and all our family rallied. My Nana and Grandad drove and co-drove together in Minis, my Mum was a driver, my Dad drove, and we'd always be at events, competing or helping out.

Yet it was stark contrast to today. We didn't have big money and competitions were very much a hobby for the family. We only had one car, a Mini, so we'd do autotesting, autocross, night rallying and stage rallies and then drive the car to work on a Monday morning.

I vividly remember sitting on a hedge with my brother next to me in a pram – so I would have been four-years old – watching the lights come down the road on the Manx on the night rallies with my mum, watching Grandad and Nana [Ken and Evelyn Leece] and then my Dad do the same rally, and my uncles did it as well. My other uncle and godfather was Gary Leece, who was a very competitive driver over there. It was everything to a young me.

Growing up, I used to sit on Dad's knee and help drive the Mini. So when I was four at school and asked what I wanted to be, I told the teacher I'd either be a rally driver or a fighter pilot. I was never clever enough to be a fighter pilot but I was lucky enough to go down the rallying route.

When the Manx was in the Rothmans days, Mum would work at signing-on. For the two weeks building up to the rally, I'd want my Dad to take me down to the promenade every day so I could see what cars had arrived off the boat and would be parked up on trailers outside the hotels. You'd see MkI Ford Transits with a Chevette or Escort on the back, and up and down we'd go, looking at all these great

cars - and the Irish boys coming over with their fake Mantas and Ascona 400s - and then switching on the telly to watch every minute of *Grandstand* on BBC.

All I wanted to do was get on the road. When it was one minute to midnight on the eve of my 16th birthday, I went out with my Mum and Dad because you could drive from 16 on the Isle of Man. Funnily enough, I did the same thing with my daughter when she was 16 two years ago.

I did my first stage rally with Mum as my co-driver in an Opel Manta. I was third-quickest, then I crashed on the next one! So I showed signs of brilliance but was excitable. Happily, I was spotted by Roy Dixon, a local businessman, and he went on to sponsor and manage me; Roy's in his eighties now and we're still in touch. In those days, if I got past the second stage it was all going to be good, and as I got older I became a lot faster without taking the same levels of risk or employing brute force and bravery. I think I was trying to prove to people I could be the fastest driver to make a point.

"I did my first stage rally with Mum as my co-driver in an Opel Manta"

David and I get on really well and the only awkward moments was when we were both competing in Group N. That's when we'd find we'd be talking to the same people about drives, sponsorship opportunities and end up treading on one another's toes. He's quieter than me, doesn't hide it when he doesn't like someone, and is incredibly committed. He has fought hard to keep his rallying going.

However, I don't think I ever got to where I ultimately wanted to go. I did well in British and other championships but never got to the World Rally Championship. I did a couple of rounds but there were always little things going against us and I never got to do a Tarmac rally in a World Rally Car on a world championship round. That's partly why I have always tried to diversify. There have been different forms of motor sport, from rallying to rallycross, I've competed in China, worked in the film industry and had plans to do more rallying this year but all of it has been disrupted by the pandemic. I've managed 10 to 15 days of work since lockdown started.

Professionally I am committed to stunt driving for film productions. There are no rally drives available and I'm too old, being brutally honest. But I do miss it. I'd love to go back and do some Irish or British rallying. The film work has been interesting, and it has its challenges but it is nothing like the 'Five, four, three, two, one...' countdown and setting off down a stage between the trees."

DAVID HIGGINS: "Covid has been as disruptive as it could possibly be. My contract with Subaru was up at the end of last year and they had changes to their budget that meant for 2020 they ended up taking two drivers that were bringing money to the programme, rather than professional drivers. My last 10 years have been dedicated to the US, so that's where all my connections are. I had been working behind the scenes, building a new team that tapped into a gap in the market for rental drives with a view to doing a part season this year and a full season next.

I'd started coaching drivers, then Covid hit, and as the year's gone on, the company that was funding the team has been hit hard and everything has stopped. From my position, it could be career-ending as a professional driver - I'm not one of the younger drivers.

Coaching was always the secondary part of my career but while there's been no rallying, I've done four days of work since March. People don't realise how hard motor sport has been hit. Then there's the Catch 22 of my son's racing career. While I was away doing the work and earning money, I didn't have the time to help Matthew in karting but at least had the money to support him. Now I have all the time in the world and nothing to fund him. Matthew has taken matters into his own hands, doing some coaching of the kids to earn a bit of money to pay for his racing. I was half-thinking about getting a window-cleaning round to keep me going.

With two kids in karting, it was hard on Mum and Dad. In the early days there were times we'd be running first and second in a race, which is your parents' dream, then we'd take each other out because we couldn't bear to lose to each other. As we grew older, things got easier when we weren't competing in the same categories. But it's partly why I went to the US, to put some distance between us. In Britain, I was Mark's younger brother.

By the time Mark [who is one and a half years older than David] started competing in British rounds, I'd be working on the cars with Dad in our garage, building and prepping for events. It became obvious we had to get over to Britain if we wanted to make the most of the opportunity that was there at the time. Back then there were a hell of a lot of British championship manufacturer teams and having to get off the island was a continual obstacle and plain impractical.

Mark was working as a driver coach at Jan Churchill's Welsh Forest Rally School, and Jan said, 'This would be a great business for your family.' We never thought Mum and Dad would leave the island, but they did it to give our careers a chance. The trouble was that it backfired; they thought me and Mark would run the school but when we moved to Britain our careers lit up and we were often away.

My brother's hard-working and a wheeler-dealer. He'd be up all night doing something to make £5! He's done well because of it. But when it comes to driving, he is at his best when he feels the world is against him. A classic example was the Jim Clark Rally years ago. He drove out of service, got to the start of the first stage, heard a rattle, jumped out of his car in a hurry, checked the spare wheels were strapped in - they were - then the bootlid came down and hit him on the head so hard it knocked him out! Then he got in the car and won the first three stages of the rally.

Whereas I have to go into a rally calm and collected. I can't allow any doubt to enter my mind that I am the best driver going into an event, whereas Mark likes to be the underdog and have someone to beat. I see the traits in my lad when he's karting. When he lines up on the grid and he knows he can beat these people; it makes a difference to the way he drives. He gets into the zone so early on the grid, with the helmet on, visor down and plenty of time to compose himself. If he gets wound up, then like me it doesn't go as well.

Alicia, my daughter, was good at karting as well. But there was a problem in the juniors where if there was a girl in front of a lad they'd be taken out. She now manages Matthew and has a scholarship with the London Institute of Banking & Finance, and ultimately would like to work in the business side of Formula 1 or a large motor sport corporation.

I get more enjoyment from my children's performances than I do my own. If Matt does well in a race, I feel a lot better about that than I do about winning another championship in America. At the same time, we need money to move into Formula 4 and the rallying in America keeps the doors open. In a way, I'm now driving for him more than myself."



David Higgins enjoyed huge success with Subaru, winning 10 titles in America. This is a rare WRC outing on Rally GB, 2015

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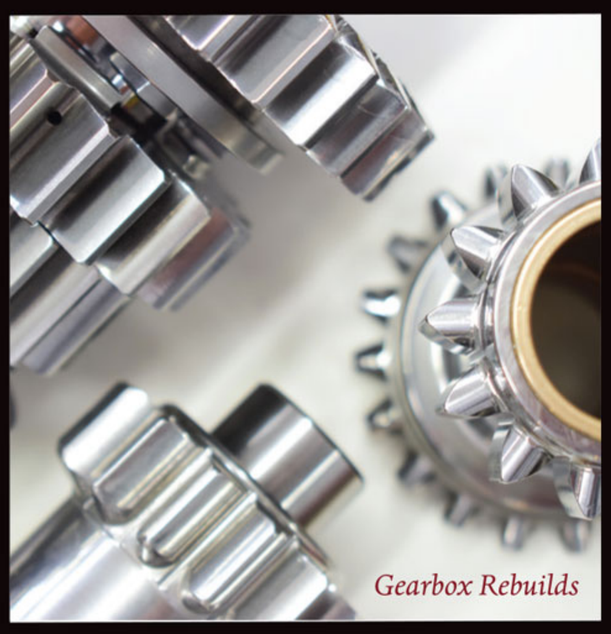
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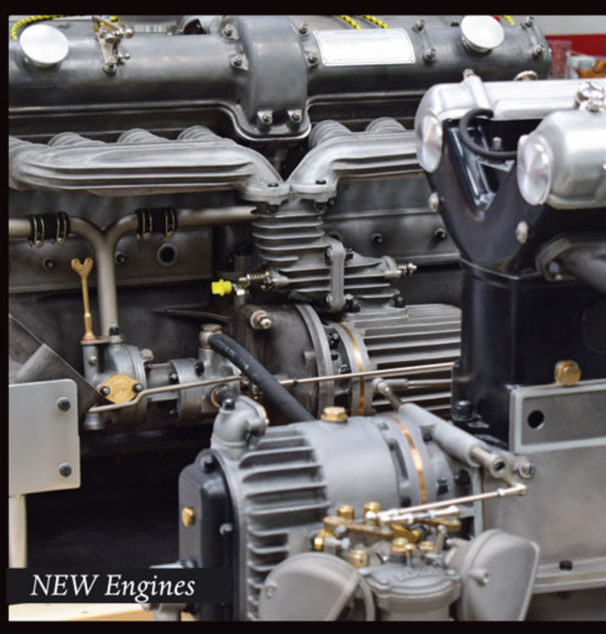
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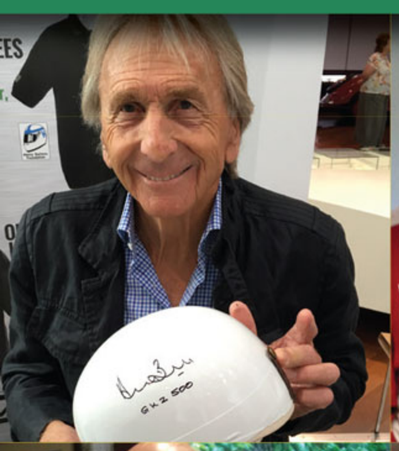
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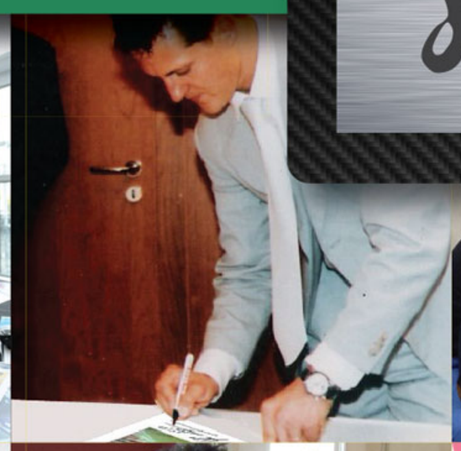
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Capelli in the Leyton House blue of March at the 1988 Belgian GP. Deals during this time were often done with a handshake. Below, on our Skype call



VIRTUAL LUNCH WITH

Ivan Capelli

He was once the golden boy of Italian motor racing, the rising star with an impeccable track record. But as he tells **Simon Arron**, when he landed a dream job with Ferrari, it proved the opposite...

PAUL-HENRI CAHIER/GETTY IMAGES

ON PAPER, IT HAD THE potential to be one of the most romantic of all motor racing fairy tales: the schoolboy who was given an unexpected opportunity to sit at the wheel of a Formula 1 Ferrari and later went on to drive for the team. For Ivan Capelli, though, the second part of the story marked the beginning of the end for a career that had hitherto been ripe with promise.

That was the best part of 30 years ago, so the time to find out how - and why - everything went so wrong so quickly is long overdue. The 57-year-old is based mostly in Switzerland now, near Bern where he manages a factory that produces medical equipment. He still races, though travel restrictions this year precluded his pilgrimage to the Bathurst 12 Hours. For the same reason, our conversation takes place not face-to-face across a restaurant table, but with coffee and biscuits to hand, 600 miles apart via the miracle of Skype.

Successful almost from day one in karting, Capelli won national and European Formula 3 titles before lifting the FIA F3000 Championship with Genoa Racing, one of the smallest teams in the category. When he made his F1 debut with March in 1987, at the wheel of what was effectively a reworked F3000 chassis, cobbled together at short notice, he scored a point in the Monaco Grand Prix - and that in the days when such things were awarded only to the top six.

Everything suggested an exceptionally bright future - and he combined this natural vim with an easy-going manner and a level of approachability that was rare even then.

"I was introduced to motor sport because my father produced advertising for dairy firm Parmalat, which in the 1970s had personal deals with Ferrari's drivers and later sponsored Brabham," he says. "One day, aged 12, I went with him to Fiorano, where he was filming a test session. While I was there

LUNCH WITH *Ivan Capelli*



For one race in 1984 Capelli drove a Ralf RT3 for Theodore Racing in the F3 Macau GP

I met [Niki Lauda's chief mechanic] Ermanno Cuoghi and he allowed me to sit in the car. I then started to follow the sport closely through newspapers and magazines."

As Capelli Sr was also a fan, it wasn't too hard to see what might happen next.

"About 18 months passed before we bought our first kart," he says, "but we then found out that I wasn't old enough, at 14, to drive a 125cc gearbox racer. We hadn't known that, so swapped it for a 100cc Cadetti – the smallest class in Italy at that time. Through the winter of 1977 and into the following year I began competing and in my first full season won most of the events I contested. It took four or five races for me to understand how to drive, but after that it was a successful season and I won the Italian championship.

"I think it helped that I'd been a good skier from a young age. I'd been competing in downhill events since I was seven or eight, so understood the notion of racing lines. Early on I also met Pietro Sassi, an experienced driver who was competing at the top level in Italy. We tested together a couple of times and he taught me a few useful tricks."

Was there a light-bulb moment when the thought occurred that he might be able to convert his successful pastime into a career?

"Not when I was karting," he says. "It seemed just so far away from what was going on at Monza or Imola..."

He edged closer to the car world in 1980 and 1981, when he travelled to F3 races with respected team Ravarotto Racing, monitoring his friend Paolo Barilla's progress.

"Over the winter of 1981 I was working at Fernando Ravarotto's factory in Novara, helping the mechanics because I really wanted to understand how the cars worked," he says. "My hope was that I'd be able to drive for Ravarotto in the 1982 Italian F3 Championship as part of a two-car team. In about February, however, he called and told me he had a problem because Ruggero Melgrati, one of my kart rivals, had made him an offer he couldn't refuse to run him in a single-car team. I wasn't sure what to do, because I didn't really know anybody else in F3, but Fernando promised to introduce me to the Pedrazzani family, who built the Novamotor F3 engines, because they had good contacts. When I went to see them, I was told not to worry, that they knew a guy whose team was based not far away and that I should wait in the office."

Half an hour later Cesare Gariboldi, who would have a profound influence on Capelli's career, walked through the door.

"Cesare and I hit it off immediately," Capelli says. "I was on a very steep learning curve because I had to learn about gears, understand how to give relevant feedback and so on, but I felt comfortable straight away. We started with a March chassis, switched to a Ralt RT3 and went on to have a decent season. I didn't win any races, but finished sixth in the championship as leading rookie. I think we spent 190 million lire [about £80,000], so it was very expensive, and all the more so as all the parts came from England at a time when the lira was very weak against the pound. It had been very important not to have any accidents..."

Veteran Enzo Coloni won the title that year, aged 36, then decided to retire to focus on running a team.

"Enzo approached me at the end of the season with the offer of a free seat for 1983, because he already had sponsorship in place," Capelli says. "Cesare completely understood why I had to make the move, so we remained on very good terms."

It was to be a fruitful partnership. Still at the wheel of an RT3, Capelli stormed to nine wins en route to dominating Italian F3 – he finished 58 points clear of closest rival Stefano Livio – although it was not all plain sailing as he failed to qualify for the Monaco Grand Prix support race. "We were running on Pirellis in Italy," he says, "and just couldn't get the chassis tuned to work properly on Michelins. We also did a few other events away from Italy and towards the end of the year Enzo arranged for me to test a Martini chassis at Magny-Cours and I went a few tenths quicker than the factory team had ever managed."

"If you are not on the podium after this race, it's all over"

Coloni switched to Martini for 1984 and embarked upon a European F3 campaign with Capelli, but the year didn't start well. "I had a minor accident during practice for the opening race at Donington Park," he says, "spinning at the Old Hairpin and going off onto the wet grass. I only just kissed the wall, but moments later my team-mate Bernard Santal went off at the same place, ploughed into my car and destroyed both of them, so neither of us could race.



Young Ivan in karting days, with mechanic Vittorio Cò in the foreground and Ivan's dad behind

"We then went to Martini's Magny-Cours factory to rebuild the chassis and I followed the truck down in my small motorhome to help the mechanics. It was also my job to cook for everybody while we were there! The next race was at Zolder and I had another accident during practice, destroying the front-left suspension. The car was repaired, I qualified fifth and, just before the start Enzo Coloni came over to me, bent into the cockpit, opened my visor and said, 'Look Ivan, if you are not on the podium after this race, that's it, it's all over.' He then turned away and walked back to the pits, but fortunately I finished third."

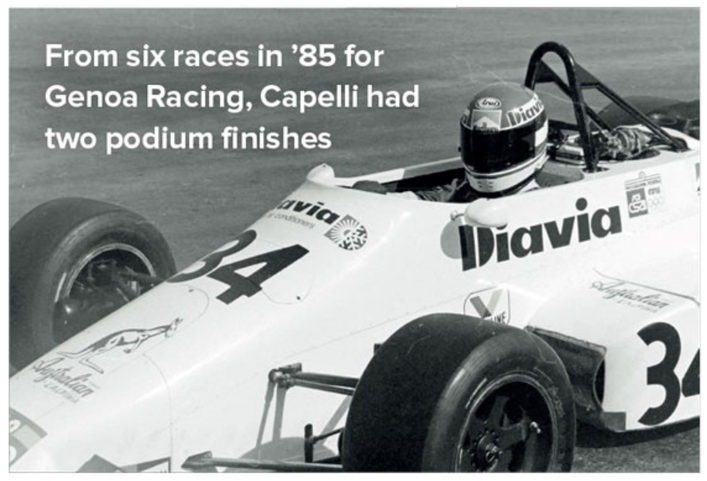
Victories at Magny-Cours, La Châtre, Enna and Mugello followed, together with a clutch of podium finishes, and third place in the Jarama finale was enough to put him beyond reach of principal foe Johnny Dumfries, that year's British champion. One year after his failure to qualify for the prestigious non-

CAPELLI ARCHIVE, SIMON ARRON





Capelli inspects his Formula 3000 Genoa Racing March 85B Cosworth, 1985. Friend and mentor Cesare Gariboldi stands far left



From six races in ’85 for Genoa Racing, Capelli had two podium finishes

championship race in Monaco, he returned to dominate there, too, finishing comfortably ahead of Gerhard Berger. “At that stage the car was almost completely white, because we had very little sponsorship,” he says, “but that victory helped us to secure some backing, and Cesare used it to negotiate a deal on my behalf with Marlboro Italy, which helped me to continue racing.”

The low point of the year came at Monza, where Capelli was excluded for use of an illegal airbox.

“I’m confident that the car was OK throughout the rest of the campaign,” he says, “and it took me a number of years to find out what happened at Monza. There was a lot of rivalry between engine suppliers Volkswagen and Alfa Romeo at that time, and Alfa wanted to make sure it wasn’t beaten on home ground. They played around with the airbox in a bid to find more power, but...”

For 1985, Gariboldi massaged a deal to run Capelli in a March in the inaugural FIA F3000 Championship, under the Genoa Racing banner, though the programme was delayed because he was on national service and couldn’t initially obtain dispensation to race at weekends. He missed the opening three rounds, the fourth at the Nürburgring was snowed off in his absence and he finally pitched up for round five, in Vallelunga.

“I was involved in a sizeable accident with Lamberto Leoni,” he says, “and my career could have ended there and then. I was unhurt, but the car was very badly damaged and we couldn’t afford to rebuild it. Cesare’s solution was to sell his racing transporter, which meant we could get the car fixed, though we now had no means of taking it to races. He then did a deal with Sanremo Racing boss Alberto Colombo, who also had an F3000 team. He would send his truck to our factory and pick up my car on the way to events. In the paddock Colombo had his own cars under the awning, and usually there was no room for mine, so it often stood out in the open, even when it was raining.”

Despite this, he notched up an impressive maiden F3000 victory in the Austrian Grand Prix support race at the Österreichring.

Rubbing shoulders with giants at Brands Hatch in Capelli's first Formula 1 outing in 1985, where he was surely the only driver to arrive by taxi...

Capelli suffered gearbox problems ahead of the Donington Park finale and was obliged to start 21st and last. "It was drizzly, as usual in England," he says, "and the circuit was slightly damp. As we were at the back anyway, we gambled on using the softest Bridgestone slicks, added a bit more front wing and gave it a go. I came through to finish third and afterwards Ken Tyrrell found me in the paddock. We had a little chat and I asked Cesare what he thought. He just said, 'If he came to see you, there must be a reason...'"

Two weeks later, Capelli lined up for his Formula 1 debut in the European Grand Prix at Brands Hatch. "I'd made it clear from the start that I wouldn't be able to bring any money," Capelli says. "Mr Tyrrell told me not to worry and that I would have to pay only for my flights and accommodation. I couldn't even afford to buy an air ticket for Cesare... I flew from Milan to the UK on my own, took a bus from Heathrow and then completed the journey to Brands Hatch by taxi.

"I arrived on Wednesday, was introduced to the team and then hung around because I didn't have a rental car to get to the hotel. When Ken Tyrrell realised, he asked my team-mate Martin Brundle to be my chauffeur for the weekend. I was a bit jealous because Martin had a company Jaguar XJS, through his sports car racing. I had to squeeze in the back, behind him and his wife."

Both Tyrrells retired from the race, but Capelli was offered another opportunity

GETTY IMAGES, GRAND PRIX PHOTO, MCKLEIN

Capelli always felt comfortable within the family atmosphere of the March F1 team, later renamed Leyton House



in Adelaide and brought his car home fourth in an attritional seasonal finale.

With no full-time Formula 1 opportunities on the horizon, Capelli remained in F3000 with Genoa Racing for 1986, scoring wins in Vallelunga and again in Austria, and took fourth place in the title decider at Jarama, which was enough to make him champion by two points from Pierluigi Martini.

The magnitude of that cannot be overstated. Genoa had by now acquired fresh transport of its own - a small box truck - but this was a tiny, four-strong team taking on and beating strong factory opposition from March, Ralt and Lola.

"There was a lovely family atmosphere at Genoa," he recalls. "That was an important factor, as was Cesare's ability to set the car up perfectly to match my driving style."

Capelli was busy in other domains, too. He contested two late-season grands prix - Italy and Portugal - with the tiny AGS team, which made its F1 bow using a reworked version of an old Renault chassis. "Before I tested the car for the first time at Paul Ricard," he says, "I received a phone call from team boss Henri Julien. He wanted me to visit our engine supplier Motori Moderni's factory en route to pick up a rev counter, because the team didn't have one."

He was also invited to join Schnitzer BMW for selected European Touring Car Championship races.

"I enjoyed that," he says. "It was also a good way to earn some money, and BMW gave me a company car, so I could actually drive around in something decent, not my usual diesel. It was great experience because it gave me an understanding of what it was like to work with a professional team.

"I was sharing a 635 CSi with Roberto Ravaglia and Dieter Quester in the Estoril finale and came up alongside Tom Walkinshaw's Rover on the main straight. Because the Rover was right-hand drive, we were pretty much right next to each other. Tom had an open-face helmet and I could see him looking across at me like a maniac."

"Tom Walkinshaw was looking across at me like a maniac"

The most significant of his extra-curricular activities would be in Japan, however.

"Bridgestone's European motor sport director, Hiroshi Yasukawa, came to see Cesare at Imola in June," he says. "He explained that a friend was looking for somebody to race for him in Japan, because one of his own drivers had unfortunately been killed [Akira Hagiwara died when he crashed a Mercedes 190E touring car during a test session at Sugo]. The friend turned out to be Akira Akagi from Leyton House - at the time a successful business in Japan. We later met up in the middle of the paddock - myself, Cesare, Mr Yasukawa, my father, who couldn't understand a word because we were speaking English, and Mr Akagi, dressed all in white. He asked whether I would be available to drive for him in the All-Japan F2 series. I pointed out that Japan wasn't exactly around the corner, but said I'd go if I could I could keep 40 per cent of any prize money that I earned, to help support my racing in Europe. We agreed on a handshake."



The AGS JH21C only entered two GPs in '86

Capelli finished sixth on his debut appearance at Suzuka, then second at Fuji - a first podium for Leyton House Racing. His F3000 March was also repainted in Leyton House's distinctive Miami blue.

"After one race we went to see Mr Akagi in his office before flying back to Europe," he says. "During this meeting, he gave me a sealed envelope with my share of the prize money. I told Cesare that I was going to open it, but he told me that would be really impolite. I did anyway, counted the prize money and realised he'd given me all of it. I tried to return some, because that wasn't what we'd agreed, but he insisted I keep it. From that moment the two of us had a special bond."

Capelli finished his partial Japanese campaign with a third place at Suzuka and was then summoned to another meeting.

"Mr Akagi asked whether I would drive for Leyton House Racing in Japan on a full-time basis in 1987. He offered me a $200,000 salary, too. I replied that I'd like to come, but that I was already talking to a few F1 teams, including Osella and Tyrrell. Cesare looked at me in astonishment, because it was a complete bluff.

"Mr Akagi then asked how much it would cost to support me in F1, running in full Leyton House colours. I had no idea, so told Cesare it was his turn to answer and he suggested $4m. Mr Akagi asked if I was sure I was ready for F1, which I said I was. He said, 'OK, we'll do it,' and agreed yet again on a handshake.

Racing beyond F1

And how Capelli lost a drive due to his passport

For a driver who achieved so much so early, Ivan Capelli's post-F1 career has been relatively quiet. From 1994 for three seasons he raced a Nissan Primera in Germany's STW championship. "We were up against Audi and BMW, both of whom had bigger budgets," he says. "At the end of '96 I received a call from one of the Nissan management at Germany and he asked what passport I had. I said, 'Italian.' He replied, 'Okay, next season we will be using German drivers,' and put the phone down! That's how it ended."

Capelli made his single Le Mans appearance in 1995 in a Honda NSX but the car lasted only seven laps.

"I spent many years as an F1 analyst with RAI and had to attend every grand prix," he says. "That meant I was unable to commit to a championship programme, though I did a few races in the Italian GT Championship for fun."



Capelli drove a Primera in German Touring Cars until the team switched to home pilots

In recent years Capelli has come to love the Bathurst 12 Hours in Australia. "I have a long-standing friendship with Jim Manolios, who owns the Trofeo Motorsport team." Capelli made his Bathurst debut in 2013 at the wheel of a Trofeo Corvette and has since contested the event on three further occasions in Lamborghini Huracáns. "It's an incredibly challenging event," Capelli adds, "but I enjoy it. Despite my lack of training and time in the car, it takes me only a few laps to get up to speed with my team-mates. If I can do the event next year, I'll be there.

"I'd like to do more races but usually the first question is, 'How much do you have?' It's not about my experience, it's nearly always about money!"

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The red of Ferrari at Monaco in 1992, but all was not well behind the scenes

CV **BORN 24/5/1963, MILAN, ITALY**

- **1977-81** karting
- **1982** Italian F3, 6th
- **1983** Italian F3 champion
- **1984** European F3 champion
- **1985** FIA 3000 part-season, 7th; F1 debut with Tyrrell; 4th in Australian GP
- **1986** FIA F3000 champion, Genoa March; two F1 starts for AGS; selected races in All-Japan F2 Championship and with Schnitzer BMW in touring cars
- **1987** F1, March; touring cars, Schnitzer BMW
- **1988-89** F1, March; 2nd in 1988 Portuguese GP
- **1990-91** F1, Leyton House; 2nd in 1990 French GP
- **1992** F1, Ferrari
- **1993** F1, two grand prix starts for Jordan
- **1994-96** German STW Cup, Nissan Primera
- **1995** Only Le Mans start, Honda NSX GT1; retired
- **1997-present** Occasional GT and sports car outings; F1 commentator on Italian TV

On the flight back to Europe we had a lot to drink but didn't know how we were going to arrange any kind of F1 deal. After landing in Milan, Cesare booked a flight to London for the following morning, turned up unannounced at Robin Herd's door and asked whether he'd like to bring March back into Formula 1, because he had the necessary support. I think they sorted it out over a bottle of wine, though the 1987 March F1 car was really just an 86B F3000 chassis modified to accommodate a bigger fuel tank and with revised aerodynamics.

"At the first race in Rio we had a team of just 17 people, including Mr Akagi, his girlfriend, his translator and my father. Our engine tuner Heini Mader didn't yet have a full-spec Cosworth DFZ ready, so we used a World Sports Car Championship-spec engine that wasn't very powerful. On the straights the turbos were coming past at least 60mph faster than I could run, so I was a bit of a mobile chicane."

Despite the rushed nature of this fresh venture, Capelli scored that aforementioned point in Monaco – "a miracle of the kind that would not be possible today" – and took a couple of class wins in the one-off Jim Clark Trophy for naturally aspirated cars. In the background, meanwhile, Adrian Newey had been recruited and was working away on next season's March 881.

"The first time I drove it at Silverstone, I knew it was good," Capelli says. "It was immediately obvious."

The team expanded to two cars, with Maurício Gugelmin signing to drive the second, and Capelli took fifth place in Canada and Germany, third in Belgium (after both the Benettons had been excluded) and second in Portugal before he had the lead – albeit briefly – in Japan, the first time since 1983 that a naturally aspirated car had done so.

"That was a wonderful moment, even if Alain Prost re-passed me quickly," he says. "The 881 handled wonderfully around Suzuka and I was helped a little by the conditions, because my car was more tractable than the turbos in the damp, so I was able to compete with the McLaren-Hondas until an ECU problem brought me to a halt."

"I didn't want to say 'no' to Ferrari. I joined blind to their plan"

The following year began in the worst possible manner, when Gariboldi died in January following a road accident. "That was a huge loss," Capelli says. "Not just on a personal level, but also because of Cesare's old-style engineering input. Telemetry was quite new then, but he retained the ability to deal with the facts in a practical manner and not just rely on data.

"The 1989 car [christened CG891 in honour of Gariboldi] suffered a lack of gearbox reliability and was difficult to set up, which I think triggered Adrian's departure, but by then he had also designed the following season's CG901, and that was a good car even if we had contrasting fortunes. In Mexico it couldn't handle the bumps and we failed to qualify, but at the next race in France we led for much of the afternoon. I finished second."

Late in 1990 Capelli received an approach to join Benetton, which needed a driver after Alessandro Nannini suffered serious injuries in a helicopter accident.

"Flavio Briatore called while I was following the news about Sandro on TV," Capelli says. "I told him I'd just verbally agreed to renew my contract with Leyton House and that I couldn't turn up in Japan and tell Mr Akagi I was switching to Benetton. I needed time to think, to see whether we could perhaps work something out for the following season, but apparently that wasn't an option. He told me I had to make up my mind there and then: did I want to race for him in Suzuka, or not? I turned him down, because I had given Mr Akagi my word."

Leyton House had taken a controlling interest in March in 1989, but by 1991 the business was running into financial difficulties at home and that impacted on the F1 operation. Capelli scored the team's only point, in Hungary, and stepped down two races before the campaign's end to make way for Karl Wendlinger, who brought much-needed sponsorship. "I didn't receive my salary that year," he says, "but paid my own way to the final races in Japan and Australia, because I wanted to be there to support the team."

By that stage he knew his future lay elsewhere as he had signed to drive a Dallara-Ferrari for BMS Scuderia Italia in 1992, though a phone call from Ferrari, which had not long since sacked Alain Prost, put an end to that. "I explained that I had a contract with Scuderia Italia," he says, "but they assured me that wasn't a problem and that they would deal with it. I obviously didn't want to say 'no' to Ferrari, but I joined completely blind, without knowing anything about what they were planning.

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"The situation I found there was quite dramatic. The F92A chassis included some radical features, including the double flat-bottom, but the aero didn't work, the monoshock suspension didn't work and we had to reduce the engine from 12,500rpm to 11,800 to make it more reliable. The car was designed with a transverse gearbox, but I think the Ferrari factory managed to make only two that worked properly, and they were both given to Jean Alesi. For the first seven or eight races I used the longitudinal gearbox from 1991, so we had two completely different cars. It was an absolute disaster, because we couldn't exchange information.

"I was shocked when I tested the car for the first time in Estoril. I'd been driving the 1991 car, but on the last day, in the afternoon, I was finally allowed to try the F92A for the first time and could tell straight away it didn't feel right. During the debrief I didn't say, 'Look, we have a s**t car,' but I pointed out that we needed to refine the front suspension and the aero – it required a lot of work. When they switched to Jean on the other side of the table, he told them the car was fantastic, that he could win races and challenge for the championship. I pointed out that we were 1.5sec slower than Williams, but they just said I didn't understand and chose to believe Jean. For me, the whole thing was a nightmare from about day two, with lots of political stuff that I simply never had during my March and Leyton House days, when we worked as a family. Mauricio and I used to eat together, go on holiday together. With Ferrari, a driver relationship like that was impossible."



Eddie Jordan with Capelli, left, and a young Rubens Barrichello before the 1993 South African GP

Ferrari dispensed with his services before the season was through and Capelli signed for Jordan in 1993 alongside rookie Rubens Barrichello. "Eddie said I could have the seat for $1m, so I started trying to put some money together," he says. "The car didn't perform well in the opening race at Kyalami, though, and I had a big accident.

"Meanwhile, Eddie was on the phone almost every day asking me for the money. This was a new kind of pressure, something I'd never encountered before. After I failed to qualify in Brazil, Eddie said, 'You need to bring me that $1m or you're out.' I replied that after 93 grands prix I didn't think I should be bringing money. If he wanted to give me the possibility to race, fine, but I decided I didn't want to become a pay driver, so I stopped. A lot of teams were asking for money then. Jordan used five different drivers alongside Barrichello during the season, so it was almost like a rental car.

"The next year I spoke to Adrian Newey, who was now winning titles with Williams, to see whether there were any testing roles available, but there weren't. That's when I realised the door back into F1 was closed."



Sparks flew at the 1987 Austrian GP, which at times resembled a stock-car meet. Capelli was in the naturally aspirated March 871

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LETTERS

I wouldn't be surprised if your postbag was full of omissions from your cult hero list [*Cover story, November issue*], so here's mine: why Kimi and not Keke? This Flying Finn could have been conceived in Hollywood – debonair, outspoken, a maverick who rejected the fitness obsession, stubbing out his cigarette and climbing aboard to record the fastest-ever pole lap. He shone when the odds were against him. People write reverently about Senna's first lap at Donington in 1993, but Keke's first lap at a damp Monaco 10 years earlier was equally impressive. Starting fifth, a lone Cosworth among turbos and the only guy on slicks, he was second by St Devote and leading by the end of the lap, waltzing away to victory and finishing with a raw palm, having lost the gear knob on this circuit of a thousand gear changes. As you say of Chris Amon, "Wins and titles… rarely tell the full story." Keke's tally of five wins does not do him justice in my view. His character and flair will always mark him as my cult hero.

TIM HAIN, LOWER KINGSWOOD, SURREY



Barry Flegg's modified Lotus 7Y proved that a 7 could be competitive in the Clubmans series

With reference to the article in the November issue [*Metal guru, November issue*], Cyril Malem states his first complete car build was the Clubmans car you illustrated. Cyril may have put a wide nose on it, but it was built by Barry Flegg and his father, with some very innovative ideas to make a Lotus 7 competitive in the Clubmans series. It won the 1-litre class with 10 wins. I attach a photo of Barry at Brands Hatch in the car.

Myself and a few other helpers enjoyed a year with this car, and the general camaraderie of the Clubmans paddock.

ALAN COLLINS, BY EMAIL

John Watson has drawn my attention to an article in your August edition [*Duel of the Fates*] giving an account of when Jochen Rindt won the 1970 British Grand Prix after Jack Brabham ran out of fuel. Although Wattie and I worked together both at Brabham and Penske he was unaware of my transgression!

The truth was as follows. Ron Dennis and I worked together in the Brabham F1 team during 1968-70. Ron looked after Jack's car whereas my responsibility was building the cars and I sometimes travelled to a race to assist. On this particular occasion, Ron and I worked on Jack's car as his mechanics. It was usual in such situations for Ron to warm the engine before the car was run, which on the Cosworth DFV required the fuel metering unit to be altered from lean to rich. In the '60s and '70s, the Brands Hatch paddock was on the outside of the track and access to the pits was via a single, often congested tunnel. Teams did most of the work on the cars prior to them being driven to the pits.

For a reason I cannot recall we had a panic on Jack's car shortly before going to the pits. While Ron dealt with this, I warmed the engine but we were running very late so as soon as the problem was fixed Ron drove the car to the pits. On arrival on the grid Jack told us we needed to add more fuel, so another panic ensued. During all this mayhem I forgot to change the metering unit back to full lean for the race, but Jack during his lap to the grid failed to detect that the engine was running rich, something drivers of his calibre were well capable of feeling. The rest is history.

Despite his deep disappointment at losing the race virtually at the last corner – a repeat of Monaco earlier that season when it *was* his fault! –nothing was said to either Ron or I. In fact the error was not discovered until the engine was started back at the factory prior to leaving for the next race. Neither Jack nor Ron Tauranac said anything to me in the way of admonishment. Many years later after Ron Dennis had become a major player in Formula 1 the story seeped out – more, I suspect, in an attempt to prove that Ron too was fallible. Jack liked to recount the tale about how Ron lost him the British Grand Prix! It was during dinner one evening at my home years later when Jack raised the matter that I was able to tell him the truth, and thankfully Doug Nye recorded the true story in his excellent book about Jack's life and career.

NICK GOOZEE, DORSET

The reason, Lewis, that you keep being sanctioned is because no-one else pitted illegally at Monza and no-one else did illegal practice starts at Sochi. Brilliant driver you may be but you need to learn to lose magnanimously as Michael Schumacher did.

TIMOTHY HADLEIGH, COBHAM, SURREY

Andrew Frankel has hit a chord with his thought that we have reached 'peak car' [*Diary, November issue*] – a thought that I concur with fully, and have done since reading an article in *Autosport* by John Bolster back in the '60s. His comparison of driving a Fiat 500 alongside a Dino Ferrari led him to a similar conclusion to Andrew Frankel.

The then technical editor of *Autosport* opined that we could get more motoring enjoyment from ten-tenths driving in the 500 than five-tenths in the Dino. Food for thought as we race towards 2000bhp with the new breed of electric hypercars. I am quite happy with my 50-year-old Lotus 7!

CHRIS EDWARDS, GRISTON, NORFOLK

Gordon Murray's discussions with Stéphane Ratel about creating a series to race his stunning T50 [*Matters of Moment, November issue*], has to be one of the most mouth-watering prospects within the motor sport world over the next few years. How can anyone not be excited about seeing the T50 take on other similar types of car in a European-style championship?

Murray and Ratel both have the passion and intelligence to create something truly special, and us fans will have a field day seeing such great cars competing.

Let's hope they can realise that dream.

MICHAEL SKEET, SOUTHAMPTON

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Timing is everything

EDITOR Simon de Burton

PRECISION

WINTER 2020



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PRECISION

WINTER 2020

FORZO

REGULAR READERS OF *MOTOR SPORT*'S *Precision* page might recall a British brand called Geckota, which featured in the April 2020 issue. The Gloucestershire-based business grew out of eBay-founded trading platform WatchGecko, which was established by horology enthusiast Jonathan Quinn more than a decade ago to sell timepieces and accessories.

But what started out as little more than a hobby turned into a business in 2012 when Quinn began penning watches under the Geckota name, with the line-up now comprising models variously inspired by adventure, flying and motoring. All designed at the firm's Tewkesbury HQ, the watches use a range of mechanical, quartz or hybrid meca-quartz movements - made variously in China or Japan - and cover the whole gamut of styles from dress to sports to pilot to automotive.

And in summer next year, Geckota plans to launch a new sub-brand aimed squarely at motoring enthusiasts that takes its design cues from the world of classic and racing automobiles. Called Forzo, the range comprises timepieces that will be priced from around £450 and which, like the Geckota models, will feature a variety of mechanical and quartz/quartz hybrid movements.

The inaugural 1970s and '80s-inspired Gridster designs cover a selection of seven 41mm pieces, four being simple, three-hand watches with date windows and the remainder being chronographs. All feature square-shouldered cases made from 316L stainless steel and fitted with matching steel bracelets combining block links and large perforations for a classic driving watch look.

The three-handers will be available with a choice of green, blue or black dials, each with contrasting detailing, while the chronographs will be offered with yellow, red and white or black dial finishes, the latter having gold-coloured markings.









Above: Forzo 60s Chronograph. Below from left: Automatic; Gridster; 70s

The Forzo 60s model, meanwhile, has five three-handers and four chronographs in a slightly more retro style, again with a choice of dial colours but this time with solid rather than perforated bracelets.

A further watch called the Forzo 70s Concept completes the line-up, and this one has a square/cushion-shaped case and a dial that loosely resembles a classic Heuer Monaco. All five variants will be chronograph models with Seiko MecaQuartz movements and rugged steel bracelets.

Forzo has already established a community page and blog on its website with the aim of sharing the founders' interest in cars and watches with fellow enthusiasts, and to encourage owners' feedback on both the brand's existing and proposed models.

Upon launch next summer, it is planned that there will also be a range of accessories, which will include good-quality watch rolls and an impressive selection of leather and fabric straps including, of course, a number of '60s-style perforated types. *forzowatches.com*

A one minute flight that made history

On 2nd November 1947, Howard Hughes' H-4 Hercules, the largest flying boat ever built, made its first and only flight, securing its place in history. Bremont pays tribute to this groundbreaking piece of engineering with the Bremont H-4 Hercules Limited Edition watch collection. Hand-built in Henley-on-Thames, it features the brand new slate grey 25 jewel BWC/02 mechanical movement and incorporates original birch wood from the aircraft.



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The circle within a square design and uncluttered face mimics motor-racing dials for easy reading

HERO-ERA

WE ALL KNOW THAT CARS AND watches go together like a horse and carriage so it's no surprise that classic rally organiser HERO-ERA is dipping a toe into the world of horology with the launch of its very own, Swiss-made watch designed specifically for adventurous drivers. Made by private label manufacturer Alatron, which anonymously produces timepieces for several of the biggest luxury brands, the 44mm watch can be bought with a plain, polished steel case or finished in a stealthy black PVD treatment.

Cushion-shaped and with a round dial, it features an aluminium 24-hour bezel that's divided into light and dark halves. These represent night and day and work in tandem with a bold additional hour hand to provide a second time zone reading, making the watch ideal for use on the type of multi-week, transcontinental rallies for which HERO-ERA is famous.

A self-winding mechanism from the tried and trusted Swiss movement manufacturer Soprod lies beneath the dial, which carries brass hands and applied numerals filled with glow-in-the-dark SuperLuminova to enable the watch to be used during those gloomy night stages.

The attractively textured dial has a date window at the three o'clock position and is topped-off with discreet HERO and ERA logos in the top half, while turning the watch over reveals a transparent case back that affords a decent view of the movement.

Water resistant to 50 metres, it's billed as 'a useable adventurer's watch' and is supplied on a choice of black or brown crocodile-skin straps, which are perforated in the classic driving style.

For a genuinely Swiss-made GMT automatic, it's reasonable value at £1,300 (complete with leather travelling pouch), and £100 from the sale of each of the first 200 number-stamped and certificated editions will be donated to Britain's hospitality industry via HERO-ERA's Hero2Help philanthropy programme.

Hero2Help has already raised more than £20,000 that has been shared between the NHS and StarterMotor, an Oxfordshire-based charity that helps engineering apprentices gain access to classic cars in order to ensure the future of the historic-motoring industry.

The watch is available direct from heroevents.eu

75 YEARS AGO WE WEREN'T EVEN ALLOWED TO TALK ABOUT THIS WATCH, LET ALONE TAKE OUT A FULL-PAGE AD.

In 1943 the British Ministry of Defence commissioned Vertex to make a military watch. Its specifications and even its existence were highly classified, and Vertex founder Claude Lyons was sworn to secrecy. Even in September 1945, when the military campaigns in Europe and Asia were finally over, he still never spoke about it. It wasn't until 2018, our centenary year, that Vertex first acknowledged the Calibre 59, with the creation of the M100. Now, to mark the 75th anniversary of the end of World War II, and as a tribute to all the soldiers, sailors and aircrew who wore Vertex watches, we have created the limited-edition Bronze 75. The official MoD Broad Arrow, an edition number, a store number and the W.W.W. stamp make it a faithful homage to its wartime predecessor, just not nearly as confidential.
Read more at vertex-watches.com



VERTEX

PRECISION

WINTER 2020



British watch brand Bremont's standard IonBird comes with a brown nubuck strap for a vintage feel

BREMONT

BREMONT HAS MAJORED ON PILOT-THEMED watches since it was launched by aviation-mad brothers Giles and Nick English back in 2007, and fans of the British brand have proved especially keen to own models based on landmark aircraft of the past, such as the Wright Flyer, Supermarine Spitfire, P-51 Mustang and Concorde, all of which have inspired special editions.

But now Bremont has looked to the future in a collaboration with aerospace giant Rolls-Royce, with which it has developed a smartphone app to help pilots with their pre-flight checks and precision timekeeping.

There is, of course, a watchmaking element to the project. The app, designed for both professional and amateur pilots, links to a special watchstrap that alerts the wearer to key moments before take-off or during flight with a noticeable 'tap'.

In addition to designing the strap, Bremont has also created a new watch called the IonBird that marks its involvement in a bid by Rolls-Royce to set a new speed record for an electric aircraft, all part of its commitment to achieving carbon-neutral flight with the all-electric Spirit of Innovation plane. The current record of 213mph, set in 2017 by German pilot Walter Kampsmann in an Extra 330LE, is expected to be dwarfed by the 300mph that Spirit of Innovation is predicted to achieve next year.



IonBird's 43mm case is lightweight aviation-grade titanium, with a stainless steel case back

Bremont, which produced a bespoke analogue clock for the dashboard of Jaguar's C-X75 hybrid concept car back in 2010, has now developed a special stopwatch to be installed in the electric plane's cockpit. It has also used the facilities at its Henley-on-Thames workshops to machine key components for Spirit of Innovation's canopy-release mechanism.

The IonBird watch, meanwhile, will be worn by the pilots during the on-going development of the aircraft and when it attempts its record-breaking flight.

In advance of that, the chronometer-certified timepiece is now available to buy, and logo-shy types will be pleased to see that it's devoid of any text referring to its Rolls-Royce connection, either on the front or on the back.

In fact, it's a relatively conventional GMT watch housed in a lightweight, corrosion-proof case made from aviation-grade titanium and featuring a bi-directional 24-hour bezel paired with an additional bold, arrow-shaped hour hand to provide the second time zone function. One distinctive feature, however, is the unusual right-hand strap lug that doubles as a curved guard for the winding crown at four o'clock.

The case uses Bremont's popular, piston-inspired design and contains a similar anti-shock mechanism to that used on the brand's MB chronometers designed in conjunction with British aviation company Martin-Baker, which manufactures ejection seats.

Despite the futuristic aspect of the aircraft that inspired it, the IonBird offers a decidedly vintage look, especially when paired with the brown leather strap that's supplied as standard on the £4,495 model. A steel bracelet version is also available for an extra £300. *bremont.com*

PRECISION

WINTER 2020

It's probably fair to say that Richard Mille watches are something of an acquired taste. Indeed, when non-horophiles see one for the first time they invariably respond with a look of bemusement. And that's usually before they've been told the price. But when you look at a Richard Mille closely – or better still, start to make a habit of wearing one – you gradually 'get it'. It's only then that you begin to appreciate the fact that these are serious bits of engineering in which every component has been created without compromise.

When the first RMs went on sale 20 years ago, the ebullient Mr Mille used to like showing people a watch, telling them why it cost so much, how long it took to make each titanium screw and how technically advanced the movement was. And then he'd swing it by the strap and chuck it across the room with a throaty laugh. That was his way of showing people that he believed in what he was doing, and that it had some substance. As the firm grew, he was able to demonstrate the quality and resilience of his products more widely by recruiting brand ambassadors, the automobile-related roster of which now includes F1 driver Romain Grosjean, IndyCar legend Scott Dixon and rally stars Sébastien Loeb and Sébastien Ogier.

The line-up also includes Sébastien Buemi, who took home his third LMP1 winner's trophy on the trot from this year's Le Mans 24 Hours, which also featured the debut of the Richard Mille Racing Team of three female drivers, Beitske Visser, Sophia Flörsch and Tatiana Calderón. The trio finished ninth in LMP2 and 13th overall.

Mille insists that the team, and all his other ambassadors, wear their watches 'to the office' to show that they really are up to the job. You can regularly see the timepieces on the wrist of current F1 drivers during sessions, all of them ticking away happily despite the forces involved.

What's more impressive is that the brand never appears to slow in its quest for interesting new ways of interpreting clockwork in terms of everything from aesthetics to function, materials and, in particular, engineering. A case in point is the new RM 72-01 Lifestyle Chronograph that features the maker's first entirely in-house developed and manufactured flyback chronograph movement.

Although numerous other brands have been making chronograph wristwatches for the best part of a century, Richard Mille is the first to come up with a 'double-clutch' system that enables the chronograph mechanism to be used without significantly reducing the power reserve required to run the main timekeeping function. It works by using separate, de-clutchable mechanisms to drive the chronograph seconds and minute hands independently.

Equally impressive is the fact that the movement has been kept to a mere 6.05mm thick despite containing 425 components. Regardless of whether or not the chronograph function is used, the watch will run autonomously for 50 hours (it winds automatically through the platinum oscillating weight visible through the transparent case back).

Engineering addicts will also be interested to learn that, according to the official description, 'the two pushers require the exact same force to activate the various different functions. The precise pressure required was calculated so that the engagement of the mechanism is distinct, yet gentle. The shape and surface of the pushers, along with the 'click' sound that is so clear and unambiguous to both finger and ears alike, help to create a feeling of comfort.'

Starting at around £175,000, the RM 72-01 is comfortingly expensive, too. *richardmille.com*

RICHARD MILLE



Inside story: the RM 72-01 Lifestyle Chronograph, from £175,000

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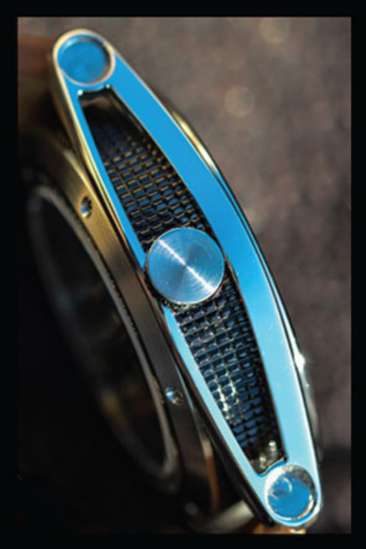
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PRECISION

WINTER 2020

Vertex's limited-edition British military-derived Bronze 75 marks 75 years since the end of World War II

VERTEX

IT MIGHT BE 81 YEARS SINCE THE START OF WORLD War II, but it seems that time has done little to diminish the appeal of the classic military wristwatch. In a seamless transition from the battlefield to the bar, the explosion in popularity of 'mil-look' watches has been howitzer-like.

The story of the original waterproof wristlet watch, commonly known as the WWW, dates back to the end of WWII when the Ministry of Defence introduced what is believed to have been the first standard specification for a military timepiece before commissioning 12 Swiss-based manufacturers to produce them. The standard decreed that the watches should be water and shockproof with matt-black dials, Arabic numerals, luminous hands and hour markers, an outer minute track and a shatterproof crystal, surrounded by a stainless steel case to house a movement of specific size. As a result, all the watches from the 12 manufacturers (Buren, Cyma, Eterna, Grana, Jaeger-LeCoultre, Lemania, Longines, IWC, Omega, Record, Timor, and Vertex) looked more or less the same.

Military watch geeks have been collecting these originals for decades, but only recently have manufacturers revived the look, usually bringing it up to date with larger, more contemporary case sizes than the 36mm originals.

Back in 2017, entrepreneur Don Cochrane decided to relaunch Vertex after discovering that the firm had been set-up in 1916 by his great grandfather Claude Lyons. He started with an initial, limited-edition model called the M100, which featured a black dial with highly luminous Arabic numerals, a small seconds counter and 'broad arrow' government property mark, all of which harked back to the old military issue models.

Cochrane then introduced a blackened version called the M100B, and followed that with a single-button chronograph, the MP45, that's based on a watch supplied post-war to the Royal Navy. Manual and automatic winding versions of that one are now available, along with a choice of blackened or plain steel cases and black or white dials.

The most recent addition to the Vertex range, however, is arguably the best looking and most covetable. It's a new take on the M100 called the Vertex 75, because it marks 75 years since the end of World War II.

The watch contains the same bespoke, hand-wound movement as the original M100 but features an all-new 40mm case made from bronze, the back of which is an exact reproduction of that used on the WWW made from 1944-45. It even has the WWW stamp, broad arrow mark and Army stores number.

Just 150 will be made, each priced £2,700 and supplied with a trio of straps and a genuine Pelican waterproof case. As far as we're concerned, it's mission accomplished.
vertex-watches.com



Pre-internet, WWW referred to waterproof wristlet watch. Also note the UK government arrow mark

MICHEL

HERBELIN

ATELIER D'HORLOGERIE FRANÇAISE



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The Dakar chronograph has been unveiled as part of Omologato's involvement with SRT Racing (above right) next year

OMOLOGATO

UNTIL JUNE 2015, NO ONE HAD HEARD OF Shami Kalra's Omologato brand because it didn't exist. But the designer's decision to shift from making promotional goods for the motor sport world to focusing on affordable, car-inspired watches has proved to be a good one.

"In the beginning, I was happy if we sold one watch per day," Kalra said, "but this morning alone we'll be shipping 80 orders around the world."

And it's not just individual customers who have caught on to how Omologato's designs have captured the essence of driving on road and track.

The brand has already been recruited as the official timing partner of both the Autodromo Nazionale Monza and Watkins Glen in the US and, as this issue of *Motor Sport* was going to press, Kalra was preparing to sign deals with other major circuits.

Omologato has also established itself as a serious race-team sponsor, most recently as a backer of the DragonSpeed LMP2 team that contested September's Le Mans 24 Hours with a pair of LMP2 Oreca 07-Gibsons. Car no 21 was driven by Juan Pablo Montoya, Memo Rojas and Timothé Buret, and car 27 by Henrik Hedman, Ben Hanley and Renger van der Zande.

To mark the brand's first involvement with the celebrated race, Kalra produced a limited edition of 25 team watches, plus 16 extra-special versions, eight of which were placed inside each car before the start.

The stunt required full FIA approval that necessitated bundling the timepieces in nylon rolls and fitting them into special aluminium boxes that had to be securely bolted into each car.

"We agreed the deal with DragonSpeed back in June, but the FIA had to be informed of the plan because it meant removing exactly the correct amount of ballast from each car in order to compensate for the extra weight of the watches which, of course, also had to be safely contained."

In the event, car 27 crossed the line in a respectable 16th position, while car 21 failed to finish, retiring with a misfire after 192 laps. All 16 watches survived the ordeal, however, with a dozen being quickly sold at £795 apiece, two kept for the Omologato archive and two being set aside to be auctioned for wildlife charity Big Cat Sanctuary.

Putting the watches through the Le Mans race has now inspired an even tougher test. In January, 18 Omologato chronographs will be fitted inside three CR6 off-road buggies and one seven-and-a-half-ton truck that will make-up the SRT Racing team's entry in the 2021 Dakar Rally.

The move follows Omologato's sponsorship of the 2019 East African Safari Classic Rally, for which it created a special limited-edition watch and plastered its logo across a Tuthill Porsche 911.

The new model for the Dakar challenge has already been produced, with 'standard' versions (i.e. not the ones that will be fitted in the vehicles) being available to buy now for £370. They feature 42mm blackened steel cases, matt-black dials with yellow SuperLuminova markings and orange detailing. Powered by good-quality, Japanese-made quartz movements, the watches are supplied on silicone straps in a choice of black, orange, khaki or navy.

The 16 race-run watches will cost around £750 and will each have case backs engraved with the relevant vehicle's race number. They will be supplied with a USB stick showing the pieces being placed inside the cockpit, a certificate of authenticity and special rally-style packaging.

omologatowatches.com

PRECISION

WINTER 2020





Let your imagination run wild with BRM's online configurator. Left: the 48.8g MK44

THE IDEA OF 'ADDING LIGHTNESS' IS FAMOUSLY attributed to Lotus founder Colin Chapman but now the concept has been adopted by BRM. We're not talking about British Racing Motors; it's the French automotive-inspired watch brand Bernard Richards Manufacture, which has recently enhanced its ever-expanding range of car and motorcycle-themed chronographs and three-hand models with the remarkable MK44 Makrolon watch that's claimed to be the lightest automatic chronograph in the world.

BRM makes the thermoplastic Makrolon sound ultra-exotic by describing it as the stuff used to make the side windows of the most advanced race cars, helmet visors and fighter-plane cockpit canopies, and there's no denying that it is a tough, versatile and incredibly light heat-resistant material. But this particular type of polycarbonate is also in use all around us in everything from medical equipment to car-headlamp covers and spectacles to greenhouse glazing.

Taking advantage of its highly mouldable nature, inherent strength and featherweight density, BRM has used Makrolon to create the entire upper case of the new MK44, making for a transparent look previously seen mainly on high-end watches made from sapphire crystal, such as those by Richard Mille and Hublot.

The lugs, buckle, crown and pushpieces are also of an almost imperceptible weight due to being made from hollowed-out titanium, while a light aluminium called Fortal HR has been chosen for the case back. Add a highly skeletonised dial, drilled hands, a half-weight automatic winding rotor and a strap that is made from gossamer-thin technical fabric incorporating 'memory' fibres, and the result is a fully-functioning chronograph that weighs a scarcely believable 48.8 grams. Like a Formula 1 racer, every bit of extraneous weight was removed.

If a see-through watch isn't for you, however, BRM has dozens of other models to choose from, many of which are infinitely customisable using the brand's decidedly engrossing online configurator, which enables buyers (or time-wasters) to design a personalised watch by choosing from a vast range of colours for dials, hands, chronograph counters and so on, different case and lug finishes and several types of strap.

Since BRM launched in 2002, its watches have become a common sight in pit lanes and team garages at race circuits around the world, helped by the fact that the brand sponsors numerous drivers in everything from WEC to rallycross, backs Lotus and Porsche marque championships and various historic races, and is the official timing partner at several French race tracks, including the Circuit du Val de Vienne near Tours. *brm-manufacture.com*



Photo: F&R Rastrelli

The HERO-ERA Wristwatch

From the organisers of famous international rallies, Peking Paris and Le Jog, this is an instrument for those obsessed with time. This exquisite hand made Swiss time piece is meticulously engineered and constructed by famed Horologists Alatron, incorporating the renowned Soprod C1265 movement. Stylish, elegant yet sturdy, it uses only the finest materials, the unique shape of a circle within a square portrays it's watch face of form and function unobscured by clutter.



The hospitality industry has been amongst the hardest hit by the pandemic. We know and rely on the hard working hospitality business to support our internation-al events which is why we aim to help where we can, we hope you would consider contributing as well.
Hospitality Action will receive **£100** from the sale of each of the first 200 HERO-ERA watches.

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PRECISION

WINTER 2020



TAG HEUER

TAG's enduring Carrera watch gets a modern makeover for 2020, with four new versions comprising three in steel with a choice of black, blue or olive-green dials, plus one with rose-gold detailing to the hands and hour markers (*left*). Apart from the all-steel green version, the 44mm model is fitted with a ceramic bezel and the in-house 02 movement that can be seen through a transparent case back. Each has a fixed bezel engraved with a tachymeter scale for speed and distance calculations. From £4,695. *tagheuer.com*

MICHEL HERBELIN

Michel Herbelin's Newport watches have been a favourite among sailing types since the model was created in the early 1980s to honour the long-time venue of the America's Cup. The unusual bracelet lugs have since remained a signature but their appeal has extended beyond the 'yachtie' community thanks to the many interpretations on the Newport theme. The Héritage model, for example (*far left*), could easily pass as a driving watch with its bold and legible design and urgent red detailing. It's a bargain at £1,155. *michel-herbelin.com*



DOXA

The Doxa Sub dive watch has been made available in several guises since its relaunch a few years ago, but only now is it possible to buy a chronometer version. The new Sub 300 COSC is certified for accuracy and, like the first model of 1967 on which the range is based, can be bought with a signature orange dial (*left, centre*). Those who aren't sticklers for originality will appreciate the other colours added: turquoise, yellow, navy, silver and black. All can be paired with rubber straps or a classic 'beads of rice' steel bracelet. From £2,350. *doxawatches.com*

JUNGHANS

As Germany's largest watchmaker, Junghans produces 60,000 timepieces per year at its HQ in the Black Forest, where it is run by manufacturing tycoon and classic car collector Hans-Jochem Steim, who acquired the brand in 2007. During the 1990s, Junghans was famed for its ultra-accurate Mega-1 radio-controlled watch, but it now thrives on the production of more traditional models, such as the new Form A Titan (*left, near*). The automatic watch combines a simple shape with a lightweight titanium case and a matt-finish dial with an embossed minute track. Choose from a tough, buffalo-leather strap or one made from recycled plastic. £980. *junghans.de*



MHD

The precocious Matt Humphries was just 21 when he was taken on by the Morgan Motor Company as its chief designer. For the past decade he has worked as a freelance consultant and lecturer, while also setting-up his own watch brand, MHD. Last month we brought you news of his new Type 1 range but we're equally keen on the racy SA2 (Sprint Automatic 2), especially in black and yellow launch edition trim (*left*). Just 100 will be made, priced £645, with Miyota movements. *mhdwatches.com*







BULGARI

The celebrated Roman jewellery and watch house has recently become known for setting the standard in ultra-slim timepieces, smashing six 'slimness' records with variations of its Octo Finissimo model, the latest being a tourbillon chronograph that measures 7.4mm thick and costs £130,000. But in light of the more understated approach to luxury triggered by Coronavirus, Bulgari has also re-launched its famous entry-level Aluminium model from 1998. Available online only, the 40mm watches cost £2,580 for the three-hander and £3,720 for the chronograph (*top, left*). *bulgari.com*

SEIKO

The Japanese brand is on a roll, expanding its high-end Grand Seiko range with some well-conceived models and adding to its regular Seiko lines with a raft of new mechanical and quartz offerings. One of the stand-outs is the Urban Safari variation (*top, centre*) on the Prospex Street dive watches designed for everyday wear. It looks great with its desert-sand strap-and-dial combination. Mechanical three-hand movements or solar-powered, quartz chronograph calibres are available £510 (mechanical); £460 (quartz). *seikowatches.com*

BWD

Bamford Watch Department, the watch-customisation service, has partnered with Casio to create a special-edition G-Shock digital model. The £149 G-Shock 5610 (*top, right*) has highlights in BWD's signature aqua blue but otherwise closely resembles the original G-Shock from 1983. The cult LCD watch was invented by electronics designer Kikuo Ibe after he smashed a much-loved wristwatch given to him by his father. It can survive a minimum 10m drop on a solid surface. *bamfordwatchdepartment.com*

PATEK PHILIPPE

Connoisseur brand Patek Philippe has a tradition of marking its historic milestones with limited editions that, despite appearing pricey at launch, almost invariably soar in value. That may be the case with the beautifully simple Ref 6007A-001 Calatrava (*centre, left*), created in a 1,000-piece edition to commemorate the opening of the brand's PPG production building in Geneva. With a 40mm steel case, at £21,710 it costs more than many gold watches, but it will be worth more in years to come. *patek.com*

AUDEMARS PIGUET

Audemars Piguet might be best known for its top-selling Royal Oak but some of its most delectable watches were made in tiny numbers during the pre- and post-war years. Now the brand is dipping into its archive and bringing some of those past models back to life, starting with a recreation of the Ref 1533 chronograph from the '40s. The new version, named the [Re]master01 (*left*), features the Calibre 4409 flyback chronograph movement in a 40mm steel case with pink gold details. The champagne dial and blued steel chronograph hands are dead ringers for those of the original. It costs around £52,000. *audemarspiguet.com*

PRECISION

WINTER 2020



ZENITH

The historic Zenith brand must be in the running for producing one of the most unusual watches of 2020 with its £11,000 Defy 21 Ultraviolet (*right*). In what is claimed to be a watchmaking first, it has coloured parts of its ultra-high-frequency El Primero 21 twin-escapement movement in a violet hue and fitted it into a 44mm titanium case. A violet rubber strap completes the picture. *zenith-watches.com*

BLANCPAIN

Back in 1953, Blancpain unveiled what it describes as the first 'modern' diving watch, pipping to the post the more famous Rolex Submariner that arrived the following year. The Fifty Fathoms has been made available in as many as 100 variations, with the latest being this Bathyscaphe Mokarran (*below, right*). It's a 50-piece limited edition, with £750 of the £11,800 purchase price donated towards the protection of hammerhead sharks. *blancpain.com*

RESERVOIR

French brand Reservoir has developed a cult following since its launch in 2018 with a retrograde minute, jump hour watch based on the look of an old Mini speedometer. One of the latest additions to the range is the Supercharged Classic Red Zone (*bottom, left*), that mimics the design of a vintage car tachometer. Limited to 250, it's supplied with both a black, calf leather strap and a nylon alternative. £3,500. *reservoir-watch.com*

JAEGER-LECOULTRE

Followers of the *Kingsman* movie franchise might know that both Bremont and TAG Heuer have previously supplied watches to the props team that equips the sartorially aware characters. Now it's the turn of Jaeger-LeCoultre, which has created a limited edition of 100 watches to coincide with February's proposed release of *The King's Man*, a prequel that looks back to the origins of the spy organisation. Ralph Fiennes' character, the Duke of Oxford, wears the super-slim JLC Knife Watch (*bottom, centre*), 100 examples of which are available to buy at Mr Porter or from Jaeger-LeCoultre boutiques for £26,900. *jaeger-lecoultre.com*

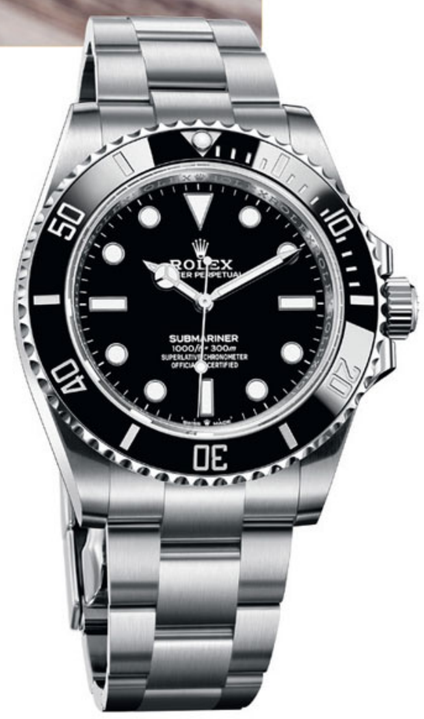
ROLEX

The cancellation of 2020's Baselworld left horophiles in doubt as to whether Rolex would unveil any watches this year. Fans were put out of their misery when the wraps were pulled off a slew of fresh models across the Oyster Perpetual, Sky-Dweller, Datejust and Submariner ranges. Any change to the Submariner is considered important, so the creation of a larger 41mm case housing a new movement caused a stir. Rolex revealed eight variations on the new model, including one with a green bezel, one in white gold with a blue bezel and black dial, and steel and gold Rolesor versions with black or blue dials. The most eye-catching new watches are Oyster Perpetuals, which come with a choice of coloured dials. The new Submariner (*far right*) starts at £6,450 for the steel model without date; the 36mm Oyster with new dial colours starts at £4,450. *rolex.com*









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GETTY IMAGES

CRACKING THE ENIGMA CODE

Hero, villain or nice guy?

As the F1 giant is deposed in the record books by Lewis Hamilton, **Mark Hughes** assembles an all-star cast to discuss Michael Schumacher's machine-like technique and uncover the real person behind the mask

The will to win at all costs, an ability to drive on the edge and psychological shenanigans were a devastating mix, but Schumacher was always popular with his teams

MICHAEL SCHUMACHER IS A COMPLEX SUBJECT. But perhaps quite a simple man. The F1 colossus who broke all the records that are only now being challenged by Lewis Hamilton was a perplexing fusion of supreme talent and insecurity, of great integrity and occasional on-track thuggery. Of humility and apparent arrogance.

Anyone who knew him well tells of a simple, good-hearted soul. It was visible sometimes when the guard came down for a few seconds; the smiling, fun-loving, normal man. "What do you think you would have been", I asked him once, "if you'd not made it in racing?" "A mechanic, probably," he replied immediately, "and very happy to be one." A family man rather than a hellraiser, a blue-collar worker rather than an aspiring world leader (which is something that's quite easy to imagine of a post-F1 Ayrton Senna, for example).

The challenges of such a man in dealing with the consequences of his immense talent - and possibly with the psychological effects of the circumstances around his childhood racing exploits - made for an extreme racing persona, the one associated with the questionable on-track moves. There was something within that persona that defined the result, the outcome, as everything: success or failure. Regardless - if it came to it - of how it was achieved. The will to prevail was extreme, skewed even, in a similar way to Senna's before him. These are complex personas in an extreme environment, such that we really need the equivalent of 3D glasses to capture them in their full complexity. It's that complexity which, in an era of racing where the car could be used as a weapon of intimidation, took them to territory out of reach to the mortals around them. But it comes at a cost.

"Sometimes you go down a certain path," Schumacher said to Mark Webber in the wake of the infamous 'parking' incident in Monaco qualifying 2006, "and you cannot go back." It was a rare but revealing glimpse behind the mask. There was no bravado about it, rather a vulnerability, a recognition of the very different animal that was created right out at the furthest edges of competitive intensity, to the very normal, nice, somewhat shy guy that he really was.

That mask was usually all the outside world ever saw and it was hugely intimidating to his rivals when combined with the phenomenal level of ability. He projected that and clearly spent time and effort doing so. There could be no weakness in the facade. So as well as being vastly talented, he ensured he was fitter than anyone else and visibly so. He made sure he always had the best people around him, played up how good his car was rather than downplayed it, so adding to the impression of invincibility. But it took some psychological support to keep him there. He needed that racing family around him, an extended one that reached right down from Ross Brawn to the mechanics. But engendering that came naturally to him. Because he was a simple soul at heart and not a born superstar.

Those conflicting factors make for one hell of a cauldron to keep a lid on.

The Good

"I was driving the West Surrey Racing F3 car at Macau the first time I saw him drive," recalls Eddie Irvine of his 1990 moment of revelation. "I was following this Reynard, which was an awful car that year, and I just couldn't believe it, it was incredible what he was doing. He qualified it on the front row. I came in and said to Dick Bennetts, 'I don't know who's driving that, but he is unbelievable.'"

"I think he was just better than anyone else I've ever seen," says Sebastian Vettel. "He had a natural talent that is difficult to explain. I saw him karting and I joined him in the Race of Champions and got to see it close up. You see a bit more of the skill and car control. I think both those experiences showed me he had a natural ability I haven't seen in anyone so far. He had an incredible work ethic and the combination of the two made him stand out. I haven't seen anyone to match him yet."

There are so many moments of extreme virtuosity in his F1 career to consider. Highlights include finishing second in Spain in 1994, while stuck in fifth gear for most of the race. Two years later at the same venue in the rain, where he was lapping sometimes three seconds faster than the others in taking the unloved Ferrari F310 to victory. The sequence of 19 'qualifying laps' as requested by Ross Brawn that catapulted him past the McLarens for an unlikely win, Hungary '98. So many more, all the way up to that last incredible victory, China '06, in the last season of his 'first' F1 career where he came from a long way back in mixed conditions to beat title rival Fernando Alonso.

"He could make any old rubbish go fast," says James Allison, who worked with him at both Benetton and Ferrari as an increasingly senior aerodynamicist. "It really didn't

"He had a natural talent that's very difficult to explain"



Driving for Ferrari, Schumacher's 91st and final F1 victory was here at the 2006 Chinese Grand Prix. His next podium finish came in 2012

DPPI, GETTY IMAGES

In 1995, while the Britpop feud between Oasis and Blur fuelled the headlines, so Schumacher and Damon Hill squared up. Schumacher's nine wins to Hill's four gave the German his second world title



matter if the car was ill-balanced or a bit of a pig, he would find a way to drive it round a lap and get pace out of it. He was much fitter than the people he was driving against in an era of refuelling-type racing where it's just sprinty grands prix where every lap is not that dissimilar to a qualifying lap."

"Michael carried all the speed in, never on the throttle until he was at the apex," says Irvine. "I'd always pondered if that might be the best way to drive and with Michael, it confirmed it for me. You can get 95 per cent much more consistently by being point and squirt. You brake in a straight line, you get on the power a little bit earlier and you get all that speed down the straights. In the physics of the situation it's not right but it kind of works because the straights are generally longer than the corners. Then I watched Michael and it was obvious his was the right way, even though I'd never done it. Then I started driving the way he did it and it worked for me in a lot of places, Monaco, Nürburgring, places like that. But then when I came to the Monzas, I really should have gone back to my old way of driving, like Pedro [de la Rosa] or Rubens [Barrichello], who was a very point-and-squirt driver. With Rubens, there was no throttle trace, it was an on-off switch. That's why at certain circuits he was very, very strong, but at Monaco, Hungary, places like that, he was really bad. After four laps I was quicker than him in Hungary [at Jordan] and he'd been running all day. Michael technically drove exactly how I thought you should drive. Even if you looked at him in the high-speed corners, he was just balancing the car on the throttle, even on the very high-speed corners, which is just insane. If you can have that feel. He was always working the throttle, apex to exit."

> "He could make any old rubbish go fast, even if it was a pig of a car"

Faster in, faster out, Schumacher defied the conventions. He'd have the car on the absolute knife edge as soon as he turned in, just waiting to fly off the road if he made one more input. He had an exquisite way of optimising the weight distribution around the four tyres, often overlapping the braking and cornering phase, turning in early from a shallow angle, manipulating the dynamics to make it faster than the geometric ideal, using the brakes to have the car rotated early into the corner, with not much steering lock and the tyres ready to accept greater loadings.

That renowned analyst of car and driving dynamics Mark Donohue once said that being on the limit from apex to exit was like walking a tightrope. But getting onto the limit,



DPPI, GRAND PRIX PHOTO

the true limit, on corner entry was like jumping onto the tightrope from the ground – much more difficult. This is where Schumacher was unbelievably good, where his core skill lay. He'd do it like this from the first lap of the weekend, too. I recall watching the beginning of the first practice session at Pouhon in Spa, seventh gear, downhill sweep, one of the most testing corners for any driver back then. Everyone was playing themselves in and then this red thing appeared at a completely different rate to everything else, like it was on a qualifying lap. He turned in, the car visibly on the edge and he made not one single further input, just sat it there on that knife edge until he'd made the apex. The car needed just a sniff of extra loading and it would have flown off the road. You'd see these things regularly watching Michael trackside.

"He would do 76 laps looking like an accident about to happen," says Irvine. "It was insane how he could do that. You give him an unbalanced car and he could just find a way around it; it didn't really matter. That 1996 Ferrari was possibly one of the most pitch-sensitive cars of all time. It was horrible. But he just had the feel to adjust himself around it. That's why he ran out of brakes in Imola that year because he had wound them so far to the front to try to stop the thing spinning. It destroyed its rear tyres because it was so pitch sensitive. To drive it like that took unbelievable ability."

Willem Toet was an aerodynamicist at Benetton and has described what he found. "He told us he would push the accelerator to come out of the corner and the car would start to slide, so he'd come off the gas again, but this was happening faster than we could believe and, at the time, I think we were only logging the throttle position about 10 times per second. When we started logging the throttle position at higher frequencies, we could see that it was what he was doing. He was pushing the car into a slide, the yaw rate would begin to increase, then he would back off the throttle and the yaw rate would begin to decrease until he would get back on the throttle again. Something we hadn't seen at that speed before from other drivers."



Eddie Irvine was Schuey's team-mate at Ferrari from 1996-99

It wasn't speed of reaction – his reactions were consistently average when tested, "about the same as mine", according to Ross Brawn. This was about an incredibly sensitive innate feel, a magical mix of neurons that determines why one driver is faster than another.

When you add to such ability an extreme work ethic, how was anyone else ever going to prevail? "He was incredibly into the detail and wanting to pour over the day's work

with his engineers and unhappy if he wasn't spending every hour God sent on the test track," says Allison. "He'd routinely finish each year head and shoulders above everyone else in terms of kilometres spent testing and that wasn't when he was hungry for his first championship. That would be after his third, fourth and fifth championships. He was still out there just wanting to pound round Fiorano and Mugello, or anywhere else."

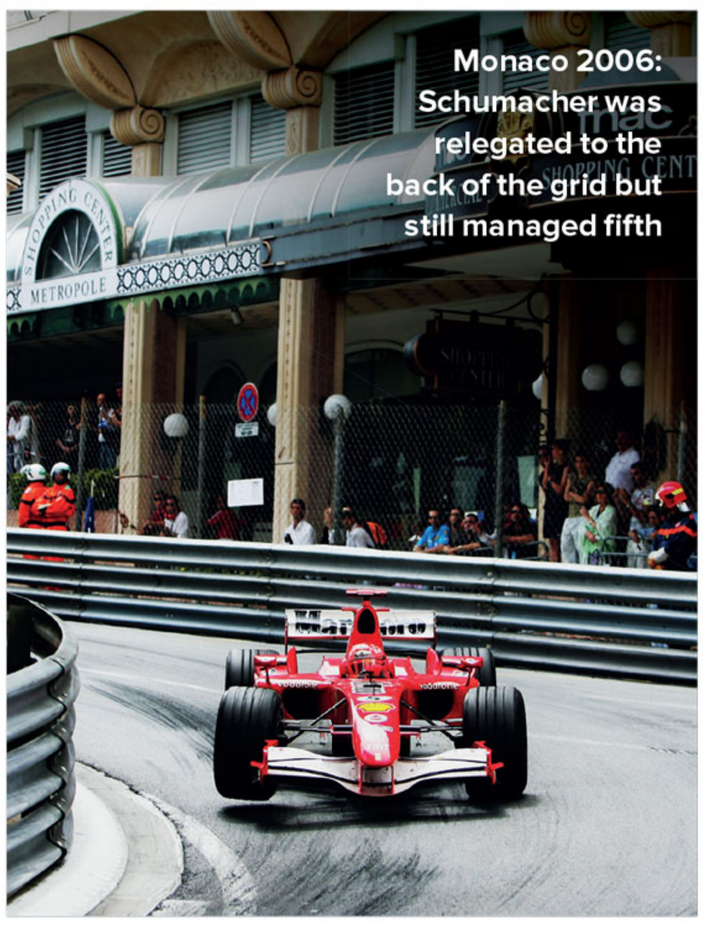
"Actually I don't think he was that great at sorting a car," says Irvine, "because it didn't really matter how it was, he'd still be fast. But he was very good with the engine, at feeling the engine because he was always working the throttle. When I went to Jaguar with the Cosworth, they'd been developing it with Rubens and so there was no half-throttle. We had to work a lot to sort that. Michael was better than I was with the engine. But the car, not really. He was so good it really didn't matter." That engine affinity, sorting out its response throughout its power curve and throttle movement was an absolutely intrinsic part in making Schumacher's driving style work, as working the throttle against the grip from the apex on was how he made up for not having got on the throttle earlier, when his entry speed had made it unfeasible.

In terms of chassis balance there were still a few basics he sought, and in the three-year comeback with Mercedes he had cars which never quite gave him that feeling. I asked him about it at the end of that final season. "People say I like oversteer," he replied. "I don't. I can handle it and drive it but I don't want it. With a neutral car you can have it sliding from turn-in to exit and all the time you can just drive on the limit of the four tyres' given grip, and that's what I'm always looking to achieve. I had cars that did that. With a little input you could make it go the way you wanted it to go. I haven't had that since I came back."

Jock Clear worked with Schumacher in those Mercedes years, having long worked against him when at Williams. He made an interesting observation about Schumacher's process of developing the car. "I learned so much about how he was successful," he said. "It is absolutely not about looking at the overlay and looking where you get on the power or the set-up sheet and choosing the right rollbar. It's how he interacts with people that is the important bit, when he chooses to be tough with people and when not to be... He realised long ago that all the time these other guys were agonising about a rollbar. Just choose a rollbar and park that – now deal with some other things like bigging up the right people and getting them on side, looking to find an advantage that would play out longer term."

"The thing I found that certainly drew him to me," says Allison, "and I think anyone who had the privilege of working with him would say the same, was that he was very generous towards the people in the team, making them feel part of his championships, part of his successes. He made it feel to us like it was a team success and our part in it was real and he was grateful for it. That really does have the effect of galvanising a group of people to give their very best for you. Which is part of success in Formula 1."

> "He never breathed a word of complaint, just got on with it"



Monaco 2006: Schumacher was relegated to the back of the grid but still managed fifth

It's also about how he was when things went badly. Allison recalls a particular instance in which Schumacher saw the bigger picture despite a miscalculation from his team that was literally painful. "Before the glory years arrived in '98/'99 at Ferrari, there were plenty of mistakes made by the team and Michael would pay for those mistakes with not having equipment that merited his talent or with us screwing up, yet he never breathed a word of complaint. I can remember in particular feeling very guilty at a test at Monza where we'd pushed the undertray shape too far and the floor was prone to stalling. The floor had stalled through Curva Grande and he'd had a terrific shunt where the run-off at that time was perilous and it was mere chance he got away with it. He was horrifically bruised all down his buttocks and back such that he couldn't sit down in debriefs in the races that followed. But he never breathed a word of complaint, just got on with it. Didn't say anything to the outside world, just raised an eyebrow at me and the aero team and said, 'Can you sort that out please?' Those things make you feel very warm towards a person because it's not just one incident, it's continuously acting properly as a team mate, and you'd struggle to find anyone who worked with him who would say different."

The Bad & The Ugly

There was a linearity in Michael's attitudes, a certain 'with me or against me' that affected his general relationship with the media. That linearity was seen too on track. He'd programmed himself to win and hence anything else was subservient to that. So there were the patented start-line chops which ironically came from his literal reading of the 'one-move' rule that had been brought in largely because of him. There were the now-infamous incidents of title-deciding consequence at Adelaide '94 (with Damon Hill) and Jerez '97 (with Jacques Villeneuve) – and of likely grand prix victory-denying consequence with the Monaco '06 'parking' incident in qualifying.

Unlike the ostensibly similar incidents of Ayrton Senna before him, these Schumacher fouls didn't carry obvious premeditated cynical intent. They were more like competitive panic. As if in the millisecond of realisation of his potential failure to achieve the task, he couldn't allow it to happen and all reason was short-circuited.

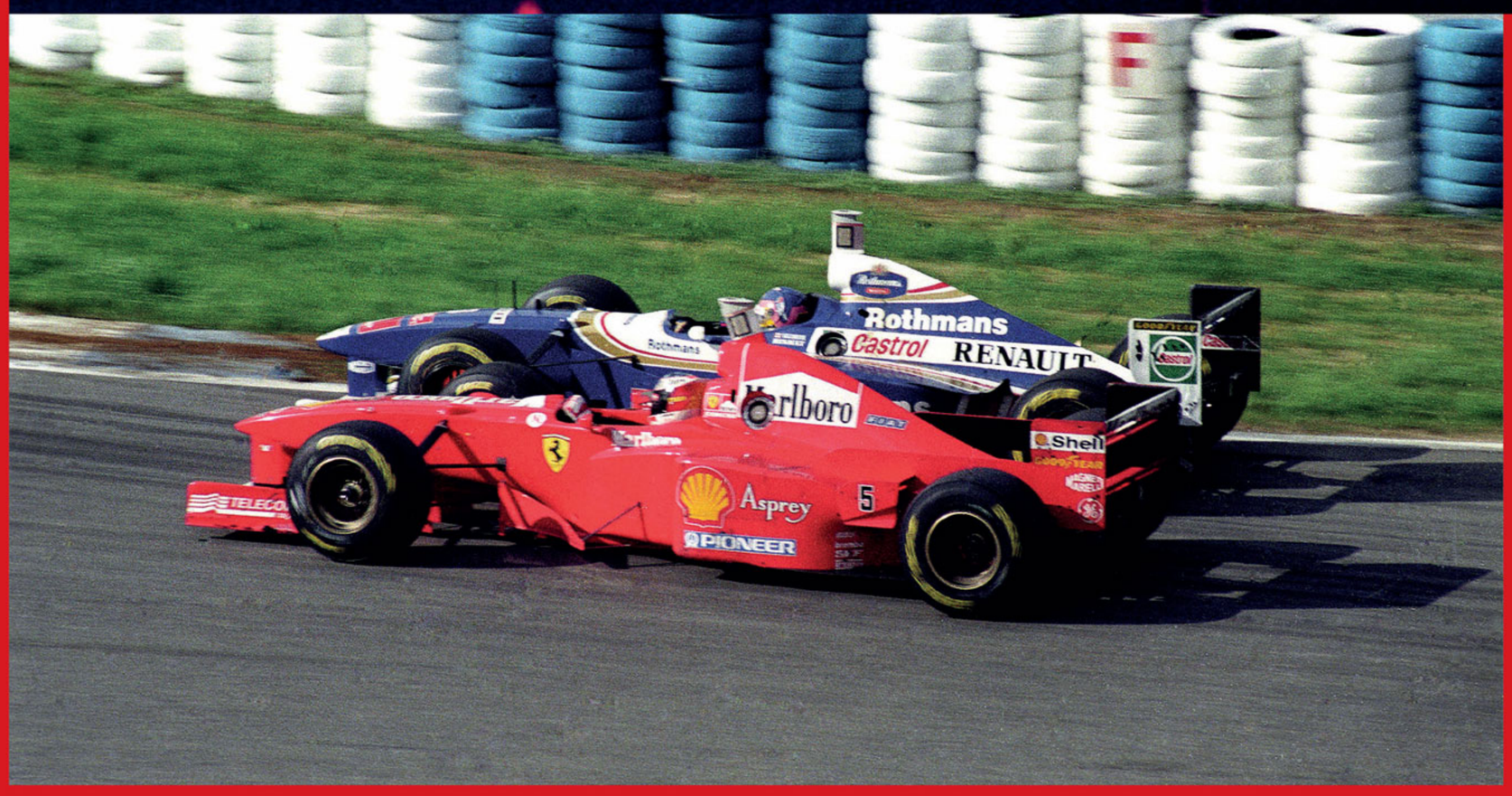
"I loved the guy in every respect," says Pat Symonds, his engineer at Benetton. "In my mind he was one of the nicest guys I ever worked with. But he wasn't flawless. Some of those incidents he's infamous for are a reflection of his incredibly competitive nature and the fact that his first reaction is competitive before ethical. But none of them were premeditated. I honestly think he would never do anything premeditated and I suspect afterwards he was always full of remorse. But I'd never criticise him."

"Michael by his own admission made some questionable moves on the track,"









DPPI, GETTY IMAGES, GRAND PRIX PHOTO

From top left: Schumacher passes championship rival Jacques Villeneuve at the 1997 Belgian GP – one of the German's greatest performances; parked on a double yellow at Monaco 2006; no smiles from Damon Hill at the Adelaide press conference in 1994 following a collision which handed Schumacher the world title; high jinks at Jerez in 1997 with Villeneuve – there was widespread condemnation

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Hugs for Schuey from Ecclestone at the 2000 Hungarian GP. David Coulthard, Mika Häkkinen – who won in some style – and Rubens Barrichello complete the line-up

"Projecting strength was at the heart of Schumacher's approach"

said Ross Brawn to *Motor Sport* in 2014. "At Jerez when he hit Villeneuve, he came back to the pits and said, 'That bastard ran into me, that bastard had me off,' and I said, 'Michael, stop. You need to look at what went on.' And when he did, he said, 'Oh s**t, that was me, wasn't it?' At that level of commitment to win, it's right on the edge. That's what makes Michael so special. He'd been through those situations and although I didn't like it, I stood by him in support. Similarly at Benetton, there were things which I did and which the team did that he didn't like but stood by and supported regardless."

"He genuinely believed he was always right," says David Coulthard. "After our coming together at Spa [in '98] and our big argument, after it had all died down, we talked and I said, 'Michael, can you not accept the possibility that sometimes you may be wrong about something? Can you honestly tell me you've never been wrong?' And he thought about it for a moment and then said, 'No, I've never been wrong'. If he really believed that - and I'm still not sure if he wasn't just winding me up - it would be an incredible strength in competition."

Prevailing through his strength - and projecting that strength - was very much at the heart of Schumacher's approach. But according to Clear, that came from a place you might not expect. "If I compare with Lewis," he said back in 2015, "Lewis' centre of gravity is that he 100 per cent knows he is the fastest. If the times don't reflect that, then there's something wrong. But with Michael there was an insecurity that he might not be the fastest and therefore he had to do absolutely everything in his power to ensure anyone who might be faster couldn't beat him." That included both the work ethic and how he projected that front of invincibility.

"Michael was a psychological warrior," according to Mercedes team-mate Nico Rosberg. "It was incredible learning for me over those three years. And he didn't even have to make an effort - it comes naturally to him, to try and psychologically get into the head of his competition. And it would be from the morning to the evening. He'd love to walk around in the engineering room topless just to show his six-pack. Just another statement of strength. It just went on and on. Infinite examples like that.

"When Michael came along he was like God in the team. We had some strategy meetings and even my strategy was being discussed with Michael and not with me! Even though I was sitting there! I'm sure every day after getting up, he would think, 'How do I make my team-mate small?' Lewis was actually more natural, it came easier to him. But Michael was just the complete package, though he was a little bit beyond his peak by then. He had very strong peak performances, even did pole position in Monaco in 2012, his last year. But the consistency wasn't there."

"He definitely got involved in too much on track," assesses Irvine. "Look at Hamilton. Lewis is a much better racer. He's so clean,

GETTY IMAGES

From top left: Michael grew up quickly away from his family on the karting circuit; with Lewis Hamilton at the Malaysian Grand Prix, 2012; allies Jean Todt and Ross Brawn at Ferrari – the ‘three legged stool’; Brawn’s three-stop strategy at the Hungaroring in 1998 proved tactically brilliant

DPPI, GETTY IMAGES

it's incredible. He overtakes people and very seldom gets involved and even when he does I kind of believe he wasn't so much to blame. Look at Lewis' track record for that, then look at Michael's. But Michael carried some donkeys around the track. He was on the limit with the car already and then you add to that he has to deal with an overtaking manoeuvre, so you can't really properly compare. I could maybe justify that to an extent. But definitely too many incidents. Michael was all about the level of his driving rather than his racing."

In his 2015 autobiography *Aussie Grit*, Webber reflected on what Schumacher had said in that post-Monaco '06 chat. "He told me straight and just showed me what he was prepared to do in order to win. I was happy he had the respect for me to tell the truth. Michael was an absolute phenomenon, but the levels he would go to just to keep being successful... That's the way he was wired, he was such a ferocious competitor, always on the edge. Would you be comfortable looking in the mirror and saying, 'This is what I did to achieve success?'"

The Balance

When looking back at the story of how Schumacher, a kid from suburban Germany whose father was a bricklayer, came to be racing at all, there may be vital clues to many of his subsequent attitudes. That win-at-all-costs mentality may have been more than just competitive make-up, as much nurture as nature. His family had gone into debt to get him to a basic level of karting. When others, seeing his obvious potential, began to help financially, he pretty much enlisted himself to them. The fanatical work ethic became apparent at this time, as did the absolute requirement, perceived or real, to win.

From 11 years old he was basically on the road at weekends, away from the family, feeling he absolutely owed these people. Over time there were several of these benefactors, a couple of them only with his interests at heart and absolutely critical to his ultimate success, but others he described as "often difficult people. They lacked respect for my friends and my family and were often underhand or unfair and not always straight." Not always kind when he didn't win, either.

For this simple kid away from home, feeling a huge responsibility upon his shoulders, it's easy to see where a fairly simplistic linear attitude to winning may have taken hold. Later, when he won some prize money, he used it to buy his parents a car and pay the insurance.

But his parents weren't with him as he did his stuff on the karting tracks of Germany. They couldn't afford it. "It wasn't an easy life for my parents," he'd later recall. "Most of the time I was away with people who had nothing to do with my family. From the age of 11. Was I already a little adult at 11? Yes, I had to get used to living with all kinds of people, had to deal with various characters."

This was a very different situation to that of a young Ayrton Senna, son of a wealthy man, or even of Lewis Hamilton, backed to the hilt by a loving family and a proactive dad. This was a more brutal formative experience.

This is where those 3D spectacles are needed to see the cumulative effect of nature and nurture on the traits of these pre-eminent greats. While Schumacher certainly wasn't shy of going wheel-to-wheel, there's a sense that he would rather avoid the on-track challenge by his preparation and work behind the scenes. The result overrode all.

Hamilton seems to relish the jousting, 'the dance', as he sometimes refers to it, the sheer love of the game in the moment. With Senna, absolutely used to having his world aligned the way he wanted it, it was almost as if he took any wheel-to-wheel challenge as an affront, anything which disguised his level as an outrage. That's three very different perspectives from the top competitors of the last three generations.

Formula 1 tends to bring exceptional individuals together and that certainly applied to Schumacher's career, which must always be seen in the context of Ross Brawn and Jean Todt. The relationship with Brawn was built at Benetton. "We grew up together at Benetton," recalled Brawn. "My formative years as a technical director were Michael's formative years as an F1 driver and we both made mistakes, were both wet behind the ears. That really made our relationship very special; we went through all that controversy together and stood by each other. It was a bit traumatic at times. It was like we'd been in the trenches together. We came out the other side after a lot of pain and aggro."

That relationship deepened at Ferrari where they and Todt formed a protective forcefield, which the destructive elements of that team could not break through. "Ross, Todt and Michael were a three-legged stool," says Irvine. "If one of them went, the whole thing fell over. And they knew that. Michael protected Todt. Todt protected Ross and the technical team from the Ferrari politics and Michael was by far the best driver in the world. So that's how it worked. I hear it said how he had subservient team-mates and it was impossible to compete, but actually that's nonsense. If you were quicker you'd have got the treatment. But no-one was ever quicker. In the time I've known Formula 1 there has never been anyone so much better than the others racing against him. People talk about Mika [Häkkinen]. I love Mika, he's an amazing driver, but not in the same league. No-one was."

Given the opportunity of F1, he was a great enough driver to have succeeded even without the ruthless moments for which he became infamous. But his only possible route to those opportunities was a painful one and probably left its mark upon him. The sheer physicality of Schumacher's racing - and who can forget how close he had Rubens Barrichello up against the pitlane wall at Hungary in 2012 - and that of Senna, was only possible since racing became safe enough to use the threat of contact as a weapon. For a brief time, this mentality seemed to be required to differentiate. Back in the '60s and before, everyone was aware of how lethal it was, and all you needed then was talent. Hence the impeccability of the records of Fangio, Clark, Stewart, etc.

But Lewis Hamilton is interesting because he doesn't ever cross that line which Senna and Schumacher used to do whenever it was necessary. He goes right up to within a millimetre of it but doesn't cross it. So just as Senna and Schumacher could be seen as evolutions of the genus to accompany the changes in the sport itself, so Hamilton can be seen in this light, too - but evolved further from Senna and Schumacher. Today you could not now prevail by repeatedly crossing that line because the sporting regulations now carry severe penalties for doing so. To be at the top, Senna and Schumacher would both now have to race in a very different way to how they did.

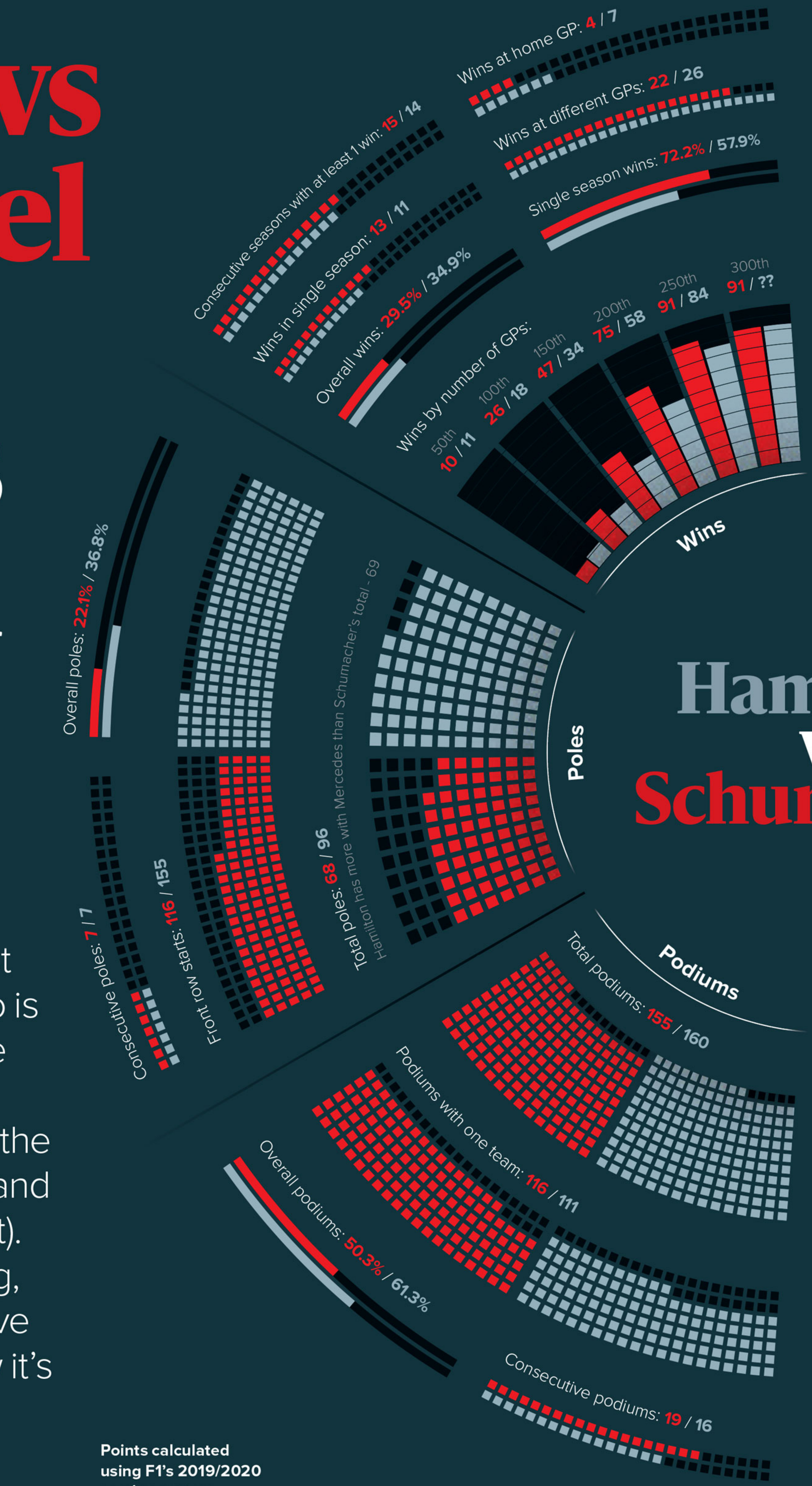
So let's appreciate Michael Schumacher for the giant of a racing driver he was and recall him as the very warm human being behind the mask. The controversies shouldn't define him. He was a true great.

"His family had gone into debt to get him to a basic level of karting"

Lewis vs Michael

Who comes out on top?

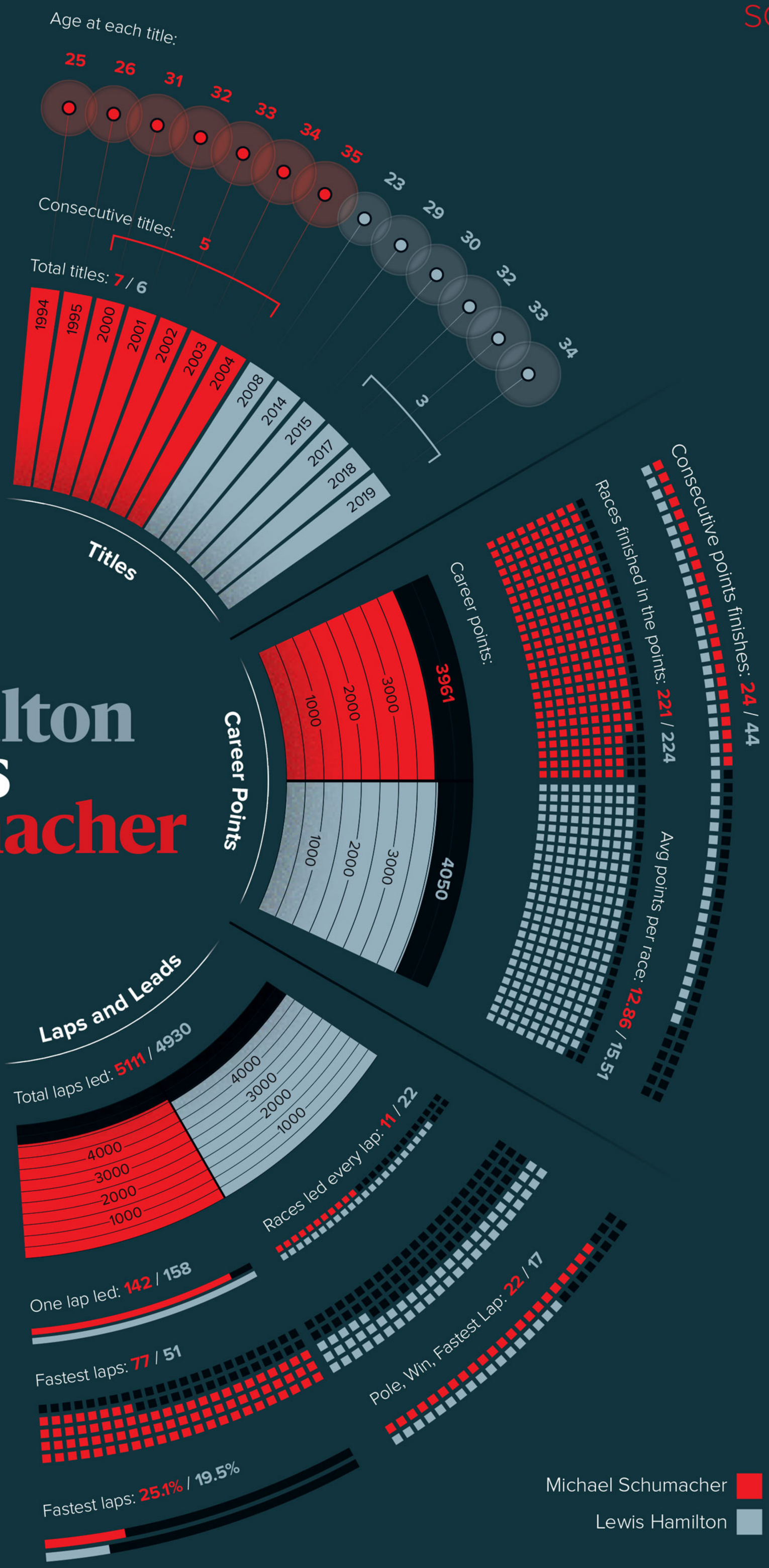
When Lewis Hamilton equalled Michael Schumacher's 91 grand prix wins, a debate burst into life once again: who is the better driver? Unlike comparisons between drivers of different eras the careers of the German and the Brit overlapped (just). So, statistically speaking, who was superior? We've compiled the data. Now it's over to you to decide...



Points calculated using F1's 2019/2020 scoring system

ILLUSTRATION: JOSH GOWEN
DATA JOURNALIST: JAKE WILLIAMS-SMITH

SCHUMACHER vs HAMILTON



MICK SCHUMACHER'S presenting of one of his father's crash helmets to Lewis Hamilton at the Nürburgring in October as the British driver equalled Michael's 91 grand prix wins, was a reminder that eras come and go.

Michael and Lewis barely overlapped on the track. Schumacher was elbowed out of Ferrari the year before Hamilton arrived as F1's best prepared and best, as it turned out, rookie. In 2012 they swapped helmets to mark Schumacher's F1 exit after three underwhelming seasons with Mercedes, as Hamilton joined the Silver Arrows.

Yet they are linked in many ways above and beyond their 91 grand prix wins, and surely soon to be seven world titles, apiece.

Both were born in January, albeit 16 years apart. Both are blue-collar heroes. Both families made sacrifices for them to achieve their dream. Both immediately caught the eye at the highest level. Both were fundamental to the revival of sleeping giants. Both used their status and wealth to reach out, support and inspire in the wider world. And both divided opinion.

The stats shown here tell their own story, but not everything is so black and white. There are caveats: quality of team-mate; capability of 'second- or third- rate' car; ethos of team.

Only recently has Hamilton had a team wrap itself around him, as did Benetton and Ferrari with Schumacher. Prior to his Ferrari split, Schumacher's 91 wins had come at a rate of one every 2.7 starts. By the time of his second retirement this had 'slumped' to 3.36. It has taken Hamilton 15 more starts to reach 91 - 261 to Schumacher's 246 - but his current rate of one win every 2.87 starts is bettered only by two: Fangio (2.13) and Ascari (2.46). But can you compare different eras? Sir Jackie Stewart - win rate 3.67 - cast doubt on the matter with his recent listing of Fangio, Jim Clark (2.88) and Ayrton Senna (3.93) as the three best ever.

But are Schumacher and Hamilton so far removed from one another that comparison is inequitable?

Their F1 careers have followed broadly similar paths and the mind-boggling stats underpin the same story: indubitably they were/are the best of their eras.

THE SUMMER OF LOVE

The starting grid at the 1967 German Grand Prix was a young racing fan's dream. Front row: Jim Clark (3), Denny Hulme (2), Jackie Stewart (11) and Dan Gurney (9)

GRAND PRIX PHOTO

The 1967 season was a halcyon time for the young **Nigel Roebuck**, who recalls tracksides echoing to *Sgt Pepper* as Clark, Gurney and Hulme roared by. Hippies hoped for winds of change, but it was Cosworth's new V8 engine that would prove revolutionary

In this time of social ferment, it feels surreal to look back on 'The Summer of Love', whose fundamental premise was that people should be nice to each other – novel at the time, risible today. It may not have been a perfect world in 1967 – the Vietnam War was a constant on the news – but you could laugh without looking over your shoulder and there was optimism in the air. If you were 21 and newly arrived in London, anything seemed possible, and given that Jimi Hendrix toured with Engelbert Humperdinck, it probably was.

The appeal of that year, what made it for me different from any other, I can't define beyond a melange of music, movies, humour (remember that?) and, of course, motor racing. For that brief time every aspect of life seemed to add to every other. Miniskirts didn't hurt, either.

I wasn't yet working in racing, but for now it was enough to be a spoiled fan. Spoiled because, if circuit facilities were primitive, at the paddock gate for a couple of quid you could buy a pass, and if you'd seen Jim Clark or Jochen Rindt up close, it surely amplified the pleasure of watching them slide – yes, slide – through Woodcote later in the day.

Jack Brabham won at Oulton, and the third round of the English mini-series, the International Trophy at Silverstone, went to the lone Ferrari of Mike Parkes.

In my mind, 1967 stands as the last simple year in Formula 1, when the cars, untouched by wind tunnels, had a purity of line, uncluttered by wings, let alone barge boards, and were free of the garish paint jobs that would come with the advent of commercial sponsorship. A Lotus was green with yellow stripe, a Ferrari plain blood red.

As well as that, with V12s from Ferrari, Honda, Eagle-Weslake and Cooper-Maserati, and an H16 no less from BRM, the soundtrack was as sumptuous as the picture.

Budgets, though, were laughable by the standards of today.

Not until 1970 did Fiat begin sending big cheques to Maranello, and for Enzo Ferrari road cars remained a nuisance necessary to finance his racing. "In 1967, my first year there," said Chris Amon, "there was no retainer, just a percentage of the prize money, but I didn't care."

At Honda the situation was similarly tight. "Immediately after I'd signed," John Surtees recalled, "they said, 'What support can you get for us?' So I went to Firestone and others, and got some. Through the season we had problems in getting the engines serviced because we didn't have the money to fly them back to Japan!"

> "Back then they didn't stop races, and cars continued to circulate"

We were very well served, and nowhere more than here. If only 11 grands prix were run in 1967, there were also six non-championship events, as well as 22 Formula 2 races, in which most of the stars took part. All told, we had 11 international meetings in England. By the end of April, I'd already been to three Formula 1 races.

The first of these, the day after I saw *Grand Prix* in Leicester Square, was the Race of Champions, run on March 12 at an arctic Brands Hatch, where Dan Gurney's new Eagle-Weslake beat Lorenzo Bandini's Ferrari by half a second, with Jo Siffert a second and a half behind.

Next, at Oulton Park, came the Spring Cup, where all proceeds went to the new Grand Prix Medical Service, whose unit – a hospital on wheels – was on display. The plan was to take it to all the European circuits, where medical and rescue services were invariably lamentable. A grotesque reminder was but a month away.

There was a four-month gap between the first grand prix – an attritional affair at Kyalami on January 2, won by the Cooper of Pedro Rodríguez – and the next, Monaco, where Denny Hulme scored his maiden victory in a Brabham.

On the podium, though, celebration was nowhere in anyone's mind, for late in the race Bandini, chasing Hulme, had crashed at the chicane, in those days very fast. After hitting straw bales, the Ferrari came to rest upside down, ablaze.

Back then they didn't stop races, no matter what, and the cars continued to circulate as marshals, one with a pipe in his mouth, tried to help the stricken driver. Had they had fireproof clothing and effective extinguishers, there might have been some chance of at least sparing him agony. As it ▶

Mike Parkes crashed on the first lap of the 1967 Belgian GP; he never raced in F1 again. Below, Carnaby Street swings

John Surtees in the Honda RA273 at 1967's Race of Champions; (above) Jimi Hendrix spent 33 weeks in that year's UK LP charts

GETTY IMAGES



"The Ford-badged V8 made obsolete every other engine"

was, five minutes went by before Bandini was clumsily dragged from the cockpit. Three days later he died.

Amon believed exhaustion to be the cause of his team-mate's hideous accident. "Monaco was a longer race then. It was bloody hot and we didn't have power steering or fingertip gearshifts. It was just a small mistake Lorenzo made, a few inches."

Today, Monaco is always run the same day as Indianapolis, but in the 1960s care was taken to avoid a clash, for grand prix drivers were not highly paid and the 500 was something of a Holy Grail. At a time when Jim Clark was getting £7500 a year from Colin Chapman, his victory in 1965 netted $166,621. It was no surprise that in '67, when AJ Foyt won for the third time, there were six F1 drivers at the Speedway.

Still in sober mood following the tragedy of Monaco, they gathered next at Zandvoort, where attention was focused on the new Lotus 49 and its Cosworth DFV. It may have lacked an exotic nameplate, but the Ford-badged V8 instantly made obsolete every other engine.

Small and light, it produced around 400bhp, and if that doesn't sound much in 2020, it needs to be viewed against a backdrop of narrow treaded tyres, zero downforce and a minimum weight limit of

Jack Brabham, Graham Hill and Jim Clark looking relaxed before the 1967 Belgian GP. Only Clark would score points, finishing sixth

GRAND PRIX PHOTO

500kg. Today it's 746kg, about what Chapman would have thought acceptable for a transporter.

On power the DFV was matched only by the weighty Honda and Eagle-Weslake V12s. Ferrari's V12 gave around 370bhp, while Brabham's Repco V8 was rated at 340bhp, although on power-to-weight the car was closer to the Lotus than anything else, and on handling had a clear edge.

Although immediately the class of the field, the 49 was not an easy car to drive, primarily because the power delivery of the early DFV was decidedly brusque. "Life," as Clark put it, "can be a bit hectic at the exit of a corner when it suddenly hits on all eight..."

Jimmy felt, too, that his Firestone tyres exacerbated the problem. If they gave more ultimate grip, he reckoned Goodyears were more progressive, and this he confirmed later in the season at Mosport, having tried a set in practice!

Clark had not seen the 49 before arriving at Zandvoort, but, of course, swiftly mastered it and walked the Dutch Grand Prix. The season looked his for the taking.

The following weekend Jimmy had a rare break, as did Jackie Stewart. Most other world-class drivers from F1, Indy, even NASCAR were at Le Mans.

So too was I, and floating round in my head, like many another, was The Beatles' *Sgt Pepper*, released days earlier. Oh, the power of musical associations.

Just as Beethoven's *Pathétique* sonata makes me think of François Cevert, whose favourite piece it was, so *Lucy In The Sky With Diamonds* brings back Gurney and Foyt on the crude wooden platform that served as

Dan Gurney in the fast Eagle Weslake T1G at the season-opening Race of Champions, and (right) on champagne duty, Le Mans

Denny Hulme with Jackie Stewart by Brabham's spotless Bedford VAL 14 transporter. Left, BRM's 3-litre P75 H16 engine

Jim Clark leads Jochen Rindt and Jackie Stewart through Eau Rouge at the start of the 1967 Belgian Grand Prix

GETTY IMAGES, GRAND PRIX PHOTO

the Le Mans podium, and Dan – purely spur of the moment – shaking the champagne for the first time.

The following weekend, he was at it again, this time at Spa, all 8.76 miles of it. Clark took pole by three seconds, his average well over 150mph, but Gurney qualified second, and when Jimmy pitted – to have a plug changed! – and Stewart's BRM developed gearbox problems, the beautiful Eagle flew to the flag.

Through the last 10 laps Jackie drove one-handed for he had but fourth and sixth available, and then only when holding the lever in. At this, the circuit at which he had been badly hurt the year before, he was magnificent, as was Amon, who finished third after witnessing a horrifying accident to team-mate Mike Parkes at Blanchimont on the opening lap.

"I was behind Mike when he went off on Stewart's oil – the BRMs always dropped oil at the beginning of a race," said Chris. "He hit the bank and then… it was like a toy car somersaulting over and over. Later they hung out a board telling me he was OK, but I didn't see it, and drove the whole race thinking he was dead. Coming so soon after Bandini's accident, that had a profound effect on me. Apart from anything else, suddenly I was Ferrari's only driver…"

Parkes survived but had been thrown from the car and dragged – Stewart alone wore seatbelts in 1967 – and suffered dreadful leg injuries. In time he would recover, but there would be no more Formula 1.

That same day, in a Formula 3 race at Caserta in Italy, three drivers including the promising Giacomo Russo, who raced under the pseudonym 'Geki', lost their lives in a multiple accident. Even by the standards of the time, this circuit through the streets, much of it lined on both sides by high stone walls, was unusually perilous.

Hard to believe too, but there were no marshals for the race, which was stopped only when a driver telephoned race control – from a call box – and alerted them to what had just happened.

"Several cars were on fire," remembered Clay Regazzoni. "There were some soldiers trying to help out, and I shouted to one of them to find water from somewhere - he came back with a bottle…"

Jonathan Williams, then a leading light in F3's 'continental circus', told me of a driver who died after suffering only broken legs. "They got the anaesthetic wrong – literally put him to sleep. We raced at some lethal tracks, but if anything we were more frightened of the hospitals."

Fatal accidents were commonplace in that era. I had grown up knowing nothing else, blithely accepting that by definition racing was a dangerous sport – that was what it said on every spectator's ticket – and always would be. Say it again: all drivers of the last 50 years owe Jackie Stewart more than they know.

Three weeks after *Les Vingt-Quatre Heures*, it was back to Le Mans for the French Grand Prix, Gallic politics decreeing it should this year be run not somewhere glorious like Clermont-Ferrand, but at the fiddly Bugatti Circuit. "It's a Mickey Mouse track," remarked Graham Hill, and a new phrase entered racing patois for all time.

The race, described by Denis Jenkinson in his *Motor Sport* report as "a comedy", was dull fare indeed, an easy 1-2 for Brabham, Jack ahead of Denny, after the Lotuses retired. Long before the end the stands had been deserted by a crowd estimated generously at 10,000. "Everyone seemed relieved that the whole farce of a Grand Prix on a driving-school circuit was over," Jenkinson noted.

"We raced at some lethal tracks, but we were more frightened of the hospitals"

The following weekend, ironically, there was an F2 race at the majestic Rouen-Les-Essarts, and it was won by Jochen Rindt, who may have been struggling with the Cooper-Maserati but was near unbeatable in the smaller class. Of his 14 F2 races in 1967, Rindt won eight, twice finishing second to Clark, twice to Stewart.

At this point Hulme led the championship, followed by Brabham and Rodríguez. "The Lotus is pleasingly unreliable," Denny said, "but if it holds together at Silverstone, the rest of us are in a different race."

I remember the '67 British Grand Prix like yesterday. While *Sgt Pepper* was the seminal sound of the year, nothing caught the mood of the moment like *All You Need*

GETTY IMAGES

“Fatal accidents were commonplace. I had grown up knowing nothing else”

Chris Amon in his Ferrari 312 at Monaco, 1967. During this race, the New Zealander witnessed the burning wreckage of team-mate Lorenzo Bandini’s car. Bandini died days later

Is Love, released by The Beatles that week. Someone near us at Becketts played it time and time again in the build-up to the start.

Once they got going, nothing, as Hulme had predicted, could live with the Lotuses, but there was a stirring race-long scrap between Brabham and Amon, resolved in Chris' favour when Jack ran wide at Woodcote three laps from the flag.

It was a sunny day to relish, not least because here was Clark on home soil. Through the year, Jimmy was living in Parisian tax exile, the rules of the time allowing only a single brief visit to Britain, which of course he made now. After posing with the laurel wreath, he flew away to Austria for an F2 race the following day.

A fortnight later, I was at Brands Hatch where the inaugural BOAC 500 would settle the World Sports Car Championship. Ford, having achieved its main objective of winning Le Mans, stayed away, but the title protagonists spared no effort, Porsche hiring Rindt, Bruce McLaren and Graham Hill for the weekend, with Ferrari bringing in Stewart to partner Amon in one of three sublime Ferrari 330 P4s.

On race day we were treated to six hours of wondrous entertainment, but if, in finishing second, Chris and Jackie clinched the title for Ferrari, my abiding memory is of the winged Chaparral.

During the night at Le Mans, I had looked on from the top of the pits as the mechanics slaved away on its automatic transmission, but here the iconic 2F for once held together, and won in the hands of Phil Hill and Mike Spence. Hill, now 40, never raced again.

The Nürburgring looked like a walkover for Clark, the best driver in the fastest car at the most difficult circuit. Dazzlingly, he beat Hulme to pole position by nine seconds, but yet more sensational was the man who set third-fastest time. At this 14-mile circuit the organisers ran an F2 race concurrently with the grand prix. Enter Jacky Ickx.

Like nowhere else, the 'Ring put a premium on handling, and Ickx's Tyrrell-entered Matra, all 210bhp of it, was especially nimble, but still this was evidently a boy of stunning promise. Jackie Oliver, second of the F2 runners, was 21 seconds away.

Given the staggering of the F1 and F2 grids, Ickx started 18th, but was soon up to fifth, and although he eventually retired, the point had been made. In 1968 he would be a Ferrari driver.

> "Colin Chapman's obsession with lightness had cost his team dear"



The winning Ford GT40 MkIV of Gurney and Foyt, Le Mans, 1967; right, the Fab Four played their part at Silverstone, as *Sgt Pepper* drifted from supporters' radios

Once again Amon spent an afternoon chasing Brabham, but this time Jack resisted the pressure and they finished second and third behind Hulme, who assumed the lead after Clark and Gurney had retired.

Four races now remained, and unless Lotus's reliability significantly improved, Hulme was going to be world champion. With 37 points he led from Brabham (25), then Clark and Amon (19).

There came now something new, a grand prix in Canada. As usual Clark took pole, but fine weather in practice at Mosport Park gave way to foul on race day, and in the first - and only - wet race of the season Jimmy was hamstrung by both the abrupt torque curve of the DFV and Firestone's wets, no match for those of Goodyear: by lap four he had surrendered the lead to Hulme.

Late on, though, Denny made pit stops on consecutive laps for new goggles, then a visor, by which time his canny boss had taken the lead. Given that Clark retired with soaked electrics, the championship effectively distilled to a fight between the Brabham drivers.

Now it was time for Monza, where the *tifosi*, although deprived of a competitive Ferrari, had a day to savour, witnessing a race won by a few feet, and a drive for the ages by Clark. After leading initially, Jimmy got a puncture, and following a lap at much reduced pace, then pitting, he rejoined in 15th position. And now it began. By lap 25 he had overtaken the leaders, unlapping himself, but few anticipated that later he would do it again...

Lap 54, with 14 to go, Clark was up to fourth, his next target Surtees in the new 'Hondola' - essentially a Lola Indycar reworked to take the Japanese V12.

Ten laps from the end Hill lost certain victory when his engine blew, leaving Brabham to fight Surtees, with the mesmeric Clark closing on the pair of them. Soon he was in the lead once more, but into the last lap the Lotus was misfiring, and Surtees and Brabham swept by, going on to cross the line a tenth apart. Twenty-five seconds later, Clark coasted in, out of fuel.

Not for the first - or the last - time, Colin Chapman's obsession with lightness had cost his team dear, as Lotus mechanic Allan McCall related. "Mr Chapman told me to put in only 31 gallons for the race, but Dick Scammell [of Cosworth] quietly said that I should put 33 gallons in. I thought they'd both got it wrong, so I put in 35, and because Jimmy had to drive so hard for so long, it *still* wasn't enough!"

Clark's legend gained another layer that day. In 36 laps he had made up a whole lap on Brabham, taken 90 seconds out of him. No damned lies there.

He was to win the last couple of races, too, at Watkins Glen - where for once he was fortunate, crossing the line with broken rear suspension - and Mexico City, where Hulme, third, was confirmed as world champion.

The 1967 season, in which five teams triumphed in the 11 grands prix, was one of those when victories didn't get the job ▸

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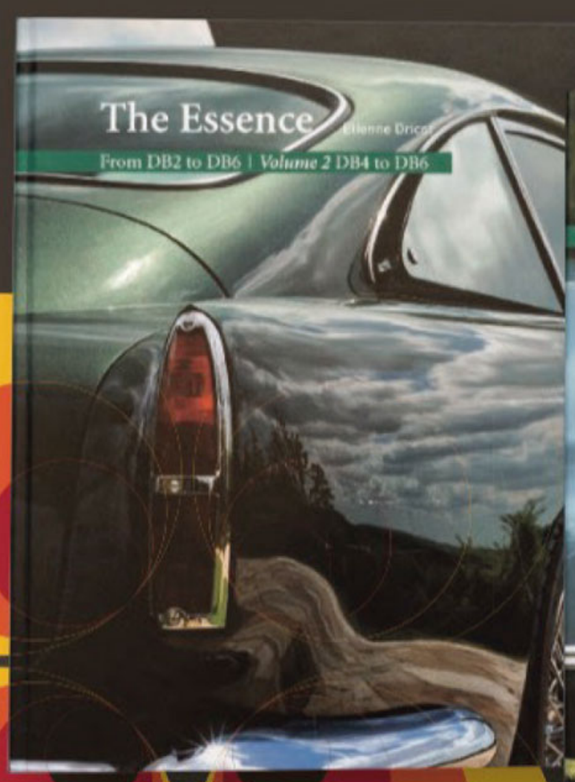
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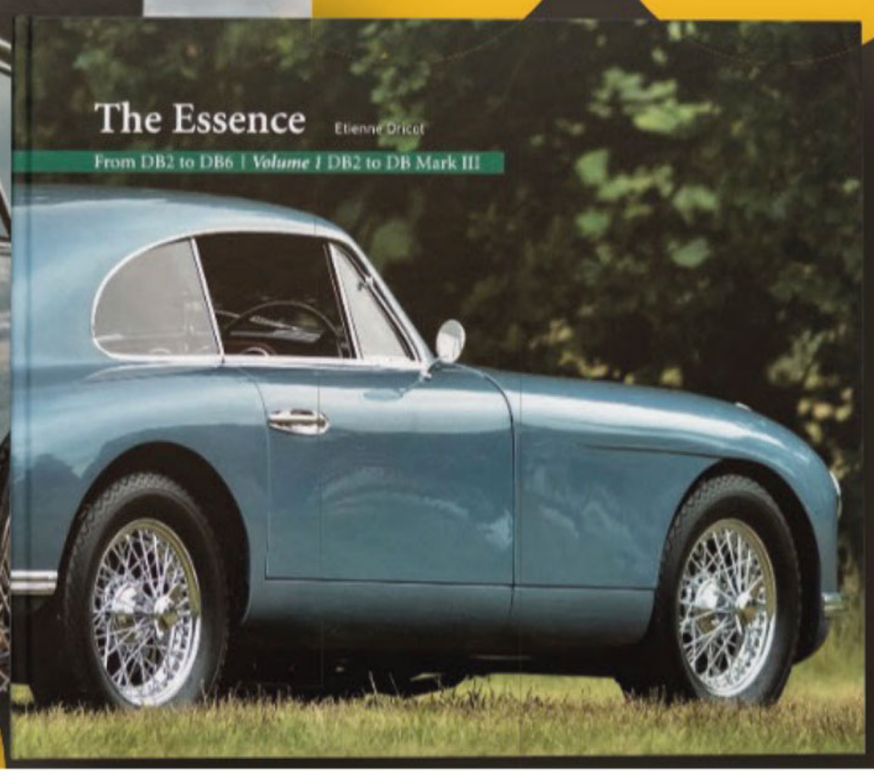
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done, for Clark had four, Hulme and Brabham only a couple apiece. Denny and Jack, though, each scored in nine races, while Jimmy retired five times. "Other teams are getting the DFV in '68," he reflected, "but this year we had it to ourselves and didn't make the most of it. Overall the 49 hasn't delivered the results we'd expected."

After Mexico, together with Stewart and Rindt, Clark went to the Bahamas, and all was relaxed until Bill France called to see if Jimmy might be interested in doing that weekend's NASCAR race at Rockingham. Predictably he just couldn't resist, taking Jochen with him in case a relief driver were needed. In a field of 44, his Holman-Moody Ford was 12th when the engine failed.

One Formula 1 race remained, a non-championship affair at the new Jarama circuit in Spain. Clark and Hill ran away, but although this was November, Jimmy still wasn't done with the season. A fortnight later there he was at Riverside for the final Indycar race, driving not a Lotus but a...Vollstedt.

Not the most competitive vehicle, it was about to be hurried as never before. "Jimmy Clark," said Rolla Vollstedt, "could take a less-than-average car and make a real race car out of it." And so he did now, qualifying second to Gurney, and taking the lead before blowing the engine.

Clark's season embraced 34 races - F1, F2, Tasman, Indycar, NASCAR - and he won 12 of them. Amid countless memories of 1967, that dense and highly charged year, most of all I think of the last shy world champion, whom we were never again to see on these shores.

Signing off now with *A Whiter Shade of Pale*. Original mono, of course...

"Clark could take a less-than-average car and make a real race car out of it"



GETTY IMAGES

The final F1 race of 1967 was in Mexico City. Troops, 800 in total, were sent to deal with fans breaking through fencing. Rather than control the crowd, soldiers mingled to enjoy the action close up

The nearly man

After seeing an F1 career snatched from his grasp, Geoff Lees turned East, earning big prizes – barring the one he craved most, says **Paul Fearnley**

GEOFF LEES

THERE IS AN ACCEPTED LADDER of progression for drivers aspiring to Formula 1. In the 1970s it ran thus: formulae Ford, 3 and 2. Unfortunately, there are rather more snakes. Even though Geoff Lees ascended all three rungs - enjoying the view from each - his eventual emulation of childhood hero Jim Clark occurred in a manner unfulfilling and in a place unexpected. For just as his misfiring grand prix career went west, the man who might have been Mansell turned east and broke new ground for his ilk: quick but lacking money and opportunity.

From the thrill of a few illicit laps - he was just 15 and wearing a "pom-pom hat" - of Silverstone in a friend's ex-Maurice Philippe Lotus 7, it was clear to him and to others that this apprentice motor mechanic from Warwickshire possessed the knack. Clark used to carry more speed into corners than did his rivals; Lees did the same. His was a natural talent that took him to Team Lotus - albeit only once - and to within an hour of victory at Le Mans. Yet it nearly didn't happen at all. A workplace eye injury delayed his competition debut until he was 19 and would affect him throughout.

"I had double vision for two years," he says. "Though it came good, it has never been perfect. My left pupil is enlarged and doesn't close down in the sun. That's why I always wore a dark visor."

Progress in Formula Ford stuttered initially as a result, but a win at Mallory Park in an old Alexis persuaded Lees to invest in new machinery. His patience and frugality - he restricted himself to Silverstone races in 1972 and took a sabbatical in 1973 - paid off when he swept the board in 1975 driving a Royale RP21, winning the three national titles and the Formula Ford Festival.

"I built its engine in my bedroom and won the first race," says Lees. "After which David Minister offered me engines for the rest of the year, and Rob Roy Racing asked if it could pay my entry fees. For the first time I was getting a little team around me. Suddenly it seemed easy in a good car."

This foundation of a 25-year career was not, however, quite as stable as one might imagine. By the time Lees had secured his deal to run an F3 Chevron in 1976, pacesetters Bruno Giacomelli and Rupert Keegan were over the points horizon. Nevertheless, he finished strongly and would start 1977 as favourite. Unfortunately, the replacement B38 was not to his liking.

"They had changed the nose and it oversteered," says Lees. "I hate that. It's

MIKE HAYWARD COLLECTION

the quick way. I'm a late braker: crazy quick – as if the corner's not there – right up to the apex. The set-up for all my cars has been the same: turn in, grip in the middle of a corner and four-wheel slide out. That makes it easier to overtake, too."

That's why he enjoyed the prevailing ground-effect single-seaters on their stiff suspensions – his back has complained ever since – and why he disliked the locked diff on his Can-Am Lola. He wasn't keen on America either, come to that. Lees did things his way.

European Formula 2 being for the moment beyond his reach, he was surprised when a consortium of Midlands businessmen/racers, Sid Taylor, Jack Kallay of Hi-Line Car Stripes and Alfa dealer Mario Deliotti, plus Macau-based Teddy Yip, brought the offer of a drive in the inaugural Aurora AFX Formula 1 Championship of 1978. The campaign began well in a self-assembled Ensign N175 – built in Mo Nunn's Walsall HQ and not Geoff's bedroom – but had fragmented by mid-season leaving Lees to pick up drives as and when. He scored F2 points at Nogaro and Misano in a Chevron.

In the circumstances, cash-rich Can-Am seemed a no-brainer. A one-off ride arranged by manager Peter Gethin with Team VDS at Riverside at the end of 1978 led to a full campaign in 1979. Lees was competitive and consistent. He was third in the championship, ahead of Keke Rosberg, despite not winning a race, but was unimpressed by the US.

"I got lost the moment I left the airport," he says. "I saw a sign for a police station and took a down ramp. The station was atop a load of steps and I ran up them like in *Rocky* and opened the doors really quickly. The next thing, I had a gun stuck up my nose. The officer was helpful once he'd put the gun down but America then was not a nice place to be."

Lees made his surprise F1 debut in July's German GP in a Tyrrell 009. The incumbent Jean-Pierre Jarier had caught hepatitis and Lees received a late call. This would become a theme of a fractured F1 career that spanned seven teams and just five starts across four seasons.

"I hired a little car – it's all I could afford – and got lost because it was foggy. I didn't arrive at the hotel until 2am and a note had been pushed under my door: 'Breakfast at 6am.' Ken [Tyrrell] wanted to get to the track early to sort out my seat. But the car fitted me perfectly."

Lees qualified 16th despite having to hand his car to team leader Didier Pironi for a time, and finished seventh, having overtaken the rated Frenchman in the process. An impressive performance – neat and consistent, according to writer Denis Jenkinson – for what was to all intents and purposes a test session. "Once I'd banged wheels with Riccardo Patrese – he was a bugger for that – on the run to the first corner, I stayed out of trouble and got quicker as the race progressed. Ken was pleased and asked if I could do Austria. But on the Wednesday night before that race he rang to say that he couldn't use me, without explaining why. I could have put my foot through the TV when I saw they'd put Derek Daly in the car."

Shadow was a shadow of its former self when Lees joined it for 1980, and the unloved DN11 stuck him in the catch-fencing at Kyalami in March when its front suspension broke. So bad was it over the bumps of Long Beach later that month – chassis-flex causing its rack to seize under load – that he claimed illness rather than drive. There was no rush to replace him.

Switching to Ensign, he qualified for the Dutch GP, unlike local hero and team-mate Jan Lammers, only to be biffed aside by Vittorio Brambilla's wayward Alfa Romeo. Lees' subsequent crashing of RAM's Williams FW07 during practice at Watkins Glen, however, was entirely his fault, having unwisely dosed on strong flu medication.



Geoff Lees in the Ralt RH6 had three wins in 1981's F2 championship

"The V6 was short of torque and ran so hot that it boiled the fuel"

What he needed more than anything now was a competitive car run by a strong, stable team that wanted him. That he had to step down to F2 to achieve this bothered him not one jot, for to drive for Honda, via the works Ralt squad, was too good to pass up. Lees was dismayed, therefore, to discover that not only was the powerful V6 woefully short of torque and ran so hot that it boiled the fuel – "You could hear it gurgling in the tanks" – but also that Pirelli's tyres were inclined to blister. A quick switch to Bridgestone improved matters, as did John Judd's eventual retuning of the engine. Lees, who had toughed it out to win at a sultry Pau, swept to victories at Spa and Donington Park before securing the title – ahead of Thierry Boutsen – with second places at Mugello, Misano and Mantorp Park.

"I settled into Christmas and waited for the phone to ring," he says. "By January I'd heard nothing and was beginning to panic. I went for an interview for the Nimrod sports car team. This guy did not have a clue who I was or what I'd done. But I got the drive as number three to Tiff Needell and Bob Evans. That changed."

Motor racing's harsher realities – subbing for Lammers at Theodore, Lees had a back-row seat of Riccardo Paletti's fatal accident in Montreal – were just beginning to dawn when John Player Team Lotus called from out of the blue. Nigel Mansell had injured a wrist in Canada and been replaced by F3 star Roberto Moreno, who failed to qualify at Zandvoort. Mansell returned for Brands Hatch – he was never going to miss his home race, especially with Lees hovering – but was hampered still and called it quits after 30 laps. Thus Lees landed his dream at Paul Ricard's French GP.

"I jumped in, did half a lap and the engine let go," he says. "Colin Chapman said, 'I'm so sorry. I should have changed it [after Brands].' He engineered my car that weekend. I was very surprised by that and it made me even more nervous. But it was fantastic, too. He was like a god to me." Chapman had plenty on his plate. The deal to run Renault's turbo in 1983 was announced at this race, yet Lees intrigued him.

Replacing the engine cost crucial practice laps and a fuel pump blocked by tank foam, a problem he correctly diagnosed later, cost Lees 1000rpm when it mattered most: "Colin said, 'I'm surprised you qualified. We could hear the problem all around the circuit.' He was happy, though, and I think I impressed by being fast in the warm-up, too."

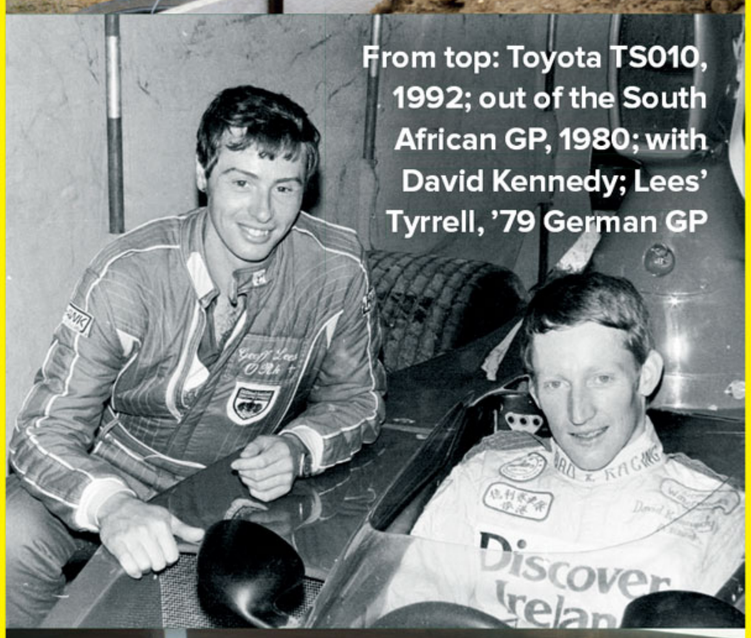
Lees made good early progress in the race until Tyrrell's Brian Henton squeezed him onto the dirt on lap nine, puncturing the right-rear tyre. He would go on to set a fastest lap six-tenths better than team-mate Elio de Angelis' best – the Italian retired after 17 laps because of low fuel pressure – and finish 12th. His late overtaking of Marc Surer's Arrows reportedly tickled Chapman's fancy.

"He even ran onto the circuit at the finish and threw his hat into the air," says Lees. "People had warned me to be careful around him but he was an absolute gentleman. He invited me into the motorhome and asked me to become the test driver for the rest of the year and take over from Mansell the ▶

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From top: Toyota TS010, 1992; out of the South African GP, 1980; with David Kennedy; Lees' Tyrrell, '79 German GP



By 1982, Lees' F1 dreams were over. Better times lay ahead in the Far East



Lees' final F1 drive was in the JPS Lotus 91 filling in for the injured Nigel Mansell at Paul Ricard. He finished 12th

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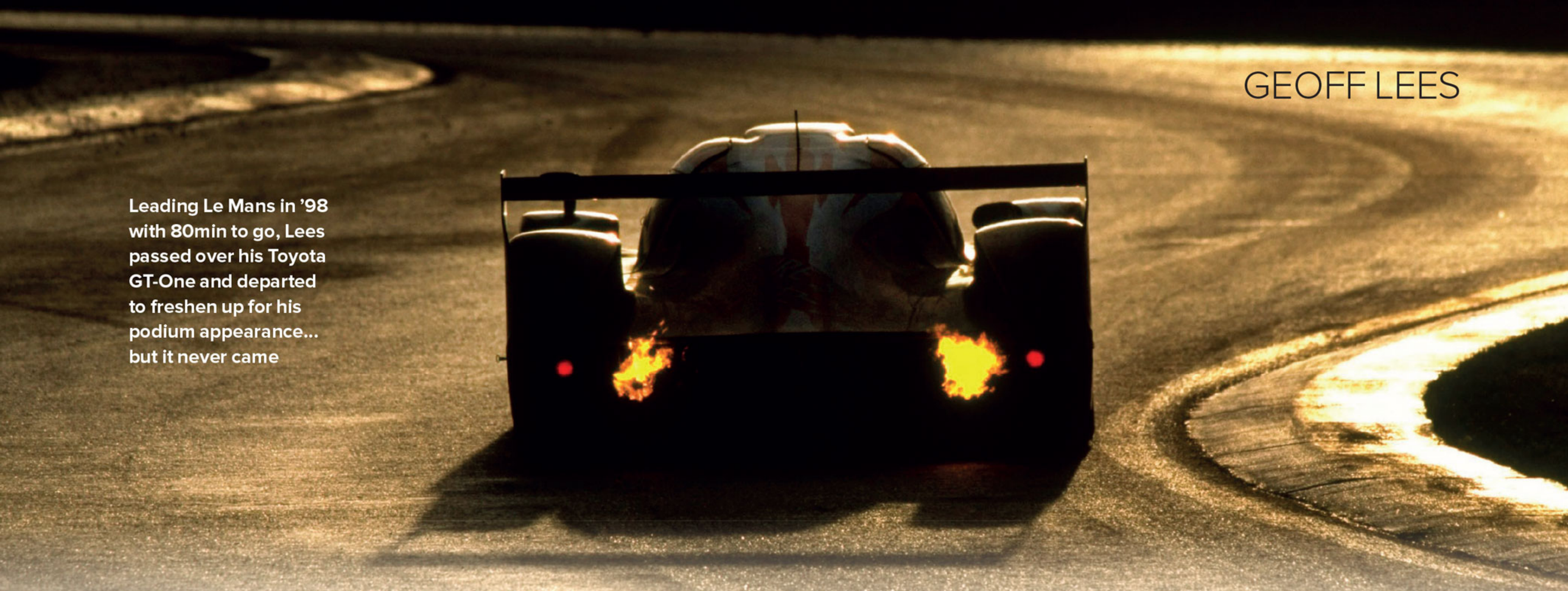
To celebrate some of history's most memorable grand prix victories, *Motor Sport*'s 2021 calendar features 12 of F1's greatest home wins with a series of beautiful, rarely seen images from the majestic Cahier Archive.

There's only one thing better than winning a grand prix, and that's winning it in front of your own adoring crowd. *Motor Sport*'s 2021 calendar celebrates these home win heroes with a stunning collection of images, featuring some of the all-time greats taking victory in their own back yard. Including: Stirling Moss pipping Fangio on the line at Aintree in 1955; Ayrton Senna's heroic drive to win the Brazilian GP in 1991; Gilles Villeneuve in 1978 in freezing conditions in Montreal; and Nigel Mansell's euphoric European GP victory at Brands Hatch in 1985; plus many more. For the first time we are also offering a desk-sized version, too. Both are available for pre-order now. Simply visit our website or call us to reserve yours today.

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GEOFF LEES

Leading Le Mans in '98 with 80min to go, Lees passed over his Toyota GT-One and departed to freshen up for his podium appearance... but it never came

following season. I was over the moon. I thought I'd finally made it."

Lees insists that he signed on this basis. Nothing, however, had come of it by the time of Chapman's December heart attack, and nor was there any likelihood of any such deal being honoured by his 'replacements'. The dream had faded, to be replaced by Eastern promise. Back-to-back Macau GP wins of 1979-80 had got Lees noticed in Japan. The Honda link helped, too, as did his winning Japan's national F2 title at his first attempt in 1983. But this connection ran more deeply.

"I fell in love with the place," he says. "You could walk the streets at 2am and be safe. I needed an interpreter/guide for the first few months but after that I was on my own, living in Tokyo. Then I met and married Ayako and stayed. I fitted in, and it was nice to be wanted. Jim Clark used to jump from a Cortina into an F2 car and win in everything. I wanted to do the same. That's what Japan provided me."

Lees won in F2, F3000 and Group C sports-prototypes (for Toyota), and was the champion of the Fuji-based Grand Champion Series – for F3000s wearing all-enveloping bodywork – three times in four years at the decade's end. He also did "a million miles testing".

His F1 dream had not faded entirely. As Honda's official tester of 1987, he set impressive times at Suzuka in a Williams FW11 hack. A sponsor was found for a third car at the Japanese GP, whereupon Honda and Williams fell out. Lotus' spare car was exclusively Ayrton Senna's. And though Arrows was keen, said sponsor was not.

There were other frustrations. Lees, who spoke sufficient Japanese to get him into but not necessarily out of trouble, admits to not always dealing well with local working practices: politeness and honour above effectiveness and competitiveness.

"I used to complain – a lot," he says. "We'd have a meeting with 20 or 30 people and, rather than tackle an obvious problem, the decision taken was to ensure that someone

PAUL-HENRI CAHIER/GETTY IMAGES, ALLSPORT

"I fell in love with Japan. You could walk the streets at 2am and be safe"

didn't lose face. I became sick of making the same mistakes. I'd had enough. My friend Mike Thackwell was retiring and promised to mention me to Peter Sauber. I flew to Switzerland and had this fantastic lunch before visiting the factory; I say factory, it was a private garage. I was used to driving for major manufacturers. Toyota wanted me to stay and trebled what they'd been paying me, so I stayed. It was the biggest mistake of my career. I didn't know that Sauber was about to be taken over by Mercedes-Benz, and he didn't tell me."

Though the Toyota situation improved with the creation of TOM'S GB in Norfolk, under the auspices of Dave 'Beaky' Sims and Glenn Waters, Lees would never arrive at Le Mans convinced that he could win.

"Toyota's old turbo four had a lot of power but only for the short time before it twisted the block," he says. "The V8 used too much fuel and we had to run slowly, plus we had gearbox problems all the time. It was the same with the [V10] TS010 [of 1992]: useless gearbox. They could easily have put Hewland parts in it, but TRD [Toyota Racing Development] wanted its name on everything. And you couldn't trust them to do anything except the engine.



"The first time I drove a TS010 it was soft like a bloody rally car. But it came good and its chassis was better than the Peugeot's. We won the first round at Monza, a little luckily, and we should have won at Silverstone but the electrical pick-up on the flywheel went wrong.

"It was my job to turn my co-driver Hitoshi Ogawa into a GP driver for Toyota. When he said to me that he was returning to Japan to do an F3000 race at Suzuka, I asked him why and told him he was better than that now. I was on holiday on the Virgin Islands when I heard that he'd been killed. We were really close."

Lean fell-runner fitness would see Lees through the rest of the 1990s, his vow being to win Le Mans before retiring. His best chance of achieving that came in 1998 via the Team Toyota Europe-run GT-One.

"It was a good car, though its large turbo on a small engine made it difficult if you were slowed by traffic," he says. "I didn't reckon we'd finish, to be honest, but I got out after my last stint thinking that we were going to win and showered and put on a fresh race suit ready for the rostrum. When I emerged 15 minutes later a mechanic was crying. The transmission had seized. I'd done my job to the best of my ability and not made a single mistake, so I'd 'won' that Le Mans as far as I was concerned."

His commitment to the cause took its toll: worsening lower back pain – partial legacy of that preference for stiff set-ups – caused his retirement in 2000. Ayako sadly died in 2010 and Lees returned to the UK two years later, initially in Sutton Coldfield before settling near Northampton. "I will go to my grave disappointed with my F1 career, but I am proud of my 33 years of racing."

Many of which were spent as the world's busiest racer. A professional's professional.

WHERE AYRTON

This November, Imola – where Senna and Ratzenberger died in 1994 – will host its first grand prix in 14 years. **Adam Cooper** charts the fall and rise of the historic circuit

LEFT HIS HEART

Poignant and peaceful, Imola's *Monument to Ayrton Senna* is in a trackside park. Left, Alonso, San Marino GP, 2004

DPPI

MOTOR-RACING HISTORY hangs in the air in the bucolic surroundings of the Imola circuit, where the streets honour names such as Tazio Nuvolari, Alberto Ascari and Luigi Musso.

Under the trees in the Parco Acque Minerali you will find the Ayrton Senna memorial, adjacent to the Tamburello corner where the Brazilian lost his life in the 1994 San Marino Grand Prix.

What captures the attention is not so much the bronze statue itself as the messages, flags and memorabilia attached to the debris fence behind it, left by fans from around the world who have made the pilgrimage to salute their hero.

Inevitably the Imola name will always be linked with the tragic weekend that cost the lives of Senna and Roland Ratzenberger. However, a new chapter in the circuit's story will be written this year when, after a 14-year absence, F1 returns for the Emilia Romagna Grand Prix on November 1.

Imola has emerged from the ghosts of the past thanks to the drive and the determination of one man. The venue's CEO and chairman, Uberto Selvatico Estense, has spent over a decade trying to get F1 back, and amid the unusual circumstances of 2020, he has finally succeeded.

"I can't say how happy I am," he smiles. "Because it was a really long dream since I was a child attending F1 here in Imola. And now I can say that I'm the organiser and the promoter of the grand prix in Imola. It's really something unbelievable. The people in Imola, when they meet me they thank me, and say they are so happy for this opportunity to have F1 back again. It's really something great."

He's not exaggerating. When I joined him for an evening stroll through Imola's ancient centre several locals came up to shake Selvatico Estense's hand and ask how preparations were going. The city's motor-sport heritage means a lot in these parts.

"They used to race on the roads before the circuit was born," he says. "In 1953 they decided to close the circuit, and it became permanent. But the pure passion of the people was born before that date. We have some documents from 1923 when people used to race around the Monte Castellaccio hills. It's something in the DNA of this city."

There's symmetry in the fact that Imola is returning to the schedule exactly 40 years after it hosted the Italian GP for the first and only time. However, its F1 history goes back even further than that, for in April 1963 the venue hosted a non-championship race. Team Lotus sent a pair of cars for Jim Clark and Trevor Taylor, and with Scuderia Ferrari failing to show, Clark dominated in a field otherwise compromised of private entries.

That event proved to be a one-off, and Imola slipped into a role as one of the many second-division Italian circuits that had to exist in the shadow of mighty Monza.

It was in the late 1970s that a push for a grand prix began. Renaming the circuit in honour of Enzo Ferrari's late son

"It was a long dream since I was a child attending F1 in Imola"



For one year only, 1980, the Italian Grand Prix was held at Imola. The Renaults of Jean-Pierre Jabouille (15) and René Arnoux (16) flank the Williams FW07 of Carlos Reutemann



Despite revisions, Imola retains a park feel. Right, fan tributes and terraces, where it is hoped that 13,000 fans can sit this year

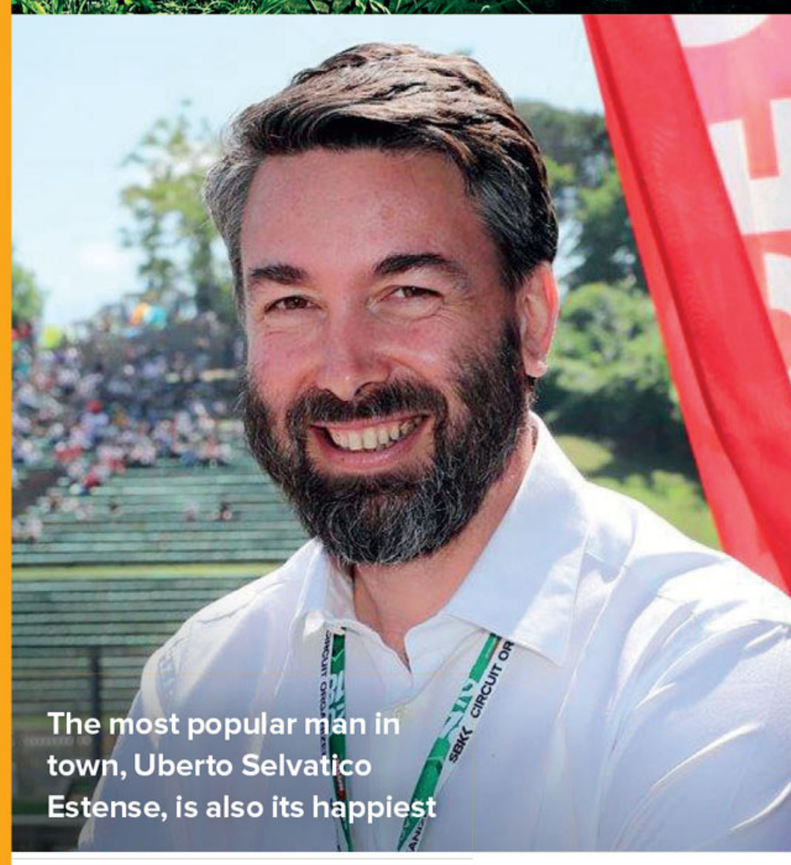








Senna leads at Imola in 1994; he crashed at Tamburello on lap 7



The most popular man in town, Uberto Selvatico Estense, is also its happiest

Dino ensured priceless support from *Il Commendatore*, and the venue was granted a non-championship F1 race in September 1979, won by Brabham's Niki Lauda. Everyone liked the track, but visitors were not hugely impressed by the facilities.

Amid some complex domestic politics surrounding Monza, the Italian GP was run at Imola in 1980. By then new pit buildings had been constructed, and no one doubted that the circuit deserved to host a race.

Monza reclaimed the Italian GP in 1981, but Bernie Ecclestone agreed to hold a second race in the country under the San Marino name. The spring event would be a popular fixture on the calendar for 26 years. Everyone loved the challenging circuit and its picture-postcard surroundings, and it usually produced a memorable race.

Inevitably the tragic 1994 weekend had a huge impact on people's perceptions, but Imola survived. However, at the end of 2006 it was announced that there would be no race the following year - venue operator SAGIS had been unable to conclude a new contract with Ecclestone.

Times were changing as a new breed of Hermann Tilke-designed circuits, invariably bankrolled by governments, began to emerge. Bahrain and China joined the schedule in 2004, Turkey followed in 2005, and the likes of Singapore, Abu Dhabi and Valencia were in the planning stages. Imola was priced out of the market.

"I was not involved," says Selvatico Estense, "but I've spoken with Bernie on this matter. I think that at that time the people in Imola made a lot of mistakes. It was a combination of money, political issues and different matters. Everything changed, the way of thinking, the way of approaching the F1 game. At that time it was impossible for Imola to think about paying such a high promoter fee. They were not able to continue dealing with Bernie and FOM [Formula One Management] and something broke."

Following an ill-judged 'build it and they will come back' philosophy, SAGIS promptly demolished the existing pit and race-control facilities and built an expensive complex. Work, overseen by Tilke, also involved the removal of the Variante Bassa chicane, lengthening the pit straight.

SAGIS duly went bankrupt in 2007 and a new publicly owned company, Formula Imola, grew out of the ashes. Selvatico Estense joined as its boss in 2009.

Then only 39, he had already built up a successful high street currency exchange business, and had interests in engineering. A native of Imola, he was steeped in motor sport. His father was the Italian importer for Spain's Montesa motorcycle brand, and owned a Ferrari 250 MM.

SELVATICO ESTENSE'S DREAM WAS to bring F1 back, and the first step was to rebuild Imola's fractured relationship with Ecclestone.

"Bernie was interested to come to Imola again," he recalls. "Because of the history, because of the environment, because of the passion of the people here, and also because we are in the motor valley, so we are so close to Ferrari, Lamborghini and AlphaTauri."

An opportunity to claim the Italian GP arose in 2016, when Monza's contract was about to expire. As so often in the past the race's future was clouded by financial and political issues. However, powerful Automobile Club d'Italia boss Angelo Sticchi Damiani, not a great fan of Imola, was determined to keep it at its traditional home.

"At that time Monza was struggling to stay in the calendar," says Selvatico Estense. "We had more than hopes. We achieved a finalised contract with Bernie, and the only clause was a condition about the money from the government.

DPPI, GETTY IMAGES

"And then it began to be a race to increase the price, and we were not in the position to afford that kind of solution. Of course, the Lombardy region [home of Monza] is the most powerful region in Italy, so they pushed a lot. Eventually, they won."

Imola still hoped to run a second Italian race - reviving the San Marino name was an option - but the takeover by Liberty Media and Ecclestone's abrupt departure killed any momentum that had been established.

Selvatico Estense didn't give up, although he had to start afresh with new F1 boss Chase Carey. In February this year he saw a chance when the Chinese GP became the first event to fall foul of the Covid-19 crisis.

"We were always thinking about F1, and we wrote to Chase to ask for an opportunity to replace China in case they needed us. Then things changed so fast because of Coronavirus, and it seemed impossible."

Just weeks after Imola made its pitch, Italy became Europe's Covid-19 hotspot and the prospect of major events running in the country in 2020 looked unlikely. However, by late April there were already signs of improvement. With many races falling by the wayside and F1 looking to rebuild a viable calendar, Selvatico Estense tried again.

His efforts received a useful boost when on June 24 the AlphaTauri team used Imola for a pre-season test. Drivers Pierre Gasly and Daniil Kvyat raved about the track.

Imola's initial pitch to F1 involved a September date, straight after Monza, and it looked promising.

"We started with this idea of the back-to-back, and the F1 people, I think, were impressed by this idea in order to facilitate all the logistic and transport issues. We sent them some offers, some quotes, about the possible situation. Then the ACI became involved in the matter."

Mugello appeared on the scene as an alternative second Italian venue, with backing from both the ACI and the Tuscan region, and the appealing prospect of it being track-owner Ferrari's 1000th race. The concept proved irresistible to Liberty, and Mugello was given the post-Monza September date.

"I think that it was an ACI idea. I can understand that Mr Sticchi Damiani would like to push in the direction of Ferrari. But I was a little bit destroyed..."

Selvatico Estense didn't give up. He pitched for a third Italian slot later in the year and, inspired by Mugello's use of the Tuscan GP name, he canvassed hard for support from the Emilia Romagna region.

When F1 abandoned its efforts to save the autumn races in the Americas, Imola was

"Weeks after Imola made its pitch, Italy became a Covid hotspot"

Michael Schumacher's Ferrari passes the best seats in the house – the apartments overlooking the Rivazza corners, 2004

handed the November 1 date and a unique two-day format due to transport issues from the previous weekend's race at Portimão.

It is no secret that Liberty rented Silverstone for the two GPs in August, but as the calendar grew and more venues pitched for races, different commercial deals were agreed.

"I think that at Silverstone they have been lucky. Maybe we could be in the same position, but when Mugello came out, we had to change our strategy. And because the Emilia Romagna region supported us, we succeeded in the end. The business model was changed from the beginning."



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

Treachery and betrayal: San Marino's face-offs...

At times bordering on the Macchiavellian, Imola has played host to some of Formula 1's most controversial moments – and didn't we love them



1982: Pironi betrays Villeneuve

Most of the FOCA teams boycotted the 1982 San Marino GP, leaving just 14 cars on the grid, although that was of little concern to the *tifosi*. In the closing laps Ferrari's Villeneuve and Pironi ran around at the front in what the former thought was a demonstration for the fans, until Pironi grabbed the lead and stormed to the flag. Villeneuve was still fuming when he lost his life at Zolder a fortnight later.



1983: Tambay, racing no27, gets revenge for Villeneuve

A year on from Villeneuve's controversial dispute with Pironi, his replacement at Ferrari, Patrick Tambay, returned to Imola carrying the no27. In the closing laps, fans cheered when leader Riccardo Patrese crashed his Brabham, and Tambay moved into the lead to claim the victory that Gilles had lost 12 months earlier. As the emotional winner noted, it was "revenge".



1985: De Angelis lucks in

Fuel economy often played a role at Imola, not least in 1985 when the race descended into farce as cars stopped all around the circuit. The Lotus of leader Senna ran dry with three laps to go, handing the lead to Ferrari's Johansson. Then the Swede also ran out, and Prost crossed the line in front. But his McLaren was disqualified, giving the win to Elio de Angelis, who had not led a lap.



1989: Senna leaves Prost seething

This GP is perhaps best remembered for Gerhard Berger's miraculous escape from a fiery accident, the result of a front wing failure on his Ferrari. It was also a chapter in the turbulent Prost/Senna relationship. The McLaren team-mates had agreed that whoever got to the first corner in front would not be challenged. Senna thought a red flag and restart nullified the deal and duly passed a gobsmacked Prost.



2005: Alonso stakes his claim

Fernando Alonso's first title campaign with Renault was gathering momentum in early 2005, and the fourth race in Imola was to prove an important marker. After the McLaren of Kimi Räikkönen retired, Alonso outran Schumacher in superb style in what amounted to a battle of the generations. A year later, the German would turn the tables and head Alonso to the flag in the last San Marino GP held to date.

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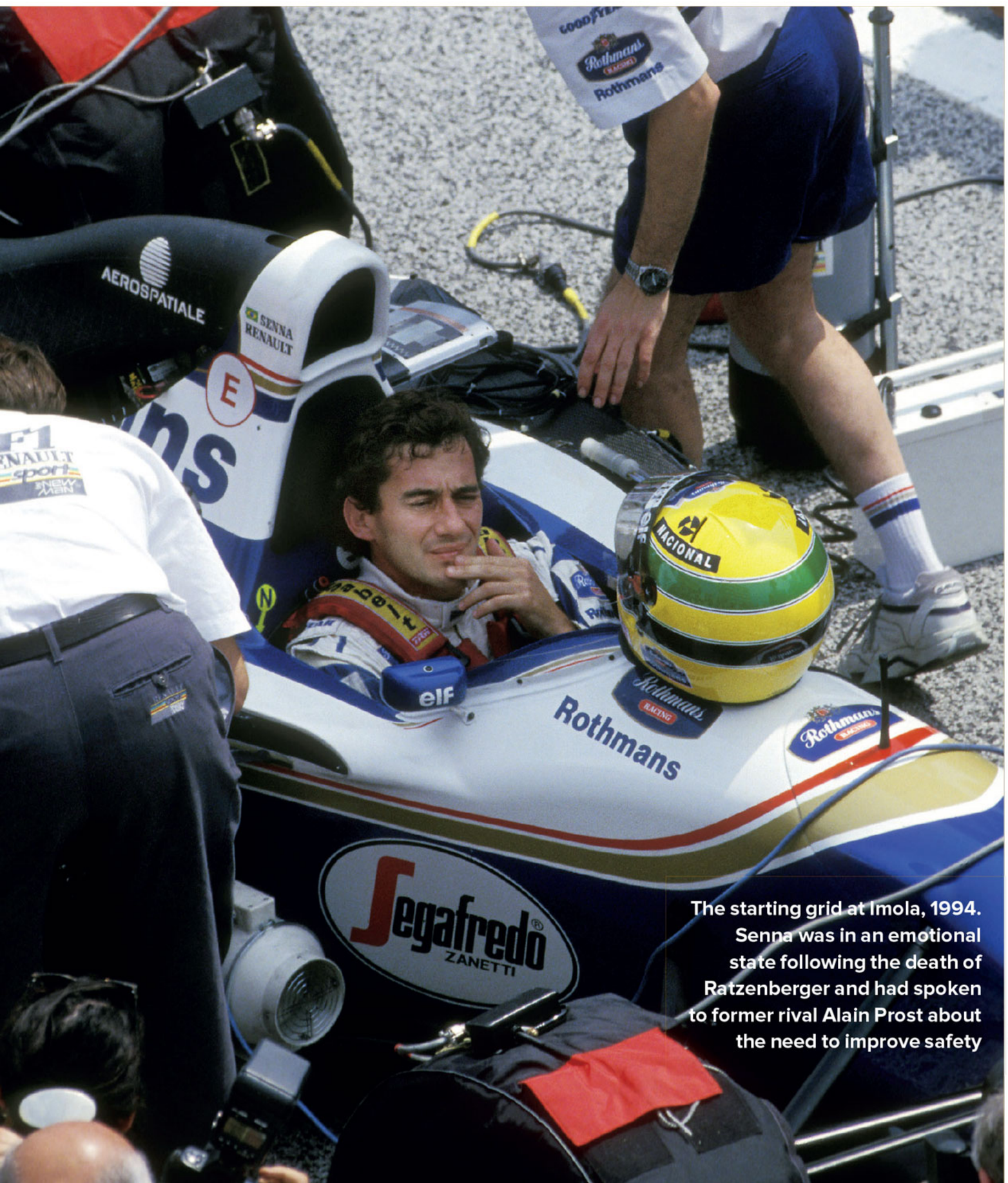
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The Emilia Romagna Grand Prix will include support from the Formula Renault Eurocup, which makes its second visit of the season to the *Autodromo Enzo e Dino Ferrari*, aka, Imola

"People visit not to see where Senna died, but where he stays"



The starting grid at Imola, 1994. Senna was in an emotional state following the death of Ratzenberger and had spoken to former rival Alain Prost about the need to improve safety

DPPI

EMILIA ROMAGNA GP

Instead of paying a fee, the plan is that Imola and F1 will split the proceeds of the 13,000 tickets, and Selvatico Estense sees that sort of deal as the way forward.

Apart from the new pits and the absence of the final chicane, the venue is pretty much as it was in 2006. Drivers raised on Tilke circuits with acres of asphalt run-off areas loved old-school Mugello, and Imola is another step. Mistakes will be punished, in places by walls as well as gravel traps. That's not meant to suggest that the track is unsafe.

"We worked hard during these years to prepare and to maintain the F1 homologation. Of course, in our heart remained the dream to have F1 back. We made a lot of effort, because some changes were not so cheap. But we were surprised when [FIA race director] Michael Masi told us that we had to make less works than Monza and Mugello. He likes the design, he likes our run-off area, our solution for everything. So really, we don't have so much to do."

It promises to be an exciting weekend.

WHAT OF THE FUTURE? Carey wants to return to a normal calendar next year, but logic suggests that some of the races cancelled in 2020 will still not be viable, and F1 will have to call again on venues that stepped in. Imola wants to be high on the list of candidates.

"It will depend what will happen with Covid, and also on the economic situation. What is sure is that we are interested to discuss it with them. Our race will be an opportunity to know each other better, and to verify our skills and the level of the circuit in order to maintain this race in Imola."

Senna will no doubt be mentioned often during the Emilia Romagna GP weekend. Perhaps a generation of F1 drivers who have never been to the track, along with others who have come to the sport since 2006, will find the time to visit the memorial, and indeed the one a few hundred metres away that honours Gilles Villeneuve.

"We have a lot of respect about Senna," says Selvatico Estense. "And in a certain way we think that he chose to leave his heart here, to remain with his soul in this land. I know it's a little bit of a romantic approach, but the people here thought that Senna was a hero. They remember him every year, and a lot of people come from every part of the world to see not where Senna died, but where Senna decided to stay."

THREE

TENORS

With the Carrera Cup, Sprint Challenge and Classic Boxster Cup, there is a UK Porsche race series for most budgets. **Andrew Frankel** finds the 911, 718 and 986 in fine voice...

PORSCHE'S COMMITMENT TO racing is without equal. As a works team it competes in Formula E while it conducts a serious investigation into whether or not it should return to prototype sports car racing in the forthcoming LMDh category. In the meantime it continues to field its 911 RSR racers in the GT Pro and GT Am classes while the 911 GT3R is a stalwart of many years racing in GT3 right around the world. And it doesn't stop there.

In the UK alone, while Ferrari has just started its very first one-make race series, Porsche now has three. The original is the Carrera Cup, claimed by Porsche to be the fastest one-make championship in Britain, which has been running for 18 years and is known for its wincingly close racing and long-held status on television as a support race to the (slower) BTCC cars.

The newest is the Porsche Sprint Challenge GB, a series featuring exclusively Cayman GT4 Clubsport race cars (which run to strict GT4 rules so can also be raced in innumerable series right around the world). By far the most affordable is the Porsche Classic Boxster Cup, using only original 986 series Boxsters and run by Porsche Club GB but backed and supported by Porsche Cars.

Which means there's a Porsche racing car for almost every budget, from the approximately £20,000 you'll need to buy a competitive old Boxster to around £900,000 for a 911 RSR, itself around twice the price of a GT3R.

But it is the UK cars - the 986 Boxster, 718 Cayman GT4 Clubsport and 911 Carrera Cup - that are at Silverstone for my perusal. I'm interested in the Boxster, really looking forward to the Cayman to see how improved it is over the previous-generation car, which I didn't much like, and frankly scared of the 911 for reasons that will become apparent.

I thought that because this is a senior car aimed at a professional kind of driver that the 911 would be far more expensive than the Cayman. But no, the Cayman costs £131,100 before VAT, the 911 just £4700 more. The difference comes in the running costs, which we will get to presently.

For now, however, join me in the Boxster, the perfect *amuse bouche* to stepping up to the modern racers. The car is kept as standard as possible, and is essentially a stripped-out Boxster S from the early years of this century, blessed with Porsche-approved circuit-orientated springs and dampers, race brake pads and very little else. Even its Pirelli Trofeo R tyres are road legal, meaning that if you wanted to drive to and from the circuit there'd be no reason not to. Drivers with an international-grade race licence are ineligible.



The Boxster is the entry level, with ready-to-race cars costing around £20,000

Given the presence of the other two, it might seem tempting to knock off as few laps in the Boxster as common decency allows, then spend the rest of my day in the good stuff. But that's not how I feel. This is a mid-engined Porsche racing car powered by a gorgeous flat-six engine with a six-speed manual gearbox. Why would you want to shorten your time in that?

Besides, it's instructive how merely some well-chosen suspension settings and sticky tyres can turn a pleasant road car into a capable, entertaining track device. And as anyone who's raced a slow historic car will tell, the fact you're not travelling at a vast speed need not spoil the fun at all.

Roughly speaking, historic is what this Boxster essentially is. It seems odd to be driving what I perceive to be a modern car that still requires you to make flawless heel-and-toe downshifts; odd, but fun. Here's a technique, a skill even, that neither of its flasher, faster, younger stablemates requires. And like all race cars, you must learn how to extract the speed from it.

The Boxster is interesting in this regard: on one hand its treaded tyres are far less settled in the corners than the slicks of the other two, so the temptation is to get it sliding early and power out of the corner. Except that's not what it wants: it still has a surfeit of grip over power, traction is good and even if it breaks loose at the back there's no limited-slip differential to maintain the slip angle.

It's all about carrying as much speed into the corner as you can because there's not the power to reacquire any that you may have casually shed before the apex. Once learned, it is a straightforward device to drive, the ideal introduction to Porsche racing. The other two are not so simple.

That said, the Cayman GT4 Clubsport does feel like an incredibly grown-up version of the Boxster, and as both are mid-engined normally aspirated flat-six-powered Porsche racing cars of similar mass, perhaps there is no surprise in that.

While the Boxster has 258bhp from its 3.2-litre motor, the Cayman offers 425bhp from 3.8 litres. The Cayman has a limited-slip differential, race suspension with adjustable geometry and damping characteristics, race-specification brake calipers and pads too. It has individually switchable traction control and electronic stability control, as well as track-tuned ABS. Then there is the small matter of those slicks which, even with quite a hard compound, make any road-legal tyre feel as grippy as soapy cardboard.

But as you climb aboard you won't be thinking about any of that, you'll just ▸

"The Cayman GT4 Clubsport feels like a grown-up Boxster"

JAMES ROBERTS, JAKOB EBREY

This 986 Boxster S is more pink piglet than grown-up hog; it has been raced recently by Porsche Centre Wolverhampton









The 718 Cayman GT4 Clubsport features in Porsche's Sprint Challenge GB, which has been supporting the British GT Championship

In the Porsche Carrera Cup GB each driver has an identical 485bhp 911 GT3 Cup car





The more laps you do in the 911, the more you feel at one with it

JAMES ROBERTS, JAKOB EBREY

be looking wide-eyed at the Cosworth information display, figuring out the steering wheel buttons and settling into not a mildly modified road car, but a proper racer.

I love GT4 cars. I think they exist at a point where they are fast enough to thrill yet not so specialised that they need either an implausible budget or a team of professional drivers to use them properly. Or both. With improvements in tyres, suspension and aero, their pace today is comparable to that of a GT3 car of perhaps a dozen years ago. This means anyone with a modicum of talent who's done a bit of racing can climb in and so long as they're prepared to spend a bit of time testing and poring over the data, they should at the very worst not make a fool of themselves in race conditions. More likely they'll be competitive.

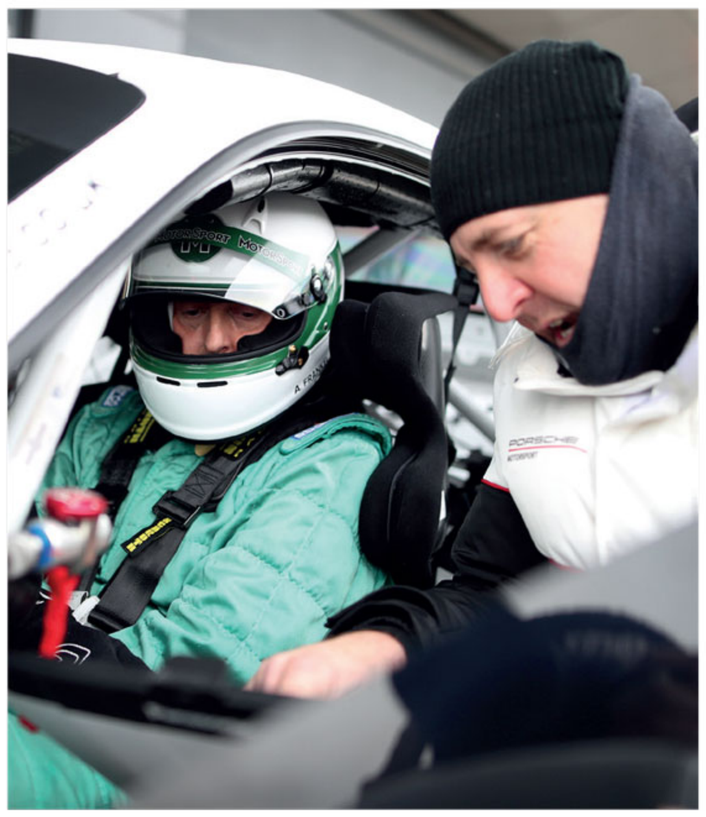
Indeed some might consider a GT4 car like this Cayman almost too easy, because it is an inherently forgiving car even before you consider the layers of active safety systems such as the ABS and traction control at your disposal, and I get that entirely. But to me this accessibility is a good thing: it evens the playing field, makes for closer racing while at the same time allowing the true talents on the grid - who apart from anything else will always run with a lower level of electronic interference - to shine.

As a newcomer to it, while you might be slightly intimidated in the pitlane, as soon as you're on track all the messages are good. You don't even need to worry too much about falling off trying to warm the Michelin slicks because the stability control will detect and correct any slip before it gets out of hand. Gearshifts come via paddle-executed instructions to the same PDK gearbox as the road car, albeit with its entirely redundant seventh gear removed.

If you know the track, you'll be driving hard from the second lap. When I tested the last generation Cayman GT4 in 2016, I didn't much care for it. It porpoised in corners, had inconsistent ABS response and wasn't that reassuring. But this car is fully developed and easy to drive fast.

Even more so than usual, the straights are what connect the fun parts of the track. The Cayman's 425bhp may sound like plenty, but the car could cope with far more power. You're not exactly twiddling your thumbs down Silverstone's Hangar Straight - the engine is lovely to listen to and the gearshifts crisp - but it's only once the Cayman is in the braking area that it's at its best.

You hit the brakes with all the force your thigh can muster because with ABS there's no reason not to. Despite being equipped



"If you don't look after it, an entire world of pain awaits you"

with iron discs on quite hard slicks without huge downforce, you'll still be glad someone did your belts up tight. You bleed off the brake pressure as you pass the turn-in point, juggling the tyres' ability to provide both longitudinal and lateral grip, but you don't have to be too precise about where you get back on the power or how hard. In the former case the electronics will trim back your enthusiasm, in the latter there is so much traction you rarely even feel the control systems kick in.

Doubtless it would be different in the wet. But in the dry and even with all safety systems disabled, the Cayman is still a fabulously easy racing car to drive fast. Unfettered, the back end is not flawless and would allow the car to oversteer quite quickly on corner entry, but the yaw rate is linear and easily collected. And I expect you could dial that out with damper settings quite quickly.

You might imagine the step up to the 911 Carrera Cup car to be just that: a step for sure, but a logical progression. It is nothing of the sort. Indeed, if you look at it in terms of the mental approach required to drive it, the Cayman is closer to the Boxster than the Cup car. The 911 is a completely different proposition, and for those who fail to appreciate and treat it as such the results are unlikely to be pretty.

The first thing to realise is that although similar in price to a Cayman, that's where financial comparisons stop. For instance, the 911 engine is lifed at 100 hours, its bespoke Porsche six-speed dog box at 60 hours. In the Cayman neither item is lifed at all. Porsche estimates ballpark running costs for a season of Carrera Cup at somewhere around £225,000, which is £100,000 more than you'd need for a year in the Cayman. That's before you throw it into the scenery, as easy a feat to accomplish in the 911 as it is difficult in the Cayman.

Why? Well, although the 911 is over 100kg lighter and far more powerful thanks to a 485bhp 4-litre motor, it has little to do with a dramatically superior power-to-weight ratio. In fact there are two real issues and the first is as easy to see as the photographs on this page: it's a 911. Those who drive street 911s these days are so used to their immaculate behaviour it is too easy to forget that their design is inherently unstable, to wit, all the weight is at the back, and once it becomes mobile, all it wants to do is get to the front.

But drive a Cup car on slicks with no rubber in its suspension as fast as you can and unlike its road-going brethren, it indeed wants to handle like a traditional 911. No problem, you might initially think, because you can delegate the management of all those old issues like premature lock-up and snap oversteer to the electronic safety systems. Which is a great idea in theory. In practice though, the strategy is flawed because this particular 911 doesn't have any. No traction or stability control, no ABS. Nothing. And if that's not enough to convince you to drive it differently, it also has a completely different kind of tyre to the Cayman's user-friendly long-distance slick. The Carrera Cup 911 comes on sprint-specification rubber and if you don't look after it another entire world of pain awaits you: once the grip goes, it stays gone.

And yet, for those happy to make the relevant adjustment to their driving style, the 911 provides an experience not just beyond the Cayman GT4, but over the horizon. The additional pace is easy to accommodate because in a straight line it's still not that fast. You don't have to factor in downforce management either, because despite that vast rear wing there's not that much to manage. But you do have to drive it like a 911.

Indeed, probably the best way to approach it in the first instance is to think of it more as a 1960s 911 with inexplicable amounts of power and grip. If you lock the front brakes, the flat spots will send you scuttling to the pits for new tyres, so I was using around half of the brake pressure I deployed in the Cayman.

And you do much more of your braking in a straight line because, just like with an old 911, you can't just chuck it in on the brakes and sort it out. At best you'll ruin the tyres, at worst... Well I'm sure you can imagine the scenario.

But all that you lose on the way in, you recover at the apex. I've complimented both the Boxster and Cayman for their traction capabilities, but this is another world. Once the car is properly rotated into the corner you can open the steering, stand on the throttle, hear the howl of that race engine and find yourself in 911 nirvana.

And the more you drive the better it gets. My gripe with most modern racers is that they lack the feel of the historics in which I spend most of my hours on track. Not this one. Give it time, look after the Michelins and you can feel yourself being absorbed by the machine. The little dash lights that warn you of imminent brake lock become entirely redundant. You can feel it and you can hear it. You don't need to be told. You can feel the grip and the balance in the corners. It may be pretty unforgiving beyond the limit, but no one can say that it doesn't signal where that limit is.

Which is why in the end I felt most at home in the 911. The Boxster is the ideal entry point to Porsche racing, as is the Cayman to the world of GT4. The former is by no means a half-hearted apology for those who can't afford the real deal: it's a lovely car to drive, and surrounded by a gridful of them, I imagine you'd laugh yourself silly all weekend.

The Cayman is the perfect gentleman driver's long-distance race car because it is almost without vice. I'd love to do a round

of the Sprint Challenge in one, but I'd like to do a 24-hour race even more. And you know it would be as good on the last lap as the first.

Can the same be said for the 911? Not even close. I was fairly sweaty after 20 minutes, and even if you could fit tyres to last a decent double stint, you could not say the same about the driver. Not this one at least.

And yet I'd walk past the other two without blinking to get another lap in the 911. Packing the speed and grip of a modern racing car with the involvement of something far older, it's pretty much everything I want a racing car to be: fast, challenging and endlessly rewarding. A 911, in other words.

"Stand on the throttle, hear the howl of that race engine and find yourself in 911 nirvana"

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HALL'S WINGED WONDER



CORBIS/VCG VIA GETTY IMAGES

Using wings to create downforce had been attempted in the '50s but, as **Doug Nye** explains, it was Jim Hall's advanced Chaparral 2F from 1967 that proved the idea. Motor racing was never the same again

DOWNFORCE PIONEER

DON'T DOUBT IT FOR ONE moment: Jim Hall of Chaparral Cars in Midland, Texas is a towering figure in motor racing history. During 1966-67 he proved influential in racing car design, backed clandestinely by General Motors R&D, even if it was not particularly successful in keeping that secret.

When I first compiled a target list of cars to be invited to the inaugural Goodwood Festival of Speed in 1993, Chaparrals were near the top. It took 10 years or so before the Texan accepted, but he and his cars have returned several times and always receive a rapturous reception from the knowledgeable audience.

While the first Chaparral rolled off the production line in 1961, built by Dick Troutman and Tom Barnes, it wasn't until 1962 that Hall and Hap Sharp launched Chaparral Cars Inc. They then set to work on the Chaparral 2 that won the United States Road Racing Championship in 1964 and began its domination of the US road-racing scene, including a Sebring 12 Hours win in 1965. It was the perfect platform for what came next.

While assorted pioneers had previously fitted aerodynamic aids to racing cars, it was Hall's Chaparral-Chevrolet Can-Am and World Championship of Makes designs that changed the face of racing. Hall would recall how he realised that the key was to "make [aerodynamic] forces work for you so that applied downforce improved traction".

He admitted he didn't initially realise how far others had previously explored that field, while allowing that in 1961-62 Ferrari had tried a ducktail spoiler developed with its American test driver Richie Ginther: "I happened to ride to Sebring with him from the airport and I asked him about their tail spoiler. 'Well,' he said, 'it just stabilises the car, and it keeps the exhaust fumes out of the cockpit.'"

Back at base, Hall toyed with his early rear-engined Chaparral's body shape. A neutral-lift design proved "terrible" and prone to oversteer at higher speeds, so further changes came. The solution, Hall thought, was to "load them down, so they don't become oversteerers. They stay neutral and then you balance the car out over a big speed range, so it handles the way you want it, neutral or a little bit of understeer, throughout the whole speed range.

"We started with a little flip-up on the back until we got it neutral. Then we started putting more and more downforce on it, and finally we went faster and faster around the corners. But the straightaway speed was then so slow you couldn't pass anybody.

"So then we put the flipper on, then we cured the nose-dive, then we put on the high suspension-mounted wing. We didn't start going to 4000lb springs like [later] Formula 1 cars. We were on 400lb springs, so we took the load off the suspension springs and put it directly onto the hub, and that's where the high wings came from.

"The whole thing is putting downforce on the car to improve traction capabilities, without increasing weight by the same amount."

Back in 1956, Swiss engineer Michael May had reached a somewhat similar conclusion and arrived at the Nürburgring 1000Kms with his Porsche 550 Spyder sporting a tall strutted wing. After practice, the German scrutineers cheerfully told him that everyone had enjoyed the joke; "Now take it off." So he did.

In 1965 Hall had allies in GM R&D. Larry Shinoda recalled a pyramid wing mount, spreading load front and rear. Colleague Paul van Valkenburgh experimented with a wooden wing on a Corvette, before his colleague Joe Kurleto formed lighter wing sections from foam-filled aluminium sheet.

Chaparral's first test wing at Midland had been a sheet of ¾-inch plywood. Mechanic Troy Rogers fitted it on one of their glassfibre-tub 2A cars. Team chiefs and drivers Hall and ▸

> "We went faster and faster around the corners"



MCKLEIN

Fastest lap at the Nürburgring 1000Kms in 1967, but the automatic transmission failed. A great groan was heard from the thousands of US servicemen present

Signalled by its huge strutted wing, the Chaparral 2F proved that downforce could be manipulated and exploited radically to increase traction and grip. Although Jim Hall's major innovation would soon be banned, it pointed the way ahead for racing car design



NASAL PASSAGES

Top air exit duct behind a nose-front air intake could be opened progressively against air pressure at speeds over 120mph. Engine cooling provided by split twin hip radiators to free nose for this aerodynamic device



STRUTTED WING

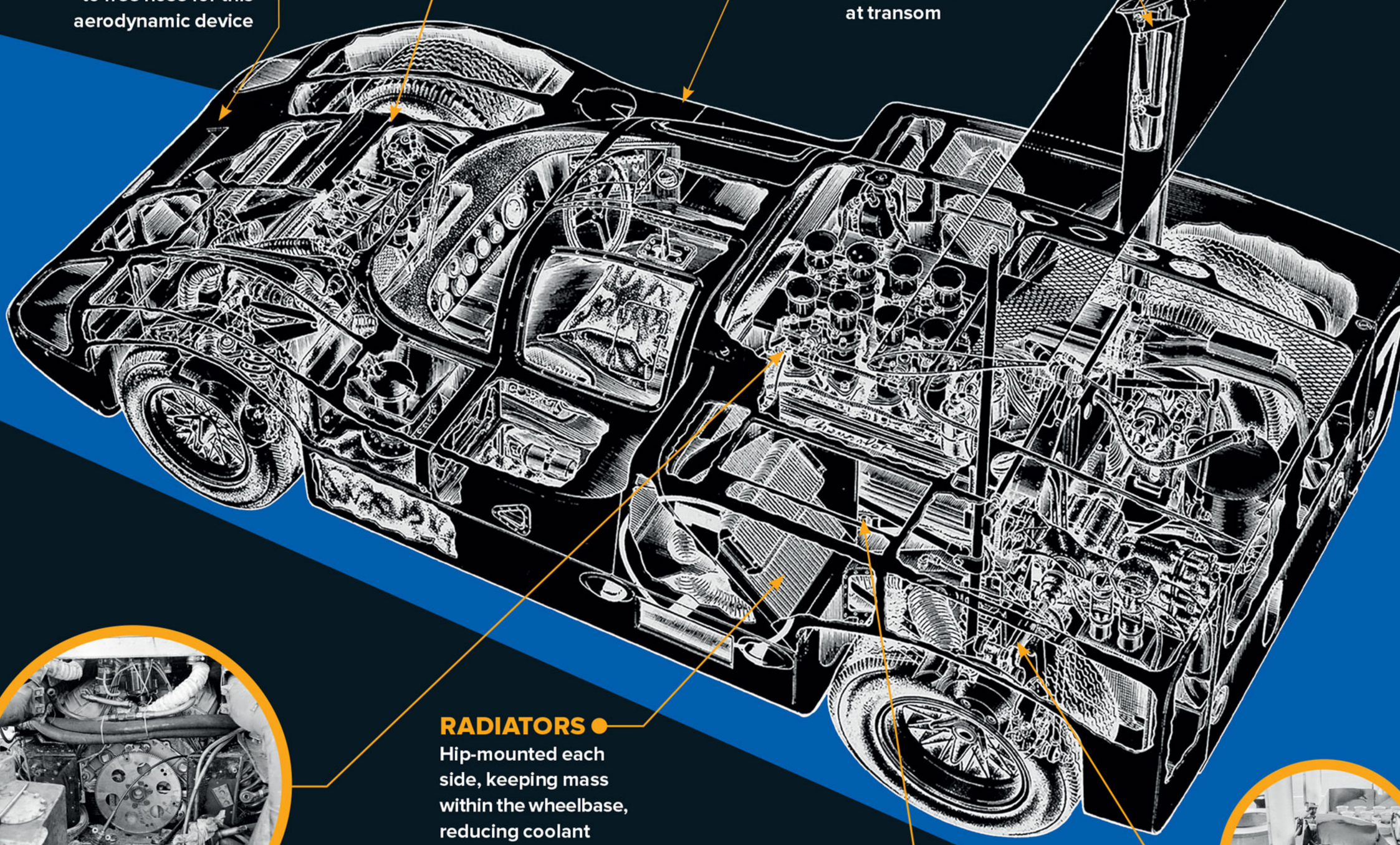
Two-position hydraulically-actuated rear wing bearing directly on rear suspension uprights. Here was DRS 44 years before F1-regulation DRS

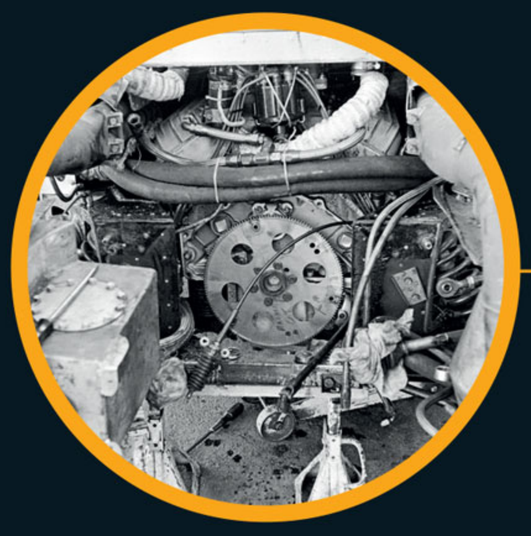
FRONT SUSPENSION

Upper and lower wishbones, co-axial coil-spring/dampers, solid brake discs, Chaparral cast-alloy one-piece centre-lock 16in wheels

BODY

Moulded glassfibre one-piece nose with pressure-relief louvres on front wings; one-piece glassfibre tail with separate radiator mouldings; expanded metal mesh panels at transom





ENGINE

Chevrolet 427 cubic inch/7-litre alloy big-block V8 engine, 4.25in x 3.75in bore x stroke, 4 Chevrolet-made Weber 58IDM carburettors, 525bhp, mated to Chevrolet 3-speed auto gearbox

RADIATORS

Hip-mounted each side, keeping mass within the wheelbase, reducing coolant volume in piping. Without a nose radiator cockpit is cooler; cold air can reach carburettors



CHASSIS

Moulded glassfibre monocoque chassis derived from earlier Chaparral 2A design and construction, with squared-off side pontoon extensions



REAR SUSPENSION

Anti-dive/anti-squat geometry, twin radius rods, reversed lower wishbones, single lateral top links, anti-roll bar

GETTY, JAMES A ALLINGTON, DPPI, REVS

“The 2F looked beautiful with a long, sloping rear screen”

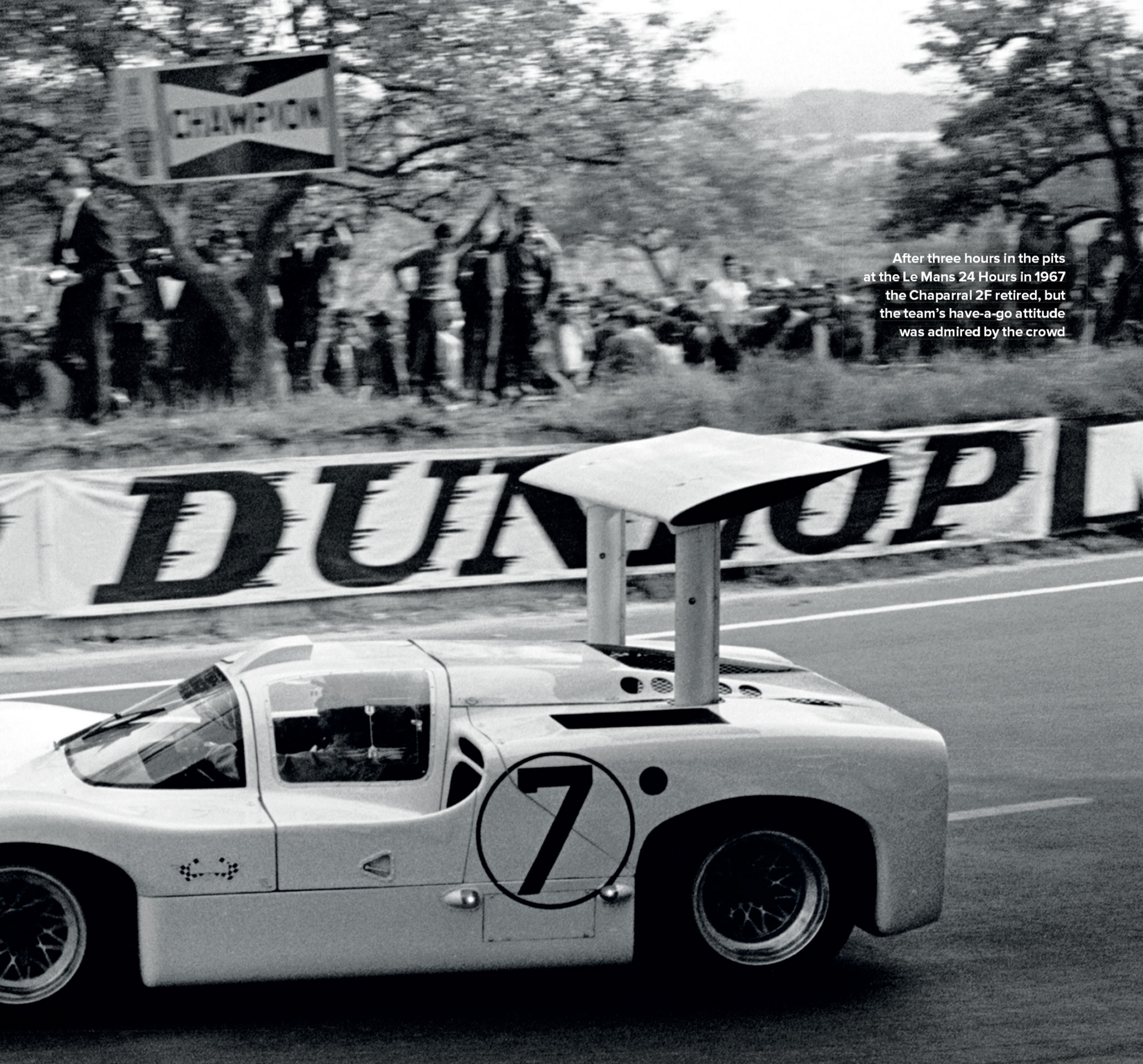
Sharp told him to drive it before they took the risk. Despite a strong wind ripping across their Rattlesnake Raceway test track, Rogers blasted around some laps and “couldn’t believe how it stuck to the ground. I came in and said, ‘You’ve got something here!’”

The Chaparral 2E Can-Am cars had more than just a tall wing high above the rear wheels. Their radiators were moved from a nose mounting to a midship position. This freed the nose and its top-ducted airway to be reprofiled to act as a venturi, accelerating airflow and generating downforce to balance the strutted wing’s rear-end effect.

A flap in the intake was connected to a third pedal in the automatic-transmission car’s previously two-pedal cockpit. The rear wing’s at-rest position was leading-edge low/trailing-edge high to generate downforce. Up front, the duct flap would then be open with airflow generating a balancing downforce upon the front end. When the driver hit the third pedal, the rear wing would flip into a neutral attack angle to minimise drag while the nose-duct flap would shut, reducing front-end downforce and drag from the flap.

Air otherwise trapped within the front wheel arches escaped via louvred relief panels, matched on the rear-deck engine cover and tail transom panel.

Hall and Phil Hill drove these jaw-dropping new 2Es in the 1966 Can-Am series, starting at Bridgehampton, Long Island, with wing collapses occurring on both cars during a fraught practice period. A radius rod provided the lateral location for the tall twin struts, and a rod-end had snapped. The rod on Hall’s car was reinforced, re-installed at a different angle, and Hill drove it in the race, finishing fourth after the wing actuation system failed, leaving the new wing flipped up into the fail-safe downforce position.



After three hours in the pits at the Le Mans 24 Hours in 1967 the Chaparral 2F retired, but the team's have-a-go attitude was admired by the crowd

GETTY IMAGES

Hill then finished second in the 2E at Mosport Park before he won at Laguna Seca with Hall second – a winged Chaparral one-two triumph. They were leading the Can-Am Championship, but at Riverside Hill's car overheated and suffered fuel vapourisation. Hall took the lead from John Surtees' Lola T70, and then also suffered fuel vapourisation under the desert sun, finishing second.

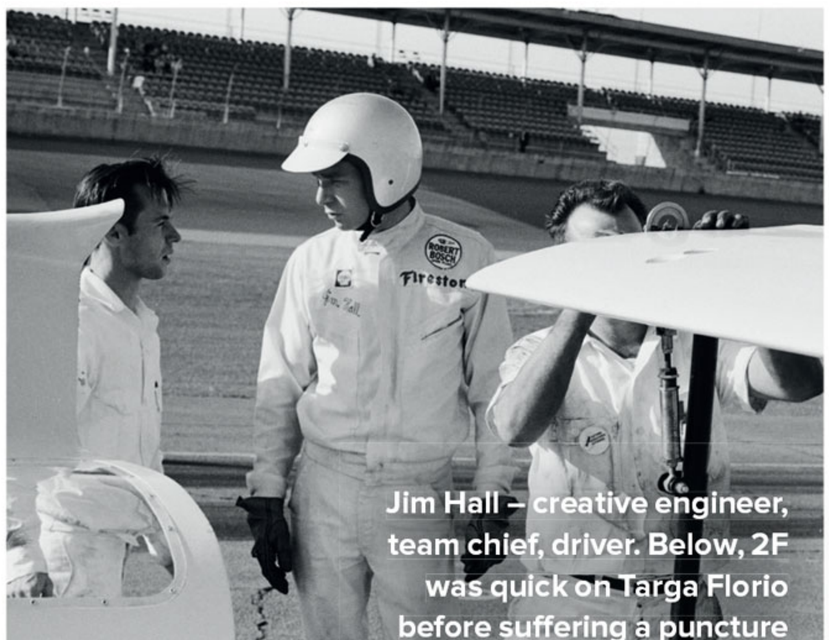
The Can-Am title was to be decided at Stardust Raceway in Las Vegas and the Chaparrals qualified one-two on the front row. Hill said, "There was no way we were going to stay there because the 2E would go off the startline like a '41 Dodge Fluid Drive. I mean they were just dead because of that darned automatic gearbox."

At the first turn Hill's car was rammed, and its right-front fender shattered. After seven laps, Hall's wing actuation rod then snapped, leaving the wing fluttering, and Hill's failed similarly. But the title contender felt an obligation to continue. The inoperative wing was removed at a pitstop, and the struts linked instead by a spacer bar, producing "the most diabolical handling car". Hill limped home seventh and Surtees emerged as the inaugural Can-Am champion.

In December, Sharp drove one of the 2Es in the Bahamas Speed Week at Nassau, but on the last lap crashed into some trackside trees and destroyed the lightweight chassis.

But Sharp and Hall were launching an ambitious assault upon the 1967 World Championship of Makes. At Midland, a new Chaparral-Chevrolet 2F coupé was being built to use an aluminium 7-litre big-block 'Porcupine' V8 engine with three-speed auto transmission and 2E-style nose venturi with tall strutted rear wing systems. Extraordinarily, the 2F did not use the surviving lightweight aluminium 2E for

The twisty Brands Hatch circuit played to the 2F's strengths at the BOAC 500 in 1967



Jim Hall – creative engineer, team chief, driver. Below, 2F was quick on Targa Florio before suffering a puncture





With Phil Hill taken ill in practice at the 1967 Sebring 12 Hours, chief Jim Hall stepped in to partner Mike Spence in the 2F

the new year's updated 2G Can-Am car. Instead, the 2F used one of the team's first three glass-fibre monocoques from 1963-64.

With the strutted wing mounted on the rear suspension uprights to exert downforce directly to the wheels and tyres and the nose venturi and flap system up front, the 2F's radiators were hip-mounted, as on the 2E. The shorter pipe runs minimised overall coolant capacity, and thereby weight, while the cockpit could be cooler than the preceding 'FIA' Chaparral 2D coupés. Rearward weight bias was increased while, relieved of warm radiator air passing over the cabin roof, cold air could feed the carburettors without the 2D-type roof-top intake. Roof-shape, windscreen and door glazing were taken straight from the 2D design, but the body sides were flat-topped and slab-sided. Innovative use was made of aerospace - or surfboard-style - glassfibre sandwich mouldings, and Hall saved weight by using two small aircraft batteries, one behind each seat. Can-Am 2E-style 16in wheels housed 12in diameter disc brakes. Where the 2D coupé had used bolt-on wheels, the 2F was much more orientated towards endurance racing and pit stops, with centre-lock triple-eared knock-off attachments.

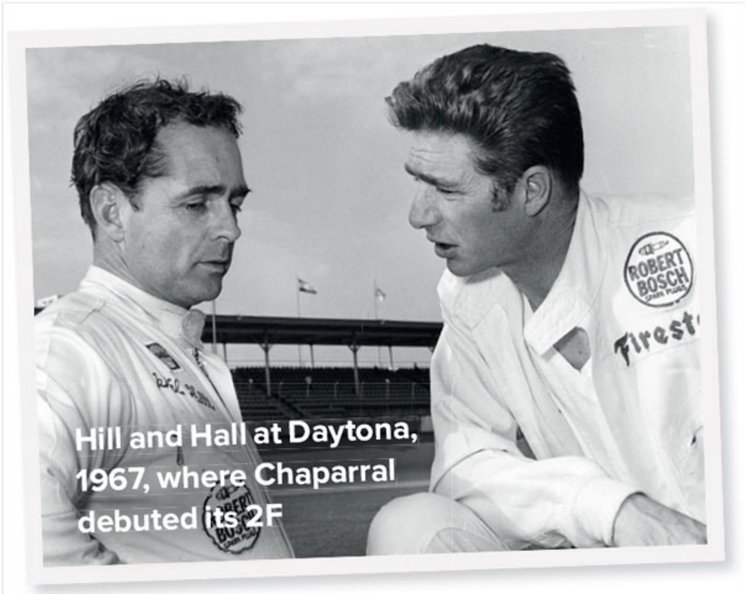
Hill was teamed with the English driver Mike Spence - ex-Lotus, now of BRM - for Chaparral's 1967 World Championship of Makes campaign. That February Chaparral entered two cars for the first round, the Daytona 24 Hours: Hill/Spence in the winged 2F, Bob Johnson/Bruce Jennings in the year-old 2D. For the Florida banking the 2F was fitted with double spring/damper units on each wheel. The wing struts were unfaired, the wing locked into the downforce position and the nose-duct trapdoor inoperative. The 2F looked beautiful with a long, sloping rear screen.

Facing six 7-litre Ford GT40 MkIIs, two Ferrari 330 P4s and a 330 P3/4, Hill moved into an early lead. But after Spence's first stint, Hill took over for his second and found the track surface breaking up where the infield road circuit section re-joined the banking. Phil slid straight up into the wall. The prototype 2F was too badly damaged to continue.

For the following Sebring 12 Hours the 2F appeared with its operating wing system, a vertical rear window and roof buttresses extending down each side to a flat rear deck. But Hill had appendicitis so could not race. Hall instead joined Spence, who blazed through the field after the white coupé refused to start at flag fall. He regained 40 places in two hectic laps and eventually took the lead when the new Ford GT MkIVs and Mk IIBs began their pit stops. As dusk fell, the 2F's auto gearbox failed, and the 2D had already retired. It was later converted into a second 2F.

The Chaparral team then moved to Europe, basing itself in the GM Opel plant at Rüsselsheim, as they had with the 2D the previous year. For the Monza 1000Kms on April 25, the recovered Hill and Spence drove 2F-002. They started from pole, but within the first hour Spence had a driveshaft coupling fail - the race was over.

Five days later, at the Spa 1000Kms, Hill and Spence shared 2F-001, subtly modified with a small trim tab on the trailing edge of the tall rear wing enabling it to feather at speeds above 140mph on the fast circuit, while a horizontal splitter was attached to the nose's bottom edge. Race day dawned to pouring rain. The 2F competed with its rear wing in downforce position. Spence set the fastest lap but the car was delayed in the pits by battery trouble, before the auto transmission failed, again.



Hill and Hall at Daytona, 1967, where Chaparral debuted its 2F

Sharp fulfilled an ambition to experience the Targa Florio in Sicily. The 44-mile course was unsuitable for the Chaparral 2F-001, but on May 14, 1967, Sharp and Hill competed regardless. Hill finished the first lap fifth and Sharp later inherited fourth, before a puncture nine laps in ended their spectacular run, to tremendous sympathy from the crowd.

In May came the ADAC 1000Kms at the Nürburgring, where Hill and Jo Bonnier had won in the 2D the previous year. Hill qualified fastest but started tardily since Hall insisted that he pause to fasten his seatbelts during the Le Mans-style start. Starting 11th, he took second place behind Jo Siffert's works Porsche four laps later. The veteran American set the fastest lap and took Siffert for the lead on the ninth lap. But one lap later, the 2F's transmission began rumbling. Spence took over, but another transmission failure ended their race.

For Le Mans, 2F-001 was co-driven by Jennings/Johnson, 2F-002 by Hill/Spence. The wing struts were now faired. After typically slow starts, Spence led when the leading Fords began their pitstops. Third after his stop, Spence had the wing actuation fail, the download position robbing speed on the straights. The second car retired with familiar battery and start troubles.

Just after 5am Phil brought the surviving 2F in from third place, only for a fluid leak from the gearbox to be spotted. Hall was determined to finish. The resulting work cost three agonising hours. Spence re-joined the race... and the gearbox failed terminally.

After Le Mans 2F-002 was returned to Texas while 2F-001 was prepared at Rüsselsheim for the final title-deciding BOAC 500 race at Brands Hatch. The car's auto transmission fragility had at last been addressed. It had been overwhelmed by the immense power and torque of the 7-litre engine, as against the preceding 2D's 5.7-litre. Redesigned mainshafts and seals had taken time to acquire, but now they were fitted, and Hill/Spence qualified on the outside of the front grid row. Spence ran third among the Ferrari P4s, Lola T70s, Porsches and Gulf-Mirages.

He led before a puncture dropped the 2F back to third. Hill took over and staged an electrifying charge. He hacked back 2sec per lap, urged on by the pro-Chaparral British crowd. He took the lead and brought the 'plastic fantastic' home to its first race win - and his last, in what proved to be the great American world champion's final front-line drive.

"Hill hacked back 2sec per lap, urged on by the British crowd"

Years later, Hall declared, "I enjoyed the 2F, quite a nice car. It was fun to compete against Ford at that time. It was a David and Goliath deal. I believe that the 2F was a better car than the Ford Mark IV, a faster race car. Had the transmission not been a problem we would have won a lot of those races. The engine was good by that time and the chassis were durable. We could have continued another year."

The FIA, alarmed by escalating speed and power of those 7-litre endurance race projectiles, would introduce the 5-litre sports and 3-litre prototype capacity rules for 1968, and the Chaparral 2F's brief flare was extinguished. For enthusiasts, however, it remains magical.

EMMANUEL ZURINI/DPPI, REVS INSTITUTE, McKLEIN, GETTY IMAGES

Motor Sport HALL OF FAME



Who is your cult hero?

Look out for the new Cult Hero category in this year's *Motor Sport* Hall of Fame. The winner will take their place alongside legends from other categories including Formula 1 and sports cars. Voting is now open for the awards. Visit our website to have your say.

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MOTOR SPORT

The 2020 Christmas Gift Guide

The festive season is upon us, but before scouring the web for racing-themed gift ideas check out our top picks, all available from the *Motor Sport* website

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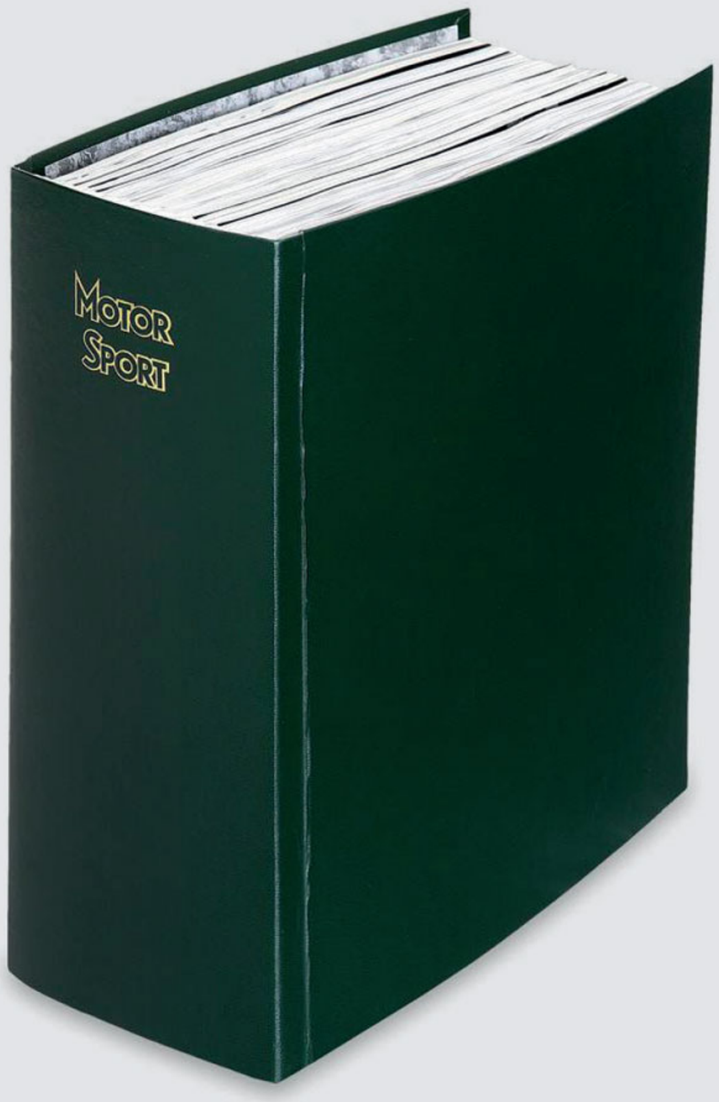
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ANDREW FRANKEL, CONTRIBUTING EDITOR

Motor Sport binders

Because my father was as big a fan of *Motor Sport* as me, I have copies of almost every post-war issue. But while his were assiduously bound each year, mine have sat in ugly, nondescript magazine holders since I vacated the editor's chair. I'd love to get them bound so they don't look quite so scruffy on the shelf next to my dad's. Only problem is, I left *Motor Sport* 20 years ago, which is quite a lot of binders...

Price £19.99





DOMINIC TOBIN, DIGITAL EDITOR

Jim Clark replica helmet

A scale replica of a favourite driver's crash helmet is guaranteed to go down well, although you may consider modern designs more suited to Christmas crackers - see Daniel Ricciardo. That doesn't apply to this 1:2 scale model of Jim Clark's helmet, ready to sit on a bookshelf or desk and evoke a lost era of racing. It's the simple but bold design, the functional three bolts securing the visor and the implications of this being Clark's only protection on the treacherous Tarmac of the Nordschleife, Spa-Francorchamps and the Indianapolis Motor Speedway that make it a poignant gift. Not only would it make a great talking point, but it also acts as a reminder of a bygone era, and each sale includes a donation to the Jim Clark Trust, supporting the Jim Clark Motorsport Museum in the Scottish Borders, which honours the story of one of racing's all-time greats.

Price £150



JAMES ELSON, DIGITAL INTERN

Ducati Panigale V4 Upriser

Why should four-wheeled fanatics have all the remote-control fun? While my real-life motorcycle skills are decidedly lacking, I can at least pretend with this Ducati Panigale Upriser. Its stabilising technology means that even I can drive it without indignantly flopping over into corners. Reaching speeds of up to 12mph, the Panigale can also perform donuts, drifts and wheelies a-la Max Biaggi circa 1998. And it has 45 minutes of drive time - coincidentally equal to an actual MotoGP race.

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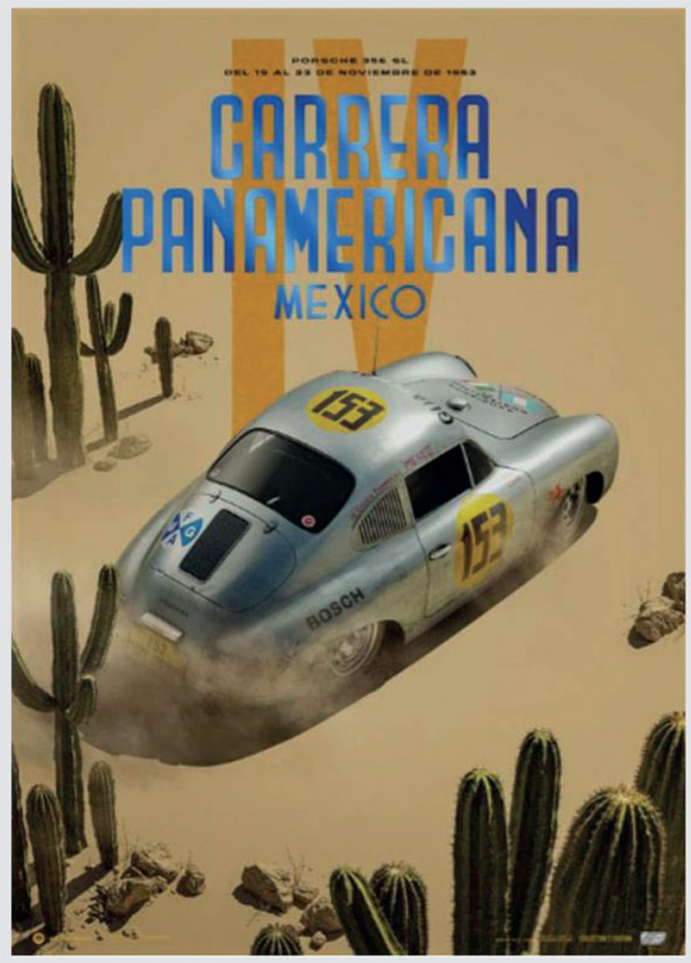


JOE DUNN, EDITOR

ARCC Moulton TSR electric bike

With pubic transport banjaxed by coronavirus and cars (in London at least) being taxed off the road, the humble bicycle has come into its own this year. And I can't see that changing in 2021. The main drawback of all bikes is the pedalling, which is why I'd opt for this top-of-the range ARCC electric cycle, which relieves aching quadriceps with a welcome burst of electrons fed through a front-wheel-mounted motor - a bit like a small-scale MGU-H power unit... The system allows the rider to choose the level of assistance required manually or set it to automatic mode where it does all the thinking for you. It also features a launch control setting for sharp bursts of extra power, useful for getting away from traffic lights. The 1.3kg Bosch battery has a range of 30 miles and charges in 50 minutes. In its extensive testing by *Motor Sport*, the system worked flawlessly taking the idea of electric bikes to an entirely new level. The package - battery, motor and control pad - can be retrofitted to other bike models as well as ARCC's own designs.

Price £3,943



LEE GALE, CHIEF SUB EDITOR

Carrera Panamericana poster

I have much admiration for the gutsy drivers who took part in Mexico's six-day Carrera Panamericana of 1950-54, where American 'land yachts' like Oldsmobiles, Lincolns and Studebackers lined up against European high-performance grand tourers. One of my favourite motor-racing stories occurred in the 1952 race. German driver Karl Kling won the sports-car category in a Mercedes-Benz 300SL despite hitting a vulture at 120mph. With a shattered windscreen and an unconscious co-driver, Kling drove a further 43 miles until his next tyre change in a cockpit decorated with blood, glass and feathers. This poster will be a good conversation piece should we ever be allowed guests again.

Price £94



ROBERT LADBROOK, SPECIAL CONTRIBUTOR

Automobilist Targo Florio print

I'm a sucker for a pretty picture, and I've been getting into the history of the Targa Florio, which has produced some of the prettiest of them all. Automobilist may make a fine range of dramatic and modern racing posters, but this fine art print caught my attention. Titled *A Swede Swerves Through Sicilians*, it shows Ulf Norinder negotiating his Ferrari 250 GTO through a gaggle of spectators in 1964. I love the contrast between the full-tilt, bright Ferrari and the serenity of the spectators, presumably perched by the course enjoying an espresso with their petrol fumes.

Price £235

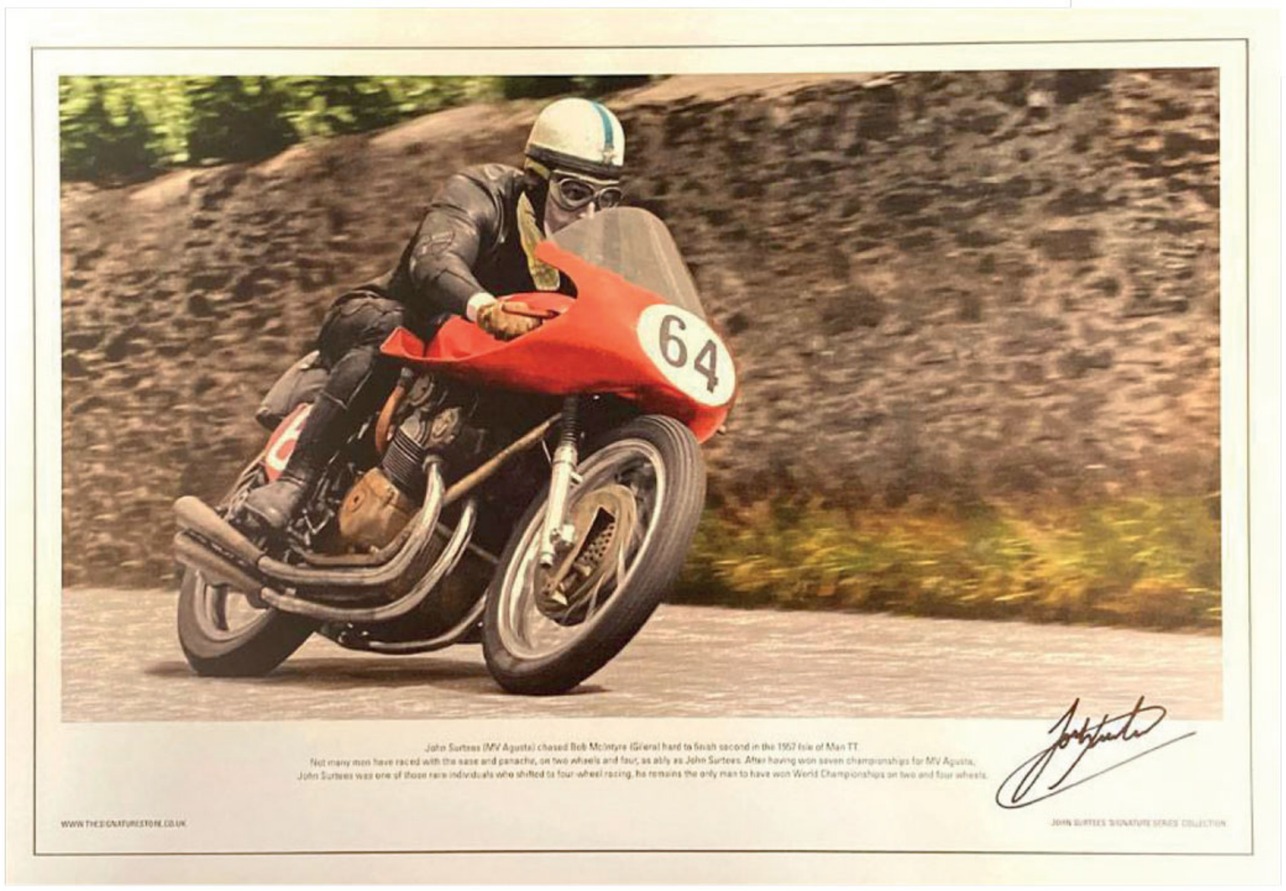
All items available at shop.motorsportmagazine.com

OWEN NORRIS, ART EDITOR

Scalextric McLaren F1 GTR

After the humiliation of being lapped several times by both my sons at Scalextric in my old '90s Ferrari F40, on my list this year is the iconic Bell/Wallace McLaren to take the race to them in their far superior cars. Despite only finishing third at Le Mans in 1995, I'm sure the 1:32-scale Mach One Racing 'Harrods' GTR will have enough downforce and grunt for our high-speed track. Although there will be no rain to contend with in our loft, the dreaded Dunlop bridge and worn 30-year-old track will be sure to test its endurance to the full.
Price £39.99

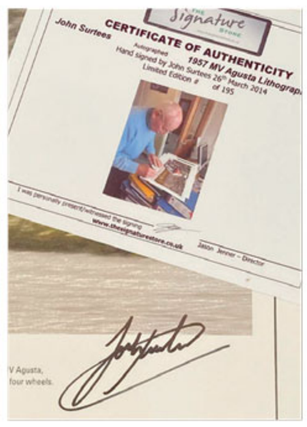




MAT OXLEY, COLUMNIST

John Surtees MV Agusta TT 1957 lithograph signed

Of all the great achievements across the history of motor sport, John Surtees winning both the MotoGP and Formula 1 World Championship titles is surely the standout, even if it's somewhat overlooked. Over half-a-century later, it's a feat that's yet to be matched by anybody, and it's unlikely it ever will be during the modern era of racing – unless Lewis Hamilton follows through on his bike interests and can seriously upset the two-wheeled establishment, or Mr Rossi heads in the opposite direction. But either is highly unlikely in truth. On two wheels, Surtees won seven world titles for MV Agusta before switching to cars, and then going on to win the F1 title with Ferrari four years later. This print of *Il Leone* on the MV at the Isle of Man TT is signed by the man himself – and will there ever be another John Surtees? Never. I may have to buy one myself!
Price £79.95



DAMIEN SMITH,
SPECIAL CONTRIBUTOR

Joel Clark retro event poster

I love event posters, especially those that capture the style and spirit of their time. Joel Clark's reproduction of this poster from the 1985 Lombard RAC Rally is great. Clark began his career as a vinyl sticker maker for race teams, then went to art college. Now a full-time artist, he's chosen here to celebrate the revered Group B era, and an event of great significance. The 1985 Lombard marked Henri Toivonen's first victory in the fearsome Lancia Delta S4. It would also feature the MG Metro 6R4's best WRC result, as home hero Tony Pond finished third. Fitting then, that your eye is drawn to the Mobil logo on its nose.
Price £45



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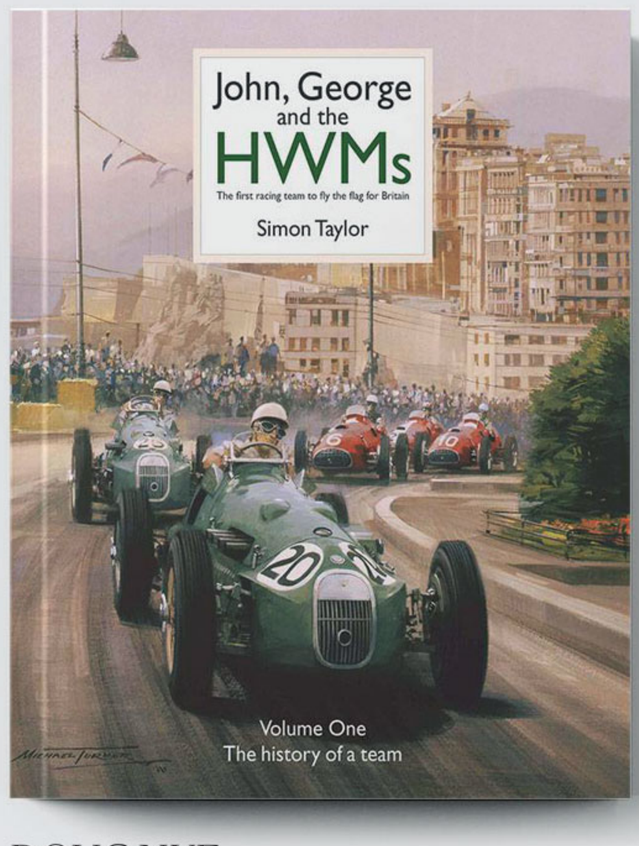


GORDON CRUICKSHANK, EDITOR AT LARGE

Junghans Meister Kalendar automatic watch

Perhaps it's from proofreading our various watch pages in the magazine, but I'm developing an increasing interest in wrist-worn timepieces. It chimes with my fascination for fine engineering and unlike a car (all of mine at the moment being mostly fast asleep in the garage), a fine watch is something you can appreciate at any time through the day. This Junghans Meister Kalender appeals for its elegant simplicity of design – a traditional layout but just that bit cleaner and sharper – and the fact that it also tells the date, something I'm incapable of recalling without dragging out my phone several times a day. Just to add that extra touch, it also shows the phases of the moon, one of those 'complications' that watchmakers love to include. I'm sure one day I'll need to know it...

Price £1970



DOUG NYE, CONTRIBUTING EDITOR

John, George and the HWMs

Simon Taylor's fine two-volume book *John, George and the HWMs* represents one of the best value-for-money nostalgia-fests that any enthusiast for real-life racing as it was in the late 1940s/early '50s could possibly want. As a yuletide escape from Covid-19, what for most promises to be a quiet Christmas should provide the ideal opportunity to savour these handsomely printed volumes with wonderful photography and Simon's detailed and most readable text. At a time when BRM was an over-publicised laughing stock, the initials HWM earned profound respect throughout European road racing.

Price £130



JAKE WILLIAMS-SMITH, STAFF WRITER

David Johnson print, Hamilton 2008

I will be in the minority here, likely bordering on sacrilege, but I believe McLaren's finest livery is the Vodafone red against the sleek silver of Mercedes-Benz, and not the iconic Marlboro white and red. Maybe that's because I never grew up watching the McLaren-Honda partnership in its pomp, but I did see McLaren-Mercedes battling Ferrari throughout the late 2000s and early 2010s. To me there was never a better-looking car on the grid. As far as wins in the rain go, Lewis Hamilton's dominant victory at the 2008 British GP has to be one of the top wet-weather performances of all time. This limited-edition print captures that rainy Silverstone day in style.

Price £275

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Perfectly to scale

Pep up an office desk, display cabinet or humble household shelf with an exquisitely detailed model



1967 EAGLE-WESLAKE

Automodello's range of gloriously detailed scale models is already rather special, and its collaboration with Dan Gurney's All American Racers gave the perfect chance to create this stunning 1:12 Eagle model. *£770*



RETRO DESK RACER MODELS

Fans of classic racing will know all about the *Silberpfeils*, or Silver Arrows, of the 1930s. These models are forged from aluminium and will make a stylish addition to your office. *From £125*



1937 DELAHAYE 135MS, 1:24 SCALE

French coachbuilder Figoni et Falaschi was one of the most glamorous in pre-war Europe, and its work on the 135MS stands as some of its finest. It's a throwback to an ultra-glamorous period in time. *£275*

MOSS MAGIC COLLECTION: ALL 1:18 SCALE MODELS ARE HAND-SIGNED AND COME IN A PRESENTATION BOX.
A. Maserati 250F, 1956, £299.95
B. Ferrari 250GT SWB, 1960, £499.95
C. Mercedes-Benz 300 SLR '722', 1955, £349.95





EAGLE CHALLENGER TRIBUTE, 1:43
After his Formula 1 career, Gurney's All American Racers team starred in Indycar. The great recreation of the number 48 1981 Pepsi Challenger comes hand-signed by former driver Geoff Brabham. *£110*



SIGNED SPECIAL EDITIONS

MERCEDES-BENZ 300 SLR TARGA FLORIO, 1955
Not quite as famous as that other road race that year, but it didn't stop Stirling Moss and Peter Collins winning the Targa, too. Signed by Moss on the base. *£299.95*

PORSCHE 917K, 1970
This is where the 917 legend really began, with the short-tailed Salzburg car of Richard Attwood/Hans Herrmann finally topping Le Mans. Signed by Attwood on the base. *£299.95*

BMW 3.0 CSL, 1975
Is there a more iconic touring car than BMW's 'Batmobile', the design that launched its M Sport division? This is Brian Redman's winner from the Sebring 12 Hours, and he's signed it, too. *£299.95*

STEVE McQUEEN *LE MANS* PORSCHE 917 LH, 1970
It may have retired at La Sarthe in 1970, but it went on to be the star of the *Le Mans* movie, with Derek Bell as its driver. And this model wears his signature. *£299.95*

MICHAEL SCHUMACHER JORDAN 191, 1991
Back where it all began, at Spa in 1991 when a chap called Schumacher started his fairy tale F1 career. Limited to 300, each is hand-signed. *£399.95*

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A. Ayrton Senna ‘The Glove’ Monaco 1990 framed print. Signed by photographer Michael Hewett and with replica Senna glove, £395 | **B.** Stunning print of John Surtees in action at Copse corner in his 1967 Honda RA273, signed, £149 | **C.** Lithographic print of Sir Jackie Stewart and his 1971 Tyrrell 003, signed, £149.95 | **D.** Harrods 1995 McLaren F1 celebration poster, signed by both Derek Bell and Andy Wallace, £59.95 | **E.** The Ecclestone Grand Prix giant Polaroid collection. Set of 24 original heritage prints, £1500



HUNTING FOR VICTORY
Automobilist may be best known for their posters, but they do a fine run in art prints, too. This is James Hunt aboard his McLaren at the title-deciding Japanese Grand Prix in 1976. *£205*

Racing lifestyle

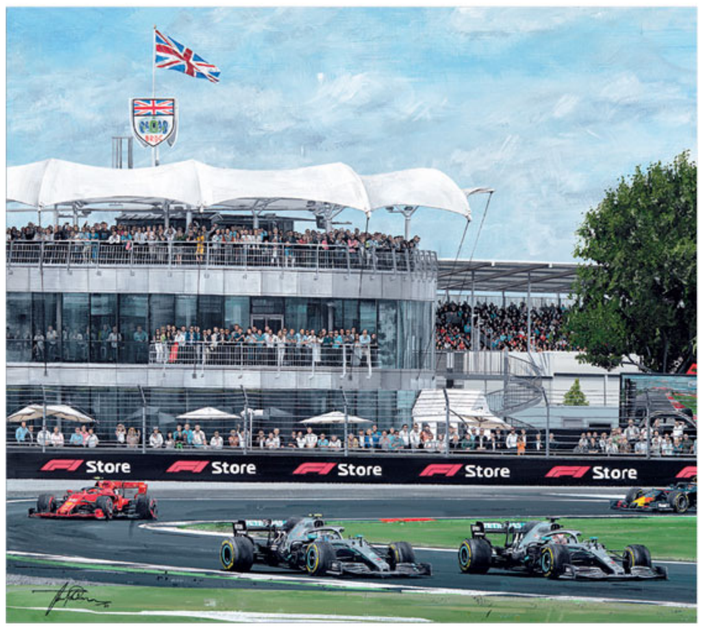
There are few things more emotive than art, and even fewer things more emotive than automotive art. Check out these great pieces



DAMON HILL PRINT, FORMULA ART
Celebrate one of the great British success stories with this striking giclée print of Damon Hill in action in his Williams FW18, on the way to his 1996 F1 title. Limited to 150 prints, each signed by the artist. *£125*



GRAHAM HILL PRINT, ANDREW BARBER
Get an alternative view of Graham Hill at the wheel of his Lotus 49B during the Monaco Grand Prix in 1968 with Barber's unique, impressionist style. Sold via our partner, Historic Car Art. *£55*



HAMILTON 2019 PRINT, FORMULA ART
Modern Formula 1 may be all about two silver cars, but at least they're good-looking. This lithographic print captures Hamilton and Bottas in front of a packed BRDC Clubhouse at Silverstone, 2019. *£40*

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2020 CHRISTMAS GIFT GUIDE

The biggest names and top manufacturers

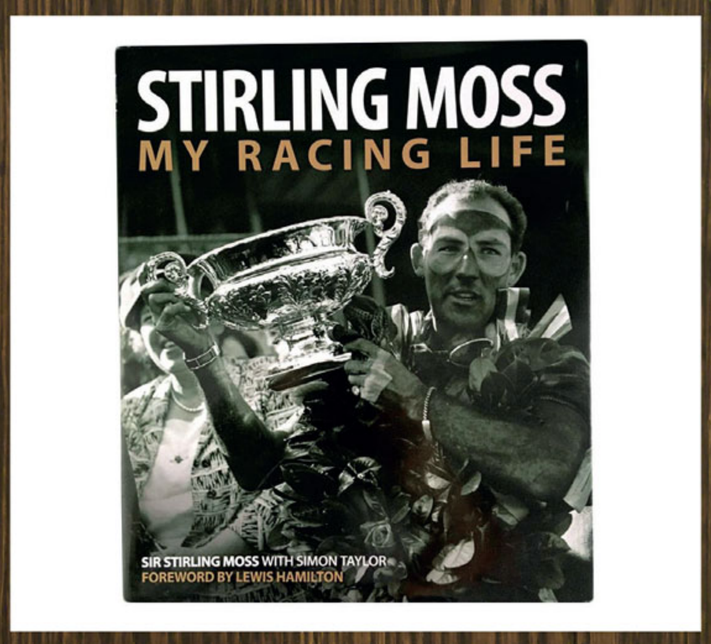
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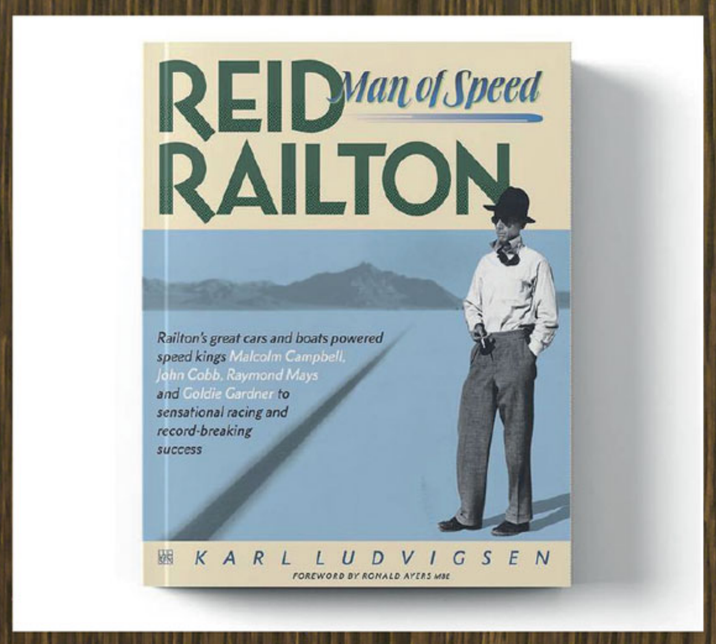
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A beautifully presented run through some of Aston Martin's most famous vintage models, complete with 1400 luxurious photographs of 135 different cars. *£350*

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STIRLING MOSS: MY RACING LIFE
Moss talks Simon Taylor through a collection of images from his storied racing career. It's a beautiful and highly personal read, signed by Moss himself. *£99.95*



REID RAILTON: MAN OF SPEED
A beautiful book about record-chasing 1930s engineer Reid Antony Railton and his work with the heroes of the time, such as Birkin, Cobb and Campbell. *£150*

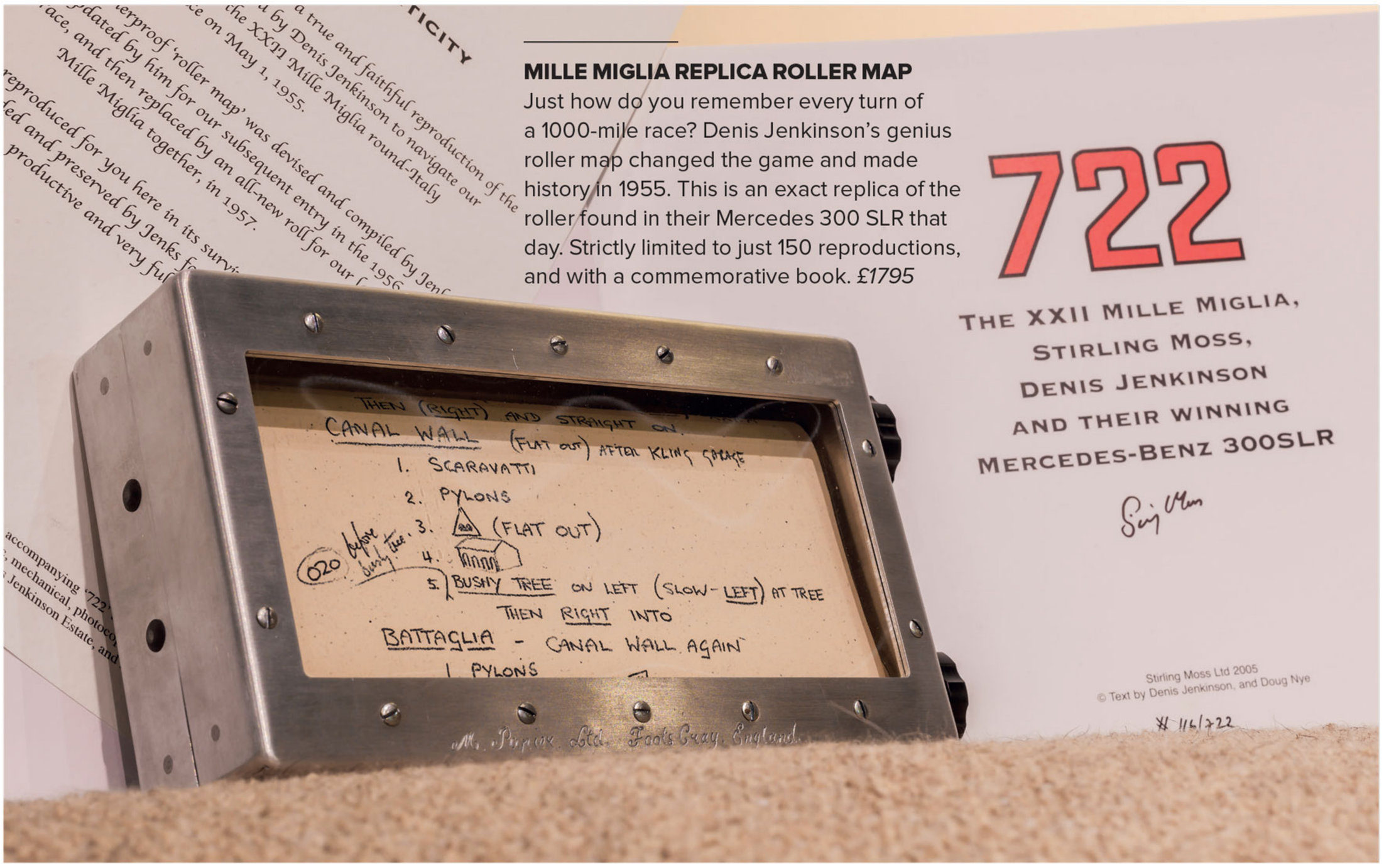


JOCHEN RINDT : A CHAMPION WITH HIDDEN DEPTHS
A comprehensive look at the life and career of F1's posthumous world champion, with many never-before-seen photos. *£90*

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Stirling Moss and *Motor Sport*'s own Denis Jenkinson take the flag to win the 1955 Mille Miglia for Mercedes. It was a drive that went down as one of the all-time great performances

GETTY IMAGES

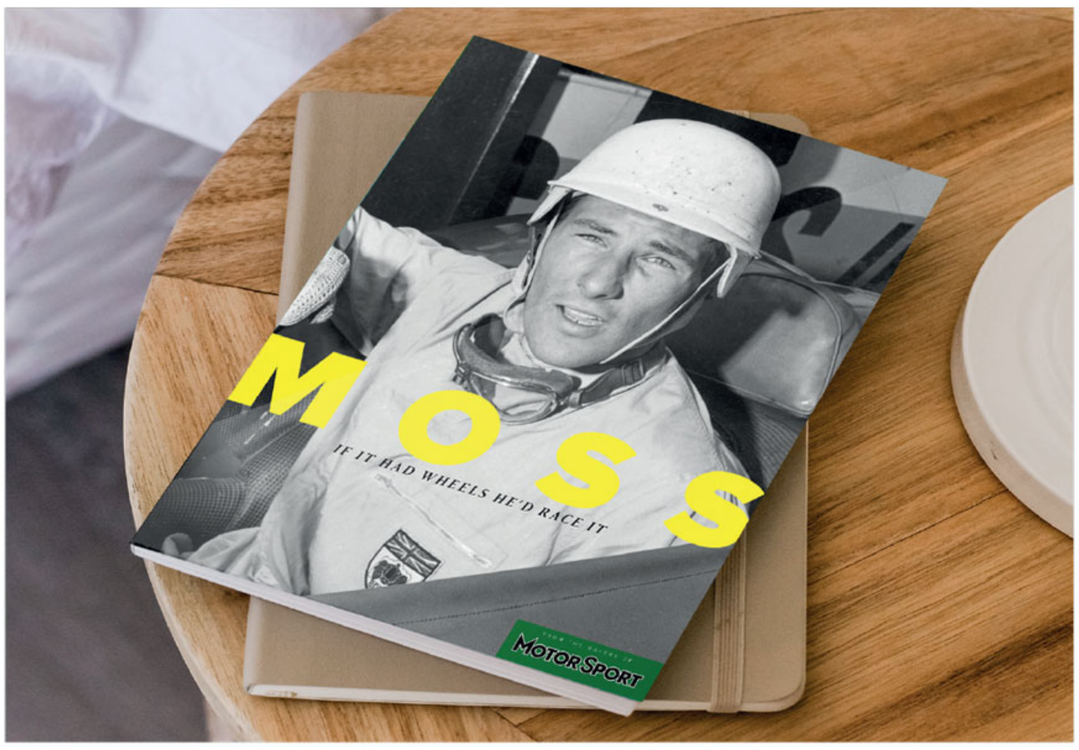


MILLE MIGLIA REPLICA ROLLER MAP

Just how do you remember every turn of a 1000-mile race? Denis Jenkinson's genius roller map changed the game and made history in 1955. This is an exact replica of the roller found in their Mercedes 300 SLR that day. Strictly limited to just 150 reproductions, and with a commemorative book. *£1795*

Stirling Moss legacy

Few drivers made the impact that Sir Stirling Moss did across his incredible career. Here are some fantastic mementoes of a true hero



MOSS SPECIAL EDITION: IF IT HAD WHEELS HE'D RACE IT

Celebrate the life of one of racing's greatest drivers with our unique tribute to Sir Stirling Moss. This collectors' edition traces his career with rare and previously unseen images. Print and digital, *£19.99*



REPLICA HERITAGE RACING HELMETS

Safety may have moved on, but memories of daring drivers in leather helmets remains vivid. Exact replicas of the lids worn by both Juan Manuel Fangio (left) and Stirling Moss. *£3995 Fangio, £1495 Moss*

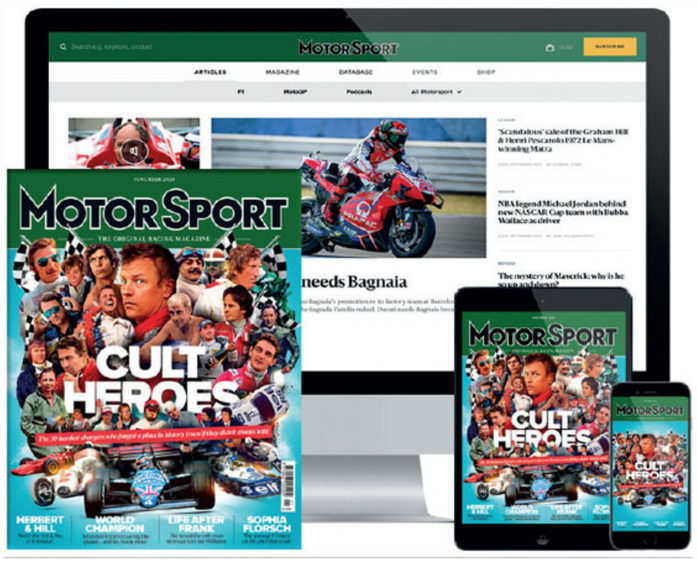
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A. Suixtil Grand Prix leather driving gloves, £70 | **B.** Suixtil cashmere and wool blend beanie hat, £85 | **C.** Suixtil Nassau knitted polo shirt, £85 | **D.** *Motor Sport*-branded baseball cap, £14.99 | **E.** Motoring Leg-End socks. Available in a range of different racing liveries, £9

And your stocking-fillers...

Thoughtful gifts don't have to cost the earth. Consider these smaller, but no less special, gift suggestions



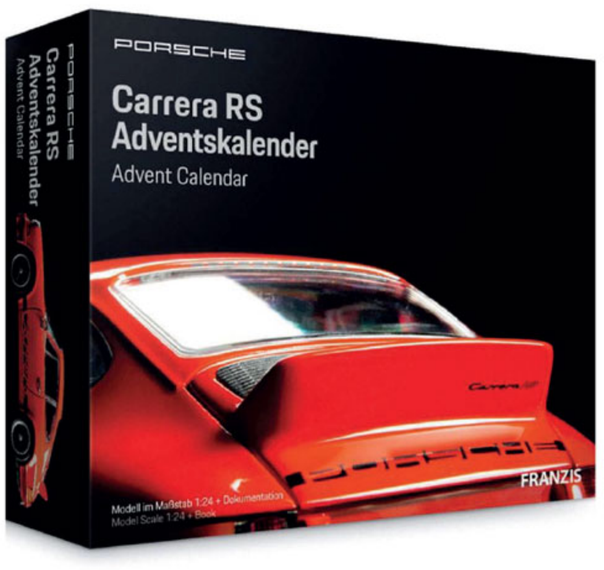
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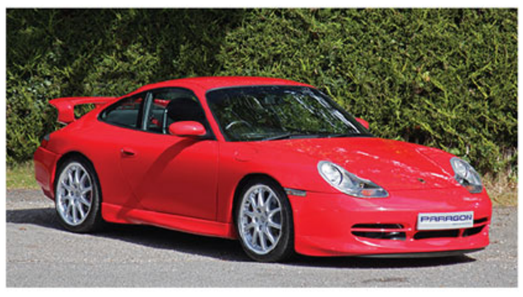




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£59,995



911 Carrera 4 (993)

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

£59,995



911 Carrera 2 GTS (997)

Carrara White • Black Leather Adaptive Sports Seats • PDK Gearbox • 19" GTS Centre Lock Wheels • Sport Chrono • Bose Sound • Cruise Control • 17,227 miles • 2011 (11)

£59,995



911 Turbo (997)

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Built in 1973 by Lynx, this D-type holds five national endurance speed records

Sincere form of flattery

With Jaguar racers of genuine heritage fetching millions, **Simon de Burton** thinks a Lynx imitation might just be your type

THE DAYS WHEN REPLICA CARS were largely looked down upon are long gone, not least since there are now so many superbly accurate and beautifully built examples available (including some from the very marques that made the originals).

But back in the early '70s, Lynx Motors became one of the first firms to build truly high-end 'continuations' when it began the low-volume manufacture of its Lynx D-type.

The company was originally formed in 1968 by engineer Guy Black and architect Roger Ludgate in order to provide a repair, maintenance and restoration service for C, D and E-type Jaguars. But by 1972 experience gleaned from working on factory race cars led the pair to develop an accurate D-type replica based on the Le Mans winner of 1956.

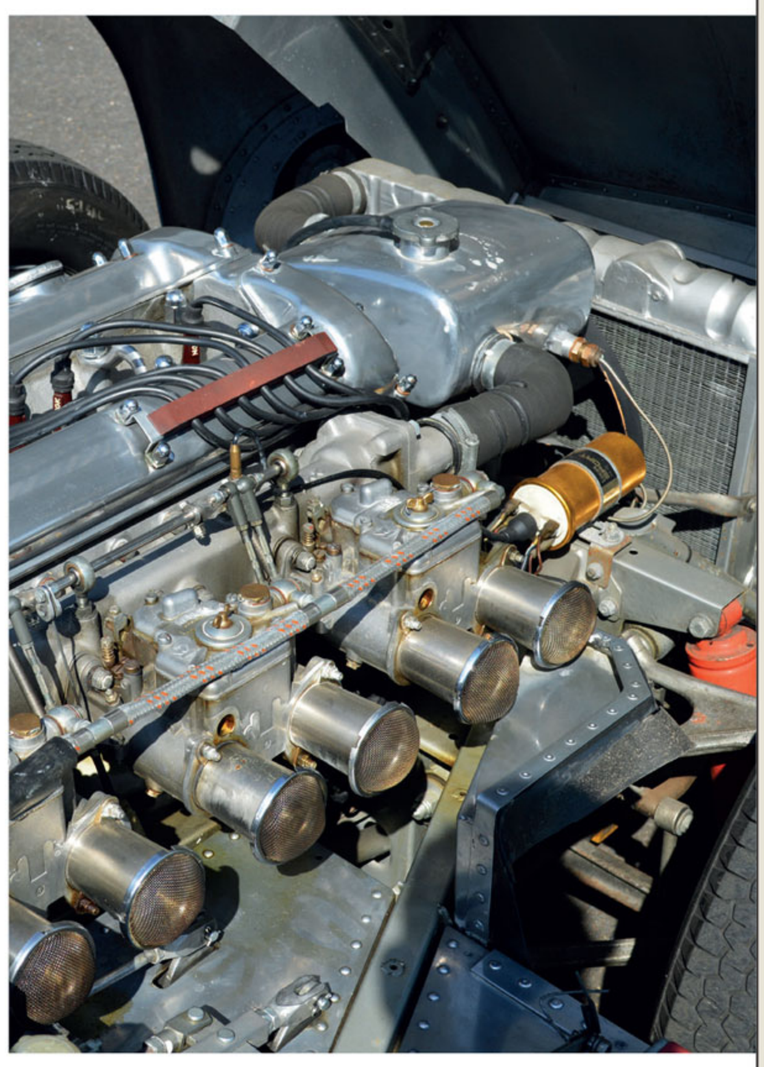
A total of 53 examples of the original Lynx D-type were built, including nine in fin-less XKSS form, but perhaps the most famous is the car pictured here, the 17th produced and the very car that set several national endurance speed records at MIRA in 1987, all of which still stand.

In keeping with the car's blue Ecurie Ecosse livery, the team that set them comprised three drivers from Scottish



Fitted with a 4.2-litre engine, 57 SAL has been kept in its record-breaking spec





backgrounds – grand prix star Innes Ireland, ladies rallying world champion Louise Aitken-Walker and hillclimb doyen Kenny Allen. Between them they managed no fewer than five records including 100km at an average of 138.11mph; 200km at 136.28mph; and to average 136.58mph over the course of one hour. Not bad going for a replica and worthy perhaps even of the original.

Still carrying its memorable registration mark 57 SAL, the aluminium-bodied, long-nose car is fitted with the same 4.2-litre engine with triple Weber carburettors and D-type valves and cams that helped it to secure its string of records. The famously authentic Lynx interior, meanwhile, is as beautifully patinated as the rest of the car, which Jaguar specialist CKL Developments fairly describes as "the most desirable Lynx D-type on the planet". Said to be equally usable on both road and track, it is being offered with a hefty history file detailing its record-breaking exploits in correspondence, pictures and video.

With Lynx Motors now recently revived and future cars being built at Coventry MetalCraft (the site of the old Abbey Panels Jaguar XJ220 factory) an already strong market for these exceptional recreations is likely to become more buoyant.

And compared with the $21.7m achieved at auction four years ago by the actual D-type driven to victory at the '56 Le Mans by Ron Flockhart and Ninian Sanderson, £295,000 looks like peanuts.

Well, these things are all relative…

1973 LYNX D-TYPE
On sale with CKL, Battle, East Sussex, TN33 ORE. ckl.co.uk. Asking: £295,000

In the market for a real dedication?

OK, so they're not originals. But we're not millionaires, so they'll have to do…



1965 SHELBY DAYTONA COUPE, 50TH ANNIVERSARY. $239,950 Well, it says 1965, but it's actually more like 2015. One of 50 continuation cars made to celebrate the Daytona's 1965 world title. *hemmings.com*



LISTER-BELL STRATOS. FROM £40,000 With original Lancia Stratos as rare as F1 spectators, you'll likely have to look to specialist creations instead. LB Specialist Cars can build one for a sensible price. *lbspecialistcars.com*



2007 AC COBRA. £49,950 Known as a Magnum 427, this is one of just 70 beautiful Cobra recreations. It has a 302 Ford V8, a host of original parts and even imitation Halibrand Wheels. *simonabbottcars.co.uk*



ICON ENGINEERING 917. FROM £200,000 What started out as a lucky find of an old 917 bodyshell blossomed into a full run of replicas. Powered by a 3.6-litre flat six these are fully road legal. Somehow… *icon-engineering.co.uk*

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Eighth JR replicates the Le Mans spec of Allard's 1953 entry

AUCTION HERO

Eighth wonder

Just a handful of Allard JRs were built in the '50s but a new 'continuation' is up for sale. **Simon de Burton** takes a closer look

South Londoner Sydney Allard's eponymous car marque was a true giant-killer during the 1950s and '60s, with his lightweight V8-engined racers very likely inspiring one-time Allard driver Carroll Shelby's legendary Shelby Cobra. But Allard didn't just build blisteringly quick cars such as the J1 and J2. He raced them, too.

After starting with a Morgan three-wheeler in 1929 at the age of 19, he progressed to a series of Ford-based specials of his own design, with which he achieved competition success in everything from sand racing to trials, sprints and rallies.

By the time the Allard company went bust in 1958, its founder had become a hillclimb champion, won the Monte Carlo Rally at his first attempt and taken third place in a J2X at the 1950 Le Mans 24 Hours.

That latter achievement encouraged Allard to return to the La Sarthe circuit in 1953, this time at the wheel of one of his JR cars with short-term F1 driver Philip Fotheringham-Parker as co-driver.

The 'works' team briefly led the race after Allard blasted past the Jaguar C-type of Stirling Moss on the first run down the Mulsanne Straight. But glory was short-lived, as a rear suspension collapse signalled the end of the JR's outing after fewer than four laps.

Once the Allard company shut down, few could have imagined that a new Allard would see the light of day - until 2016, when Sydney's son Alan and grandson Lloyd set about producing a continuation JR carrying chassis number 3408, marking it out as the eighth example built.



Using many original parts, the car was completed in 2019

Created from drawings and wooden bucks made more than 60 years earlier by Allard's in-house designer Dudley Hume, the car features hand-crafted aluminium bodywork by Hampshire-based Historic Metalworks and a re-engineered 5.4-litre Cadillac V8 engine. Fed by an original Edmunds intake manifold and twin Carter carburettors, it produces around 285bhp to give the car a suitably Allard-worthy 0-60mph time of 5.2secs.

Purposely built to almost the exact specification of chassis 3402 - the car that ran at Le Mans - the continuation is therefore FIA accredited and eligible to race at events around the world (including, of course, the Le Mans Classic). The authenticity extends to numerous original Allard parts, including the Marles steering box, Vertex magneto, modified J2 axle, front spindles and hubs and Allard speedo and tachometer.

Alan and Lloyd Allard, who revived the firm as Allard Sports Car in 2012, plan to build further JRs, which will be designed to Individual Vehicle Approval (IVA) regulations so they could be registered for road use.

For now, the only way to own a new Allard within the next week is to buy this one.

Allard JR, On sale at RM Sotheby's, London, October 31. Estimate £180,000-£240,000

MATT HOWELL © 2020 RM SOTHEBYS



1967 LOTUS 49 F1 RECREATION. SOLD FOR £26,036. HISTORICS

Ask a baby boomer what image springs to mind when talk turns to 1960s F1 racing and many will say Colin Chapman's Lotus 49, specifically painted BRG. The Matchbox version I had as a kid was one of my most coveted vehicles, so much so that I'm tempted by a mint-condition example on eBay for £50. I'd prefer this recreation, however. A Honda Blackbird engine, Mazda MX-5 running gear and a six-speed sequential 'box make it mechanically up to date, but the looks are pure '67.



2007 GEMBALLA MIRAGE. SOLD FOR £562,908. BONHAMS

Those who found the Carrera GT lacking, tuning house Gemballa released an extra 60bhp from the 5.7-litre V10. This example had covered fewer than 3000 miles and been in long-term storage. What's that saying about money and sense?



1984 FERRARI 308 GTS. SOLD FOR £40,500. H&H

This nicely maintained 308 was once owned by godfather of punk Iggy Pop. In a recent interview, the 73-year-old recalled that he "drove the st outta that car" but sold it in 2002 after being stopped for speeding. Pop later appeared in car-insurance commercials on British television.**



1953 KURTIS 500B. SOLD FOR £425,000. RM SOTHEBY'S

This was the last of eight 500B race cars to roll from the workshops of the Colorado-born builder Frank Kurtis. It contested the Indianapolis 500 on three occasions, achieving third in 1955. It has been returned to period-perfect condition.

Bag yourself a bargain

The sale of a mid-1960s Alvis for under £10,000 indicates that this is a prime time to make a bid, says **Simon de Burton**

ONE THING THAT THE CLASSIC car auctions of the past month have demonstrated is that, for those prepared to wait, bargain buys are cropping up in the salerooms on a more regular basis than they have done for years. It's all relative, of course. A car that's seen as a bargain today certainly won't be as cheap to buy as it was 15 years ago, but there's a definite sense that the fun might be returning to the classic game. By that I mean that the number of opportunities to take a punt on something you weren't necessarily looking for, but which won't bring on fears of bankruptcy, appears to be growing. A case in point was lot 77 at Bonhams' MPH September sale, a 1965 Alvis TE21 which had been in single ownership for 30 years and was up and running but in need of tidying.

Honestly and modestly described (slight oil leak, heater valve disconnected, etc) it looked like the type of car that any buyer could have driven away in with confidence, yet it sold for just £9281. That makes it the least expensive fully operational manual gearbox TE21 I have seen at auction for 20 years

There should be more such steals as the European winter draws in. Right now, it's worth keeping your eyes open.





1969 MORRIS MINI COOPER. SOLD FOR £16,875. BONHAMS

This genuine MkII Cooper appeared well used, well loved and well driven. Used as a race and rally car it had all the features of a competition Mini, including white roof, bonnet straps and auxiliary lights. A great car, well bought.



1985 PULSE LITESTAR AUTOCYCLE. SOLD FOR £12,400. RM SOTHEBY'S

Enough to fulfil anyone's Dan Dare fantasy, the Litestar was the idea of aircraft designer Jim Bede; 360 were built from 1984-90. Although equipped with four wheels, it qualifies as a motorcycle. This one had an 1100cc engine.

RM AUCTIONS, BONHAMS



THE INSIDE LINE

"We've never been busier. The classic car world has flourished"

OUR LAST ARTICLE, IN WHICH I talked about the purity of the no-reserve auction (and the fact that you might be better off not having one), a few of you got in touch to point out that some online classic car auctions retain the right in their T&Cs to bid the cars they're selling up to their reserve price.

This is a well-accepted practice in established 'physical' car auctions and while it might well be legal, the question I'd like to pose is: is it ethical?

We say not, which is why we don't do it. After all, not only can a reserve price stifle bidding and act contrary to the interests of the seller, it's also an entirely arbitrary figure that often represents an aspirational value rather than one that reflects where the market is. We spend an inordinate amount of time collating and presenting up-to-date statistics for the classic car market and our sellers are happy to take our advice if they decide to set a minimum they're prepared to accept.

Speaking of the market, I thought it might be useful to tell you where we see it at the moment, ahead of what looks like a return to the sort of restrictive measures we saw in the spring. For a start, we had no idea what would happen when the UK went into lockdown and were braced for the worst. However, we've never been busier and we weren't alone because the whole of the classic car world, from garages to accessory suppliers to car auctions, has flourished.

While there was hardship, there were also an awful lot of bored classic car enthusiasts sitting at home earning derisory rates on their savings, worried about stock-market volatility and not having to fork out for season tickets, holidays and lunch at The Ivy. Places like us gave them something pretty to look at, and inspired dreams. And many of us re-evaluated our lives and concluded that delaying the purchase of a long-admired classic would be foolish.

So which parts of the market have done well? Historically the old car market has been driven by childhood memories of cars we aspired to and those we had on our bedroom wall. In the past decade or two, the generation with the greatest purchasing power has moved from the baby boomers to Generation X. Their choices are markedly different from those of the previous generation and are reflected in the winners and losers of the summer of 2020.

There are plenty of winners; low-volume icons such as the Audi RS2 or the W124 Mercedes 500E, as well as the best examples of the XK8/XKR and R129 SL. Even the 205GTi, which had a poor 2019, appears to have bounced back somewhat. But it's not all one-way traffic for modern classics and notable exceptions include Ferraris, 911s and Aston Martins, primarily because they had already reached a high level in the past decade.

"Early post-war Rolls-Royces don't appeal to those born in the 1980s"

It's more difficult to pull out any obvious winners among 'traditional' classics. The gentle decline of the last year or two for some, such as the Healey 3000 and Frogeye Sprite, Jaguar XK, Daimler SP250 and early post-war Rolls-Royces and Bentleys, has continued. They don't appeal as much to those born in the 1980s and beyond.

And yet, proving that nothing in our world is predictable, the best cars from these post-war decades are still fetching good money, like the stunning MGC we sold recently for over £31,000, setting what might be a world record in the process.

Might now be the time to buy a car from the 1960s? Have they reached the bottom of the value curve? Send us your thoughts.

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



Buying guide

Matra MS670

The French car that broke the nation's wait for a Le Mans winner

Considering that Le Mans is a French institution, it's somewhat surprising that the country has gone for such extended periods without much success to shout about at its home-grown Grand Prix d'Endurance.

Early on there were wins for Chenard-Walcker, Lorraine-Dietrich, Bugatti, Delahaye and Talbot. But when the world began to take the challenge of La Sarthe more seriously, French machines faded into the background. That is, until Matra brought out the heavy guns. And the MS670 was the heaviest of all.

By the early 1970s, Louis Rosier/Jean-Louis Rosier's 1950 win aboard their Talbot Lago Grand Sport stood as the last victory for a French car at Le Mans. Since then, British, German and Italian marques had dominated, and then along came Ford.

But the MS670 ended 22 years of waiting for the next home-grown hero to raise the *Tricolore*, even if it did have a slight Anglo-German helping hand in getting it lifted.

Matra was founded as an aviation and weaponry company in 1945 – its name stands for Mécanique Aviation TRAction. Having built its name creating aircraft weaponry, as well as breaking the sound barrier with one of its aviation engines – things changed when entrepreneur Jean-Luc Lagardère joined in 1963 and broadened the firm's horizons by investing in Automobiles René Bonnet. Soon a succession of Matra-badged road cars began rolling out of the Romorantin factory.

Recognising the promotional value of racing, Lagardère's next step was to get Matra involved with his motto of 'Formula 3 to learn, Formula 2 to harden, and Formula 1 to win'.

It all began with an F3 entry in 1965, and then the inevitable progression toward F1 in 1967. In partnership with Ken Tyrrell's team, Matra secured its first world title in 1969 with Jackie Stewart, and suddenly the plucky French firm stood on top of the world. Except, it didn't stand on top of Le Mans.

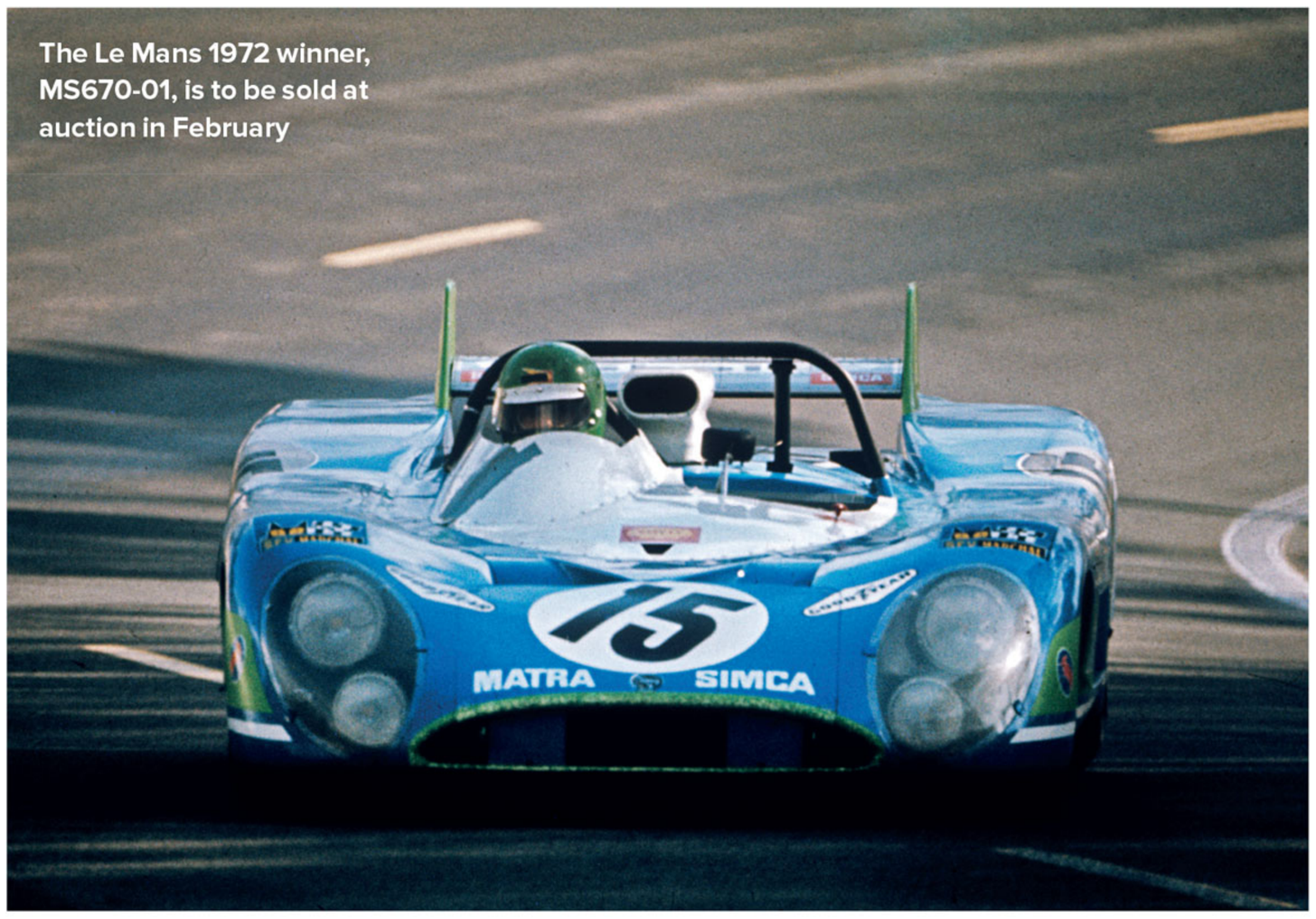
With the road car production ramping up – largely thanks to a new joint venture with

MATRA MS670

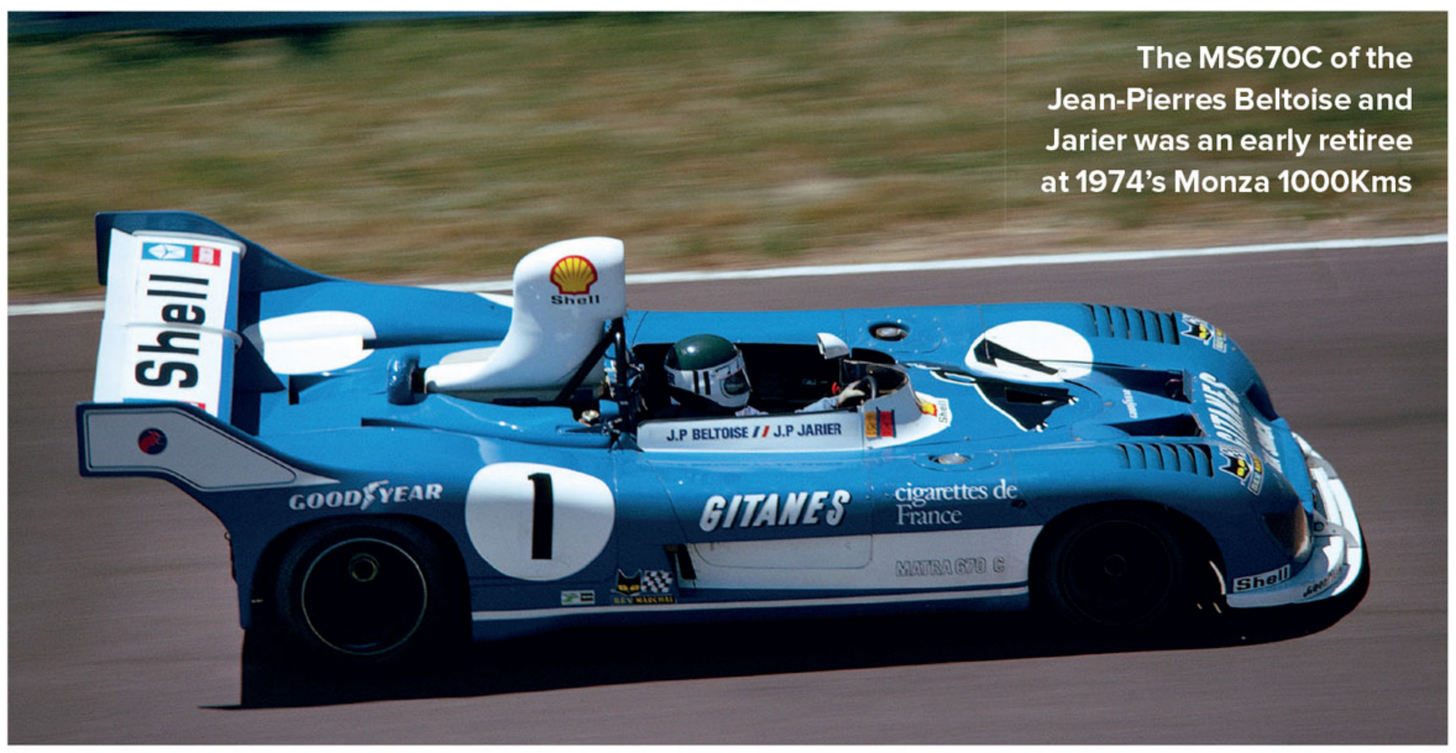
- **Price new** N/A
- **Price now** £1.1m+ (depending on provenance)
- **Engine** 2999cc aluminium V12
- **Rivals** Porsche 908, Alfa Romeo Tipo T33, Ferrari 312PB
- **Verdict** A glorious French recipe, even if sprinkled with Anglo-German garnish



Victory at Le Mans 1974 made it three on the trot for the formidable MS670



The Le Mans 1972 winner, MS670-01, is to be sold at auction in February



The MS670C of the Jean-Pierres Beltoise and Jarier was an early retiree at 1974's Monza 1000Kms

DPPI, BERNARD CAHIER/GETTY IMAGES

the larger Simca manufacturer - Lagardère saw more value in sports-car racing.

Matra's early efforts were unremarkable. But in 1966 the Equipe Matra Sports team was founded to run its first serious contender, the MS620 coupé. Thanks to Graham Hill, Matra used a supply of BRM's 1.9-litre F1 engines. However, the car proved difficult, often suffering retirements due to either its engine or gearbox.

"With Le Mans conquered, Matra withdrew from all racing after 1974"

Things began to come good when Matra ditched the BRM units and fitted its own racing-bred 3-litre V12 to its cars. Its first Le Mans finish came in 1969, with Jean-Pierre Beltoise/Piers Courage bringing the new open-cockpit MS650 home in fourth. Fast forward to 1972, and the ultimate evolution of what Matra had been working toward had arrived, the MS670 - an open-topped, all-aluminium monocoque, 450bhp V12, 700kg monster. Equipe Matra-Simca produced three monocoques, partnering Hill and Henri Pescarolo in one. Matra took the decision to withdraw from all other races in order to fully prepare, and with Ferrari electing not to take part having already won the World Sports Car Championship title, Matra was hot favourite.

Pescarolo/Hill dominated to claim Matra's first Le Mans win, with the sister car of François Cevert/Howden Ganley behind. It was a remarkable result, but Matra wasn't done. Knowing its gearbox weakness, Matra had Porsche build the MS670 a unit instead. The result was two further back-to-back Le Mans wins for Pescarolo and Gérard Larrousse as Matra completed a stunning triple and even added the World Championship for Makes in 1972-73. With Le Mans conquered, Matra withdrew from all racing after 1974, following the sale of its road car division to Chrysler.

Nine MS670 chassis were built and moulded into either B-spec (Porsche gearbox, smaller 13in wheels and new suspension geometry) or C-spec (remodelled aero).

The daddy of them all will go up for sale at Retromobile in Paris in February. MS670-01 - the very car that carried France back to the top of its own race, and cemented Hill's legendary 'triple crown' of motor racing - will go up for sale for the first time. You'll need deep pockets, though, as it's expected to fetch upwards of £3.7m.

1965 MCLAREN ELVA M1A #20-15

The M1a was Bruce McLaren's first production car bearing his now legendary name. Chassis 20-15 was the final car built in the series and supplied by Carl Hass for the American racer Joe Starkey in Dallas. A race winning car resulting in Starkey winning the 1965 SCCA championship.

Actively raced over the last 2 decades.

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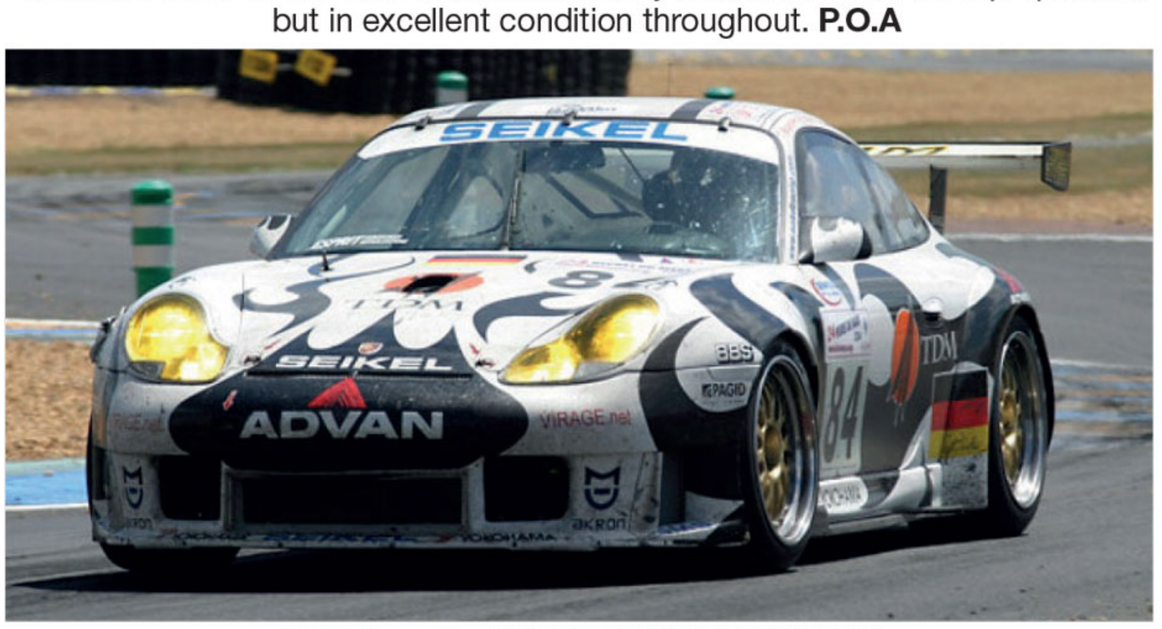
1958 Lotus 16 (#363)
Ex-Graham Hill, David Piper and Tom Wheatcroft works car. Race-ready with current FIA HTP. Front runner for HGPCA and Monaco HGP. **P.O.A.**



1963 Shelby Cobra (CSX 2194)
Genuine 289ci Cobra with continuous history from new. Older race preparation but in excellent condition throughout. **P.O.A**



1973 Porsche 911 Carrera 2.8 RSR (9113600756)
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2001 Porsche 996 GT3 RS(R) (#1S692079)
The Seikel RSR with 4 Le Mans 24hr participations. Updated to 2004 RSR spec. Fully restored and race-ready with extensive spares. **P.O.A.**



1968 Chevron B8 (DBE-56)
The ex-Barrie Smith, ex-David Purely, Danish Grand Prix winning & Targa Florio Chevron B8. In race-ready condition with current FIA HTP. **GBP 245,000**



1966 Alfa Romeo Giulia Sprint GTA (#613875)
Genuine, well known and fully sorted 1600 GTA prepared by Andy Wolfe. Current FIA HTP and good spares package. **EUR 295,000**

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Very rare and road-legal, the CLK DTM AMG had an electronically governed top speed of 200mph

Buying guide

Mercedes CLK DTM AMG

When DTM domination culminated in a limited-edition road racer, AMG went the whole hog

REMEMBER WHEN CELEBRATION special editions were a thing? Makers who scored big on track endeavoured to release limited runs to tie-in with their sporting achievements. How many can you name? How about the Renault Clio Williams, the Richard Burns-inspired Subaru Impreza RB320 and the Tommi Makinen Mitsubishi Lancer Evo VI for starters?

One you may not know much about is the Mercedes CLK DTM AMG. When Bernd Schneider crossed the line in sixth place at Hockenheim in 2003, giving him just enough points to claim the DTM title, little did he know what was to come. In fact, the year was so good for Mercedes-AMG – its teams finishing one-two in the championship and sharing all but one of the 10 race wins between them – that the manufacturer felt it needed to do something to celebrate, to showcase this newfound dominance. Something wild.

Launched to little fanfare in 2004, this super-modified version of the CLK sports coupé will surely go down in history as one of AMG's finest and rarest creations.

Only 100 were made, with just 40 of them being right-hand drive. And you couldn't simply wander into a showroom and order one yourself. No, you had to be invited to own one, Ferrari-style.

It's not as if they were cheap, costing a whopping £180,000, about five times what you'd fork out for the standard car. So what made it special? Well, almost everything.

The clue lies in those DTM letters, Deutsche Tourenwagen Masters. AMG was essentially given free rein to develop this beast, and took all of its sporting know-how to create a crazy racer for the road.

Starting with a standard CLK chassis, most of the interior was ripped out. The back seats went, replaced by a carbon-fibre well with chassis braces and carbon-fibre dash and door cards, along with racing harnesses installed instead of seatbelts.

Then AMG designed a wide-arch kit that mimicked that of the DTM CLK race cars as

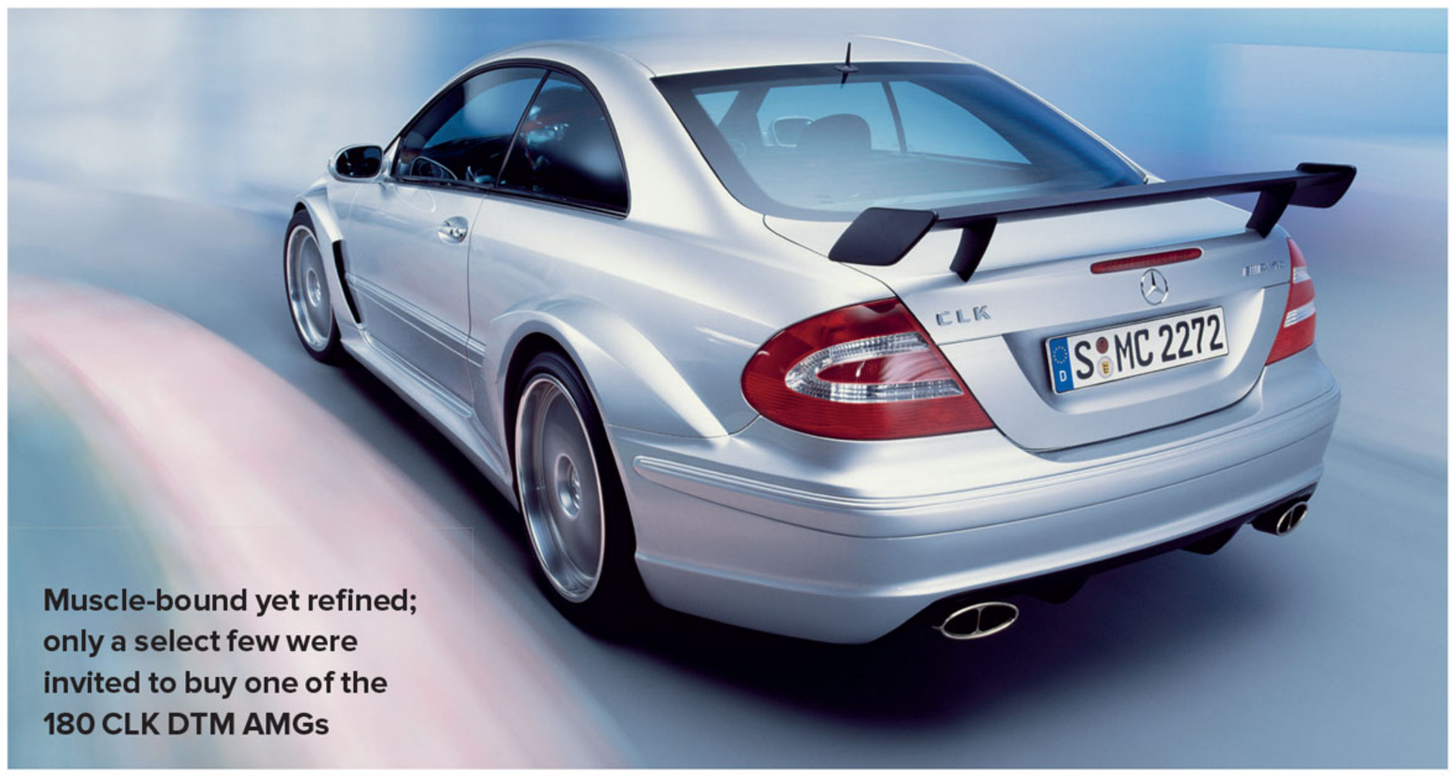
MERCEDES CLK DTM AMG

- **Price new** £180,000
- **Price now** £240,000-£400,000
- **Engine** 5.4-litre supercharged V8
- **Rivals** BMW E46 M3 GTR, MG XPower SV, Nissan Skyline R34 Z-Tune
- **Verdict** One of the last of a truly bonkers breed. Bring back sporting specials, we say





Carbon fibre was used inside and outside; the steering wheel is AMG's racing oval



Muscle-bound yet refined; only a select few were invited to buy one of the 180 CLK DTM AMGs

closely as could be road legal, featuring the distinctive flared front arches running right the way down the side-skirts to the large air intakes just before the rear wheels.

As for most of the standard body panels which did remain, AMG recreated them from carbon fibre to trim weight, installed a huge rear wing developed from the DTM cars, and redesigned the suspension using adjustable springs/shocks with stiffer bushes. Larger brakes went on, as well as a bespoke electronic stability control system, and then AMG turned its attention to the engine bay.

"It wasn't cheap, so what made it so special? Well, almost everything"

In the DTM, AMG had been restricted to engines of up to four litres that produced less than 500bhp. But for this project, there were no such rules , so AMG pulled out the stops. In went a 5.4-litre supercharged V8, capable of creating a mammoth 582bhp and 590lb ft of torque, with all the power heading to the rear wheels through a five-speed semi-automatic gearbox and a limited-slip differential.

The numbers were startling: 0-62mph in 3.9sec – almost half a second faster than Ferrari's flagship 575 Maranello, and less than three-tenths slower than its Enzo hypercar – and on to a limited top speed of just under 200mph, which was deemed a sensible figure by Mercedes. Not bad for something that weighed 1748kg.

That's quite a transformation for what started life as an executive coupé, designed to ferry businessmen from one end of the autobahn to the other as comfortably as their expense accounts could muster.

It's no surprise that the DTM variant attracted a different clientele, mainly racing drivers. Kimi Räikkönen bought one, as did Jenson Button and (now double Indy 500 winner) Takuma Sato. It sold out in minutes and prompted Mercedes-AMG to go one better by releasing an even more limited run of 80 drop-tops for 2005. Juan Pablo Montoya and Mika Häkkinen both fancied one.

While all of the cars were intended for the European market, a few found their way across the Atlantic where they lie in the hands of private collectors, most with tiny mileage. Some crop up for sale now and then.

The CLK DTM AMG remains one of the rarest AMG models, and prices have begun to climb meaning it's a great investment opportunity. If you can find one.

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1958 Aston Martin MK III Saloon - £225,000
Black with Burgundy leather interior, factory options include Twin Exhaust system and Overdrive. Supplied with an extensive history file including current V5, copy of original build sheet, tool kit and jack.



1970 Aston Martin DB6 MKII - £POA
Cumberland Grey with Burgundy leather Interior. Supplied new by H.R. Owen London. Fully restored in 2011 including an engine upgrade to 4.2 litre specification. Having only covered 5,100 miles since its restoration was completed the car is accompanied with an extensive history file.



1965 Jaguar E-Type 4.2 Series 1 Coupe - £POA
Opalescent Silver Blue with Dark Blue Leather Interior, extensive restoration was carried out in 2010 including bare metal respray and a comprehensive mechanical overhaul. Supplied with current V5 original Jaguar Owners manual, Service Policy and Periodic Maintenance Voucher booklets and a Jaguar Heritage Certificate.



1968 Mini Cooper MKII - £24,450
Almond Green with Snowberry White roof and factory high compression engine. Original RHD home market example, recent full service and new rear wheel bearings. Supplied with a history file including numerous invoices, current V5 and Heritage Certificate.



1959 Jaguar XK150 3.4S Drophead Coupe - £POA
Mist Grey with Red Leather Interior and Black Hood. 1 of 37 original RHD examples with a genuine documented 81,320 miles with a well documented service history and maintenance file. Supplied with the current V5, previous MOT certificates and a Heritage Certificate.



2008 Bentley Brookalnds - £129,950
Burgundy Pearlescent with Cotswold hide interior. This car has only covered 10,100 miles and boasts a full main dealer service history. Specification highlights include 20” Five spoke alloy wheels, Sports Combination Package, Diamond Quilted Leather, Burr Oak veneer and Flying B Radiator Mascot.

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- Cost over £820,000 new

£585,000+VAT





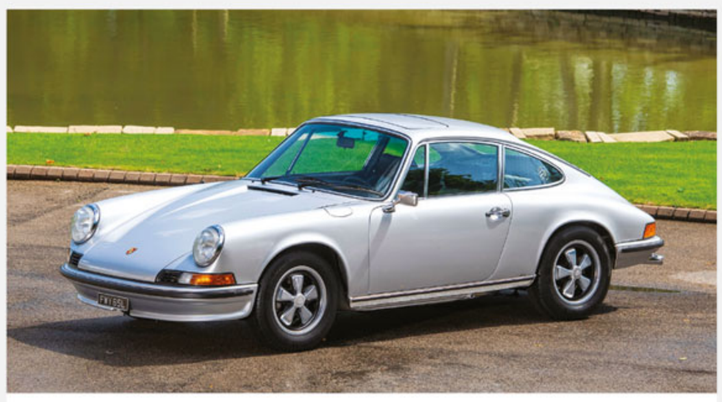
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A matching number example that benefits from a fantastic restoration by model experts. Finished in its original colour.....**£175,000**



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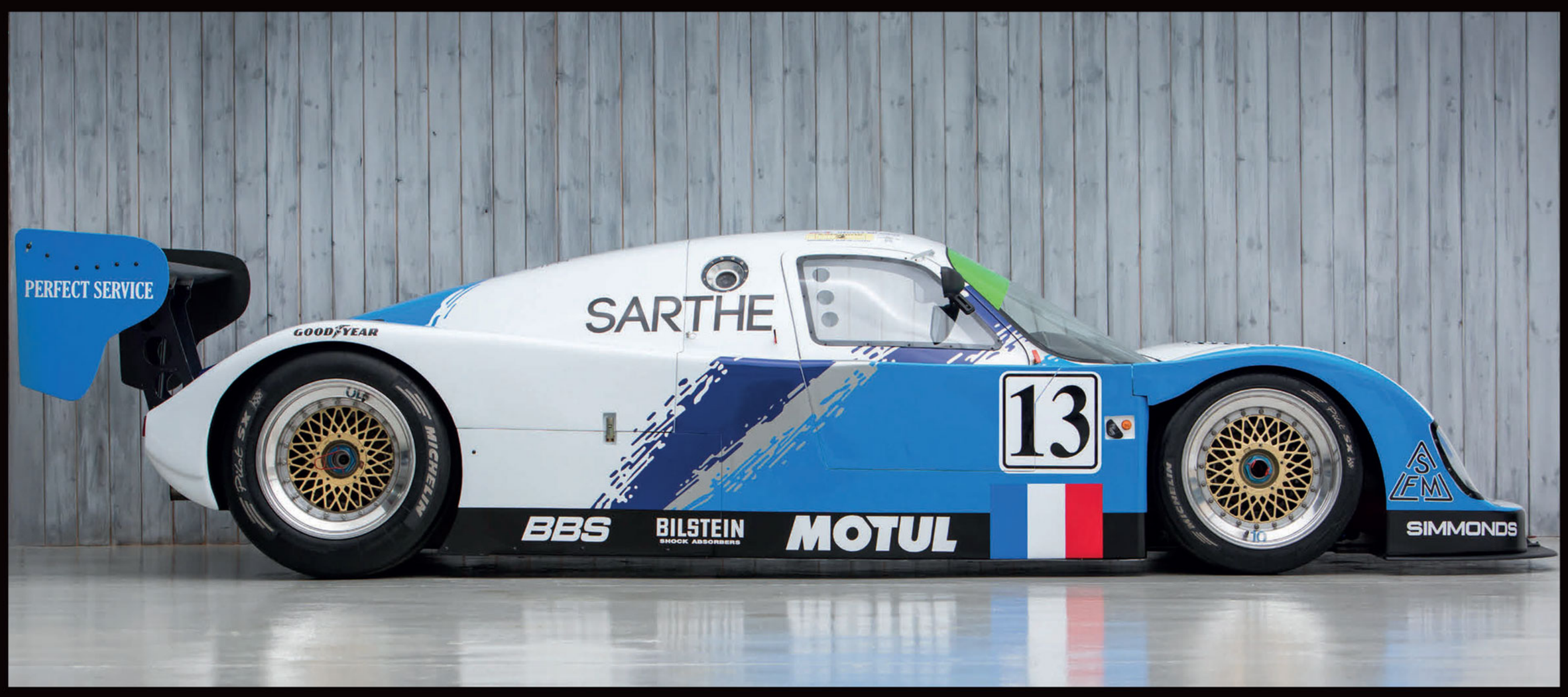
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THE EX - COUNT CZAYKOWSKI, RENÉ DREYFUS, AUBREY ESSON-SCOTT, MONACO GRAND PRIX, BROOKLANDS

1931 BUGATTI TYPE 51

One of the best Type 51 Grand Prix Bugatti left in existence. Sold new to and raced by highly regarded Bugatti racer Count Stanislaus Czaykowski in April 1931. This is the first Type 51 to be delivered to a private driver on the continent. Driven to victory in the Grand Prix de Casablanca by the Count and outright victory in the Grand Prix de Brignoles by René Dreyfus. Also raced at Monaco and Brooklands in period. The first Grand Prix Bugatti to be invited to Villa d'Este and the winner of the Pre-War race car class at this year's Amelia Island Concourse. This represents a truly exciting opportunity to become the first owner in 60 years of quite literally one of the finest examples of Bugattis legendary Type 51 you will ever have the opportunity to own.



THE EX – MARIO & MICHAEL ANDRETTI, JAN LAMMERS, DEREK WARWICK, MULTIPLE LE MANS 24 HOURS

1993 COURAGE – PORSCHE C30 LM GROUP C

Raced in the Le Mans 24 Hours a staggering four times, both as a competitive Group C and LMP1 spider. With the sister car taking pole position in 1994, this was the only Courage to reach the end, taking 7th overall. Raced at Le Mans in LMP1 twice by Formula 1 World Champion Mario Andretti with Michael Andretti, Derek Warwick and Jan Lammers. Powered by the Porsche 962 twin turbo engine, it was retained by Yves Courage for 25 years and is now in its first private ownership. Restored by Courage Classic back to its early Group C specification and accompanied by its original C36 LMP1 Spider bodywork and spares. This is an exciting and rare entry for historic Group C racing, or perhaps LMP1 class with the accompanying bodywork.

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THE FACTORY BUILT, LE MANS ENTRY EX - HUGUS, JOPP, MILES, OLTHOFF, HAWKINS, SCHLESSER

1963 AC SHELBY COBRA LE MANS COUPÉ

The first of three Shelby Le Mans Coupés built by the AC Cars factory for the first Cobra Le Mans effort in 1963. Ordered and driven by the co-instigator of the Cobra program, Ed Hugus. Taken over after Le Mans by John Willment to run the European competition Cobra operation for Shelby and tested with Ken Miles. Sold to Ford of France following a very successful South African tour with Willment. Driven by Jo Schlesser over the '64 and '65 seasons for Ford France taking victories along the way. A key part of the foundation of the Cobra legend, immersed with Carroll Shelby, Ed Hugus, Ford Motor Company, AC Cars, Phil Remington, Stirling Moss, John Willment, Ken Miles, Bob Olthoff, Paul Hawkins, and of course Le Mans.



THE EX - GRAHAM HILL, PROTOTYPE, 1.5-LITRE V8 FORMULA 1

1964 BRM P261

The prototype chassis of the iconic BRM P261 model. Used for extensive pre-season testing by Graham Hill, and raced by Hill in the Daily Mirror Trophy at Snetterton in March 1964, where he qualified 2nd and led the wet race ahead of Jim Clark's Lotus 25. A veteran on multiple Goodwood Revivals and the Monaco Historics in more recent times and retained in the ownership of a number of respected collectors. Along with the Lotus 25 and Ferrari 1512, the rare and stunning BRM P261 represents the pinnacle of Formula 1 design of the exotic 1.5-litre era and will always be a first choice for any race organiser and collector alike.

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1967 FORD LOTUS CORTINA MKII ‘GROUP 5’

EX-WORKS TEAM LOTUS, ALAN MANN RACING, PAUL HAWKINS, JACKY ICKX, FRANK GARDNER.

Built for the 1967 Group 5 BSCC for works drivers Paul Hawkins and Jacky Ickx, ‘CTC 24E’ achieved two class wins in its first season at Silverstone and Brands Hatch. Purchased by Alan Mann Racing for the ’68 season, it was re-engineered by Len Bailey for Frank Gardner to tackle the ETCC and BSCC. Heavily developed, powered by a Cosworth FVA, and running all the Escort development mods, ‘CTC 24E’ would go onto take an overall win at Aspern, Austria and a class win at Thruxton. Today it is truly race-ready and powered by a 245bhp Geoff Richardson FVA. A very rare opportunity to own an ex-works saloon capable of running at the front in Peter Auto’s HTC and Motor Racing Legends’ HTCC.

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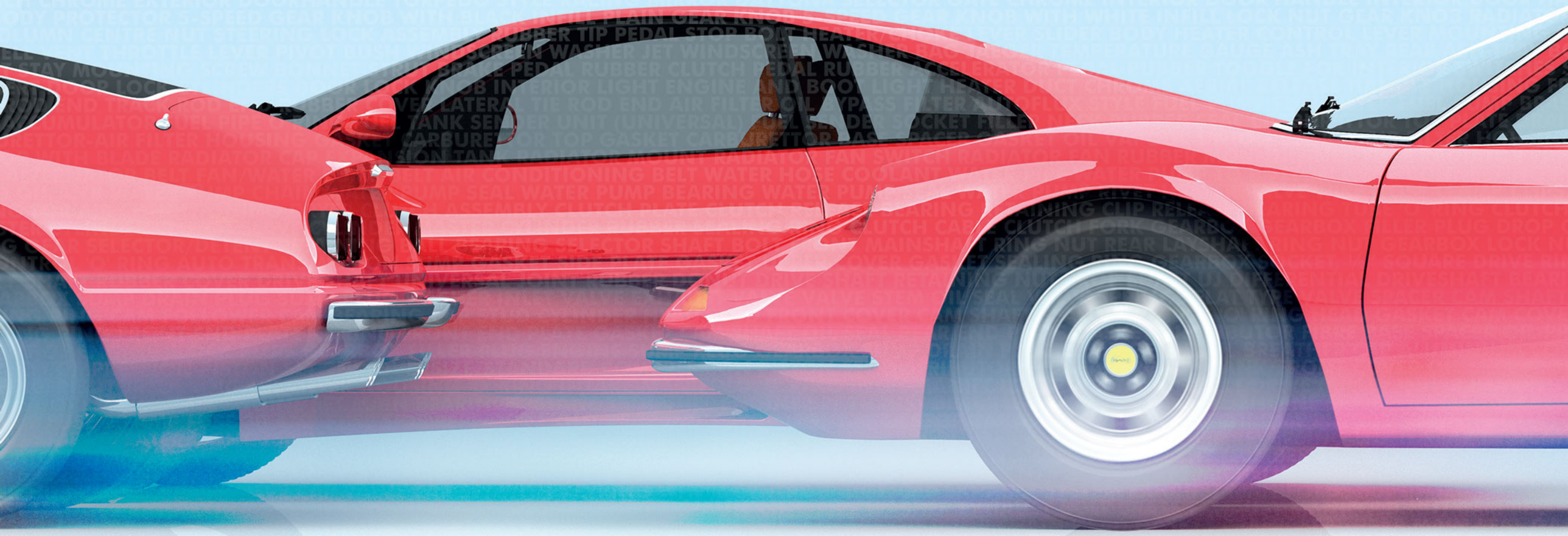
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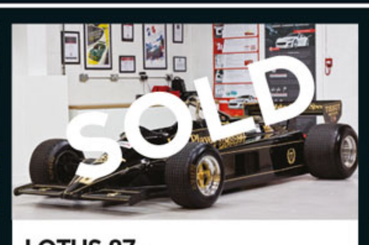
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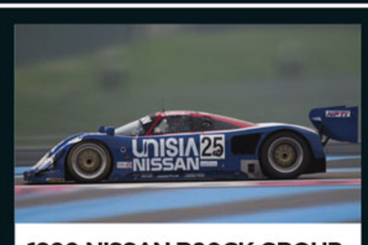
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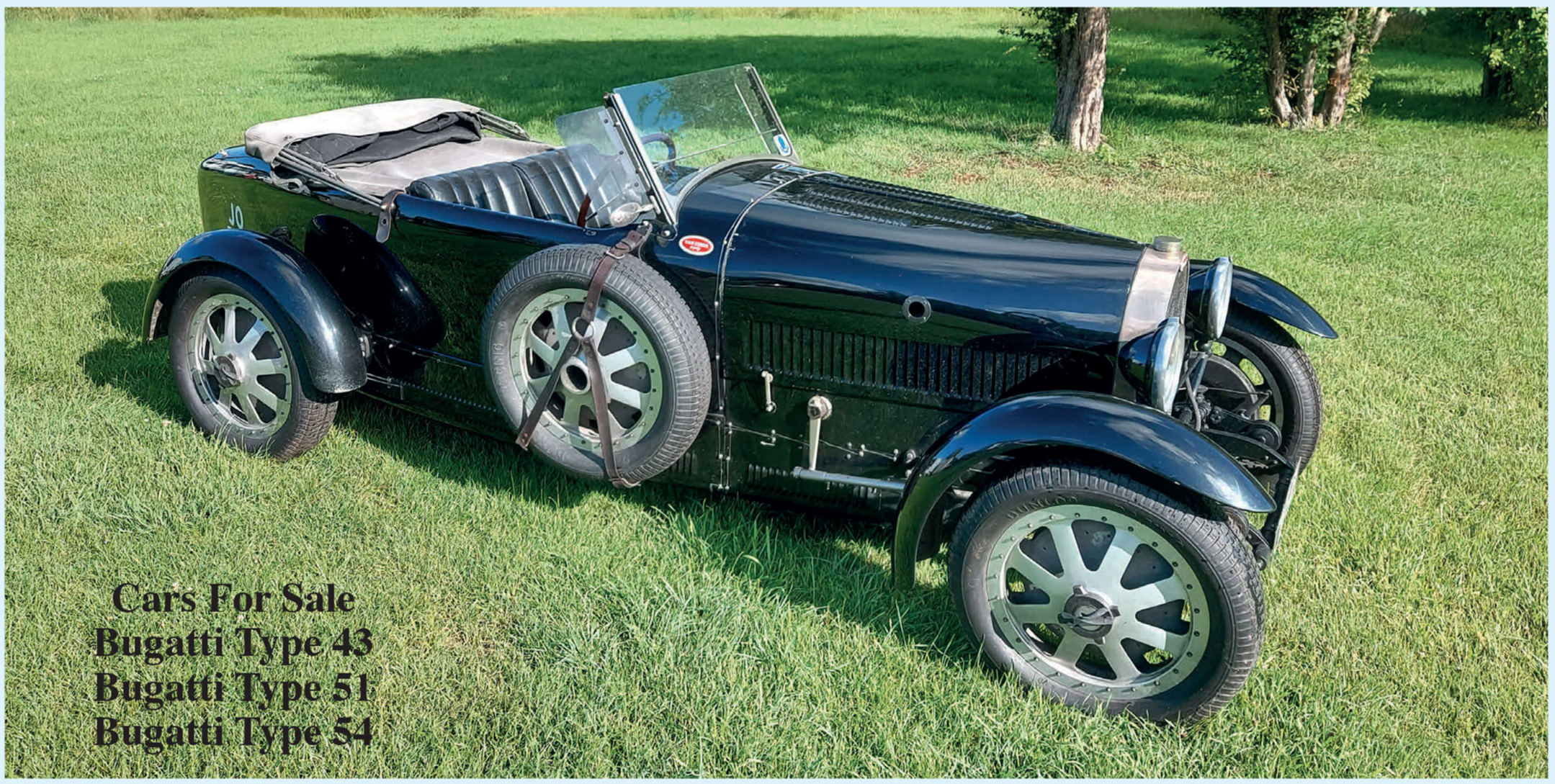
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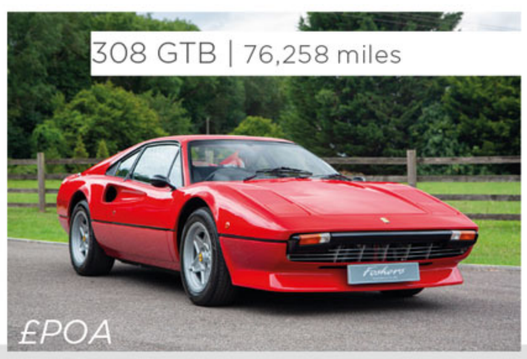
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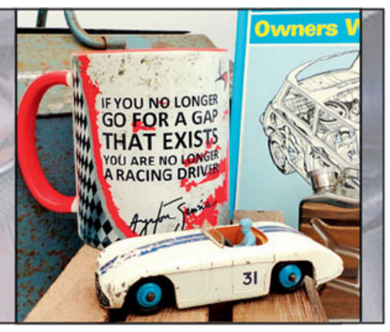
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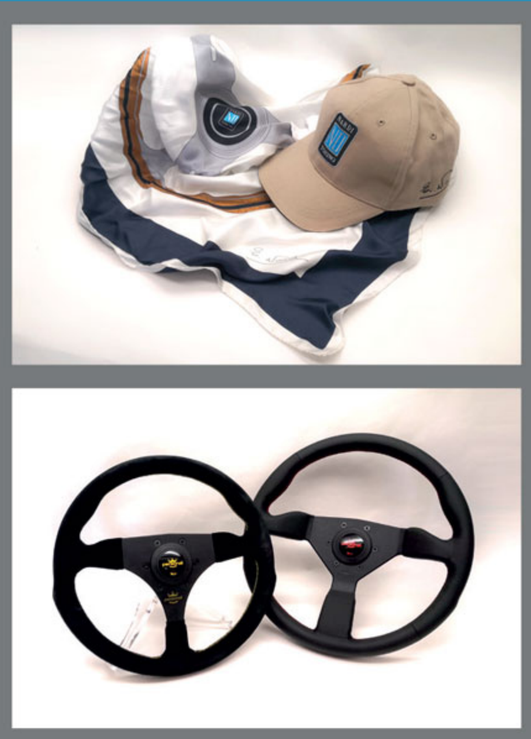
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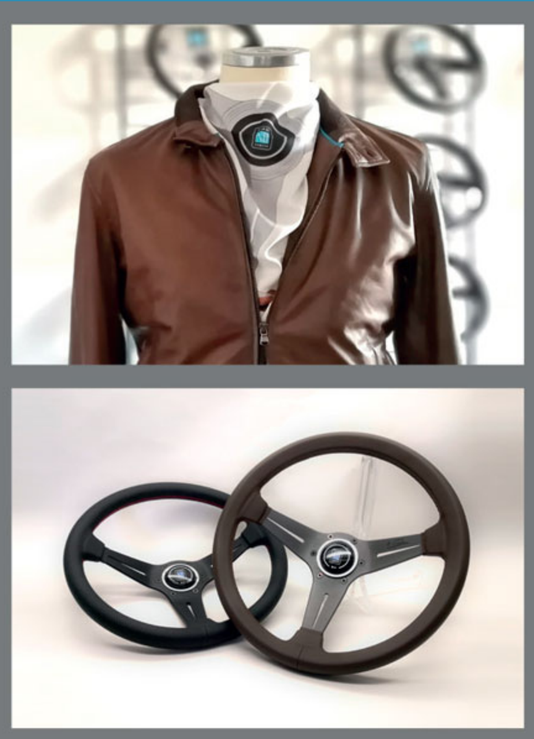


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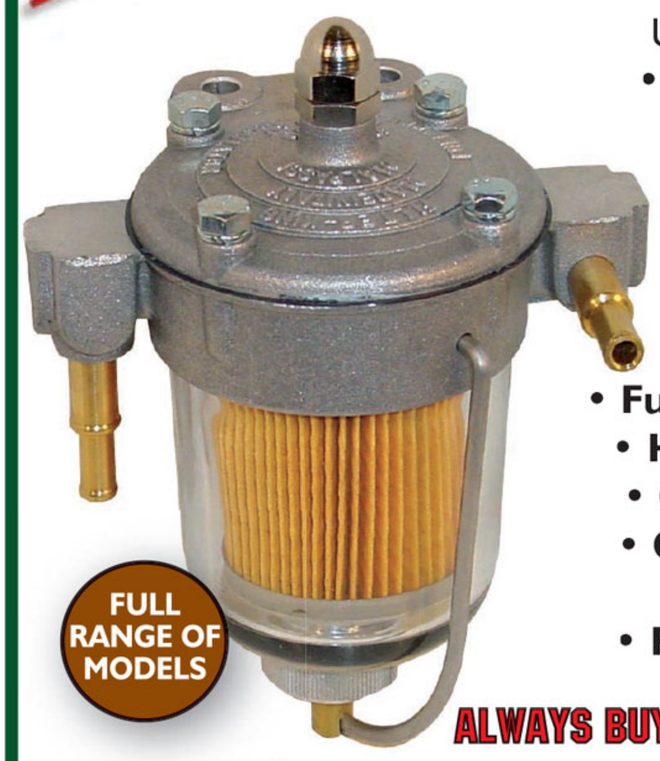

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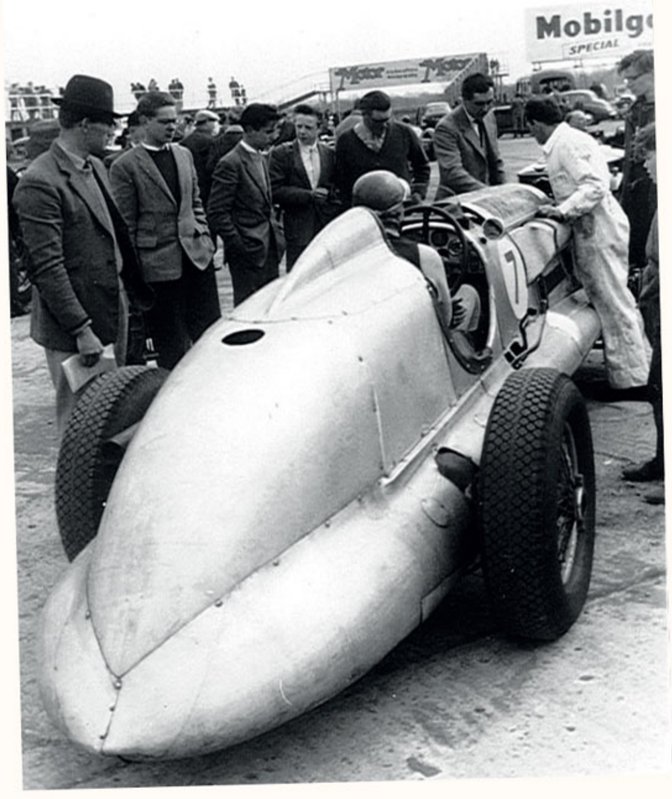
Class-winning Saab 96 leads Minis and BMW 700s round Mallory Park hairpin in the 1964 Motor National Three Hours, second round of that year's European Touring Car Challenge

The magical history tour

A round of the European Touring Car Challenge at Mallory Park? The 1960s were ripe with possibilities that would nowadays be unthinkable, as these photos from **Chris Mitchell** confirm



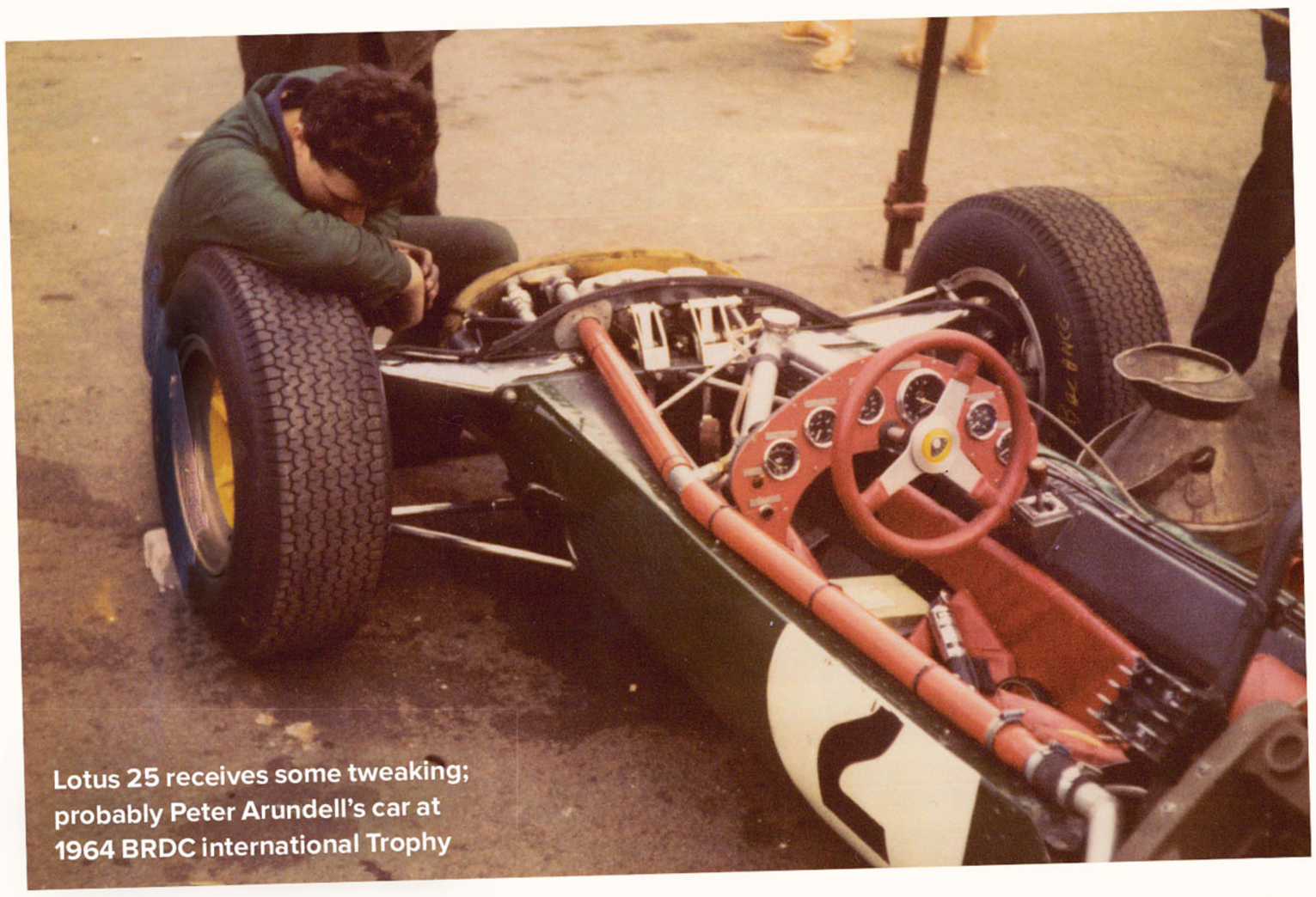
Cortina of Chris Craft and works Mini of John Fitzpatrick under the distinctive Brands Hatch paddock canopies at the 1964 British GP meeting



Keith Schellenberg prepares for a demo run in the Barnato-Hassan Bentley special at Silverstone



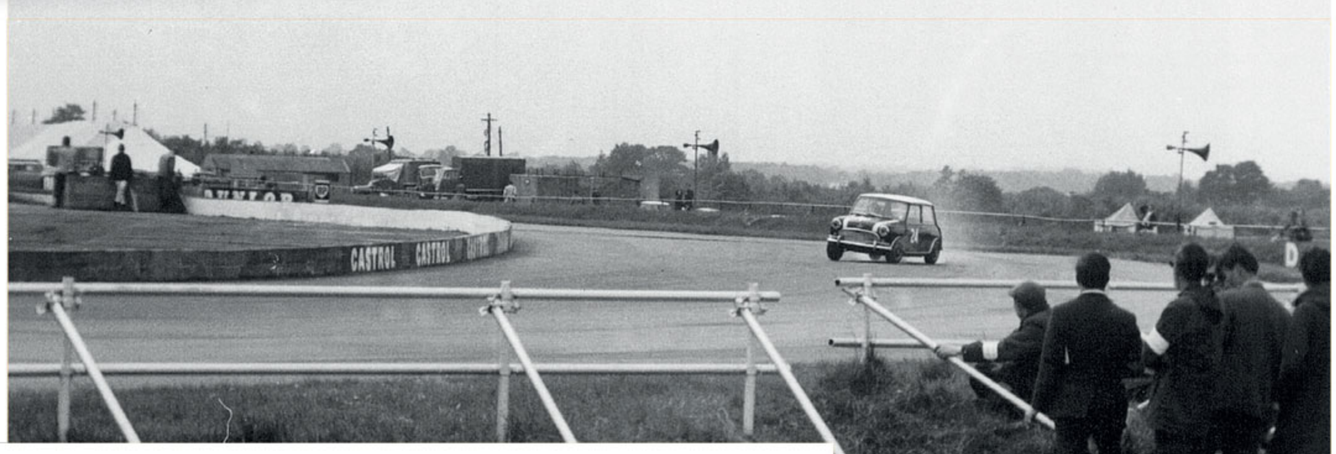
Anticipation: drivers and cars line up for a Formula Junior race at Silverstone



Lotus 25 receives some tweaking; probably Peter Arundell's car at 1964 BRDC international Trophy

Graham Hill takes a break in the Maranello Concessionaires truck, Goodwood 1964; he won the Sussex Trophy in the team's Ferrari 250 GTO.

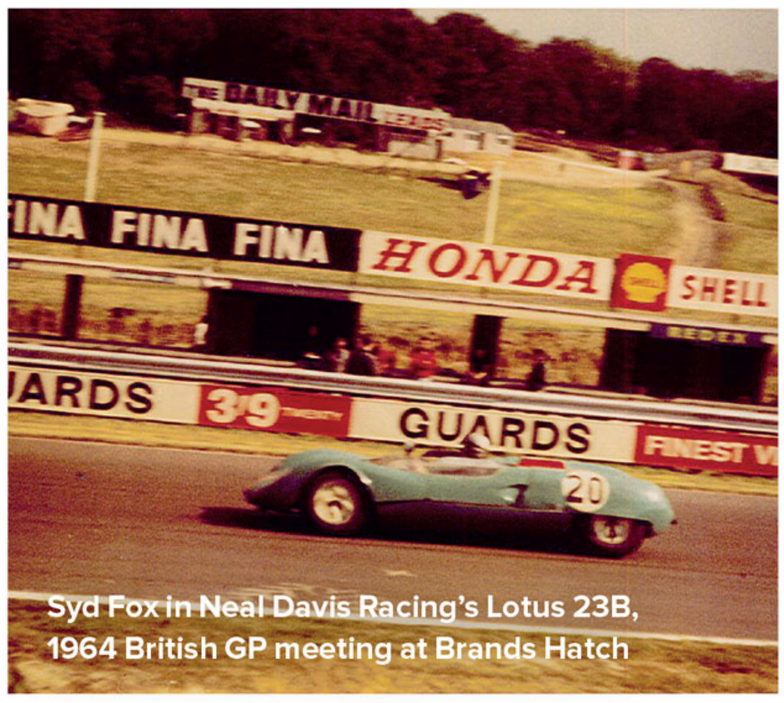




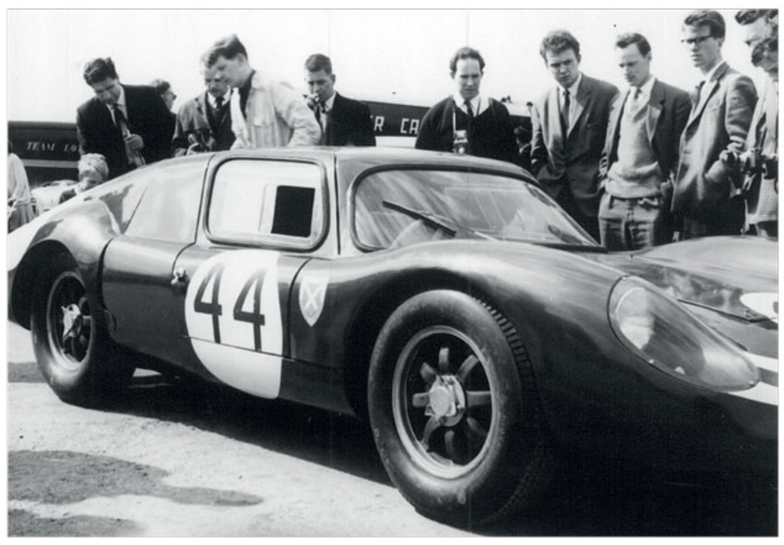
Warwick Banks' Mini Cooper smokes its way through Copse during the 1965 British GP meeting at Silverstone

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Syd Fox in Neal Davis Racing's Lotus 23B, 1964 British GP meeting at Brands Hatch



The Ecurie Ecosse team was an early convert to the big American V8 concept, replacing Climax FPFs with 3.5-litre alloy Buick units in its pair of Tojeiro coupés



Col Ronnie Hoare of Maranello Concessionaires ran the first privateer GT40 for various drivers – including Roy Salvadori, Innes Ireland, Chris Amon and Richard Attwood – in 1965-66

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2007 built AC Ace Evocation by Hawk Cars, finished in Aston Martin California Sage with a darker green hide interior, numerous period features, 16" wire wheels, BMW 2.5 litre with 5 speed box, Fabulous to drive. **£59,500**



1970 Jaguar E type Series II FHC finished in Signal red with black hide interior. A very nice car that drives well with a detailed history. Same ownership for the past 18 years. **£69,950**



1978 MGB GT V8 finished in metallic grey with red competition seats. Converted from an original 1800 MGB GT and now fitted with a fully rebuilt Rover V8 producing around 160BHP. Nicely built and ideal for track days or trips to the pub **£18,950**



1966 Aston Martin DB5 in Navy blue with Black hide interior. Excellent paintwork, upgraded engine, recent new headlining, Superb to drive and I have driven many and sensibly priced at **£595,000**



1974 Jaguar E type V12 Roadster beautifully built by Southern Classics to a bespoke specification which includes 6.0 litre 450BHP fuel injected engine, air conditioning, satellite navigation, electric hand brake, subtle interior lighting, improved seating, wider track and much more. Offered at less than the build cost. **£300,000**



1967 Aston Martin DB6 finished in Gunmetal with charcoal hide interior, Repainted 6 years ago and in pristine condition, detailed engine bay, chrome wire wheels. 5 speed manual transmission, drives very well, **£275,000**



1989 Mercedes 107 300SL finished in pale metallic blue with blue interior. A beautiful with a huge history and only 74,000 miles, Perfect inside and out including the soft top. **£34,950**



1967 MGB Roadster, fully rebuilt to exacting standards using a new Heritage bodyshell. Definitely one of the Best MGB's currently available and not expensive for one in this condition at **£18,950**



1958 Triumph TR3A finished in Masons black with red hide interior, Totally refurbished from end to end to an exceedingly high standard. Needs to be seen. **£37,950**



1986 Porsche 911 Carrera 3.2 built to the cosmetic specification of a 1973 2.7RS. Very nicely and pretty accurately resembling an original car with a recent gearbox rebuild and a Dansk exhaust, Really good value at **£69,950**



1962 Austin Healey 3000 MkII finished in Colorado Red over black. This is a nice tidy car that would benefit from further preparation hence only **£37,950**



1958 Jaguar XK150 DHC finished in Old English White with red leather interior. Very rare with automatic transmission but we could convert to manual if required. Long term ownership and lovely throughout. **£79,950**



1995 Aston Martin DB7is finished in Mendip Blue with pale grey hide interior. Sold by us to the current owner with numerous upgrades within the past 5 years, all by Pugsley and Lewis. Excellent value at only **£22,950**



1969 Morris Mini Cooper 1275 "S" finished in original black livery with contrasting red interior. This is an original, matching numbers car that has been the subject of a full restoration and has covered very few miles since. **£34,950**



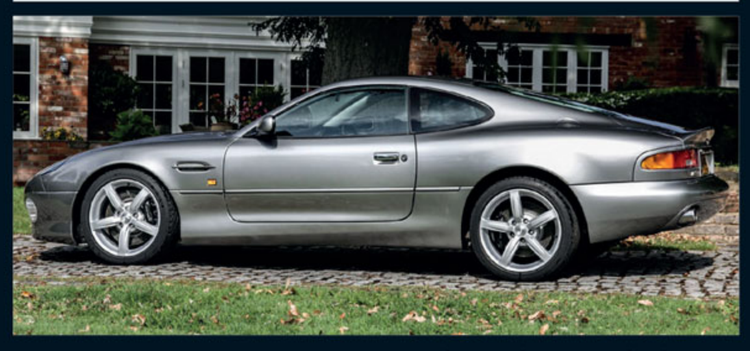
2002 Aston Martin DB7 Vantage Coupe finished in Chiltern Green with Parchment hide interior, beautiful throughout with a perfect service history at **£26,950**



2004 Aston Martin DB7 GT. A beautiful low mileage original GT that has covered only 21,000 miles from new with 20 main dealer service stamps in the book. Absolutely perfect throughout. **£59,950.**



2001 Aston Martin DB7 Vantage Volante finished in Stronsay Silver with pale grey and Pacific blue hide interior and fitted with rare manual transmission. This is a low mileage example that we have yet to price. Please enquire for more details.



2001 Aston Martin DB7 in Meteorite Silver and converted at huge expense to GT cosmetic specification including GT bonnet and boot lid, White dialled GT instrument cluster and GT interior sill finishers, GT discs and callipers and much more. Realistically priced at **£34,950**

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