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(8.7) – 54.3 (5.2). CO_2 emissions: 197 – 136 g/km.

figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, approvals/changes. Please consult your Audi Centre for further information. Image for illustrative purposes only.

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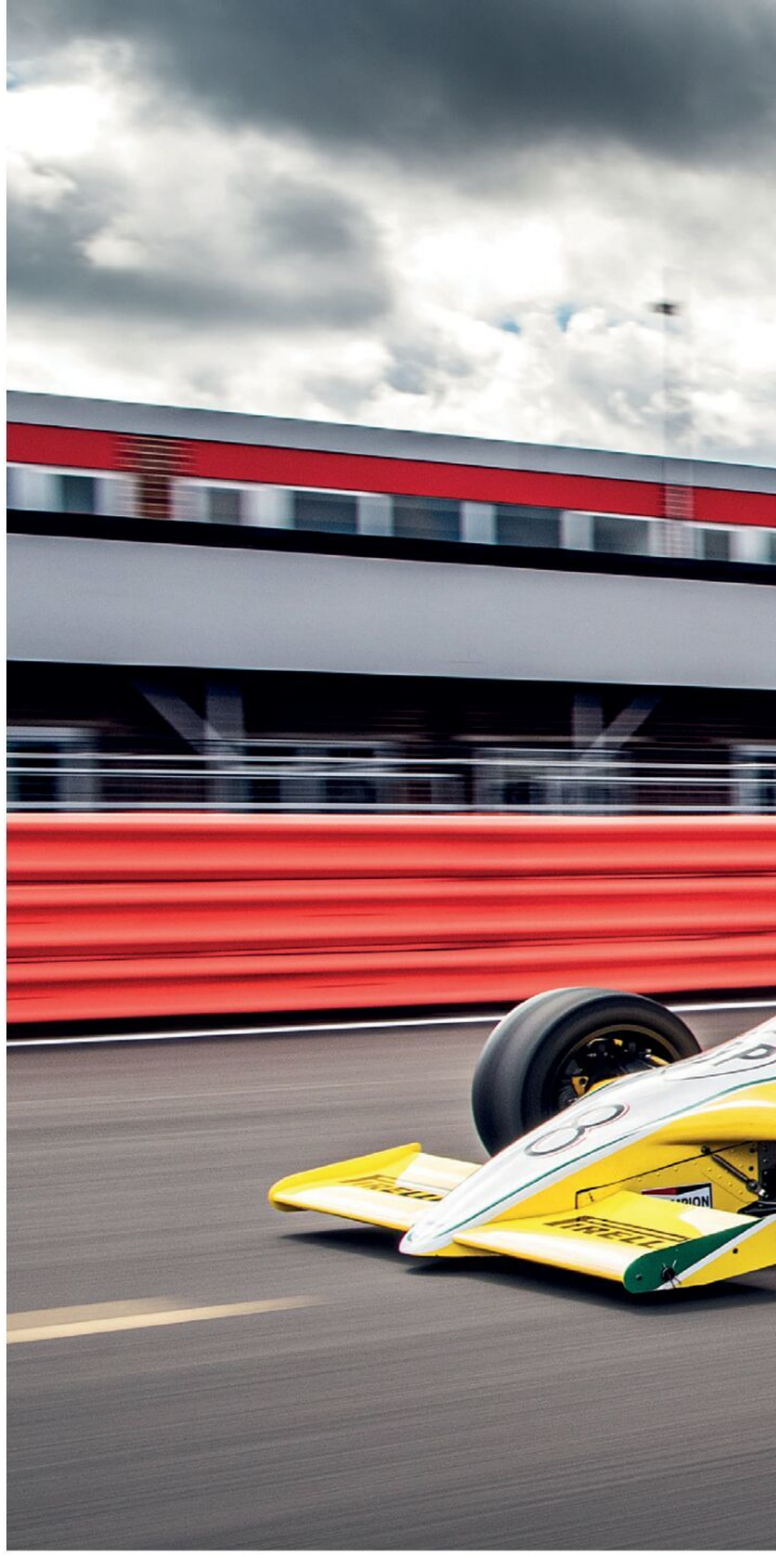
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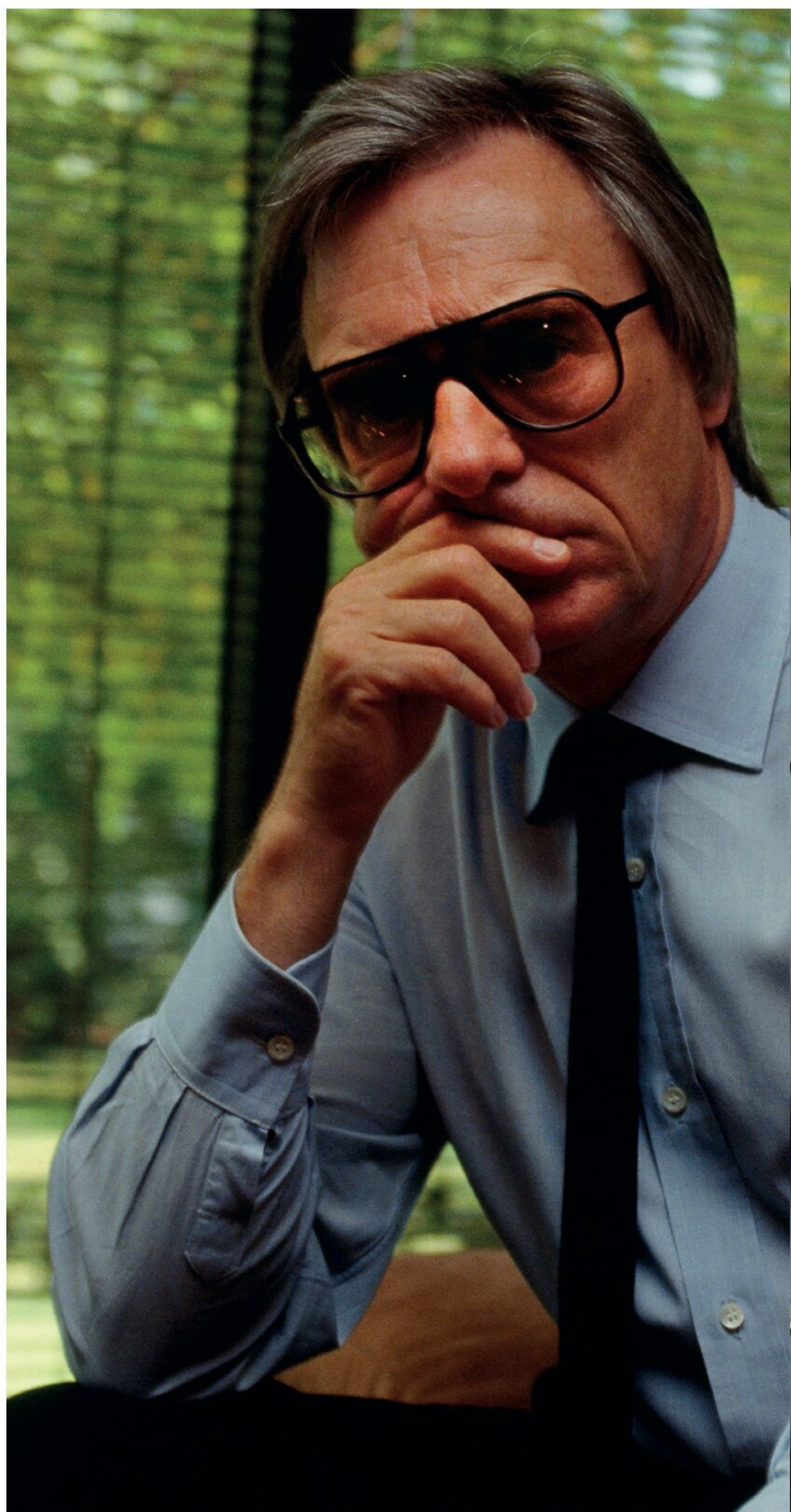
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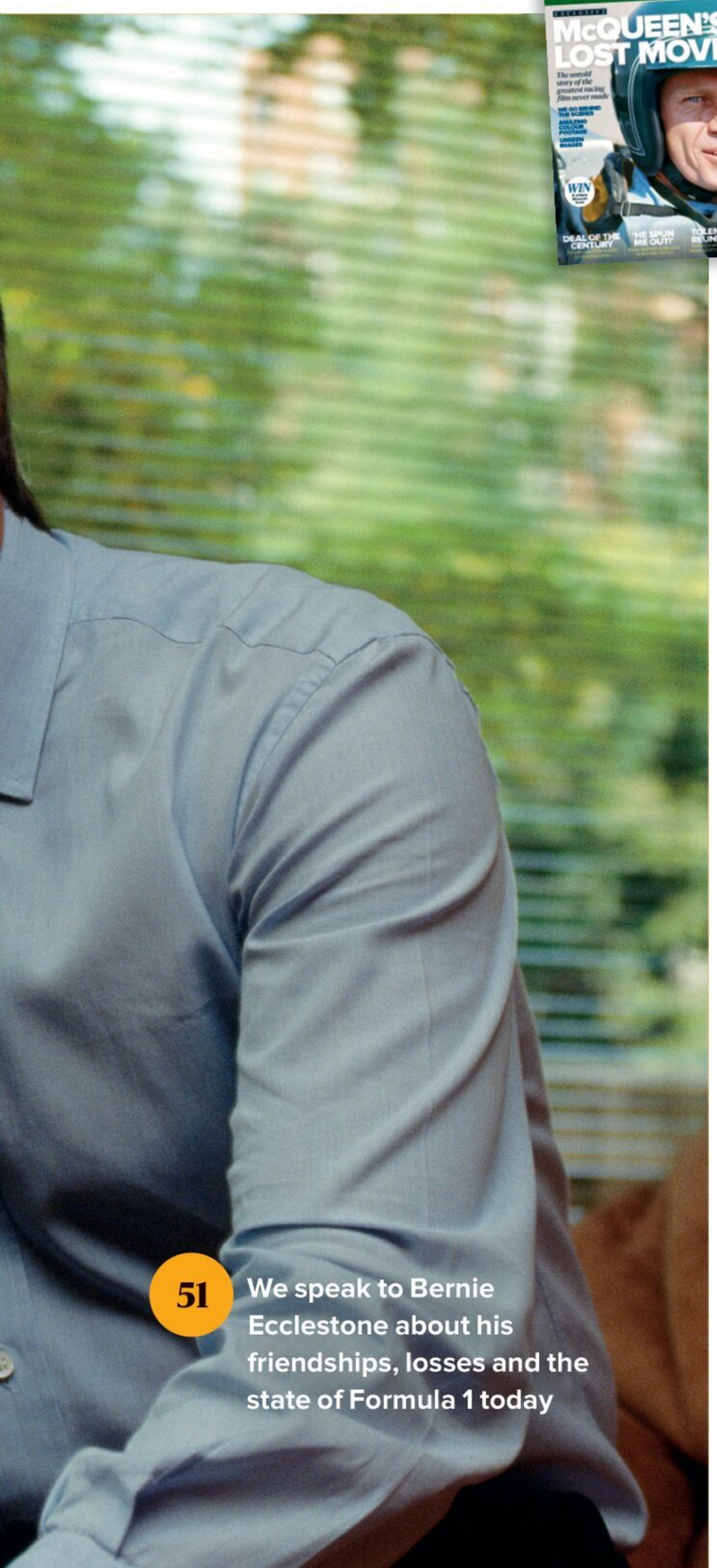


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MOTOR SPORT

THE EDITOR



THIS YEAR HAS BEEN... UNUSUAL. But rather than dwell on it, let's focus on what we have to look forward to in 2021 and beyond.

Dakar or bust

The Dakar Rally is never dull and this year's is set to be as spectacular as ever. All eyes will be on Sébastien Loeb this month, the nine-time WRC champion who has never won in his previous attempts at the Dakar. You get the sense that this may be his final chance to win, and possibly his final chance to end a glorious career on a high note.

British champions defending their titles.

Elfyn Evans just missed out on a world title last year, but Britain will have several world champs defending their crowns in 2021. From Callum Bradshaw, the FIA World Karting OK champion, to Phil Hanson who took the LMP2 drivers' title in WEC for United Autosports, and Mike Conway who shared the drivers' championship along with his Toyota team-mates in the LMP1 category. I don't think I've missed anyone...

What Lewis did next...

Seven-time world champion, and by the time you read this likely knight of the realm and BBC Sports Personality of the Year (or I'll eat my laptop), Lewis Hamilton is no ordinary sportsman. Extravagantly gifted but also in possession of an iron will and unbreakable self-discipline and focus, he seems destined to do more than 'simply' race F1 cars. His stand on race and diversity in 2020 ruffled feathers but may be just the start of his politicisation. A broader critique of human rights and the environment may yet come to define him as much as his on-track heroics. In doing so he may offer F1 a route to relevance and ensure its survival. In the meantime, and pending confirmation that he will remain with Mercedes, we can look forward to 23 more exhibitions of sublime speed, poise and craft from Stevenage's finest.

Old 'uns are the best

Historic racing was hit hard by the pandemic, with most major events cancelled last year amid restrictions on spectators and the difficulties of bringing cars together. But it is back with a glittering line-up. First is the Monaco Historic Grand Prix: the biennial event was postponed in 2020 but confirmed for April. Two months later comes the French Historic Grand Prix featuring a grid of 70 F1 cars and 300 historics contesting 21 races at Paul Ricard. The Le Mans Classic is in July, and Goodwood has confirmed the Members' Meeting, Festival of Speed and Revival.

"Historic racing is back with a glittering line-up this year"



THIS MONTH'S COVER:
ACTOR STEVE McQUEEN (1930-1980)
Photography by Silver Screen Collection/Getty Images

Old-fashioned thrills

You know change is afoot when even the British Touring Car Championship goes hybrid. This year's championship will be the last running purely petrol-powered cars and as such the champion will hold a special place in the annals of history as the final winner of 'traditional' BTCC, before cars become (mildly) electrically assisted next season. Confirmed entries are sparse at time of press, but expect a full field to be headed by reigning champion Ash Sutton - most likely returning in the Laser Tools Infinti he took to its maiden title last season - with Colin Turkington in hot pursuit in a Team BMW UK 330i M Sport. Add in Dan Cammish and the return of Jason Plato and there's a lot of good racing to look forward to.

Creating a buzz

Whisper it, but 2021 could be the year electric racing gets, erm, exciting. Granted, the recent exodus of manufacturers from Formula E looks ominous, but 2021 is the first year that the series boasts world championship status - and will feature a London ePrix. Potentially more interesting is Extreme E. Featuring teams run by Lewis Hamilton, Nico Rosberg and IndyCar's Chip Ganassi and Andretti Autosport, the series could be a revelation. We'll find out in March...

A marathon 23 race F1 season

No sooner has a unique F1 season finished than we look forward to the next. Who doesn't want to see how Leclerc and Sainz fare at Ferrari, or whether Alonso's return is fantastic or foolhardy? Will Racing Point's transformation to Aston Martin with a four-time champion driver let it challenge for top honours? Will Verstappen close the gap on Hamilton? And who won't feel a frisson to see an M Schumacher on the grid in Australia?

We will of course cover all these events, just as we always have done. In the meantime, thank you for your support during 2020 - a real year to forget - and roll on 2021. And from everyone at *Motor Sport* a very Happy New Year to all our readers.

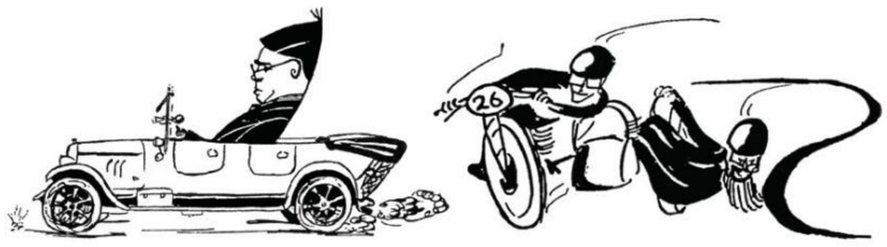


Joe Dunn, editor
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NEXT ISSUE: OUR MARCH ISSUE IS ON SALE FROM 29 JANUARY

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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Details matter.



Looking curiously non-standard, this orange light in Brian Henton's Toleman TG280 (*Band of brothers*, page 76) is an oil-pressure warning. As former Hart race engineer John Doe recalls today, "It was instigated by my boss Brian Hart after several oil system failures mainly due to surge in the fabricated tanks." When oil pressure dropped, the light came on and was this size so it could be clearly seen in bright sunshine. It's thought to be a Lotus Elan side indicator.

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THE ARTISAN OF EMOTIONS – SINCE 1860

2020 PICTURE SPECIAL

Improvised, seat-of-the-pants and shocking... last year was a roller-coaster ride. Here are some of its most memorable images

November: Sakhir, Bahrain

Romain Grosjean's 137mph crash on the first lap of the Bahrain Grand Prix was a scene the modern F1 fan could barely comprehend. Incredibly, the Frenchman's injuries were minimal

GETTY IMAGES

MATTERS *of* MOMENT

2020 in pictures



December: Sakhir, Bahrain

Racing Point painted Bahrain pink with Sergio Pérez's first Formula 1 victory. The last time a Mexican driver won a GP was Pedro Rodríguez back in 1970





December: Sakhir, Bahrain

If ever a Red Bull driver needed a spark, it was Alexander Albon. His RB16 lights up during practice, but was firmly shaded by Mercedes debutant George Russell during the race



November: Istanbul Park, Turkey

Once again Lewis Hamilton was the man to beat, but he proved unstoppable in the wet of Turkey, taking his 10th win of the season, the 94th of his career and his seventh world title

November: Istanbul Park, Turkey

Racing Point's Lance Stroll basks in the limelight during qualifying at the Turkish Grand Prix. He took pole – the first of his career

GETTY IMAGES, DPPI



August: Indianapolis Motor Speedway, Indiana

An unfamiliar calendar slot welcomed the Indy 500, as Covid restrictions meant the 104th edition became the first ever to run in August rather than May. It had a familiar victor though, as Takuma Sato took his second Indy win

February: Bathurst, Australia

Little did we know what was around the corner... Before the pandemic Bathurst 12 Hour put on its usual glorious display at Mount Panorama. Here Maximilian Götz of Mercedes-AMG Team Triple Eight Race Engineering en route to the team's third-place finish



August: Silverstone, UK

Martin Brundle at the wheel of Stirling Moss' Cooper T51 before practice at the 70th Anniversary Grand Prix. "It's a few months older than me but much better looking," Brundle tweeted



August: Berlin, Germany

In the face of a virus-decimated calendar, Formula E rounded out its 2019-2020 season with an extraordinary sextet of races in Germany as Berlin Airport hosted the finale across three different layouts

September: Marmaris, Turkey

French duo Pierre-Louis Loubet and Vincent Landais kick up dust clouds in their Hyundai i20 Coupé during the 2020 Rally Turkey. The gravel took its toll on the day, giving punctures aplenty

GETTY IMAGES. JAANUS REE/RED BULL CONTENT POOL



February: Daytona Beach, Florida

It's lift-off for 'Rocket Man' Ryan Newman as his leading Ford is flipped at the Daytona 500. Despite serious injuries, Newman was back racing in May



September: Monza, Italy

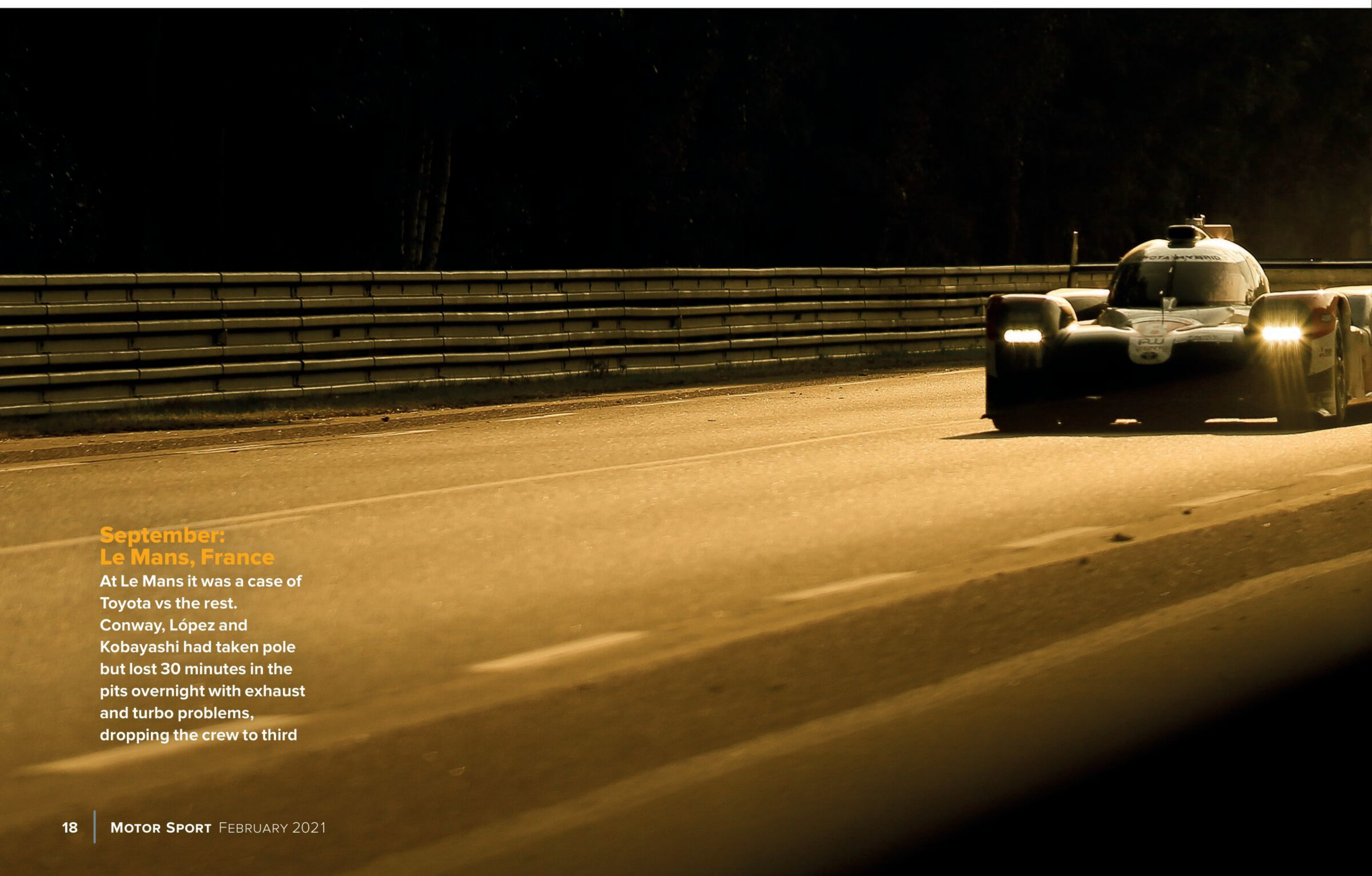
Jack Aitken (9), Felipe Drugovich (15) and Artem Markelov (16) at the eighth round of the Formula 2 season



October: Goodwood, UK

A Brabham BT52 provides the pyrotechnics at Speedweek 2020, Goodwood's first event to be completely live-streamed in the wake of spectator restrictions

JAYSON FONG, GETTY IMAGES, DPPI, ASO/C LOPEZ, TOYOTA GAZOO RACING



September: Le Mans, France

At Le Mans it was a case of Toyota vs the rest. Conway, López and Kobayashi had taken pole but lost 30 minutes in the pits overnight with exhaust and turbo problems, dropping the crew to third

MATTERS of MOMENT

2020 in pictures

January: Wadi Al-Dawasir, Saudi Arabia

Like something from a sci-fi film, the Russian Kamaz 43509 of Dakar 2020 truck winner Andrey Karginov, Andrey Mokeev and Igor Leonov takes the desert dunes in its stride

December:
Kyalami, South Africa

Bentley bowed out of factory GT3 racing at the end of 2020, and not in the way it would have liked. This is the charred aftermath of Maxime Soulet's Continental GT3 at the 9 Hours of Kyalami. The sister car was ninth, three laps down

DREW GIBSON

August: Spa, Belgium

With his grand prix options closed off, Robert Kubica took to the DTM for his 2020 campaign, handling a BMW M4 Turbo for the ART team. It proved a tough gig, but he did score a podium finish at Zolder

October: Nürburgring, Germany

A wonderful moment at the Eifel Grand Prix when Mick Schumacher presented Lewis Hamilton with one of his father's crash helmets as a token for equalling Michael's tally of 91 wins

GETTY IMAGES

MATTERS *of* MOMENT

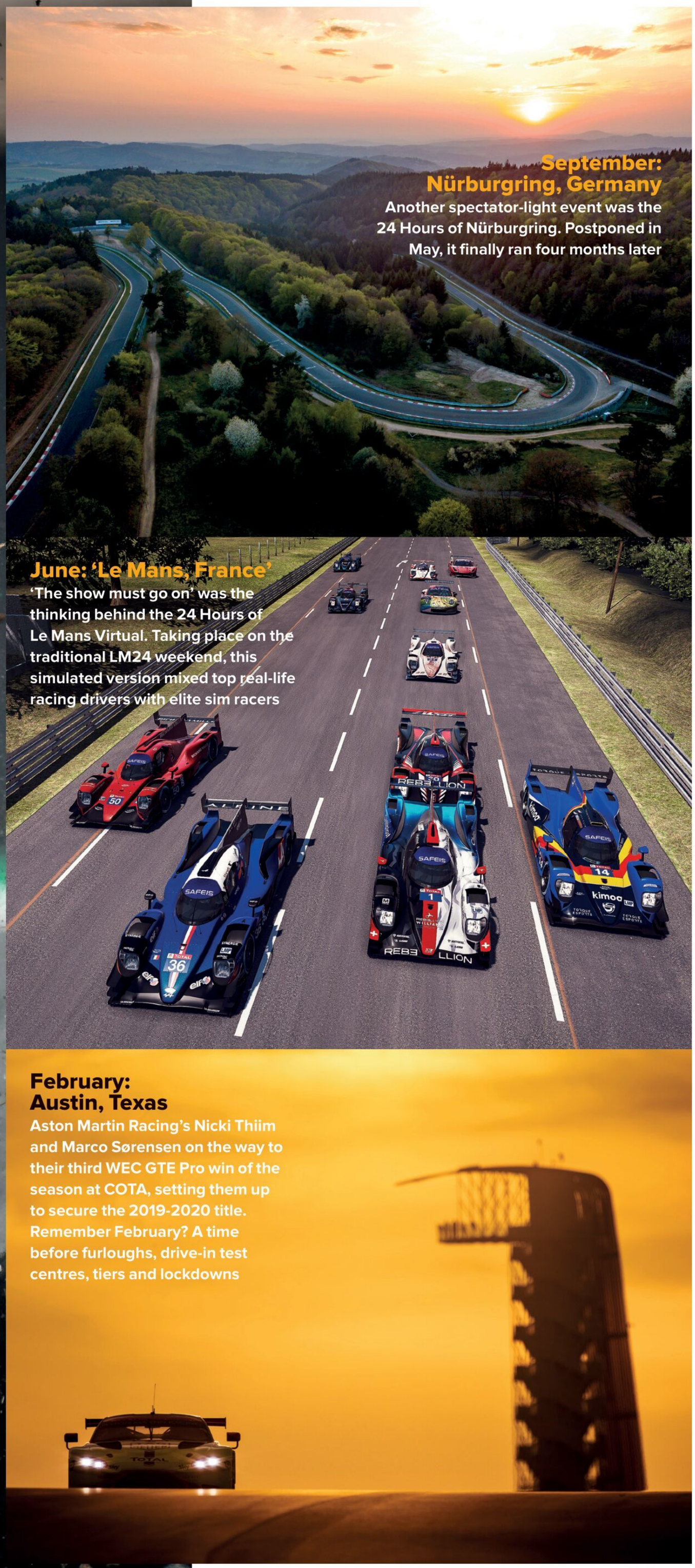
2020 in pictures



August:
Red Bull Ring, Austria

It's incredible there were no serious injuries in this crash at the MotoGP Austrian Grand Prix. Petronas Yamaha's Franco Morbidelli clipped Johann Zarco's Ducati, and the stray bike somehow missed Valentino Rossi by inches





September: Nürburgring, Germany

Another spectator-light event was the 24 Hours of Nürburgring. Postponed in May, it finally ran four months later

June: 'Le Mans, France'

'The show must go on' was the thinking behind the 24 Hours of Le Mans Virtual. Taking place on the traditional LM24 weekend, this simulated version mixed top real-life racing drivers with elite sim racers

February: Austin, Texas

Aston Martin Racing's Nicki Thiim and Marco Sørensen on the way to their third WEC GTE Pro win of the season at COTA, setting them up to secure the 2019-2020 title. Remember February? A time before furloughs, drive-in test centres, tiers and lockdowns

DPPI, © MERCEDES-BENZ AG, GARY PARRAVANI

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THE EX – JEAN-PIERRE JARIER, 3RD IN THE 1974 MONACO GRAND PRIX

1974 SHADOW DN3 FORMULA 1

Driven by Jean-Pierre Jarier in the 1974 Formula 1 World Championship, taking a superb 3rd overall at the Monaco Grand Prix. Sold by Shadow to Roger Springett and raced for him by Mike Wilds at events including the 1976 British Grand Prix. With a continuous ownership history throughout, this car has always remained complete. Bought by the current owner in 2011 and sympathetically restored to racing condition. Pole sitter at the 2018 Rolex Reunion at Laguna Seca. With fresh bag tanks and crack testing, the Shadow is surely one of the ultimate choices for the upcoming Monaco Historic Grand Prix.



THE MULTIPLE LE MANS 24 HOURS, DAYTONA 24 HOURS, SEBRING 12 HOURS

1976 PORSCHE 934 TURBO RSR TO 935 M16

One of just 31 Porsche 934s, ordered by George Loos, and delivered to Claude Haldi. Campaigned over three seasons in the World Championship, the European Hillclimb Championship and DRM, sharing with drivers including Joest, and taking Group 4 victories at the Zeltweg 6H, Nurburgring 1000km and Brands Hatch 6H. Bought by 'Jamsal' in El Salvador, upgraded to 935, and driven by Don Whittington to clinch the 1979 Drivers' World Championship. The combination of an incredible race record with the out and out performance of a 935. A contender for victory in Europe or the USA.

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THE EX – GRAHAM HILL, PROTOTYPE
1964 BRM P261 FORMULA 1

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 April 1964, where he qualified 2nd and led the wet race ahead of Jim Clark's Lotus 25. A veteran on multiple Goodwood and 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.



THE EX – LARBRE COMPETITION, SONY PLAYSTATION, MULTIPLE LE MANS 24 HOURS
1997 PORSCHE 993 GT2 EVO

Sold new to Larbre Competition as a GT2 R for Jean-Luc Chereau, and raced by him with Jean-Pierre Jarier and Jack Leconte at the 1997 Le Mans 24 Hours, qualifying 1st in GT2. Following FIA GT rounds, it returned to Le Mans in 1998 with the Sony Playstation livery and led the GT2 class ahead of the Vipers before retiring. Upgraded to GT2 Evo specification by Larbre for the 1999 season, and fitted with the ultimate and rare M64/84 3.8 litre engine. A winner in British GT in 2000 with Tim Harvey and Mike Youles. Today retaining its original shell and 1999 Porsche supplied M64/84 engine. Desirable and eligible for Peter Auto's Endurance Racing Legends and Masters Endurance Legends.

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MARK HUGHES

"F1 cars don't explode on impact any more. Yet here it was happening. Live"

YOU MAY HAVE READ OUR interview with Romain Grosjean in last month's issue as he reflected on approaching the last three races of his F1 career. If he but knew it, he had only three corners of one race left to go. His fireball accident on the first lap of the Bahrain Grand Prix was the most terrifying thing F1 has witnessed in the last four decades. In those milliseconds after the eruption in the opening moments of the race it was difficult for the brain to compute what the eyes were informing it of. Because this was a Hollywood props-department accident, done without the knowledge that F1 cars don't explode on impact any more. That stuff was fixed many decades ago. Yet here it was happening. Live.

There is something deep in our psyche, some ancient DNA, that makes fire especially horrifying and – speaking only for myself but I'm sure it's not a unique feeling – some part us was in there with him, willing him to get out. The replay made it quite clear that the car had gone *through* the metal barrier and we could see plainly what sort of impact speed it was. It seemed that the chances of him being a) uninjured and b) conscious amid that ball of flame were slight. Even just witnessing it on screen, it was emotionally overwhelming. He was about to be consumed by the flames. He seemed to have been in there an age.

Remarkably, he was both uninjured and conscious. He was uninjured thanks to the crash-worthiness of the car's survival cell, perhaps by the fact that the rear of the car broke away as the front pivoted around a metal post, so that the engine's weight multiplied by the *g* loading didn't reach the cockpit. But most of all, because the halo had ripped through the metal barrier when it hit at 137mph. Otherwise it would have been Grosjean's head.

Some of the fuel which ignited came from the ripped-apart monocoque, some from the burst-open hatch on the tank itself. Mercifully, most of it stayed in the tank, which sat harmlessly off to the side in the back half of the car, not in Grosjean's part.

Though we didn't know it, he'd survived the impact. But would he survive the fire? He could so easily have been trapped in there, between the barrier and the halo. It was good fortune that he wasn't. For a while he believed he was. He'd undone his belts immediately; the steering column had broken on impact, so the wheel was down by his knees. No need to remove that. "Then I [try to] jump out and I feel like something is touching my head, so I sit back down in the car and my first thought was, 'I'm going to wait. I'm upside down against the wall so I'm going to wait until someone comes and helps me.'

"So I wasn't in stress and obviously not aware at the time there is a fire"

"So I wasn't in stress and obviously not aware at the time there is fire. Then I look right and left and watching on the left I see fire. So I say, 'Okay, I don't really have the time to wait here.' So next thing is that I tried to go up a bit more on the right. It doesn't work. I go again on the left. It doesn't work. I sit back down and then thought about Niki Lauda, his accident [at the Nürburgring in 1976], and thought it couldn't end like this, it couldn't be my last race, it couldn't finish like this. No way.

"I try again and I'm stuck. So I go back and then there's the less pleasant moment where my body started to relax. I'm at peace with myself and I'm going to die. All my muscles relax and I'm… not smiling, but at peace thinking, 'I'm dead. I will die,' and I thought, 'Which part is going to burn first? Is it going to be painful?' Death for me was here and I named it Burn One. Don't ask me why.

"Maybe that reflection gave me new energy because I then thought, 'No. I have to find another solution. My kids cannot lose their dad today. I don't know why, but I decided to turn my helmet on the left-hand side and to go up trying to twist my shoulder. That sort of works, but then I realise my foot is stuck in the car. So I sit back down, I pull as hard as I can on my left leg and my foot comes out of the shoe. Then I do it again and then the shoulders are going through, and at the time the shoulders are through I know I'm going to jump out.

"I've got both hands in the fire at that time, on the halo. My gloves are red normally. I see that the left one is changing colour and starting melting and going full black, and I feel the pain. But also I feel the relief that I am out of the car.

"Then I jump out. I go on the barrier and then I feel Ian [Roberts, track medic] pulling on my overalls, so I know I'm not on my own any more and there's someone with me."

His stepping out of the flames was an instantly iconic scene and the world breathed a sigh of relief, though still with plenty of underlying worry about his well-being. His team-mate and friend Kevin Magnussen spent the race believing Romain couldn't survive the forces of the impact, regardless of him walking away. As soon as the race finished, he went to the hospital, hoping to talk with him one last time. Fortunately his fears were misplaced. Just burns to the back of the hands, an ankle sprain – and probably some emotional damage.

The FIA has launched a full investigation, and there are several aspects of the scene which, in hindsight, could be improved. We wont try to anticipate its findings. But let's reiterate: this guy went through a metal barrier at 137mph, sat in a ball of flames for almost half a minute. And walked away.

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

"In 1995, Rossi was like most teenage hotshots, just mucking around"

TWENTY-FIVE YEARS AGO Valentino Rossi had recently completed his first season of international racing. Between May and October of 1995, the 16-year-old had contested the European 125cc championship, not only failing to win the title but failing to win a single race.

The European championships were the final step of the ladder before grand prix racing. Each year the top three finishers in each category were guaranteed a place on the grid in the following year's world championships. In 1995 Rossi was like most teenage hotshots: riding on natural ability, not thinking too much, making plenty of mistakes and generally just mucking around.

"At first it was quite difficult," recalls his crew chief Mauro Noccioli. "We had to be careful not to put too much pressure on him. He loved riding the bike, but when he was off the bike he wanted to play around on his bicycle and on his PlayStation. We realised we had to let him do all of that, because this life needed to be fun for him."

Some people already had high hopes for Rossi. The previous autumn he had signed with Aprilia, a small Italian motorcycle manufacturer that punched very much above its weight during bike racing's two-stroke era.

Rossi had been recommended to Aprilia racing director Carlo Pernat by his father Graziano, a factory grand prix rider with Suzuki, Yamaha and Morbidelli in the 1970s and 1980s. Pernat first saw Rossi in action at Misano in 1994.

"He was unbelievable!" Pernat remembers. "Many times he ran off the circuit, then he would come back and go even faster. I was thinking to myself, 'Carlo, this is strange, he is either a great champion or a nothing!' Finally I decided, this is a very strong rider!

"So I went to see Ivano Beggio [founder and president of Aprilia] and told him I wanted to make a three-year contract with Valentino, paying him 30m lire in 1996, 60m in 1997 and 180m in 1998 [from £12,000 to £75,000], whether he won or lost. Beggio told me, 'You are crazy, we don't know Valentino!' I spent half an hour convincing him."

The start of Rossi's first international season was erratic, to say the least. He twice finished on the podium in the first half of the 11-race championship and twice crashed out.

His main rival throughout was fellow countryman Lucio Cecchinello, now owner of the LCR Honda MotoGP team. Cecchinello is 10 years Rossi's senior, so he had more experience and better race craft, as well as a better motorcycle and tyres.

"We had many strong battles at the beginning of races, but then he dropped back because my tyres were better than his," says Cecchinello, who dominated the series, winning eight rounds. "After one race, I looked at his bike and saw that his tyres were completely destroyed. I thought, 'How is it possible that this guy can finish just a few seconds behind me with tyres like this?' That was unbelievable to me and it explains why he is so good at finding the right feeling with a motorcycle.

"The other big thing about Valentino was that he was so unpredictable when you raced with him. Usually when you ride with another rider you more or less understand where he will attack. Maybe you know he will attack at that corner, because you can see he has better grip there, but Valentino was unpredictable. I'd wait for him to attack me here, but instead he would pass me there, where he hadn't shown that he was stronger. Even then it was clear to me that he was a genius. He had a great talent, but honestly, I didn't expect that he would already be fast enough to win a GP in 1996."

"I'd wait for Valentino to attack me here, but he'd pass me there"

As the season progressed Rossi became more and more desperate to get the better of his older rival. "I was always racing with Cecchinello," he remembers. "Cecchinello had an HRC-kitted Honda RS125 which was impossible to beat, but I wanted to beat him, so I'd go, go, go! After I'd crash, crash, crash!"

Then, on the Assen circuit, they collided while duelling for victory.

"Valentino crashed a lot at that time because he was really pushing," adds Cecchinello. "I remember one big fight with him [at Assen]. I closed the door on him quite hard and he crashed, damaging a finger badly. He says that whenever he looks at that finger he still thinks about me!"

Even then, one of Rossi's greatest strengths was that he learned from his mistakes, so during the second half of the season he found some consistency. He took four podium finishes from five races, thereby making sure of that vital top-three championship finish, which secured him a place on the 1996 125cc grid.

The championship finale took place during the weekend of the season-ending Catalan grand prix at the Barcelona circuit. Once again Rossi and Cecchinello disputed the lead, Rossi determined to score his first international victory. It was not to be. Five laps from the chequered flag his Aprilia coughed and died due to a faulty sparkplug.

Rossi's 1995 performance was mostly mediocre, so when he commenced his rookie grand prix season in March 1996 there was little expectation of greatness. That all changed five months later when he won his first grand prix, at Brno in Czechoslovakia. From that moment the only way was up.

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

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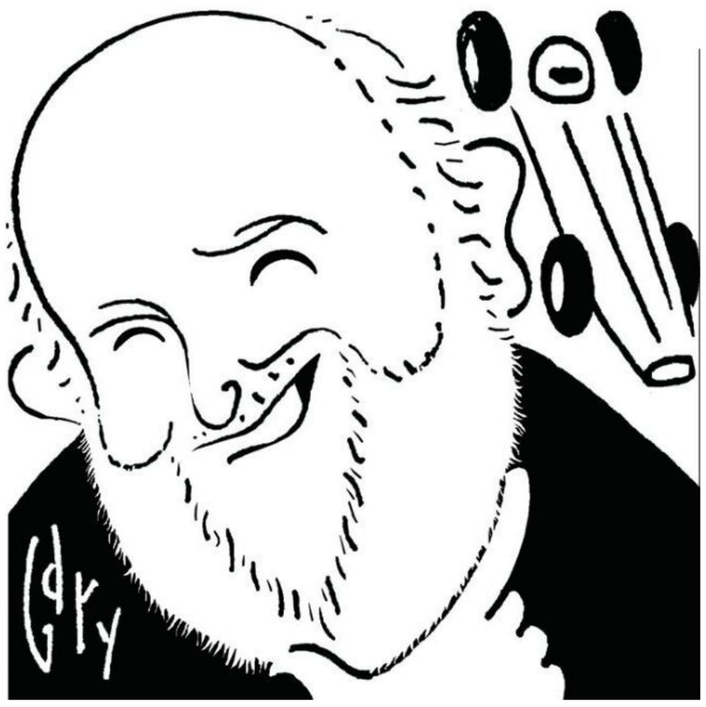
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DOUG NYE

"Erupting fireballs were followed, so often, by the worst possible news"

THE YEAR 2020 WILL GENERALLY be remembered with horror. However, for those following Formula 1 it was nearly even worse. Romain Grosjean's light injuries after his fiery Bahrain GP crash seemed almost miraculous. Any experienced enthusiasts of a certain age will recall such an erupting fireball being followed, so often, by the worst possible news...

Double Indy-winner Bill Vukovich, his oval-track rivals and successors Ed Elisian, Tony Bettenhausen, Eddie Sachs, Swede Savage, Dave MacDonald - and more - perished in burning cars. In Formula 1, Stuart Lewis-Evans, Lorenzo Bandini, John Taylor, Jo Schlesser, Piers Courage, Jo Siffert and Roger Williamson met similar, sickeningly public fates. Peter Revson and Elio de Angelis both died in F1-testing barrier accidents, accompanied by fire - and of course Pedro Rodríguez and Paul Hawkins suffered massive similar accidents in sports cars. Boley Pittard was a Formula 3 victim. There were many more - yet each one had known the risks, and raced regardless.

In addition to such a tragic list, there have been the survivors; Ken Wharton (1955), Jacky Ickx (1970), Niki Lauda (1976), Jos Verstappen (1994) and Pedro Diniz (1996) in F1, Mike Salmon and Richard Attwood in Ford GTs, Peter Procter in a Broadspeed Ford Anglia, Brian Redman in a Porsche 908/3, and more.

Reaction to such risk has always been widely varied amongst committed racers, with driver differences ranging from bold, brave and recklessly over-confident, through unimaginative - and plain thick - to intelligent, analytical and imbued with apparently God-given talent to keep clear of trouble.

The surge of relief as Grosjean arose from the flames - even walking away- was properly immense, and heartfelt. The Formula 1 establishment was vocally thankful, and justifiable preening began since so many recent safety aids had just saved a life in extreme peril.

One early photo depicting fire danger in racing caught Maserati works driver Harry Schell after he had escaped from the blazing wreck of his crashed 450S in the 1957 Caracas 1000Kms Sports Car World Championship decider. In that race Maserati's challenge to Ferrari not only fizzled out but carbonised in a devastating series of fiery incidents, killing not the drivers, but the factory team. In that photo Schell, face blackened, is bare-chested save for bandages and burn dressings, eyes staring, jaw sagging. It was captioned: "Schell in shock", and it made a deep impression on me. At least until Phil Hill and I were hunting through old photos and turned up a print. "Hey, will you look at that," said Phil, "Hah - the press always label this kind of stuff with how they would react, not how a guy like Harry would have reacted. I can imagine he was really saying, 'Hey fellers - look what they've just done to me!' And he'd reach for his hip flask and joke about it."

In Grosjean's Bahrain crash the Haas-Ferrari VF-20's footbox crash structure plainly did an outstanding job of protecting his feet and lower legs in the quoted 53*g*, 137mph, open-angled impact against that corrugated triple-tier steel barrier. The cockpit halo's centre strut then either deflected the two upper rails over his head, or - if the car's monocoque instantly skewed belly-first beneath those rails into the attitude at which it came to rest - it protected his crash helmet from other impacts.

The fuel escape which caused the immediate fire was a real throwback to dark times, but multi-layer fire suit, HANS device, air supply and well-practised reaction by marshals and medical car crew contributed to saving the likeable Frenchman.

"The relief as Grosjean arose from the flames was properly immense"

So Formula 1's principals emerged fairly content. Still, two factors escaped instant comment. One was the apparent lack of imagination in Bahrain track inspection which permitted that barrier to be sited where it was, while so much open space seemed available further back... One interesting aspect of Grosjean's escape was that he instinctively leapt over the barrier 'to safety' - whereas in fact he was leaping from conventional safe (spectator) side into danger (track-side). Or maybe there was too much fire 'safe-side'? The fact that 'the car' was trapped within the barrier meant the rails had actually worked. The car's breaking in half was somewhat similar to Jochen Rindt's Monza crash in 1970 when the Lotus 72's nose was trapped abruptly by a parted barrier, leaving the inertia of the engine-heavy rear end to crack the structure like a whip, detach and spin further on.

But happily we could all settle back content that Romain Grosjean survived this reality-reminding incident, and can perhaps joke about it. On that cheery side one still recalls *The Sun* headline over Pedro Diniz's blazing Ligier-Mugen JS43 at Buenos Aires in 1996 - *Diniz in the Oven*. And did the BBC website writer perpetrate the following unconsciously, or was it perhaps intentional: "The Frenchman's Haas pierced the barrier, split in two and burst into flames..."? Imagine hearing that on the radio.

Motor sport can certainly be thankful. The FIA's finest deserve great credit, but it is not unalloyed - and for his cross-track lunge initiating the incident Grosjean was at least part-author of his misfortune. Racing takes few prisoners. This was indeed a great escape.

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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ANDREW FRANKEL

"Porsche's decision to return to Le Mans was spurred on by Audi's plan to do the same"

IT HAS NOT BEEN A GREAT MONTH FOR fans of electric racing cars. First Volkswagen shut its motor sport department, killing its extraordinary Pikes Peak-busting, Goodwood Hill record-smashing ID R in the process. Then Audi withdrew from Formula E, followed with undignified haste two days later by BMW.

The real worry lay within the latter's cited reason for leaving. It stated ominously that it had 'essentially exhausted the opportunities for this form of technology transfer'. Being a cynical cove, I naturally presumed they were all at it just to put their most environmentally saintly foot forward in front of a captive audience of willing converts upon whom they could then foist their existing and forthcoming battery electric cars. But if there were legitimate engineering reasons for participation and those reasons are now 'exhausted', it doesn't bode particularly well for the future of the formula.

Formula E will weather this storm for now because there are still enough manufacturers involved, including Mercedes-Benz, Porsche, Nissan and Jaguar. But it is not looking quite as future proof as it once was.

PORSCHE'S DECISION TO RETURN TO LE MANS was undoubtedly spurred on by in-house rival Audi's decision to return to this new top-level sports car racing. Remember that Porsche followed Audi into LMP1 in 2014, and then into Formula E in 2019 (Porsche will remain in the electric series). But with Porsche, Audi, Peugeot and Toyota all (in some form or another) lining up for Le Mans in the coming years, who cares about Stuttgart's motive?

ELECTRIC CARS HAVE BEEN QUEUING UP HERE of late, just one of which, the Volkswagen ID.3 is reviewed elsewhere on these pages. I'm not going to be able to cover them all partly because there's not the space, but also because I've not yet found any of them sufficiently interesting to drive. And in addition to the VW, that includes the Honda e, the new Fiat 500, the Citroën C4 and Audi e-tron Sportback.

I know these cars represent at least the medium-term future (though I believe that ultimately hydrogen-powered cars will prevail) and there's no question that they're getting better. The Honda looks terrific and has a clever interior, the Fiat is the best-built car wearing that badge I've driven, the Citroën is quirky, and the Audi quiet and comfortable. But are any of them fun to drive? Not remotely. They're all heavy, they all sound dull and all have lifeless steering. Indeed, I get the sense that the mountains that need climbing before such cars can be actively entertaining are so high, their manufacturers haven't bothered trying. Instead they accept that those of us who want to enjoy the experience of driving will simply continue to buy cars fitted with internal combustion engines until we are no longer allowed. And then? Well, then we won't have a choice.

The pity is that, Audi aside, these are all small or compact cars which in the past and present have always provided the richest seam of affordable fun. But no longer the future, it seems. Who hasn't enjoyed bombing about the place in anything from an original Mini to a modern Ford Fiesta? Because these cars are inherently light and simple, all it's taken in the past is a chassis engineering team with a sense of humour to make them fun to drive. No longer.

And although I accept the world has to change and we must change with it, I cannot think it anything less than a shame that without some kind of technological breakthrough that will somehow allow electric cars to become light and simple too, the time will soon come when entire generations will grow up never knowing how much fun small cars can be.

"Generations will grow up not knowing how much fun small cars can be"

EVERY TIME I DRIVE SOMETHING EXPENSIVE, exotic and mainly intended for track use, I can guarantee someone will pop up and sniff, "You could pay a tenth of that money and go just as fast in a Radical." While I've always explained that going fast is not the only reason people buy such cars, I've always had a nagging doubt that they are at least in part correct.

This was not helped when a couple of weeks back I drove a Radical for the first time in five years. Two of them in fact. The one I was invited to drive was the new SR10, which is intended to pack the punch of its famed SR8 stablemate but without the maintenance costs of the latter's manic 2.7-litre V8 motor. Instead it uses a turbocharged 2.3-litre Ford Focus ST engine tuned to give 425bhp. In a car weighing just 725kg this provides a power-to-weight ratio comparable to the McLaren Senna.

Then, as a kind of cherry on the cake, they kindly bolted me into the new SR3 XX, which is the latest evolution in the standard SR3 that has been Radical's core offering for the last 20 years. It only has 226bhp from a 1500cc Suzuki motorcycle engine, but costs £70,000 new instead of more than £100,000 for the SR10. Weighing just 620kg, it is one of the best little racing cars I've had the pleasure to drive. Everything - the mechanical grip, power, brakes - seems perfectly matched.

As someone who races historics, it often takes me time to dial into slicks and wings racers, but not this Radical. I was comfortable on the first lap, hooting with laughter the next, seeing how far I could push it the one after that. Radical claims the SR3 is the world's best-selling racing car. After that experience, I can see why.

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery
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Bahrain GP Sakhir GP Abu Dhabi GP

Russell's rapid rise and fall

Formula 1 can be a cruel sport. When it gave a promising Briton a dream chance, only bad luck prevented an historic upset. **Mark Hughes** looks at the factors behind George Russell's superb Mercedes cameo

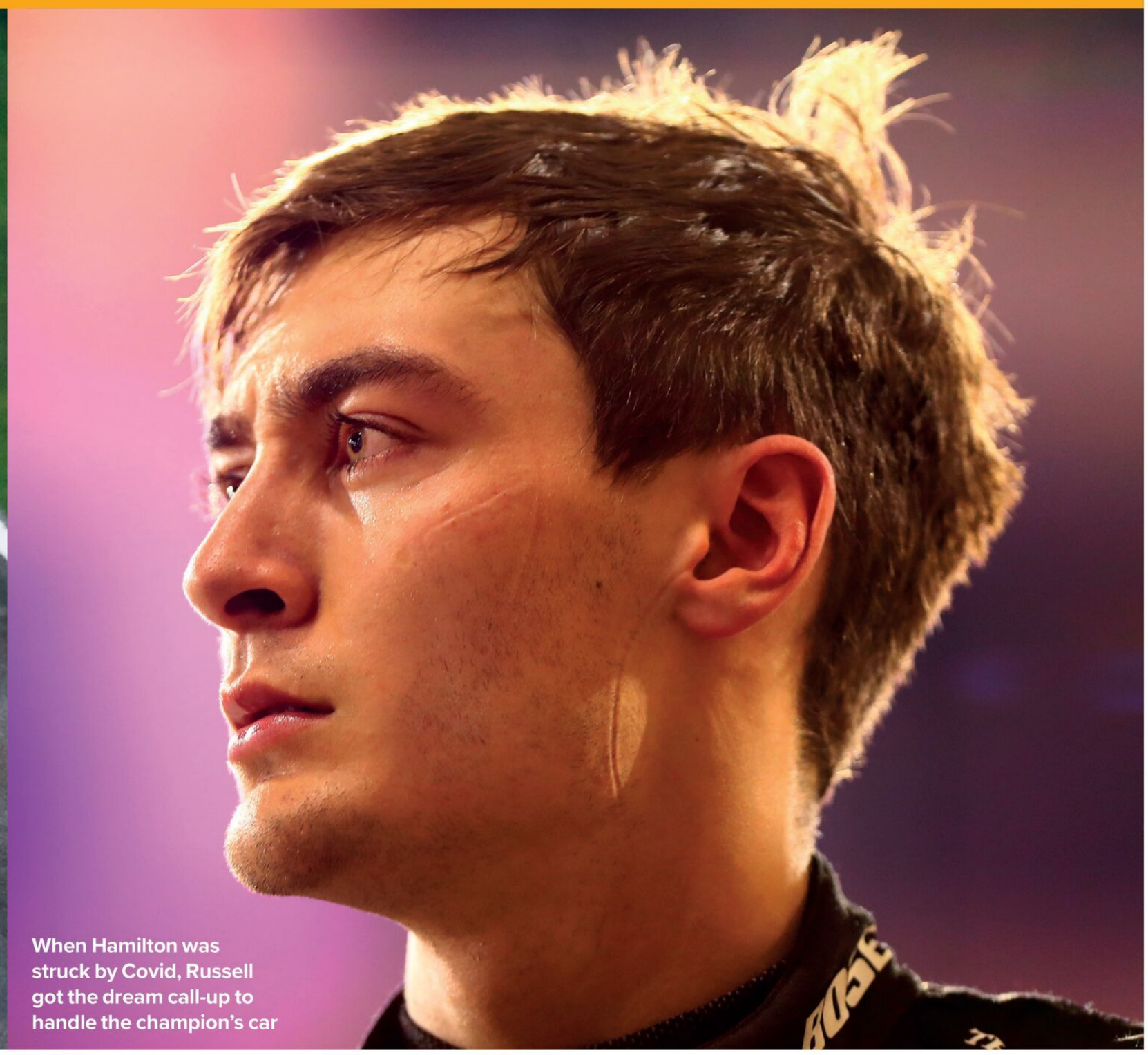
GEORGE RUSSELL TRAVELLED to the season-ending Middle East triple-header more in hope than in expectation. Williams had provided him with a better car in his 2020 sophomore season than it did for his rookie year, when it invariably wasn't even able to compete with the next slowest car and his only competition was with his team-mate Robert Kubica. This year he's at least been able to mix it with the Haas and Alfa Romeo teams – and the feasibility of an over-delivering presence in the Q2 part of the grid is much greater. That and getting his first points on the board have been realistic targets. He'd yet to achieve the latter as we headed into these last three races and that bugged him, for he is a super-competitive individual, very straightforward, very results-orientated. His spinning out behind the Imola safety car when on the verge of doing that was for him a devastating blow.

There had been a worrying bubble of speculation a few weeks earlier that Williams might be looking at taking Sergio Pérez in Russell's place as the Mexican shopped around for a drive. It was a tempting prospect for a Williams team which, even under its new ownership and with its debts cleared, doesn't have money to spare. Pérez is a top driver and brings sponsorship as well. All Russell can supply is speed and ambition. But Williams itself ended the speculation, doubtless with an eye also to its engine supplier Mercedes. Russell is a junior Mercedes driver. His first proper run in a Mercedes came in 2018 before he'd made his F1 debut – at a general test at the Hungaroring. He went fastest, eclipsing Kimi Räikkönen's Ferrari.

In between winning that year's F2 championship he'd sat in on engineering debriefs at Mercedes, and came to have enormous respect for just how hard Lewis Hamilton worked and his level of understanding. George sat and learned. It has all fed into his performances with Williams over the last two seasons. In Bahrain he prepared to be the 'special one' in that tail-end group of teams – Williams, Haas and Alfa – who would graduate from Q1. Five of six cars get knocked out. That's the game he gets to play. In Bahrain he managed it, his time eclipsing



Hamilton controlled the Bahrain Grand Prix, a race punctuated by Grosjean's horrific accident, one that many drivers found unsettling



When Hamilton was struck by Covid, Russell got the dream call-up to handle the champion's car

Antonio Giovinazzi's Alfa by a couple of tenths – at only one tenth behind Charles Leclerc's Ferrari. There is then no point in doing a serious run in Q2 as it just uses up a new set of tyres against cars that are always going to outqualify him, and so it was here. But a problem for Carlos Sainz's McLaren boosted Russell up to a starting position of 14th.

The start didn't go well and he was bundled out on the dirt at turn one so he was down near the back, only just ahead of the Romain Grosjean/Daniil Kvyat collision and subsequent fireball for which the race was immediately red flagged.

Russell, just like all the other drivers, stood in the pitlane seeing the Grosjean accident and his amazing emergence from the flames being replayed over and over. Hamilton – who won the restarted race in his Mercedes, kept under pressure by Max Verstappen's Red Bull – later reflected on that one hour-plus wait in the pitlane while the barriers were repaired. "Anything can happen with these cars. It definitely wasn't easy to get back into the zone, into race mode, but the race goes on and that's what we've got to do. Head down, otherwise this guy [Verstappen] is going to beat me."

Taking the restart from his 18th-place position at the red flag, Russell worked his way up to 12th. "I managed to keep Vettel behind us, whilst overtaking Giovinazzi and Magnussen plus fighting with Kvyat. I think it is a job we can be pleased with, and I think we can leave saying we got everything out of this weekend. It's not a point but it is the maximum that we could do today." Still no points.

Russell was in his Bahrain hotel bathroom at 2am on Tuesday after the race when he received the call from Mercedes F1 boss Toto Wolff, a man instrumental in guiding Russell's F1 career and who had placed him at Williams in the expectation of eventually recruiting him to the works team. Hamilton had contracted coronavirus and Wolff was going to negotiate Russell's release from Williams for the Sakhir Grand Prix as Hamilton's stand-in. There would be a further 64 phone calls before the deal eventually went through. Williams would be compensated and would recruit its reserve driver Jack Aitken as Russell's stand-in.

So George Russell, 22 years old, son of a King's Lynn market gardener, appeared at the Sakhir press conference in Mercedes overalls. "I'm stepping into his shoes, into his car that he won the world championship in. It is obviously surreal – it's the hardest shoes ever to fill." Asked if he was ruling out the possibility of victory, he replied, "You've obviously got to believe. I've been given an incredible opportunity but I'm not setting any targets. I'm just going to give it my all." He didn't fit the car, he had to wear a one-size smaller racing boot to squeeze his feet into the W11's pedal box, he sat high in the cockpit, his shoulders would hurt as he drove hunched. Yet... he created a sensation. He was fastest in both Friday practice sessions. Valtteri Bottas, looking like a man under pressure, damaged the floor of his car over the nasty Turn 8 kerb. Had he strung his best lap together he might have been a tenth or so faster than Russell, who didn't put a foot wrong all day. But it was only practice. In qualifying they duked pole

"Russell's shoulders would hurt as he had to drive hunched"



He did everything right and put Bottas in the shade, but was let down by a radio error

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position out between them - and Verstappen. Bottas just aced it, 0.025sec faster than Russell, with the Red Bull third. Turn 1 was where George lost the time, where his Williams muscle memory didn't let him believe how hard the Merc could be turned in. Everywhere else he was as fast or faster than Bottas.

As Russell pulled into the collecting area his engineer congratulated him, then instructed him to switch off the engine. "How do I do that?" Russell asked. It was that new to him. Yet he had just almost set pole. The realisation was surely dawning strong: this was a perfectly winnable race.

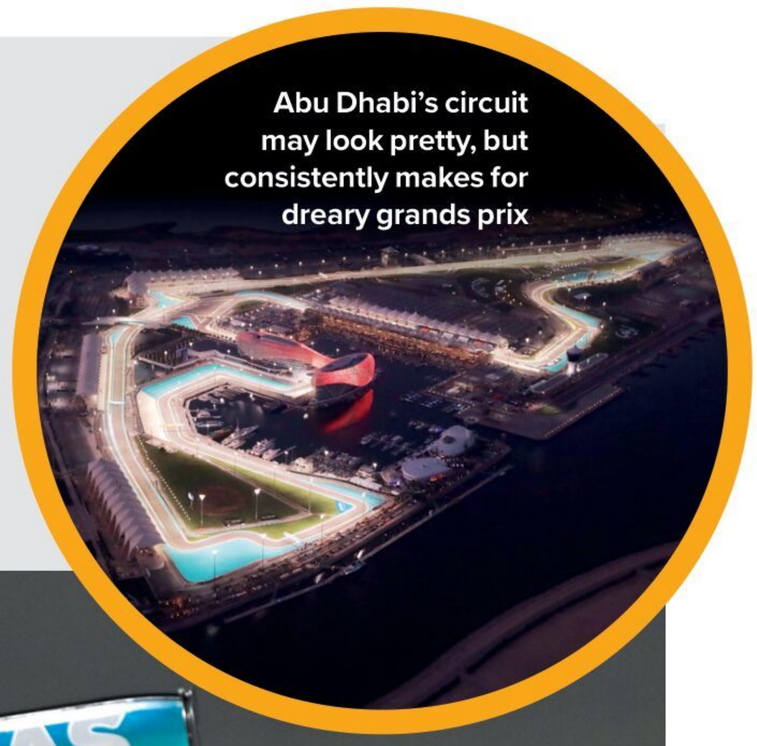
It was even more so as the lights went out and Russell surged straight into the lead. Things just kept getting better for him as Verstappen crashed out on the first lap, victim of an optimistic move from Leclerc. Russell catapulted away on the restart from the safety car period and steadily pulled a gap on Bottas - just like this was Hamilton driving! He dealt with a recurring sensor problem which was reducing the engine power, calmly following radio switch instructions. He completed his first stop perfectly, hitting his marks and getting underway again on tyres set to get him to the end. Bottas was eight seconds behind now, the rest nowhere. This was going to be such a straightforward victory.

"Russell had been gutted to lose pole, but was trebly gutted now"

Then Aitken in George's Williams spun at the final turn, knocking off the nose and depositing it on the track. Safety car. The Sakhir lap is a short one at less than a minute - and Russell was very close to the pit entry when the safety car was triggered. Mercedes could - probably should - have left its guys out there. The race was 70 per cent done, the hard tyres they were running could easily have made the distance. But Mercedes wanted to ensure against being vulnerable on the restart, when new-tyred cars would be lined up right behind. So both cars were brought in, Bottas stacked behind Russell. As Russell had acknowledged the call, it had cut out the crucial bit of team manager Ron Meadows' radioed instruction to Russell's front tyre collectors in the garage. It was a software prioritising fault. Only one-and-a-half sets of tyres were delivered for two cars. The pit crew put on the front tyres that were

Why does Abu Dhabi create dull races?

After the edge-of-your-seat thrills of the Sakhir Grand Prix, Yas Marina's finale fell flat. We explore the cause and effect



Abu Dhabi's circuit may look pretty, but consistently makes for dreary grands prix

The season finale was the least interesting race of the year, with Verstappen, Bottas and Hamilton holding their grid places throughout. F1 has been coming here since 2009 and every year this is the sort of race which unfolds. There are several factors which makes it so.

Tyre deg is the first one. The twists and accelerations of the final sector wildly overheat the rears, which take most of the lap to recover. To prevent getting into a runaway state where the tyre's surface becomes hotter than the bulk – which is a self-sustaining feedback loop – you have to drive to a set speed. You also cannot attack. It becomes a strategy race.

The two interconnected DRS zones up to Turns 8 and 11 are preceded by the hairpin of Turn 7, which is good in that it should bunch the cars up onto the straight. But that hairpin is itself preceded by a fiddly sequence which spreads the cars out. It is there to slow cars down so that there isn't a risk of a high-speed out-of-control car spearing across to cars exiting the hairpin.

It's ironic that such a circuit has a hemmed-in layout, but it's based around the placement of the harbours. So it would be a pretty big job to fix.



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there - but they weren't his. They were the Bottas' tyres. This was only discovered as they went to change Bottas'. Bottas was sent back out still on his old tyres and Russell - in order to avoid disqualification - was brought back in and fitted with the correct tyres. Which put Bottas and Russell fourth and fifth in the safety car queue, with 27 very short laps to go. Leading the race now was - Pérez! The Racing Point driver had been spun to the back in the first lap after the Leclerc incident but had staged a wonderful recovery. He'd been set to finish what would have been a terrific, if distant, third. But now, his very first grand prix victory after nine years of trying lay tantalisingly in front of him.

Russell on his fresh tyres needed to deal with Bottas fast if he was to catch the leader in time. Bottas locked up into Turn 4, went in there wide and lost momentum - and Russell pounced. The tyres of the two Mercs were almost rubbing as Russell squeezed through into the quick left-right switchback that follows. Incisive and clinical.

From there on he quickly picked off Lance Stroll and Esteban Ocon and began chasing down Pérez. He was certain he would catch and pass him. He was going to win despite it all. Then - a piece of carbon debris (from his Williams wing!) had lodged itself in his right-front. A puncture...

His fourth pitstop left him ninth at the flag. His first points at least. He'd been gutted to lose pole. He was more gutted to have lost the race twice. Pérez celebrated an emotional victory as Russell lay in the grass by the collecting area - collecting his thoughts.

He might have got a second bite at the Mercedes cherry in the Abu Dhabi finale. But he didn't. Hamilton was coming back. He was less than 100 per cent fit - and so was Mercedes, with a balance problem and a MGU-K issue that had the cars running at less than full power. Enough for Verstappen to win from pole ahead of Bottas and Hamilton.

Russell? He was a lapped 15th, holding off Giovinazzi's Alfa for lap after lap. It is about the car, of course. But it takes a very special driver to squeeze from it what Russell had done in Sakhir.

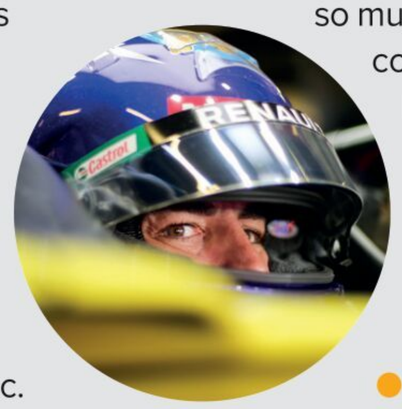
"I hope I've given Toto a headache over his choices," he said.

GETTY IMAGES, GRAND PRIX PHOTO

Word on the beat

Rumour, gossip and news from the F1 paddock

● The **McLAREN** team has raised $185m new capital by selling an initial 15 per cent share to **MSP SPORTS CAPITAL**, a consortium of American sports investors. This stake is set to increase to a possible 33 per cent by the end of 2022. This makes the race team less reliant on the fortunes of the McLaren Group, which has been suffering a tough financial time amid the pandemic.



● **FERNANDO ALONSO**, pictured, and controversy are rarely far apart. His being allowed to take part in the Abu Dhabi **'YOUNG DRIVER TEST'** as part of his familiarisation process in returning to F1 with Renault caused upset with rival teams. The FIA cleared the 39-year-old double world champion – who had tested a 2018 Renault for four days the previous month – to take part with the 2020 car in a test that is otherwise for drivers who have competed in fewer than two world championship races. This was justified on the grounds of cost saving. The ruling also allowed **SÉBASTIEN BUEMI** to take part for Red Bull and **ROBERT KUBICA** for Alfa Romeo. Racing Point and McLaren, without contracted young drivers, had elected not to take part in the test and were furious that Renault was testing with its 2021 driver. Ferrari, meanwhile, was using the Alonso precedent to push to be allowed to run its new driver **CARLOS SAINZ** in the test, to aid his familiarisation.

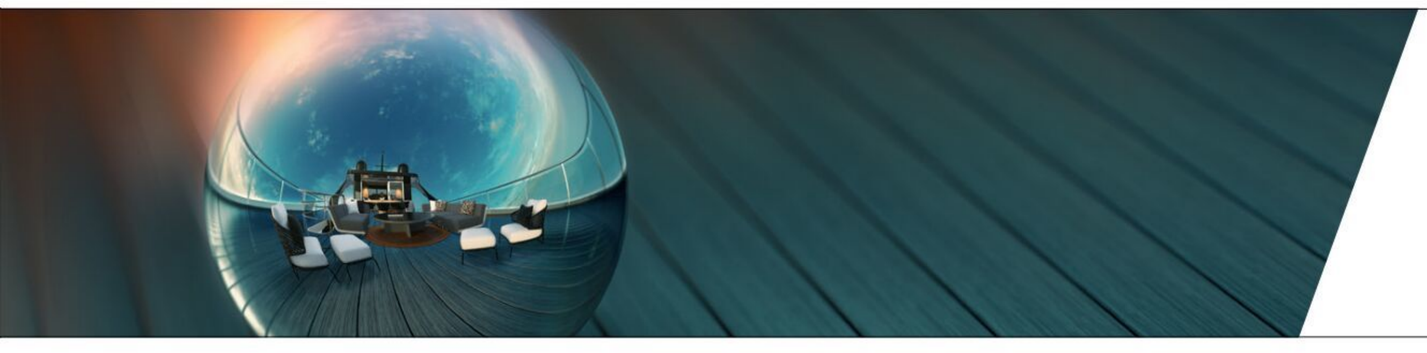
● **MERCEDES** reserve driver **STOFFEL VANDOORNE** was disappointed at being passed over in favour of **GEORGE RUSSELL** as Lewis Hamilton's stand-in for the Sakhir Grand Prix. The Belgian posted on social media: "Obviously, I'm disappointed. Having spent the year travelling to all F1 races and dedicating so much time, physical training, commitment... it hurts! But I respect the choice of putting George in the car. He has been one of the standout drivers and he fully deserves this opportunity."

● **MICK SCHUMACHER** clinched the FIA F2 title at the Sakhir Grand Prix weekend. He will be a **HAAS F1** driver for 2021 alongside fellow F2 graduate **NIKITA MAZEPIN**. Schumacher's closest title rival and fellow Ferrari Academy driver **CALLUM ILOTT** will be the Italian team's test driver. Third place in the F2 Championship, **YUKI TSUNODA**, has been confirmed as a 2021 AlphaTauri driver, replacing Daniil Kvyat.

● On each of the three days of the season finale at Abu Dhabi, **FERNANDO ALONSO** demonstrated the **2005 RENAULT R25** with which he won his first world title. He did not hang around. His best lap was 1m 39.9sec – a second faster than the fastest lap of this year's race, ironically set by Daniel Ricciardo's Renault.

● F1's new **ENGINE** formula may start a year early, in 2025. Planned to be smaller, 50 per cent cheaper, lighter but still hybrid. The timing is politically tied into the freeze of the current engine.

● The **ABU DHABI** season finale was **CHASE CAREY'S** last race as CEO of F1 before retirement. Former Ferrari team principal and Lamborghini boss **STEFANO DOMENICALI** takes over next year.



The urbane choice

Andrew Frankel's record with BMW Alpinas began with an embarrassing bang, but the robust B3 Touring is ready to go the distance

THE FIRST ALPINA I DROVE WAS A 3 Series-based like this one, and I broke it. It was 1988 and it was my job to record its acceleration. The problem was that with an optional automatic transmission it was unable to spin the rear wheels. I had the bright idea of revving the engine to 5000rpm with the gearbox in neutral, then wrenching the selector into drive. Remarkably, it tolerated such behaviour twice before there was a bang followed by a cessation of forward progress.

It's probably why I remember the car so well, and I mention it now only because I found it striking how similar the philosophy was behind the car then known as the C2 to that which underpins this brand new B3. Not that you'd know it from the numbers. Today's B3 has 456bhp from its twin-turbo 3-litre straight-six motor, far more than double offered by the C2's normally aspirated 2.7. Back then and even with such unforgivable hooliganism, I could not tempt the C2 past 60mph in less than 7.3sec, not much less than double the time it takes today's B3. Most shocking is that today's B3 is 537kg heavier – that's a Caterham Seven right there – than the C2 of yesteryear, though its top speed of 186mph is 55mph more than I'd flogged out of the C2 before I destroyed it.

And yet the subtle body kit, the smooth ride, the discreet interior, the absolute determination to not try and be a BMW M car by another name are as much part of the Alpina value set today as they were 33 years ago. It is a formula the decades have not wearied at all.

Now as then Alpinas are different. Talk to its boss Andy Bovensiepen and he will tell you he's happy for production to be maintained at 2000 units per year, meaning that only one in every 1000 BMWs wears the Alpina badge. They are rare and absolutely not for everyone.

If, for instance, you want your high-performance BMW to deliver a monstrous bang in the back, speak with a loud voice and respond aggressively to every turn of the wheel, you have knocked on entirely the wrong door. Everyone will compare the B3 to the forthcoming M3, and it is instructive that despite using the same engine Alpina has tuned it to produce both less power and more torque than it will have in the M3.

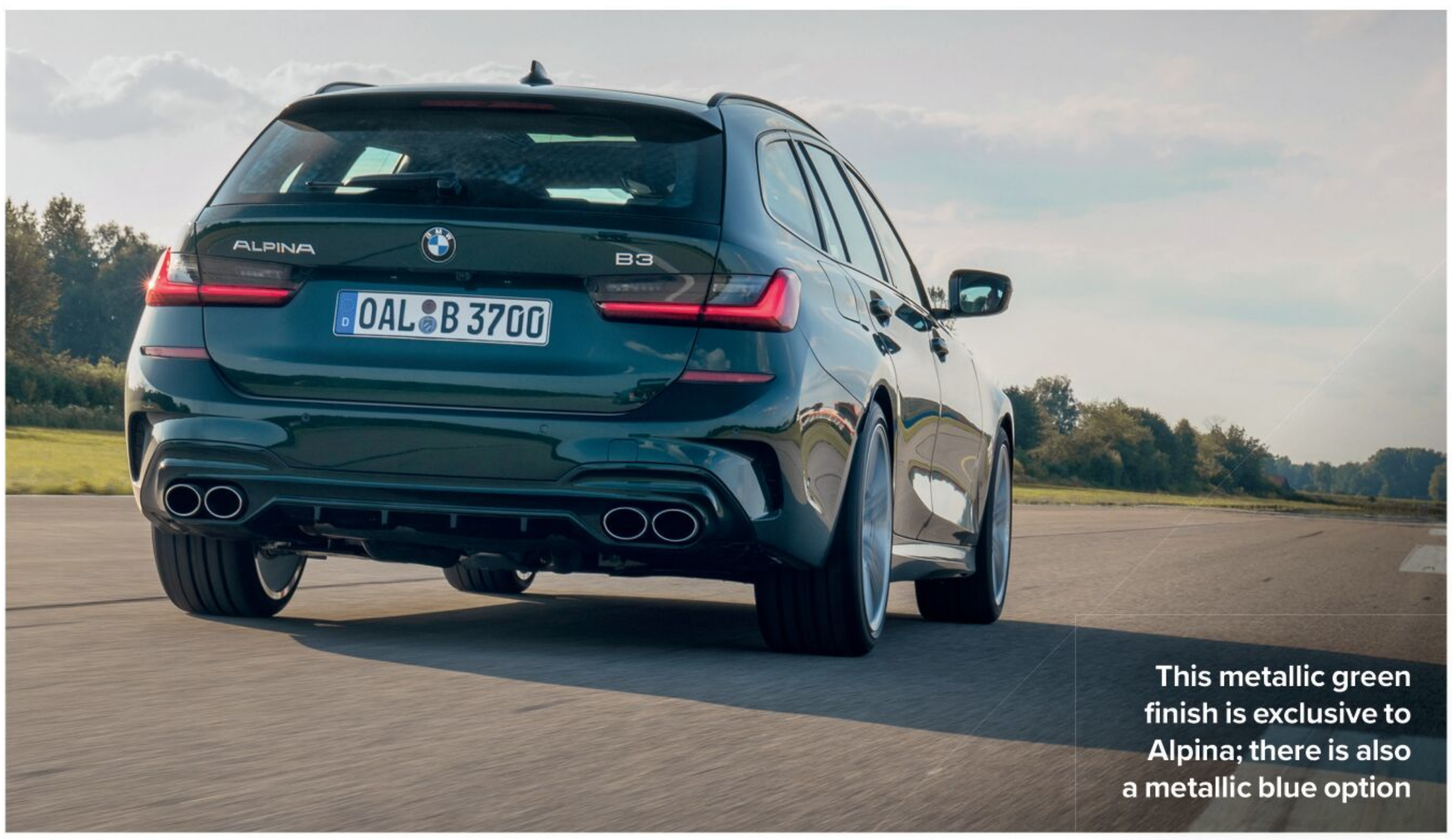


Optimised air intakes at the front reduce uplift to maximise stability at speed

At least at first, the B3 doesn't feel as fast as its numbers suggest but that's because its torque arrives evenly and elastically across a broad powerband. No need to toggle down into a lower gear or wait for the lag to subside: with smaller, low-inertia turbine wheels inside the same turbo housings, the B3 responds as you would hope a normally aspirated V8 of double the capacity might.

Interesting too is the fact that instead of adding ever more sporting settings for the selectable drive modes, Alpina goes the other way and offers instead a Comfort Plus option you'll find on no other BMW. Frankly, I'm not sure why you'd go about your daily business in any other mode: despite the 30 per cent profile of its Pirelli tyres, the B3 rides well.

If you like what you've heard so far, you need to know that exclusivity of the B3 now extends to ruling out customers who'd like rear-wheel drive or a manual gearbox. Though the hardware to make all combinations possible, with such a small number of cars being built the demand to justify homologation costs for an Alpina application does not. It's a



This metallic green finish is exclusive to Alpina; there is also a metallic blue option



"With production at 2000 units per year, only one in every 1000 BMWs wears the Alpina badge"

shame because the auto and 4WD hardware add a lot of weight, leaving it at 1865kg, and also detract from the driving experience. The two-pedal transmission is as good as you could expect a conventional torque converter auto to be, and maybe a swifter, sharper double-clutch arrangement would compromise the B3's otherwise beautifully languid gait.

The handling certainly suffers for directing the torque through the front as well as rear wheels. The car feels taut and together most of the time and the strange thing is that it's not as if it won't still oversteer: in the fairly grim conditions I experienced, it was no trouble at all to cancel incipient understeer or even slide it out of a corner. It's the feel that's been compromised: that sense of always knowing where the nose is going that I've felt in rear-drive Alpinas is still there, but less distinct. It made me less confident about pressing on when the roads were wet, which is the opposite of what four-wheel drive is meant to do.

BMW ALPINA B3 TOURING



- **Price** £67,960
- **Engine** 3 litres, 6 cylinders, turbocharged
- **Power** 456bhp
- **Weight** 1865kg
- **Torque** 516lb ft
- **Power to weight** 245bhp per tonne
- **Transmission** 8-speed automatic, four-wheel drive
- **0-62mph** 3.9sec
- **Top speed** 186mph
- **Economy** 28.2mpg
- **CO_2** 228g/km
- **Verdict** Urbane and likeable, but we'd go for the extra mileage of the diesel.

We should, however, not get too caught up in this. For everyone most of the time, the B3 handles well enough and perhaps the road warriors would always go and buy an M3 anyway. But it's worth pointing out nonetheless.

Otherwise the B3 is precisely what you'd expect from the Buchloe-based brand: a take on the high-performance BMW that is expensive, discreet and quietly capable. I'd probably go for the diesel D3 S which is still available, because that has even more torque and, of course, a longer range.

This B3 will have to work far harder than any of its forebears, because until now it has always been the only high-performance compact BMW that's been available in estate or Touring configuration. No longer: with the M3 saloon and M4 coupé and convertible will come BMW's first ever M3 Touring. Even so and as things stand, the B3 is so capable that it is its new in-house opponent that will go into the contest with everything to prove.

Evolution or revolution?

Volkswagen's electric launch lacks punch of predecessors

IT IS MEANT TO BE ONE OF 'THOSE' moments. A landmark in the history of Volkswagen to which only two others can compare: the launch of the Type 1 (aka Beetle) in 1938, and the Golf in 1974. But I just can't see this new ID.3 in those terms. At least not yet.

The ID.3 comes across as a capable new electric car, fluently conceived in the main, genuinely attractive, but no kind of revolution in the way that, say, the BMW i3 was in 2013.

The car I drove was one of those annoying first-edition cars that tend to appear at launch to exploit early adopter eagerness. Fully equipped, it would cost worryingly close to £40,000 were it not for the Government's extant £3000 electric car grant. I'd like to try a Life model, which still sounds pricey at £30,000 (after the grant) for a base-spec car the size of a Golf.

It has a roomy cabin, offers convincing performance, excellent refinement and a supple ride. The 58kWh battery provides an impressive 260-mile range. A shame then that there's so much cheap plastic inside and that its infotainment touchscreen is horrible to use. It's large and shiny, but not in the least intuitive, requiring endless diving into sub-menus. It's a retrograde step.

The car itself however is impressive, but there are no shredded rulebooks here. It's a very credible addition to the marketplace and that is all. Somehow I was hoping for more.



The ID.3 doesn't come cheap, even with the Government's assistance. Golf aficionados might expect more

VOLKSWAGEN ID.3

- **Price** £35,880 (after Gov grant)
- **Engine** single electric motor, 54kWh battery
- **Power** 201bhp
- **Torque** 220lb ft
- **Weight** 1794kg
- **Power to weight** 112bhp per tonne
- **Transmission** single speed, rear-wheel drive
- **0-60mph** 7.3sec
- **Top speed** 99mph
- **Range** 260 miles
- **Verdict** Silent revolutionary that is still to find its voice

Taken to the limit

Manthey kit Porsche 911 arriving in the UK – and it's wonderful



MANY OF YOU WILL HAVE heard of Manthey-Racing, the most successful and respected of all private Porsche race teams today, so much so that it is no longer private at all, but majority owned by none other than Porsche itself.

It has for a while also produced a suite of upgrades for Porsche's most exciting road cars, sufficient for its GT2 RS to lap the Nürburgring in 6min 40sec, seven seconds quicker than the standard car and by a distance still the quickest time recorded by a road-legal car. The only problem has been that the upgrades have not been officially available in the UK. Until now. Manthey has just appointed Porsche specialist RPM Technik as its UK agent, so I tried its GT3 RS MR to see if it was worth it.

If you want the whole kit - the nose-to-tail aero mods, the magnesium rims, Manthey coil-over suspension and brake modifications, it will set you back £69,000. And the first thing I'd say is that if you're not going to be driving flat-out on track, don't bother, it's not worth it. If you are, oh my goodness...

Of course there's more grip, particularly at aero-sensitive speeds, but the real reason it's so much quicker is because it's easier to drive on the limit. That slight edginess of the standard GT3 RS has vanished. You just drive around, relaxed, wondering why everyone else is going so slowly. Utterly addictive.

PORSCHE 911 GT3 RS MR

- **Price** £69,000 plus a GT3 RS
- **Engine** 4 litres, 6 cylinders
- **Power** 513bhp at 8250rpm
- **Weight** 1430kg
- **Power to weight** 359bhp per tonne
- **Transmission** 7-speed double clutch, rear-wheel drive
- **0-60mph** 3.2sec
- **Top speed** 193mph
- **Economy** n/a
- **CO_2** n/a
- **Verdict** Order your Manthey kit now

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Est. 1977

Le Mans Porsche 993 GT2 R

Factory supplied in Grand Prix white, this M003 Porsche 993 GT2 Clubsport with M005 'R' Option benefits from substantial period competition history, including 16th OA at Le Mans 1995. A fantastic example retaining its original shell and still fitted with its original engine.

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Mulsanne Straight - Le Mans 1995



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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 365 GTB/4 "Daytona" (RHD)

An extremely well known to us example of this iconic GT Ferrari. Sold new to the UK and presented in its original Blue Dino Metallizzato. Ferrari Classiche and supplied with its original handbooks, detailed file, wallet and tools.



Ferrari 599 SA Aperta (RHD)

One of just 80 examples from the quoted production run, this is one of just 8 RHD examples and believed the first of those cars to be delivered. The interior is beautifully trimmed in Cuoio Leather and is accompanied by its matching luggage set. Classiche certified.

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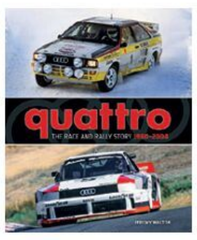
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At the four-front of technology

Few machines changed the sporting world like Audi's monstrous Quattro did, **Gordon Cruickshank** relives its story



Quattro – The Race and Rally Story 1980-2004
Jeremy Walton
Evro Publishing, £50
ISBN: 9781910505434

NOWADAYS EVERY PRESS release we receive insists that the firm concerned wants to be 'disruptive'. It's the standard cliché for every slightly different idea being promoted. Audi, though, genuinely merited the description when it launched the Quattro onto the world rally scene. With one machine it bulldozed the sport into four-wheel drive, mad turbo boost, double-clutch sequential gearboxes and a series of ever-more lurid homologation specials which finally killed the Group B era. Rallies would never be the same afterwards, and today 4WD is just another box to tick on your options list.

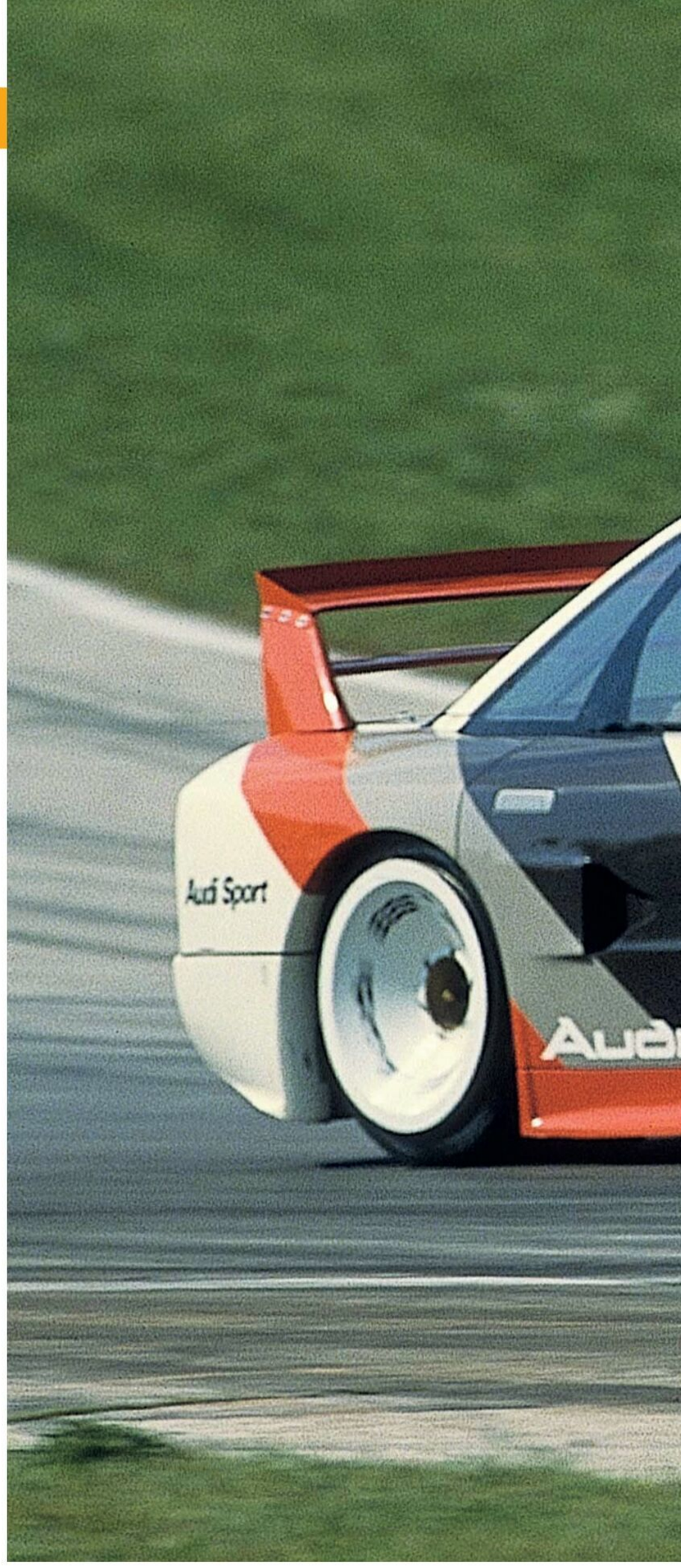
Since its introduction in 1980 Jeremy Walton has been fascinated by the cars and their technology (he describes himself as a Quattro zealot) and as a road tester, car book author and racer himself is well placed to relay both the competition story and the engineering that made it possible. For many years he provided *Motor Sport*'s road tests, too, appropriate as the book naturally covers the road-going versions of Audi's groundbreaker. Its main thrust, though, is competition, whether on dusty forest tracks, the smooth Tarmac of American IMSA, or the mad uphill frenzy of Pikes Peak. From unpromising bones, with an engine hanging out in front like the head of a club, Audi's brawny brainchild proved staggeringly adaptable.

Analysing the origins of this left-field idea Walton credits Ferdinand Piëch for green-lighting it, but gives all the engineers their moment – a handful of people we've never heard of but who saw the potential when a VW Iltis – an unsophisticated lightweight 'jeep' – proved quicker than 2WD rivals over muddy going. Hannu Mikkola was impressed enough by their 4WD 80 mule clambering a soggy slope to sign up for the '81 season, having never even seen the rally car. It's one of the many quotes Walton has gathered in a range of interviews over the years, which add insider detail – for example, that a senior manager said of the required homologation run, "Who can sell even 400 such cars?"

Before getting onto its competition career there is some meaty detail about the underpinnings – how components were mixed and matched from the Audi range to help offset the development costs of a new approach to permanent four-wheel drive, made possible by a centre differential and the ingenious system of having the forward prop shaft rotate inside the gearbox layshaft to provide drive to the front diff. (Mind you, Lancia got there first.) With only loose change to spend on the way it looked, it is amazing that designer Martin Smith managed with some glassfibre add-ons to transform the bland-looking 80 coupé into the hunk of a car it became.



Michèle Mouton in the Quattro A1 at the Swedish Rally, 1983; the event finished an Audi 1-2-3-4



Among the generous photographs, useful inserts add facts on people and topics, including the name – for a while there was a danger it might be called Carat – plus the debate on whether to go big Q or not. (I distinctly remember an early missive from Audi HQ explaining that the big car was a Quattro while 4WD versions of everything else were just 'quattro', so I'm sticking with that.)

From the moment Quattro proved its pace as course car on the 1980 Algarve Rally it was clear that having two wheels lazing about at the front just steering was no longer going to bring in the bacon. By the time it took its first win in 1981 in Sweden, rivals must have been wearing down their pencils trying to figure out how to create all-wheel-drive opposition.

Walton has had much direct experience with the Quattro, whether interviewing insiders, investigating engineering, driving both road and rally versions, and sitting alongside the great Audi pilots to experience



The ultimate evolution: IMSA 2.2-litre 90 quattro as driven by Hans-Joachim Stuck, Hurley Haywood and Walter Röhrl

"My first drive in a Quattro almost ended with me ramming the car I was overtaking"

the car at full chat. He's not blind to their faults: riding with Stig Blomqvist he "was reminded of the piggy nature of the Sport Quattro in hairpin bends where the engine was reluctant to pull and the front ploughed wider than a drunken farmer". He has also been able to drive most variants of the rally and circuit cars which won back American loyalties after some bad press. The end result was five US crowns to add to three World Rally championships, and another trio of wins on Pikes Peak which radically boosted the marque's image stateside.

It's sobering to be reminded just how many variants that were: not only the long- and short-chassis rally cars and their evolutions, but all the saloons, from TransAm through IMSA into touring cars, with '90s victories across Europe, South Africa, Australia, and over here Frank Biela's British title. But the machine that fascinated me here was the 1989 ultimate, the IMSA GTO class 90 quattro – nothing more than a silhouette boasting a fabulously sophisticated aluminium tub and tube frame, a ludicrously powerful version of the long-serving five-cylinder engine hurling out more than 720bhp and vast 14in-wide tyres, all concealed within the bulging arches of a glassfibre lookalike skin that you had to enter through the window like a NASCAR. Hans Stuck took 11 wins in this monster.

My first drive in a Quattro almost ended with me ramming the car I was overtaking through Ashdown Forest; unused to crude early turbo power delivery I planted my foot and wondered why nothing was happening. Then everything happened, and I almost forgot to turn the steering wheel in time...

Although the book mainly covers up to 2004, it discusses Audi's later competition activities too. Reading this, the conclusion has to be that it was Quattro that began it all.

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Rauno Aaltonen and Henry Liddon with their 1967 Monte-winning Cooper S

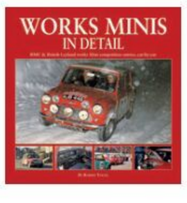
Minis at the max

It was the family car that became a superstar on the rally stage. **Gordon Cruickshank** learns all about the works machines

IT CHIMED WITH THE TIMES AND CAME across as the coolest of David versus Goliath victories – petite four-square Minis seeing off rival makes' uncool, staid saloons. The Mini's successes on track and even more famously in rallies waved the Union flag across Europe at the time when Britain was finding its postwar place and London was the grooviest spot on the planet. You can read this work as a history of the Mini's greatest moments or as a *catalogue raisonné* of Abingdon's finest, since it investigates and dissects all the works cars in forensic detail, from the first bog-standard 850s through the various Cooper iterations which steadily eked more and more performance and handling from that tiny power plant.

This is not a book to read from start to finish; it's better suited to diving into a particular event, or investigating what the works crew at Abingdon did to a factory-fresh Cooper S when they got their oily hands on it. Anyone building a replica team car will surely find every detail in here for their build, including all those go-faster dashboard goodies (like those long switch extensions which were always advertised in the front of *Motor Sport*), and while most of us will gloss over the finer details of engine numbers and bonnet straps, such information will help to tie down accurate provenance for each vehicle, especially as so many were re-shelled or modified later. As the Mini Cooper registrar for the 77 ex-works cars, Young is well placed to access the factory build sheets and other sources, and obviously knows his stuff.

For those of us with a more general interest it's about the stories around the events and the characters involved, and soaking up the photos – 840 of them – which convey the times: an anxious crew watching a Mini dangle from a derrick on an Athens quayside, or a roof rack full of tyres propped against a road sign with a hand-lettered tablecloth nicked from a restaurant warning locals that the team is doing a recce on their quiet French back road. There is racing and rallycross too, but it's those snowy Monte Carlo stages which are the abiding image of how a tiny but agile and innovative machine lifted so many prizes.



Works Minis in Detail
Robert Young
Herridge & Sons, £65
ISBN: 9781906133962

EXCESS ALL AREAS

Richard Heseltine

We all have guilty pleasures: I'm still intrigued by kit cars, dating back to the joys of *Custom Car* magazine. It's been a world of the crude, the weird and just occasionally the clever and attractive, and the high-water mark was surely the 1970s, Heseltine's era here. Part analysis, part catalogue, this paperback offers surprising detail on such forgotten British horrors as the Buccaneer and Minette, but also successes such as the Nova, the Davrian, and all those beach buggies, plus a look at specials and one-offs. Fun, in a ghastly way. **GC**

Performance Publishing, £27
ISBN: 9780957645066

THE GREAT BRITISH RALLY

Graham Robson and Martin Holmes

It's changed names and sponsors, but since 1932 there has always been a top British international rally. Today it's Wales Rally GB, but Robson and the late Martin Holmes take us though the RAC and Network Q eras, from the 1930s days of braking tests and seafront wiggles into serious forest rallying when the RAC became one of the toughest challenges on the WRC calendar. Oh, those chilly nights in a foggy forest listening to cars approaching... Copiously illustrated, with yearly results, it's all here.

A one-stop history right up to 2018. **GC**

Veloce Publishing, £30
ISBN: 9781787113688

TWR'S LE MANS-WINNING JAGUARS *John Starkey*

Whenever I see a Silk Cut Jaguar I get in a muddle. Anyone can recognise the XJR-14, but I've never got my head round the XJR-8, 9 and 10. Now with this on the shelf I'll be able to quickly flick through the pages covering TWR's struggles and successes and pretend I know all about it. Starkey certainly does, describing each step from the Tullius cars through to the 'F1 with mudguards' XJR-14, along with memories from many involved. Car by car details even include who built the monocoque – and in these days of ever pricier books it's nice to see something compact. **GC**

Veloce Publishing, £19.99
ISBN: 9781787115682

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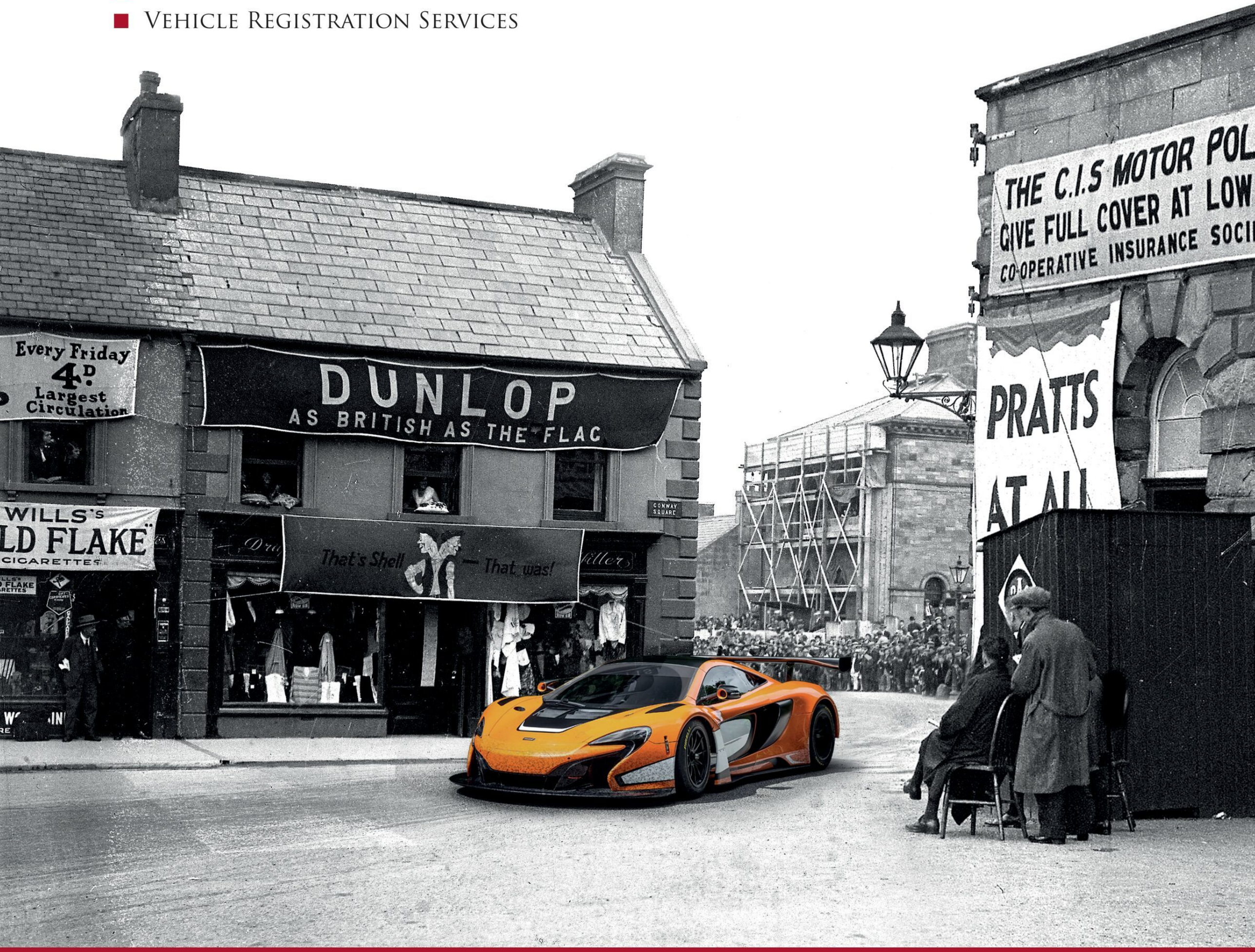
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Product of the month

A Bugatti 100 years in the making

Finally, there's a classic that many will be able to afford, but this scaled-down version is not just for the kids

BUGATTI BABY II

Ahh, we remember getting ride-on cars when we were kids, but safe to say our moulded plastic Noddy cars were nothing compared to this incredible creation from Bugatti and The Little Car Company.

As part of Bugatti's 110th anniversary celebrations, the sport's car firm partnered with the Bicester-based company to create a run of limited-edition junior cars. And there's a story behind them, too.

When it was launched in 1924, the Bugatti Type 35 changed the racing landscape, crushing its rivals, winning over 1000 events, and truly putting Ettore Bugatti's little company on the map thanks to grand prix world championships and Targa Florio success.

The car was so popular that Ettore decided to have a miniature replica built for his youngest son, Roland, in 1926. It started life as a one-off but soon Bugatti received orders from customers and it continued to be made until 1936.

Now, almost a century later, the Baby Bugatti is back, and it's better than ever. Built to be three-quarters size – so it can also be driven by adults – the base model features a rear-wheel-drive format powered by a lithium-ion battery, has a limited-slip differential and even a KERS-style regenerative braking system. It comes with two different power modes, which allow it either a 12mph or 30mph top speed.

Adults can opt for the Vitesse version, with a more powerful motor and 42mph top speed, which is activated via Bugatti's famous 'speed key' accessory that also featured on the Veyron and Chiron supercars.

Only 500 will be specially built to order – mirroring the same number produced of the original a century ago – and each comes with its own Bugatti chassis number, solid-silver Macaron badge, turned aluminium dashboard with custom instruments and even a Bugatti four-spoke steering wheel, plus a whole host of customisation options. It takes 'little car' engineering to a whole new level.

From £27,000, bugattibaby.com



BRITISH GT SOCKS

Nothing conveys the glitz, glamour and drama of GT racing quite like socks in a box, right? The British GT Championship only branched out into merchandise recently, and surely no fan should be without a set of these fine toe-warmers. Made from an 80 per cent cotton blend, each gift box contains three pairs in different designs – chequered flag, black and grey – each adorned with the British GT logo. They might not keep your feet as toasty as standing next to a McLaren exhaust, but they'll come close.

£30, britishgt.com/shop







ALYSSA SMITH JEWELLERY

Motor sport-themed jewellery is a tough thing to pull off well, but one range that hits the mark is this from Alyssa Smith. The British designer founded her company from her bedroom in 2010, and it has grown to enjoy partnerships with former F1 presenter Suzi Perry as well as venues like Silverstone and Brands Hatch. For the ladies, Smith's charm bracelets will be a sure hit. Take your pick from circuit-layout charms, helmets, racing cars of both grand prix and Formula E flavours, carbon-fibre jewels and engine parts. For the gentlemen, the cufflinks take some beating, especially the officially licensed Hesketh racing range. Featuring Hesketh Bear and forged from solid sterling silver, they'll pep up any occasion.

Charm bracelets from £65, Hesketh cufflinks £195, alyssasmith.co.uk

THE OUTLIER DRIVING GLOVES

Curious things, driving gloves. Are they still relevant, or an outdated fad? Put it this way, you're not likely to see pairs being donned during a hot-hatch gathering in a supermarket car park. However, Italian brand The Outlier may have hit on a design to change that. Its Bad One range features modern designs created from nappa leather or lambskin and suede and uses bold red and black contrasts. Available in full gloves or fingerless, they could be the thing to set off your Fiesta ST's interior.

£250 (full), £200 (fingerless), theoutlierman.com





FLYING TIGER 2STROKE OIL CANDLE

Bored of Glade PlugIns whiffing of scented pine and lavender? Rather spark up something that smells like the Mallory Park paddock instead? Well, look no further than Flying Tiger's frankly amazing two-stroke scented candle. The smell of two-stroke (or Castrol R) is one of the sensations that lingers long with any race fan, and now you can take the aroma home with you without upsetting the wife too much thanks to motorcycle brand Flying Tiger Moto's scented candle range. Each is hand-made with two-stroke essence infused into all-natural soy wax. It's far better than revving up your supermoto in the living room...

$32 (£24), flyingtigermotorcycles.square.site

MOTOR SPORT CAR CARE

Salt on the roads at this time of year ruining your shine? These will sort you out



WILLIAMS CARE KIT

Want your car to be as clean as George Russell's? Grab this official Williams Racing kit, which has everything you need.

£60, completemotoring.com



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Everything from pet food to gin comes by mail-order subscription, so why should cars miss out? These monthly selection boxes contain products, cloths, stickers and more.

From £14.99 per month, becauseracecarbox.com



RACE GLAZE CONCOURS WAX

Hand-crafted from fine carnauba wax, this has been used on many a show car around the world, and comes in a refillable solid billet aluminium jar.

£285, £200 for refills, raceglaze.co.uk



More than 1000 miles of roads will take you through the Ardèche and down to the Mediterranean

Winter warm-up

Had the jab and ready to face the world again? Start your 2021 season with a run through the French wilderness

Winter Challenge to Monte Carlo, February 7-11

THE 22ND WINTER CHALLENGE to Monte Carlo takes place in early February and provides a great test for competitors - hopefully with a flurry of snow along the way.

A new route for 2021 has been devised to push those entrants who have taken up the challenge to even greater lengths, with tricky but scenic French thoroughfares taking competitors from the city of Troyes, 90 miles south-east of Paris, to the more balmy Monte Carlo.

Along the way there are almost 1250 miles of roads and bends, night stages and four tests that comprise a worthy challenge to kick off the 2021 season, with machinery dating from the 1960s onwards giving the event a distinctly classic feel.

The first leg of the event - known as the Concentration Run - will be from Troyes to Clermont-Ferrand, finishing up at the home of Michelin and the company's motor sport facility and museum. Here is your chance to delve through map archives and take in an exhibition.

A drive through quiet villages and mountain passes the following day delivers competitors to Aubenas and includes the first night section of the event, which is always a popular part of the drive.

The Burzet to Lachamp-Raphaël stage makes up the next phase in the Ardèche region. There is also the opportunity to indulge in *tarte aux pommes*, traditionally handed out at the end of SS1 back when the WRC route passed through. From there, it is on to Sophia Antipolis and eventually Monte Carlo, including a run up the Col de Turini to bring the jaunt to a close.

Alpine landscapes, outstanding views and testing regularities make up a unique event the ardent rally fan will appreciate.



The Winter Challenge also includes night stages, so don't forget your torch and batteries

ALL WHEELS RACE FEST

February 19-21

Motorsport Australia and Motorcycling Australia have joined forces to put on what it calls the ultimate 2+4 motor sport event for race fans. It will showcase the fastest two- and four-wheeled machines in what will be an adrenaline-filled weekend at the Phillip Island grand prix circuit.

FORMULA E – DIRIYAH EPRIX ROUNDS 3 & 4

February 26 & 27

Formula E's second double header of the year takes place in the desert surroundings of Saudi Arabia, with Diriyah hosting rounds three and four. It will also be the first time that Formula E takes place under floodlights – this is the series' first night race.

NASCAR – DAYTONA 500

February 14

The 2021 NASCAR season kicks off with the traditional curtain-raiser, the Daytona 500. Denny Hamlin has taken two consecutive victories around the superspeedway. Will he bounce back from a disappointing end to 2020 and make it three in a row?

ASIAN LE MANS SERIES – 16 HOURS OF ABU DHABI

February 4, 6, 19 & 20

A four-event season will take place solely around the Yas Marina Circuit throughout the month. The 16 Hours of Abu Dhabi will make up the entirety of the 2021 Asian Le Mans Series season, with races each lasting four hours. Day, dusk and night events are included.

SNETTERTON STAGE RALLY 2021

February 20

Rally action at Snetterton brings in the new year of motor sporting action in Norfolk, with gravel service roads providing an action-packed test for Escorts and hatchbacks alike. Grass banks provide good spectating points.

MORE FEBRUARY EVENTS

February	Formula 1 pre-season testing, location TBC
February 6	Neil Howard Stage Rally, Oulton Park
February 9	NASCAR, Clash at Daytona

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BAN 7ON Banton	CHA 73R Chater	D4 NBY Danby	G3 ARY Geary	JOE II Joe	LUM I3Y Lumley	PAR 7ON Parton	STO 88S Stobbs
84 TES Bateman	CLA 2K Clark	DAR 7L Daryl	GI3 NDA Glenda	KEE I3Y Keeley	LYN 4S Lynas	PAX 7ON Paxton	SUE 4 Sue
BAT 3S Bateson	6 OLE Cole	DOV 3R Dover	GOW 3R Gower	KEY 5 Keys	M4 DGE Madge	POW I3Y Powley	SUT 3R Suter
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BUT 7ON Button	COP I3Y Copley	FEG 4N Fegan	HOU IT Hoult	LAU 23N Lauren	OXL 3Y Oxley	S4 MMY Sammy	WES I3Y Wesley
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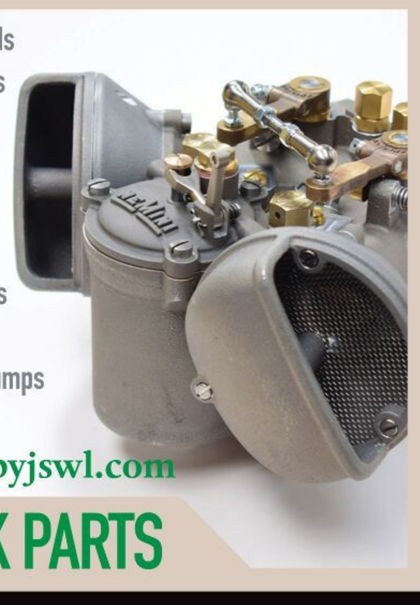


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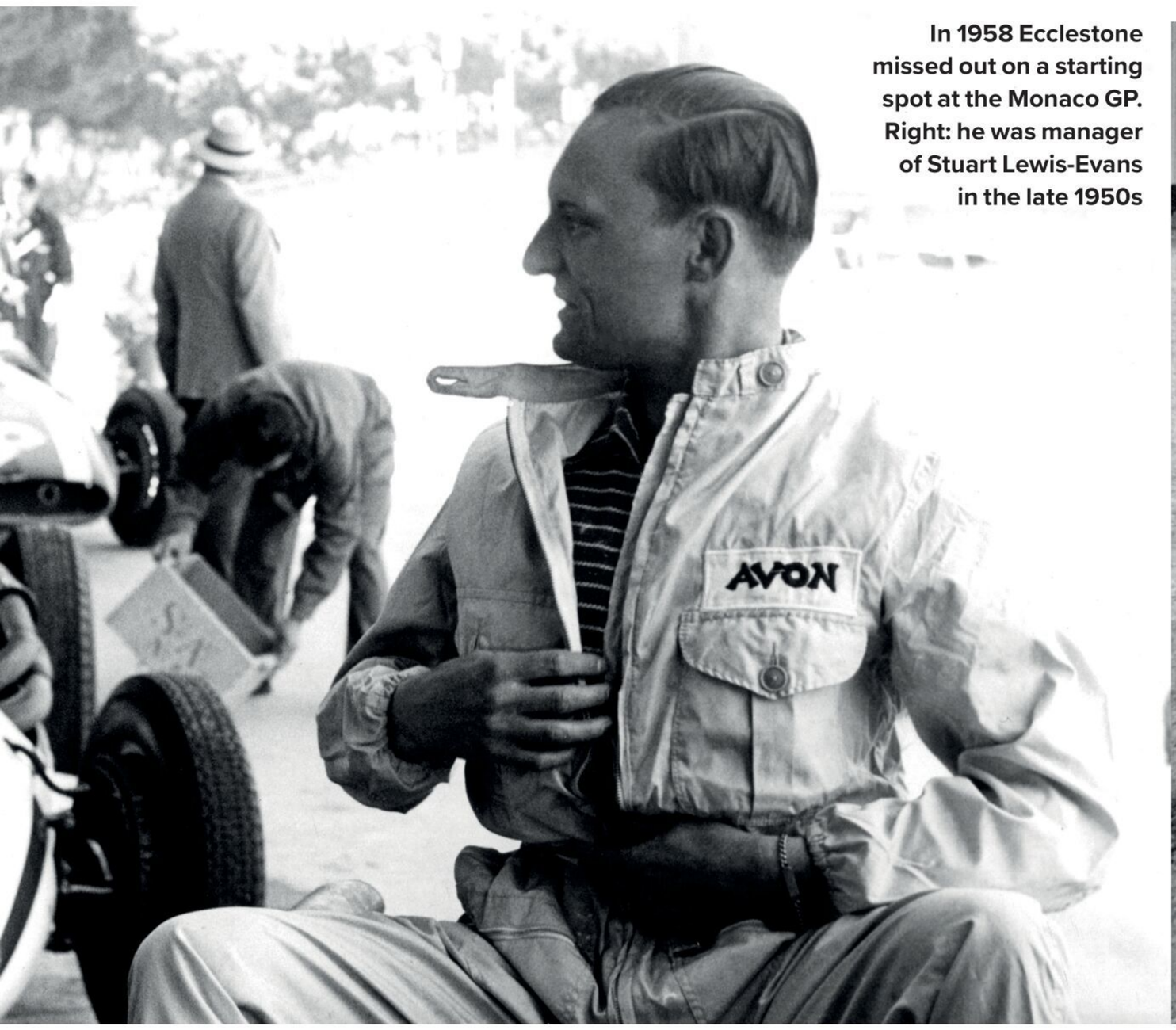
THE MOTOR SPORT INTERVIEW

Bernie Ecclestone

If Formula 1 is theatre, then the former chief of the sport has played a leading role in its epic production. We caught up with the 90-year old and found him in reflective mood about his early days at Brabham, but as punchy as ever about the future

DPPI

RACING LIVES *Bernie Ecclestone*





In 1958 Ecclestone missed out on a starting spot at the Monaco GP. Right: he was manager of Stuart Lewis-Evans in the late 1950s

BERNIE ECCLESTONE IS ONE OF THE world's great deal makers. He loves them and has done some very good ones, both for himself and for those around him. He transformed what used to be a travelling circus into the global phenomenon that is Formula 1 today. Above all else, however, Bernie is a racer, a man who lives to win.

During the lockdowns he, his wife Fabiana and their son, six-month old Alexander have been at their home in Gstaad, Switzerland, where Bernie also owns the Hotel Olden. He keeps a close eye on the sport that was his fiefdom for four decades. On the phone from his home, he takes us back to the early days of his career, and looks ahead to the challenges facing F1 today.

Motor Sport: *So Bernie, let's start in the 1950s when you raced bikes and cars. When did you get bitten by the racing bug and did you have any ambition to be a top driver?*

Bernie Ecclestone: "I've always been very competitive. I started racing push bikes, believe it or not, then it was motorbikes and eventually cars, the old 500cc Cooper-JAPs. If you're a competitive person you need something to satisfy that. Same in business; I was competing for the best deal, for me and for other people. I won some races, had some accidents – in one of them at Brands Hatch someone got hurt in the crowd. In those days, safety was bits of string and some poles. I was a used-car dealer, running a business, not a racing driver, so I stopped. Yeah, I won a few, but I finished up in hospital racing bikes, so did I want to risk my life to become a racing driver? No I didn't."

You started doing some deals, first for Stuart Lewis-Evans and later for Jochen Rindt. Was that all part of the big plan?

BE: "I don't make plans, never have. I take opportunities, and these were friendships. Stuart and Jochen were mates. I did the finance, they did the driving and it worked. After Stuart was killed in Casablanca at the end of 1958 I took time away and ran the used-car business. I was good at it, sold a lot of cars and bikes, but in the 1960s I went back, wanted to help Jochen, the most talented driver I'd ever seen. I looked after him and we shared the money. It was fun; Jochen was fun. He could have gone to Brabham in 1970 and I told him he had a better chance of winning the title with Lotus although he had more chance of getting hurt. Like all drivers he said, "It isn't going to happen to me; I want to win that world championship," so he went to Lotus and what happened at Monza wasn't good. I was there, it was not good. I walked away for a while."

"In those days, safety was bits of string and some poles"

Soon after your 40th birthday you bought the Brabham team. Did you see this as a chance to take over the sport itself?

BE: "It was an opportunity, at a good price, and the team needed some smartening up, it wasn't tidily run. Talking to [Ron] Tauranac about the staff, he told me Gordon Murray should be one of the first to go, so the first thing I did was hire Gordon. Tauranac thought he'd stay in charge but that didn't suit me. The Brabham days were lovely; we had really good people, Charlie Whiting and Herbie Blash, the old-timers. They both came with me to run Formula 1, and Colin Seeley managed it all. Colin and I built the first and only monocoque motorbike in '76. I bought it back recently. We had a great crew, super people. If I was to have a team again I'd hire all those Brabham guys with Nelson Piquet and Niki Lauda as drivers.

"We were the first to do so many things. Gordon would come to me with his ideas, and I'd say, 'Let's try it, see what happens.' I enjoyed the styling on the cars. We both wanted them to look right as well as perform. Gordon's built this new car, the T50, but I won't buy one. I mean, we've got this Ferrari F12, number 501 built specially for Fabiana. They only did 500 of them but Sergio Marchionne said they'd do one more for her because she'd had to put



ALAMY, GETTY IMAGES, GRAND PRIX PHOTO

Ecclestone was Brabham team owner for most of the 1970s and ’80s. Here he waits with Nelson Piquet at the 1979 French Grand Prix



Ecclestone frequently clashed with FISA president Jean-Marie Balestre, left. Max Mosley, centre, was a FOCA spokesperson when this photograph was taken in 1981

up with me all these years. She likes it but I don't really want a car where I have to sit on the floor. All these magic cars, they're for parking, for being seen in. You can't tear around any more."

It wasn't long before you were doing a bit of business for all the teams, starting FOCA and sparring with FISA. Did you have to persuade the teams to join?

BE: "No, no, the team owners came to me and asked me to help get things properly organised on their behalf. It needed doing – the finances were in a mess; sometimes they never got paid, and they needed someone to represent them, get a better deal, and I took a percentage. We needed a new agreement, we had to stand together. I wasn't really motivated by the money. Okay, being able to acquire things you want is nice, but I like to do good deals and I'm upset with myself if I don't. It was a competitive thing, getting the teams the deal they should be getting, so I got more involved running FOCA, dealing with FISA and negotiating the television rights. The TV was important. It wasn't properly organised, we needed better coverage, and income, round the world."

"I have no regrets. Yesterday is gone, job done"

Then along comes Max Mosley, former March team owner and now a barrister. You and Max seemed an unlikely partnership, so why did you need him on board?

BE: "What? You mean a used-car dealer and a barrister? Well, after I bought Brabham I had a meeting with Colin [Chapman], Frank [Williams], Teddy [Mayer] and all those people from the teams, and Max was there too. I thought, 'You know, I'm going to need a lawyer to get things done,' and we worked well together. He knew the business; he'd had a team, he's clever and look, the team owners weren't getting what they deserved out of it all. I mean, they were the sport, they brought the cars, and it needed sorting out."

You say it needed 'sorting out' but it started looking like a war with FISA, you and Jean-Marie Balestre getting involved in some fairly aggressive disputes.

BE: "Well, it wasn't always like it was reported in the media at the time. They don't know everything. I thought Balestre was a super guy; he promoted Formula 1 well, the way it should have been done. He said some silly things, did some silly things, upset a lot of people, but we had a good relationship – not from the media point of view, obviously. Everybody was speculating what was going to happen with the Concorde Agreement; we signed it in the basement of a hotel, it was snowing outside, and Balestre said we mustn't tell anyone for six months because he was enjoying all the speculation in the press. He was always sure he was going to be re-elected. He said he'd get back in easily, but I told Max I wasn't so sure about that. I called Jean-Marie at six o'clock on the morning of the election. I told him, 'You're not going to win this. Why don't you say you're going to stand down and you want them to vote for your good friend Max Mosley?' He went berserk with me, said I was mad, insistent he would win, said he had a list of names who'd support him. I told him he should tear up the list. We couldn't just let him go so we had something called the Senate, with Balestre as the president, but the people on the Senate supported Max. It worked well."

You and Max Mosley held a lot of cards when he was elected president of FISA in '91, and the FIA in '93, so it appeared that you had an ally in the enemy's tent.

BE: "It wasn't like that actually, not like what people said. When I bought that bloody 100-year agreement, Fiat were going to buy it. They offered more than me. I said to Max he'd better



The noise of an F1 race is part of the thrill, thinks Ecclestone, who'd like to bring back the old engines



Ecclestone brings the weather with him to the 1976 Japanese GP; below, in conversation with Brabham driver Hill, 1972



tell them they should hurry up and pay the money, but they didn't. So Max talked to all the FIA people, which was embarrassing for him, but they all agreed they should take my money even though it was less than Fiat had offered. That's what happened."

That's how it was? No advantage with Max as FIA president? The '92 Concorde Agreement, however, gave you almost complete control commercially. It was the start of your reign as the F1 'ringmaster'.

BE: "I didn't want him doing me favours because we were mates, didn't want people to think that's how it was. It wasn't how the media said it was, the whole thing with Balestre. We did some good deals for the teams with the Concorde Agreements. You can't run everything with a committee - takes too long. All sports have moved away from what they were and we started all that. I've talked about all this before. I have no regrets, none at all. Yesterday is gone, job done."

Yes, it was 'job done', as you say, but then Liberty came along and effectively bought the business you'd built. So how hard was it to let all that go?

BE: "It was easy. I got fired. No trouble at all. I still had a three-year contract with them, was still drawing the dividends, but when they told me this guy Chase Carey wanted to be in charge, I said, 'Well, he'd better be in charge then.' To be fair, they never actually told me to go, they couldn't do that, but they'd bought the company and he wanted my job. I think they thought, you know, we're Americans, we can do a much better job than this 80-year-old bloke who's not too excited about all these new digital things.

"Early on they realised it wasn't going to be as easy as it first appeared. I mean, they talked about more races in America, lots more television, but that hasn't happened. Liberty bought the company, looked at the profits; they're businessmen, that's super, but I don't think they're racers, not racing people."

Let's talk a bit about this year. I know you watch the races and keep in touch with everyone. We've enjoyed going back to some of the old-school tracks like Imola, Mugello...

BE: "Hang on, why did you enjoy that? You like them because you remember them as how they were. I was disappointed because I tried to raise the bar on all the circuits, and build new ones, to improve everything, for the teams, the sponsors, the spectators, the TV, everything, year by year. The old tracks look a bit downmarket now, like going back in time, like a good club race. We thought Imola was fantastic back then but now... I'm not so sure."

Some of us just don't like the new Tilke tracks. They're all a bit the same, and don't have the atmosphere of the traditional tracks.

BE: "It might be good for you and I to remember the old ones but all the new people coming in - and okay, there's not too many of them - they want something better, smarter, better facilities. Anyway, I can tell you the Brazil race will stay at Interlagos next year. I've been talking to them. São Paulo will pay for it. I told them, no messing about, so it's happening."

Well, that's good news, but does F1 still have a future in the world we live in today, a world that is changing so fast?

BE: "There's going to be a lot of changes. Everyone will have electric cars, the politicians will see to that, you won't be able to take a petrol car into a city. People will say, 'Hang about, all these F1 cars charging round - why aren't they electric?' and the manufacturers are going to stop making petrol or diesel cars within a few years. Honda is going; Red Bull will take the engine but that will only work if the others agree to freeze, otherwise they'll just go on spending God knows what to stay ahead. Let's get rid of these bloody silly ▶

ALAMY, GETTY IMAGES, GRAND PRIX PHOTO



With F1's young guns in South Korea, 2010. From left: Hamilton, Alonso, Webber, Button and Vettel

engines they have now. The people in the grandstands aren't interested in how super-efficient they are, how much fuel they use, how powerful they are. Max [Mosley] said the noise doesn't matter but I think it does, always have done. So many people told me how much they enjoyed the noise of that Ferrari when young Mick Schumacher did those laps at Mugello. It was fantastic, wasn't it? He's at Haas next year with Mazepin. His father is buying the team.

"I'll be in trouble for this, but let's dig out all the old normally aspirated engines. Everybody's got them, the costs go right down, the noise will be back, and we can use them for five years while we sort out an engine for the future. Formula 1 doesn't have to be relevant to the car industry. People forget, Formula 1 is in the entertainment business and when you stop entertaining you haven't got a business. All these silly rules with the white lines, the track limits, don't go over this, don't do that, bloody mad. There's a team of people coming up with all these rules and ideas. That's what they're paid to do. I used to say to Charlie [Whiting], 'Start writing in all the regulations – Don't race.' That's effectively where we're going. We had about 35 people when we ran the show and we got things done fast. Now it's hundreds. But we got so many new things done that are now taken for granted. The world is changing so fast; let's see what happens."

"Hamilton is getting more recognition than the sport itself"

Well, one thing that's happening is Stefano Domenicali taking over as chief exec. Is he the right man for the job at this juncture?

BE: "Stefano is a lovely guy but he hasn't got any experience in the job he's been given, so that's a danger. If he has some good ideas, will his position allow him to get them done? I told him, if he doesn't have to report to someone else, then super, but if he has to keep reporting to someone all the time, it ain't going to work. I need to be careful here... but I've never been in favour of democracy, all these politicians. I don't know if Stefano will be tough enough to get stuck into things. You can't keep waiting. You have to get on with it."

Let's talk about Lewis Hamilton. He's brought human rights and the anti-racism campaign to the races this year. Where are you with politics and sport coming together?

BE: "He's extremely talented. We know who's going to win the races. Mercedes has done everything, and more, to help him win and they look after him so he stays there, and he's lucky to be there. When you talk to someone about Formula 1 they say, 'Oh, you mean Hamilton?' He's getting more recognition than the sport itself, which is bad. If I was in charge I wouldn't have allowed him to wear all those shirts on the podium and kneel on the track. That's just how I see all this. If people want to watch all that, fine, but I don't think sport should be used for politics."

While we're on politics, what has happened to Seb Vettel at Ferrari? He's a good friend of yours, so you should know.

BE: "He doesn't know. I've talked to him about it. I asked him, 'Was it you or the car?' He said, 'I don't know.' Look, the car wasn't easy to drive, but if you were the person at Ferrari who chucked him out, you might not want him to perform. I mean, imagine if he'd been blowing away Leclerc, people would ask the team why they chucked him out. His pitstops seemed to last a long time, things like that, so I don't think he was getting much help. He can't suddenly not be the driver he was, suddenly be as bad as he looked. It's not possible. I helped him get



the drive at Racing Point. I told Stroll he should take him. Makes the team look good to have a four-time champion, and Seb can help his son, make him a better driver. I told Seb, 'Go there, make a new start like you did with Red Bull.' I mean, in those days Red Bull wasn't exactly top of the hit parade but he grew up with them, helped them get those championships. I don't know if he can do that again. I hope he can, but he's got used to losing, and that's definitely not good for his head.

"I remember walking to the back of the grid at Brands Hatch with Graham Hill, when he had his own team, and I asked him how he could feel good after winning all those things and now he's on the back of the bloody grid. He didn't have to race. The money wasn't like it is now. Seb was still being paid a lot of money but it wouldn't have looked good if he'd walked away from his contract, would it?"

Okay, we know you 'don't do yesterday' but what do you think was the most important thing you achieved for Formula 1 that the fans would have appreciated?

BE: "What I'm proud of, more than anything, is getting the television sorted out, getting the TV rights. Everybody wants to be on TV. Look at it now. Sky does a great job in general. It used to be controlled by the EBU [European Broadcasting Union]. They decided who had what rights and where. It couldn't work like that. I wanted a broadcaster to cover every round of the World Championship. People said that was never going to work, told me I'd have to deal with the EBU, but I knew I had to deal directly with the broadcasters. We were first to do that. The BBC said they'd never sign up for it, that they wanted to broadcast what they wanted when they wanted. I said, 'Okay, no problem,' - but then the first people to sign up were... the Beeb. That brought Formula 1 to the public quicker than anything. Now it's all on the iPhone or whatever; people have to pay, and you lose a lot of the audience. The ratings go down.

"The other good thing we did, in 1985, was the on-board cameras. People said it wouldn't work, too much vibration from the car, but it was a big success, and people could choose from different screens. The fans don't want to pay; I don't blame them. They want to just turn the TV on and watch the races. I didn't want other people coming in to film everything. We had invested in our own digital TV service, which other sports have copied. Letting all these other people in, like Netflix these days, that would have been opposition to what we were doing."

We know you keep in touch with a lot of people and you're not as busy as you were. Do you ever go and see Michael Schumacher?

BE: "No. People suggested I should, but I want to remember him as he was. That's why I don't go to funerals. As far as I'm concerned, with my old mates like Stuart, Jochen, or Niki - I was close to Niki, he held that team together - if they walked in the room today I wouldn't be surprised. I know it's completely mad to say that, obviously, but they haven't gone as far as I'm concerned. I haven't seen them for a while, but they haven't gone. I never went to my mum or dad's funeral either. I know they've all gone but I don't want to think about them like that."

What about birthdays? Did you have a big bash for your 90th last October?

BE: "I don't do birthdays. They wanted to have this big party, you know, but I said they'd have to drag me there. I didn't want some big thing. So we had lunch at Tamara's [his daughter]. She has a house here, and it was all good, super, nice lunch, that was okay."

You'll surely have a big party for your 100th won't you?

BE: "Ha, well, I've got to get there first."

It's probably a good time to let you go now but tell us, how is life generally now that you are in your nineties?

BE: "I'm very happy here, not mad keen to go anywhere else. I've got a couple of planes in England but where am I going to go? We might pop back to Brazil early next year [Bernie and Fabiana have a coffee farm near São Paulo]. I don't have to do things any more, make all those decisions. There's a lot more time these days. I'm looking at the mountains right now; it's very peaceful, they're beautiful, there's snow up there already, so yes it's good here. I don't have a yesterday, that's gone, it's all about tomorrow, always has been for me. People ask me how I'd like to be remembered. I don't think about it. I don't care."

GETTY IMAGES, ALAMY



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Flashback...

For two decades **Maurice Hamilton** reported from the F1 paddock with a pen, notebook and simple Canon Sure Shot camera. This month's snapshot captures drivers in transit at the 1986 Canadian GP

DEREK WARWICK, FOLLOWED BY Patrick Tambay, prepares for a boat ride on the Olympic lake at Montreal on 14 June 1986. This unique form of Formula 1 transport was made necessary by the pits and the paddock on Circuit Gilles Villeneuve being half a mile apart, the F1 teams having to make their weekend headquarters in and around boathouses at the end of the lake. It may have been picturesque, but it was hugely inconvenient. Each day, the teams had to move cars and kit back and forth from the open pits, then located at the opposite end of the track to the permanent structure in use today.

Rather than relax and enjoy the experience, both drivers had plenty to occupy their thoughts while preparing for post-qualifying debriefs. Warwick and Tambay may have been team-mates 12 months before but the time spent with Renault had done little for their careers.

The switch by Renault from entrant to engine supplier for 1986 had left Warwick without a drive. Canada marked his comeback under difficult circumstances, the Englishman receiving the call from Brabham to take the place of Elio de Angelis following the Italian's fatal accident during a test at Paul Ricard.

Warwick had qualified on the fifth row alongside the other Brabham of Riccardo Patrese. It may have been a reasonable result thus far, but Warwick was already aware of the difficulties associated with the low-line BT55 and its lay-down four-cylinder BMW turbo. The team was experiencing the engine problems that would end Warwick's race after 20 laps; a handicap exacerbated by Brabham having 'only' six engines for the weekend. That number would see them through an entire season today.

Tambay found himself at Haas-Lola in the second and final season for the American-funded operation. Engines were also the cause of unease in this team, Haas suffering from the appearance of a Ford V6 turbo which, when it arrived, proved hopelessly down on power. Tambay also had to cope earlier in the day with losing two nose cones due to failures in the carbon-fibre bonding. That would be a minor irritation compared to the suspected track rod failure that would dump the Frenchman into the wall during the warm-up on race morning and cause bruising and lacerations bad enough for an enforced stay in a Montreal hospital.

Tambay was team-mate to Alan Jones, the Australian having seen better days at this very track. Jones had clinched his 1980 world title by effectively easing Nelson Piquet into the wall just after the start and forcing his rival to take the spare Brabham, complete with a qualifying engine that was never going to last the distance.

Before the race had started, Jones had delivered a psychological blow. Rather than hitch a boat ride, Jones, with gloves, balaclava and helmet in place, had marched down the tow path, staring straight ahead, speaking to no-one, as if ready to take on anyone who got in his way. Neither carefully managed pit access routes, nor drivers, come close to offering the same potential for menace these days.





MY Greatest RIVAL

MARIO ANDRETTI on AJ FOYT

Indycar adversaries in the 1960s and ’70s, their frosty relationship remained cool throughout their racing careers. So just how did AJ become Mario’s BFF?



“I’VE HAD SO MANY GREAT RIVALS BUT the one that lasted the longest was AJ Foyt. We fought really hard through the 1960s and ’70s, never gave an inch, and there were a few scrapes along the way.

When I arrived at the top level in Indycars he was already a champion, the one you had to go after, and when I won my first road race he was second, and that didn’t go down too well. That’s natural, I was new on the scene, and a thorn in his side.

I regarded him as the supremo on the dirt tracks but then, at the Hoosier Hundred in 1967, it got pretty serious. I beat him on the dirt. That race was a turning point - he’d always been the king there. That day I beat the king - I passed him right at the end. I didn’t think I was a better driver than him, but now I knew that I could deal with him, and he thought he had me covered on the dirt. Did we fall out? Well, he did with me, always had some kind of snide remark, but I just let it go.

There was some tension between us outside the cockpit but on the track he was always correct. I never felt he would do something to really hurt me. I learnt a big lesson early on, in a Sprint car race in ’64. All the big guns were there, but I started from pole and Foyt started fifth. He jumped the start, caught me, spun me out and I lost a lap. I should have parked it but I wanted to get back up to Foyt and spin him out.

With a lap to go, I was back up behind him and then the chequer came out, he’d won the race, and that was a blessing... What a jerk I would have been if I’d spun him off. It would have haunted me the rest of my life and I decided that never, ever would that be a part of my make-up, to have revenge on the track.

When you win a race and your great rival is second, it’s a good day, and when you finish second to that great rival it’s still a good day. That’s healthy rivalry. AJ wasn’t friendly with me at the tracks, but we had a mutual respect for each other, and the days when you beat the best are the days you remember for ever.

There’s always someone better than you, someone who’s dominating, and that sure raises your game. You have to do something different to beat him. So you watch him, see what he does better, you work harder. This inspires you, and I love those challenges with a rival. When you learn how to beat them you sleep well at night.

The battles continued for many years. We were at the top of our game, but AJ was five years older, and by the end of our time I had the upper hand. Back then we were not friends, but now we are good friends, and every time I see AJ he says, ‘I can’t believe we’re still standing.’

We’ve mellowed with age and I tell ya, a few years ago, I wished him a happy birthday on Twitter. I said, ‘Happy Birthday to my BFF.’ AJ Foyt and his son Larry responded with, ‘What the hell is BFF?’ I tell him it’s ‘best friends forever’ and ever since we’ve exchanged birthday wishes. How things change.” ●



GETTY IMAGES

Career stats

Andretti	vs	Foyt
879	TOTAL RACES	1000+
111	TOTAL WINS	175*
52	INDYCAR WINS	67
67	INDYCAR POLES	53
2148	LE MANS LAPS	388

Andretti figures from marioandretti.com; Foyt figures compiled by AJ Foyt Racing for this feature and don’t include early races

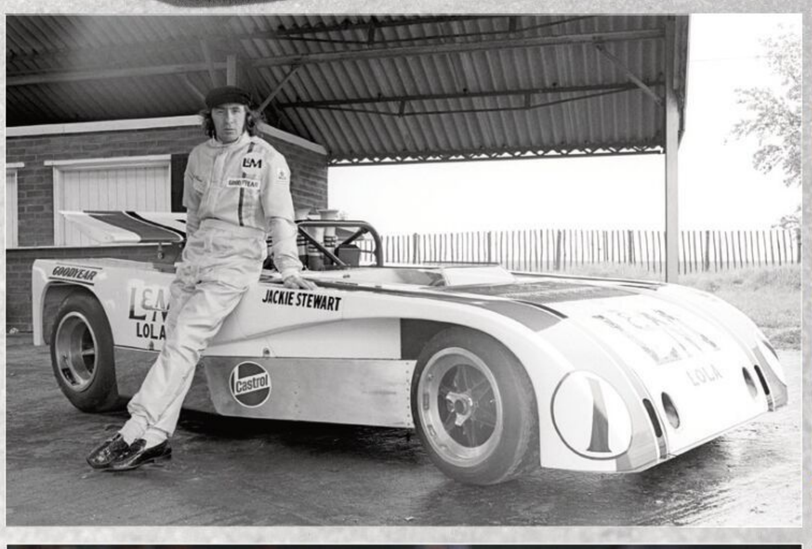
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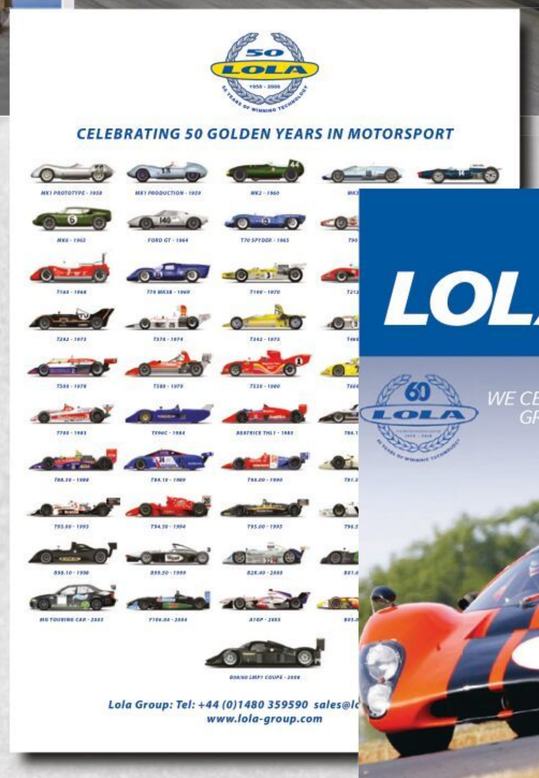


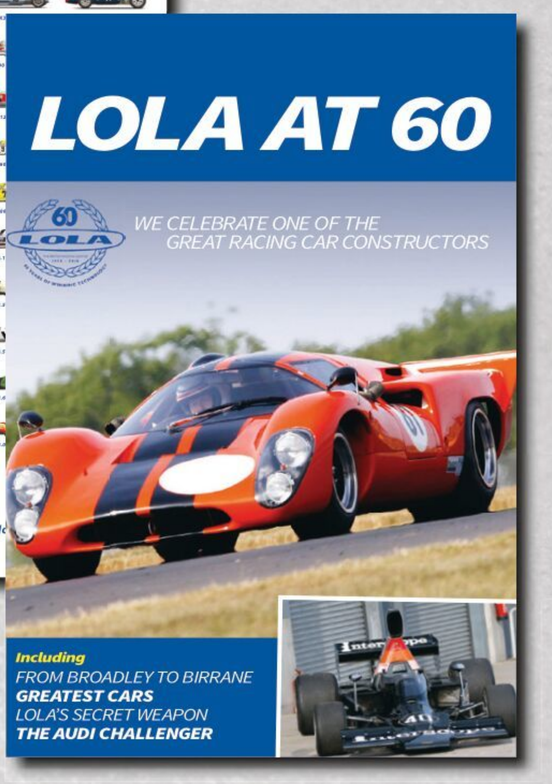












Lola is one of the world's most iconic motorsport brands. From 1958 to 2012, the company produced over 400 different customer race-car designs that gained unparalleled success in motorsport championships worldwide, including IndyCar, Le Mans, Formula 1, F3000, A1GP and Touring Cars.

Now there is a unique opportunity to benefit from this incredible heritage and to write a new chapter in Lola's remarkable story.

The sale of Lola's brand, trademarks, technical archive and renowned **Wind Tunnel*** and **Technical Centre** presents many opportunities, including restoring the brand's position in modern motorsport, providing engineering services, supplying genuine Lola parts, manufacturing continuation cars such as the iconic Mk.1, T70 and producing Lola race-cars and road-going supercars.

*NB: Lola's state-of-the-art wind tunnel has remained in continual operation since 2012, helping to develop both race and road cars. Its modular construction allows for re-location anywhere in the world.

For further information please contact David McRobert at lola@flyfive.co.uk



The fine dial detail of Chopard's chronograph is inspired by an eagle's eye

Let us prey

As well as its regular Mille Miglia watch, this year Chopard has an all-new sports timepiece inspired by mountain eagles

Chopard co-president Karl-Friedrich Scheufele must be one of few car enthusiasts to have competed in every Mille Miglia since his firm became its official sponsor way back in 1988. As it does every year, Chopard created a special Race Edition piece to mark the 2020 rally, and for the first time unveiled a futuristic concept watch inspired by motor sport. A hefty 48mm job with an asymmetrical case made from blackened titanium and fitted with a tourbillon movement, it costs as much as a decent car and isn't an 'everyday wearer'.

But Chopard's brand-new Alpine Eagle chronograph certainly is, and there's a nice story behind it. In 1979, when Scheufele was a 22-year-old apprentice at the family-owned firm, he noticed that the Chopard line-up lacked a sports watch – something that niggled, since he was a keen skier and sports car driver.

At the time, the Patek Philippe Nautilus and the Audemars Piguet Royal Oak had proved the demand for luxury sports watches so, inspired by their aesthetic, the young Scheufele sketched out his vision for a Chopard version, and a model called the St Moritz was born.

Featuring a cushion case topped with a bezel secured by visible screws set into small bulges, the watch was fitted with an integrated bracelet and powered by a quartz movement (this was the 1980s, remember). Officially unveiled at the Basel watch fair in 1980, it remained in the Chopard catalogue for more than a decade and thousands were sold.

Fast-forward to 2015, and Chopard was developing a new steel which would enable it to create lighter, more resistant watch cases. Around the same time, Scheufele's 20-year-old son spotted a St Moritz in the Chopard museum and persuaded his father to recreate it in a 21st-century form. The Alpine Eagle hatched.

New from the ground up, it's the first Chopard to use the innovative steel (Lucent A223) that's 50 per cent tougher than regular steel and lighter, too. At 44mm in diameter, there's a choice of either blue or black dials and steel, bi-metal or rose-gold cases, with everything made in-house, including the flyback chronograph movement.

The inspiration for the Alpine Eagle name, by the way, came from the fact that Scheufele is one of five founder members of the Eagle Wings foundation that raises awareness about the threat to alpine eagles.

As a result, the watches have textured dial designs to evoke the iris of an eagle's eye, hands based on the shape of its feathers and crowns engraved with a compass rose to symbolise the bird's remarkable navigation ability.
Chopard Alpine Eagle Chronograph, from £16,800, chopard.com



The UK-based Marloe Watch Company is going from strength to strength, as evinced by its Atlantic Chronoscope range inspired by the dawn of transatlantic air travel. The R34 is the first available model and commemorates the airship that made a return trip to the US in 1919. Powered by a Seiko automatic movement visible through the transparent back of the 43mm case, the watch has a 'quilted' dial based on the airship's envelope. Each watch in the first run of R34s will be individually numbered.
Marloe Watch Company Atlantic R34, £975, marloewatchcompany.com



Few, if any, brands offer such a range of watches dedicated to motor sport as Omologato, and its affordability has made the name a favourite among collectors. Now it is celebrating the Panamericana road race that dates back to 1950, when Mexico became the first Latin American country to complete its bit of the 19,000-mile road linking Alaska and Argentina. The 40mm chronograph with a 'soft-square' case and luminous hands is available in black, blue, grey or red dial colours. Pre-order online.
Omologato PanAmericana, £395, omologatowatches.com

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

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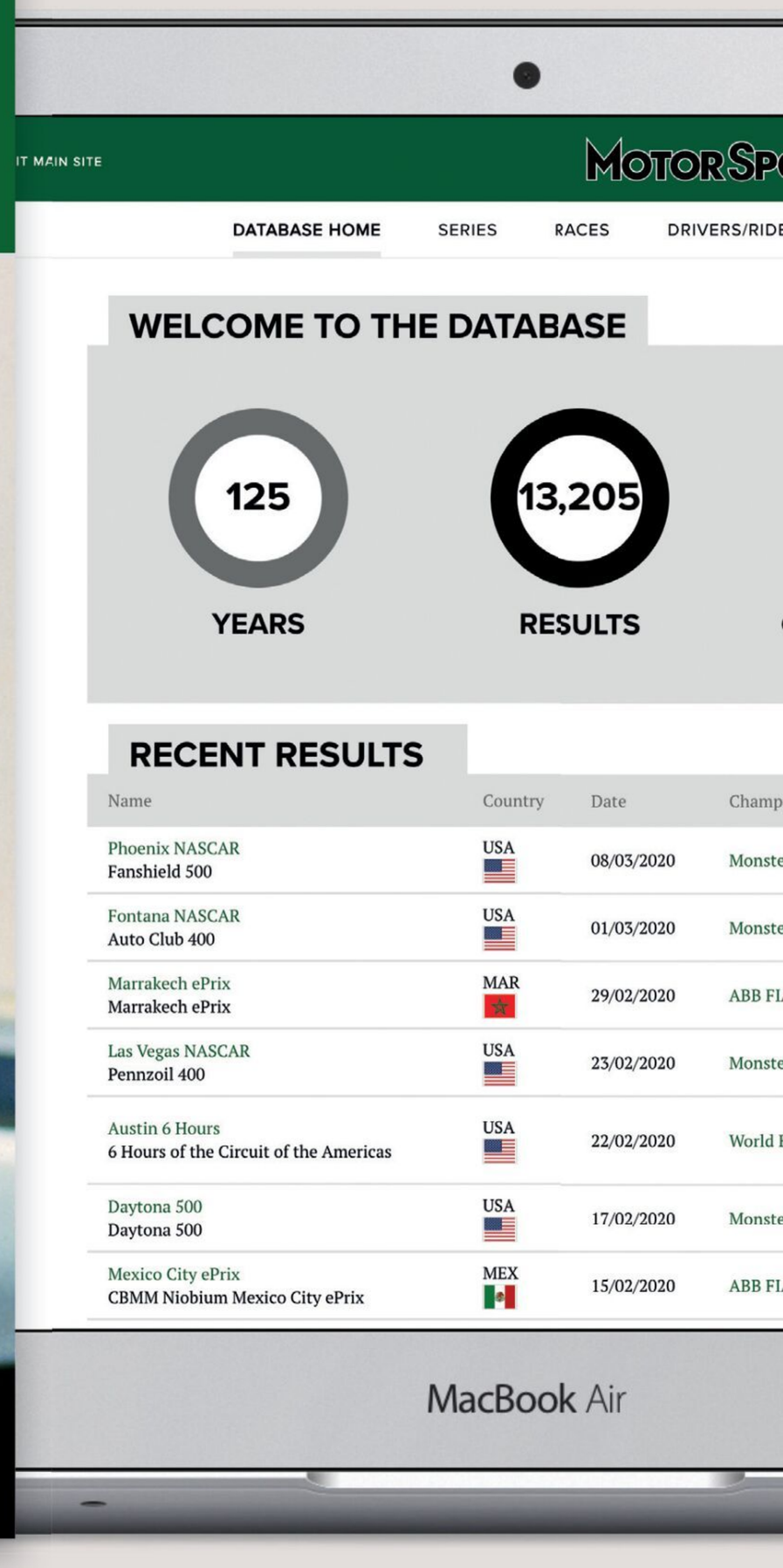
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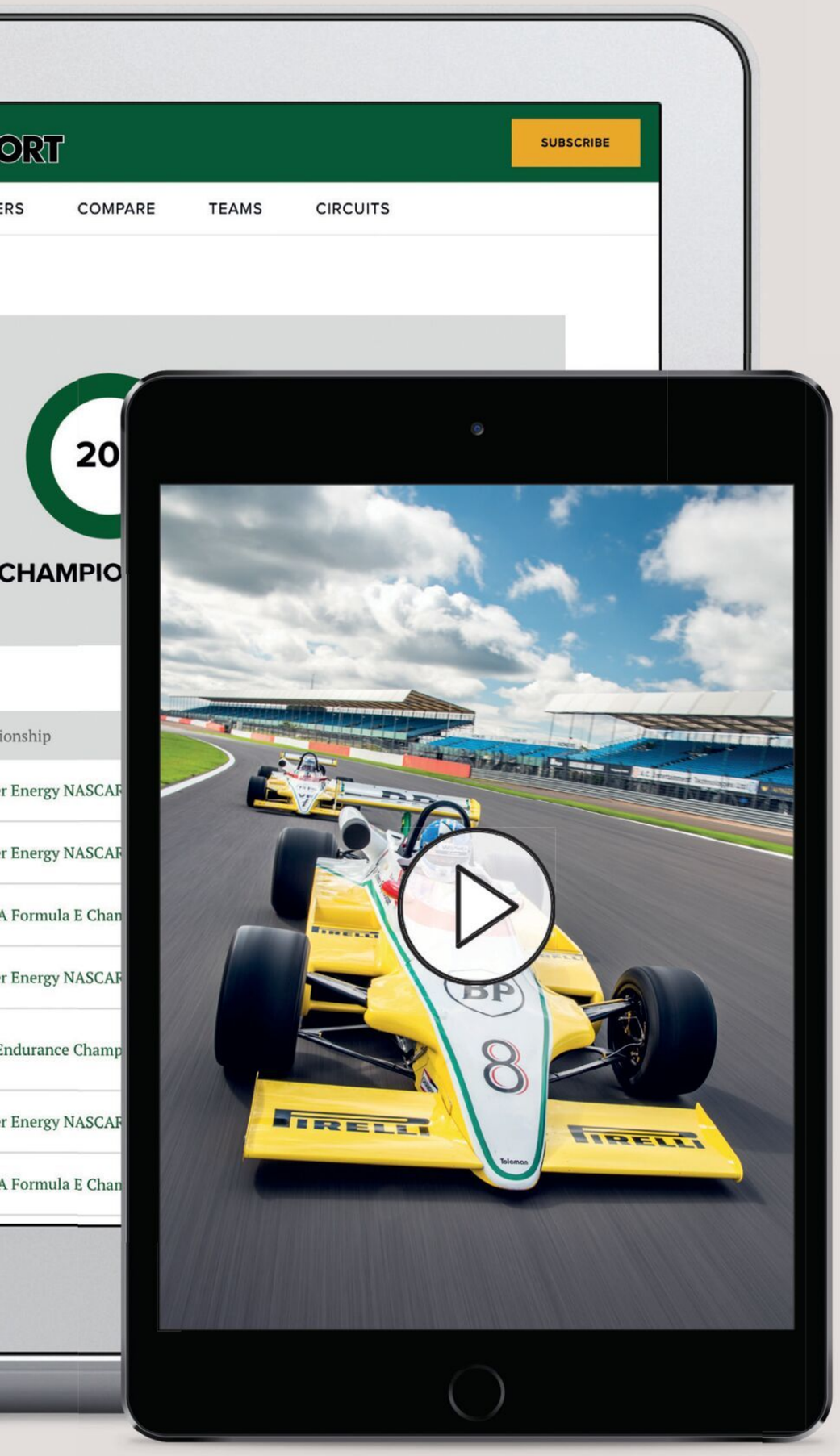




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LETTERS

WELL, THE CIRCUIT MAY HAVE LOOKED TOO SHORT AND RATHER UNINSPIRING, but my God, what a remarkably eventful race the Sakhir Grand Prix in early December turned out to be.

I've been a fan of Sergio Pérez since his days in British F3 and was so pleased for him. It will be a great shame if he's not on the grid next year, but it's impossible not to have enormous sympathy for George Russell. He had victory snatched from him twice after an unforgettable drive.

As for Mercedes, I can't help but feel that a team that has been the gold standard for seven seasons is, temporarily at least, perhaps more deserving of an award that Denis Jenkinson was fond of handing out from time to time - 'Team Shambles'!

ANDREW CARDNO, BOURNEMOUTH



Track marshal Walter Raab (centre) was one of those rewarded for his part in saving Niki Lauda

THE PHOTOGRAPH IN YOUR ARTURO Merzario story [*The little man in the cowboy hat*, January 2021] of the men receiving medals for the rescue of Niki Lauda includes someone who is described as a representative of Guy Edwards. In fact he is a marshal, who, despite not having fireproof clothing, ran 100 yards with his extinguisher and got close enough to the Ferrari inferno to win those precious few seconds that might have saved Lauda's life. His splendid coiffure is distinct in the photos of the rescue. The medal they are receiving is the Golden Christophorus, awarded by ÖAMTC, the Austrian motoring body.

The drivers involved in the rescue rightly get their dues, but, because they are racing drivers, all the attention is focused on them. The marshal was a volunteer who had no idea he would be involved in such a horrific incident, and it's fitting that his name, too, should be remembered. So, bravo, Walter.

ROBIN HORTON, BIRMINGHAM

JANUARY'S EDITORIAL RAISES THE ISSUE OF whether Lewis Hamilton should be knighted for his achievements. He has long been recognised by aficionados as a 'Marmite character' who seems to evenly divide opinion. To some, Hamilton is the greatest racing driver of all time. To others, he is a driver who has never ventured outside Formula 1 since his first appearance and who has always had a car underneath him capable of winning races, if not always a championship. There can be little doubt that he is by some measure the class act of his generation and some of his recent in-car race craft has been quite sublime.

There is considerable precedent for leading personalities in motor racing to become knights of the realm, but in my view awards of this level should be withheld from drivers until their career has come to an end, as was the case with Stewart and Moss. Hamilton's activities beyond the cockpit will not have gone down well in some circles and it may be that he has to wait some while before further honours come his way, as was the case with the late John Surtees, who certainly ruffled a few feathers along the way. The New Year Honours list may make interesting reading indeed.

I'm not sure Hamilton is quite ready to belong to the pantheon alongside Fangio, Moss, Clark and Senna, but he is not far away from it - British too!

TONY BOULLEMIER, HANGING HOUGHTON, NORTHANTS

IN DECEMBER'S *MOTOR SPORT*, MARK Hughes quotes Lucas Di Grassi: "It can't be so slow that it's perceived to be easy."

I would suggest that the opposite has greater possibilities for the future. Wet races are some of the most spectacular with the greatest drivers showing the highest level of skill at a much slower speed than usual. Speed is just a measuring device. So removing aerodynamic grip could remove many of the ills that have dogged F1 for decades, such as the boredom of 'running on rails or instant crash', instead offering an in-between stage in which the best can show their art on the ragged edge. No more talk of, "That's not even a corner in a modern F1 car." No more, "I couldn't follow due to dirty air." No more, "The braking zone is too short."

DAVID HODGKINSON, BURNTWOOD, STAFFORDSHIRE

WITH REGARD TO COMPARING THE merits of Schumacher vs Hamilton [*Lewis vs Michael: who comes out on top?*, December 2020], my vote goes to the former for the following reasons:

1. Schumacher had to contend with many more formidable adversaries: both Hill and Villeneuve in the often dominant Williams, Häkkinen in a fully competitive McLaren, not to mention Alonso in an increasingly competitive Renault.

2. The Pirelli factor did not exist in Schumacher's day whereby drivers have to drive in the race at several seconds slower than their fully competitive times in order to manage their tyres, so before this competition was considerably more challenging.

3. Schumacher's Ferrari was dominant for a far shorter period and by a smaller margin than was the Mercedes of Hamilton.

4. The increase in the number of grands prix in Hamilton's era gave him more opportunities to accrue wins.

5. Improvements in the reliability of F1 cars have also favoured Hamilton over Schumacher, and therefore attempting to make comparisons with any of the former greats impossible.

CHARLES COLDHAM, MUNICH, GERMANY

AS A FORENSIC STRUCTURAL ENGINEER, the best examination I can make of the publicly available information regarding Grosjean's crash at Bahrain suggests it is unlikely that he was saved by the halo.

Impact damage to the halo structure is visible near its front but not at its base. At the time of the impact Grosjean would have been displaced towards the front of the cockpit and his head would have been tilted forward



St-Ursanne then and now: a recent shot (right) shows the climb is little changed since Werner Biedermann's 1965 run

to the full extent permitted by his HANS device. These two factors would place his head below the height of the guardrail impact upon the halo. This situation might have changed if the survival cell was angled upward or downward and that is difficult to know. It would have had to be projected steeply downward for this to change materially.

The crash was caused by Grosjean's reckless driving in chopping across traffic without being able to see it was clear to do so. That kind of behaviour is much more common in situations in which drivers believe they are not vulnerable to injury in the event of a crash. It may be that the halo contributed to the crash occurring but not to the, thankfully happy, outcome.

Whatever the key findings of the investigation, we can be confident that the FIA will not review the halo as such things are never reversed.

PATRICK IRWIN, AUSTRALIA

BRIAN JOSCELYNE'S PHOTOS IN YOUR latest edition [*Racing back in time*, January 2021] are fabulous, but isn't the Swiss hill climb shown the fearsome St-Ursanne Les Rangiers rather than between Sierre and Crans-Montana? St-Ursanne is still a round of the European Hillclimb Championship, though of course it was cancelled this year. The on-board videos of Simone Faggioli or Christian Merli tackling the course are the closest you'll ever get to the Isle of Man TT on four wheels these days. Only very brave people need compete! This modern-day picture shows that little has changed since 1964 apart from crash barriers replacing the field fences:

DAVID STAMP, EPSOM, SURREY

[We took our information from the book, where the location is misidentified – but now we want to visit St-Ursanne! – Ed]

BRIAN JOSCELYNE, DPPI

YOUR DECEMBER EDITORIAL AND MARK Hughes' column raise pertinent questions over the future of F1 and motor sport in general. Although global warming is an important issue for all of us, with CO_2 accounting for 76 per cent of all greenhouse-gas emissions, only 14 per cent is derived from transport, motor sport only representing a tiny fraction of this percentage.

So if all forms of motor sport were abolished overnight, it would be unlikely to make any appreciable difference – which is not, of course, grounds for being complacent.

The obsession with electrification does not take into account the increases in generating capacity required, the finite supplies of elements involved in battery manufacture, the dependency of smaller OPEC countries on oil to fund their state spending, range issues in larger countries, the expense of establishing charging networks, which emerging economies are unlikely to be able to afford, and the unsuitability of electric power for heavy freight and mass passenger transport.

For these reasons, I feel that there is still a future for the internal combustion engine, but most probably in the form of self-charging hybrids, which already present the opportunity to reduce exhaust emissions by over 50 per cent, while reducing the need for expensive nationwide charging networks.

Your March 2020 issue outlined areas in which F1 and motor sport in general will achieve net zero faster than any grandstanding politicians, in the form of synthetic fuels, smaller-capacity forced-induction engines, two-stroke technology, carbon capture, etc, and I believe it is here F1 should focus, if it still wants to be relevant and play a role in developing cutting-edge technology, while presenting an exciting motor racing experience.

Formula E, in contrast, uses engines that are simple in engineering terms, with gearboxes that cannot reproduce the sounds that make traditional motor sport so beguiling. Conventional wisdom is that the PlayStation generation don't relate to traditional motor sport, but my car-mad godsons and friends are unanimous in their love of the piston engine. They may lack life experience, but they're not daft!

NICK PROCTER, LONDON, SE12

CONTACT US

Write to *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or e-mail, editorial@motorsportmagazine.co.uk

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1967 FORD MUSTANG FASTBACK "ELEANOR" THE ACTUAL CAR FROM "GONE IN SIXTY SECONDS"

When Gone in Sixty Seconds was released in 2000, nobody could have predicted that out of an all-star cast of actors and actresses that the real star of the movie would be Eleanor, the 1967 Shelby GT500 Mustang built specifically for the film. In the twenty years since the movie debuted, no other Mustang is as recognizable as "Eleanor" and no movie car has been imitated more.

Built by Cinema Vehicle Services in Hollywood, California, a total of eleven 1967 and 1968 Ford Mustang Fastbacks were built for the film, and although some were wrecked, a number survived filming and have since been sold. This 1967 Ford Mustang Fastback is Eleanor #3 built for the film, and has just completed a ground up restoration.

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Racing at Laguna Seca in 1978

1955 ALFA ROMEO 1900C SS "DOUBLE BUBBLE" ZAGATO

Coachwork by Zagato
Chassis No. AR1900C*01955 | Engine No. AR1308*00891

Race History

1955 Mille Miglia (Race No.415) Fornasari/ Fortunato | 11th in class, 38th overall • 1955 Bolzano-Mendola (Race No.188) Fornasari | 3rd in class, 11th overall • 1955 Acosta-Gran San Bernardo | 1st in class (2000 c.c.) 11th overall • Stella Alpina (Race No.162) Fornasari | 2nd in class (2000 c.c.) 5th overall • Entered in 1986 Targa Florio • Entered in 1987 Mille Miglia

Owner History

March 28th 1955 Dr. Vincenzo Fornasari, Vincenza, Italy • Ernie Mendicki – S.F. Peninsula • Jim Keown Monterey,CA
Philip Hatton • Jim Cesari – Palo Alto, CA • Dec. 1985 Ugo Piccagli Dallas, TX • July 1986 – shipped to Italy
1990- Blackhawk Collection

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1951 TALBOT-LAGO T26 GRANDSPORT COACHWORK BY SAOUTCHIK

CHASSIS NO. 110156
ENGINE NO. 519

110156 was a One-Off Saoutchik design. Not only was it on the extended Grand Sport Chassis, but the Greenhouse was a unique notchback design, which flowed into an equally unique rear end treatment with a relatively long trunk tapering down to the rear bumper. 110156 was the second Grand Sport built on the 2.80 meter wheelbase. Featuring the waterfall grille design with chromed scallops topping the front fenders. This One-Off design had a more rounded shape than on the fastbacks and the coupe roofline a more "formal" notch to it. The rear window was larger, with a banana-like curved shape which was very different to the rectangular one on the fastbacks, and duplicated in period by Saoutchik on other closed bodies for Delahaye. In 2019, a cosmetic restoration was completed that included returning the car back to its original color.

Previous owners include well-known collectors:
Charles Howard, UK
Albrecht Guggisberg of Oldtimer Garage in Bern, Switzerland
Jacques "Frenchy" Harguindeguy of Walnut Creek, CA
Eric Traber of Switzerland
Don Williams (Blackhawk Collection)

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1937 ROLLS-ROYCE PHANTOM III
"COPPER KETTLE"

Coachwork by Freestone & Webb
Chassis# 3CP38 One-of-A-Kind

*2008 Pebble Beach "Best in Class" Winner

*2008 Lucius Beebe Trophy Award Winner

This Rolls-Royce Phantom III is one of the most dashing Rolls-Royce cars ever built.

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McQUEEN'S

Years before filming the seminal *Le Mans*, Steve McQueen had dreams of making a grand prix epic. The project was axed but as **Damien Smith** reports, the abandoned and long forgotten early footage has now been rediscovered

LOST MOVIE

DAY OF THE CHAMPION

Steve McQueen wanted John Sturges to direct his grand prix film, who he'd previously worked with on *The Great Escape*. They're pictured here in the Alan Mann Racing Garages, which is where they flew to immediately after their research at the 1965 Monaco GP

GERRY CRANHAM/OFFSIDE SPORTS









McQueen spent three months in Europe but studio politics would end his dream of a grand prix movie. Here the crew surveys camera mounting positions. At the back from L-R: Sturges, Moss, McQueen, producer Bob Relyea and Phil Kerr, who was one of Bruce McLaren's right-hand men

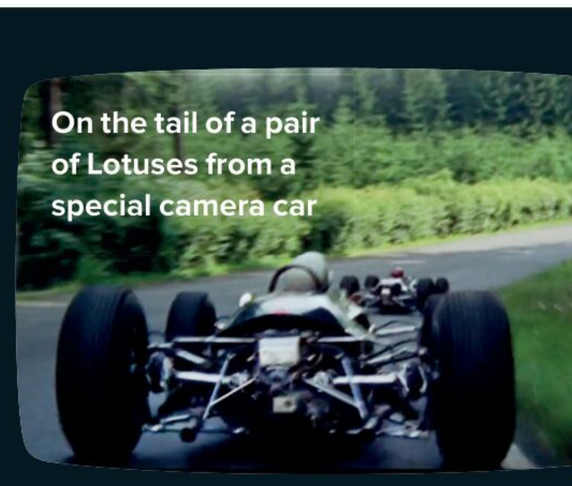
GERRY CRANHAM/OFFSIDE SPORTS





Chris Amon was drafted in to drive this Lola, shortly before he jumped ship to *Grand Prix*





On the tail of a pair of Lotuses from a special camera car

STEVE McQUEEN OR JAMES GARNER? Michael Delaney or Pete Aron? Hilts 'The Cooler King' or Hendley 'The Scrounger'? You'll have your preference. John Frankenheimer, director of 1966 motor racing blockbuster *Grand Prix*, certainly had his - and it wasn't the star who he ended up with. "I still think if we'd had Steve McQueen in that movie it would have been bigger than *Jaws*," he said. That might have stung Garner, had he cared - which he probably didn't. For the horizontally laconic actor immortalised in motor sport as the 'other' world champion of that melodramatic alternative 1966 season, *Grand Prix* was just another job - even if his own interest in cars turned out to be genuine. But for his friend, neighbour and co-star in *The Great Escape*, and as it transpired arch celluloid rival, racing was... "life", as he would come to express it in a certain other racing movie further down the road.

Garner would never have got anywhere near Pete Aron's blue-and-red-striped Chris Amon helmet had Frankenheimer got his way. But for a fateful meeting with producer Ed Lewis that the director missed, the role would have been McQueen's. Instead, the famously volatile actor stormed out. But even then, if he wasn't to be Pete Aron he could still have been Hollywood's first Formula 1 star, as he wanted to be, far more than Garner. He would have been Michael Pearce, hero of *Day of The Champion*, the great lost motor-racing movie of the 1960s.

Exactly how 'great' it would have turned out to be is open to question, according to those who have read the script... but a stunning new feature-length documentary gives us a glimpse of what we've missed for all these years, at least from a racing action point of view. *Steve McQueen: The Lost Movie*, soon to be broadcast by Sky Documentaries, reveals for the first time just what silver-screen gems were already in the can prior to Warner Bros studio shouting cut before principal filming had even begun. The unseen footage captured at the 1965 German Grand Prix, unearthed as it turns out purely by accident (*see sidebar*), offers a technicolour (or at least mostly 'Nürburgring green') glimpse of F1 that rivals anything Frankenheimer's *Grand Prix* captured, and in a manner that offers a tantalising snapshot of an authentic motor racing movie that pre-dates McQueen's *Le Mans* by five years.

The premise for *Day of The Champion* was born directly from the verging-on-unhealthy motor-racing obsession that ate away at the Indiana-born actor in a manner that movies never would or could during his complex and too often troubled life. John Sturges, the great auteur director with whom he'd bonded so firmly during the making of first *The Magnificent Seven* in 1960 and most illustriously *The Great Escape* in '63, was a kindred spirit who seemed to get what McQueen was driving at. He was primed to take the helm. But instead of their crowning glory, *Day of The Champion* would end in humiliation and frustration, as Frankenheimer and Garner beat them to the punch. As the documentary explains, circumstance, bad luck and movie politics left them sprawled on the canvas.

McQueen was on the top of his game in the mid-60s. Clint Eastwood had *Rawhide*, Garner had *Maverick*, and Steve had *Wanted: Dead or Alive*, the TV western that was his

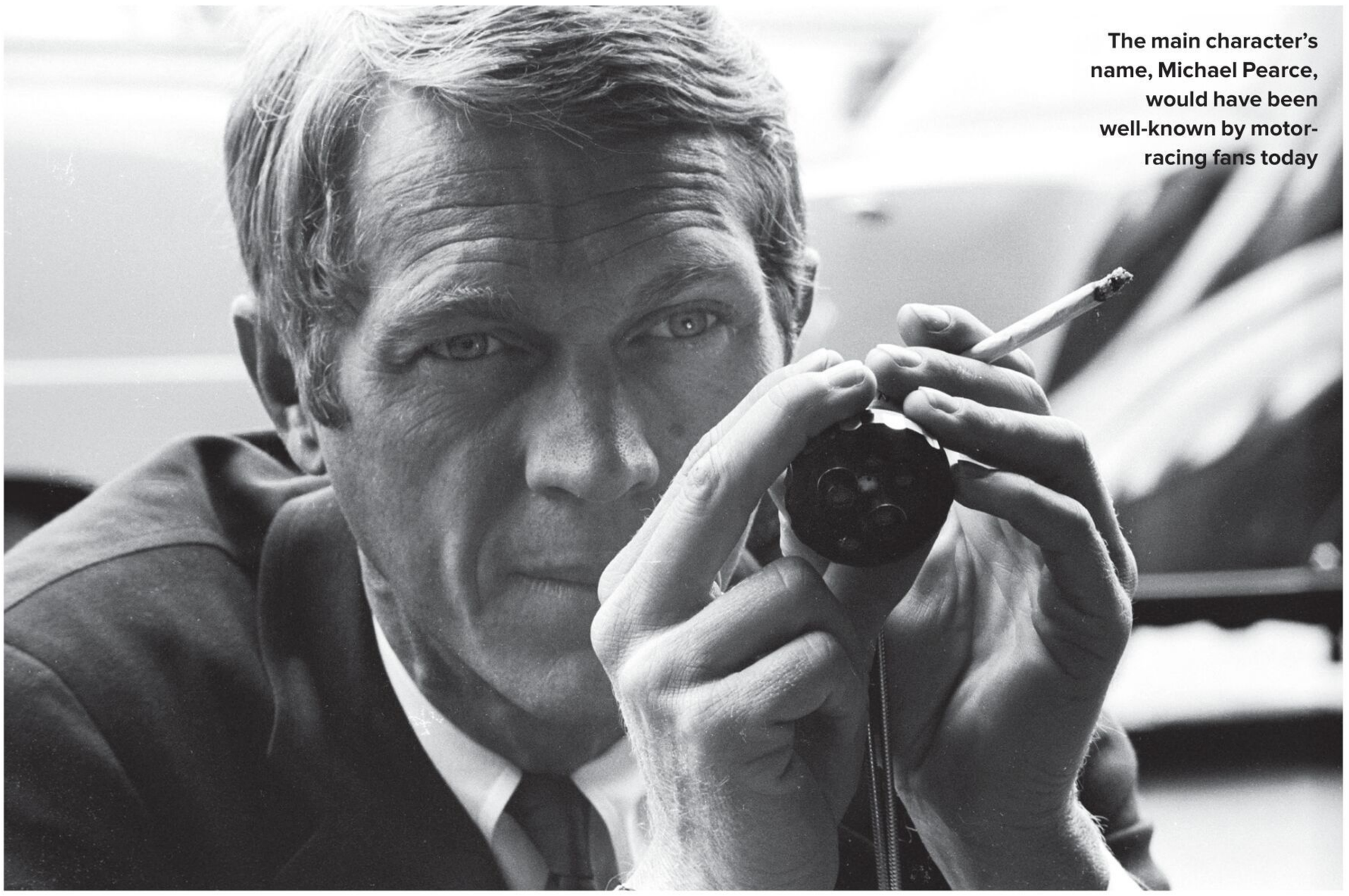
"If we'd had McQueen in *Grand Prix* it would have been bigger than *Jaws*"





Graham Hill at the 1965 German Grand Prix. Left, Moss and McQueen talk shop at Monaco

GETTY IMAGES, SHUTTERSTOCK



The main character's name, Michael Pearce, would have been well-known by motor-racing fans today

"He had an impatient passion for women, motorcycles and cars"

own conduit to a Hollywood movie business struggling to find its place in a fast-changing world. But McQueen was always more interested in cars and motorcycles anyway. In 1961, he travelled to the UK to make a black-and-white war film, *The War Lover* with Robert Wagner and Shirley Anne Field - but as *The Lost Movie* explains, with a clear ulterior motive. Shooting on location at RAF Bovingdon and around Cambridgeshire, McQueen just happened to find himself roughly in the same proximity as windswept Snetterton and Jim Russell's tempting Formula Junior school cars, captured like candy pieces by the British Pathé colour archive.

The documentary includes a wonderful interview with a hirsute McQueen conducted by Anglia Television that offers an insight into the actor's true love, that borders on the spiritual. "It's a pure thing. Racing is one of the few things in life you can't fix," he says to the plummy interviewer the like of which simply doesn't exist today. "You can't buy your way out of it. When you are out there by yourself, you are very much by yourself."

It was during his three months in the UK that McQueen struck up a friendship with Mini racer John Whitmore, who agreed to meet him at a London hotel at the behest of BMC Competitions boss Marcus Chambers. "Steve was staying in the Carlton Tower Hotel, where he used the service lift to avoid being hassled, although few outside America had even heard of him at that time," wrote Whitmore in the *Telegraph* in 2004. "We talked the whole evening away. Never before had I met such an engaging, entertaining, raw and alive human being. He had an impatient passion for women, motorcycles and cars."

As unlikely as it sounds today, Whitmore took McQueen north to Oulton Park to race a warmed-over Austin A40 in a club meeting. More famously, the emerging movie star also raced his new friend's Mini at Brands Hatch in the final round of that season's British Saloon Car Championship, coming off third-best in a great scrap with Vic Elford and Christabel Carlisle. The latter is interviewed in *The Lost Movie*, on a day that must have crimped the actor's macho ego - not that he let it show when he drove her back to London. "He was charming, chatty - had wonderful blue eyes..." says Lady Christabel Watson as she is today, with more than a glint in her own. "He behaved extremely well."

That taste of European motor sport would mix with another key ingredient to inspire *Day of The Champion*. *The Cruel Sport* by American journalist Robert Daley and first published in 1963, offered a garish and unflinching view of motor racing that was carefully side-stepped by publications such as starchy *Motor Sport* back then. As journalist Peter Windsor puts it as one of the talking heads in *The Lost Movie*: "It opened the doors for Steve McQueen to go to Warner Bros and say, 'This is what I want to make a movie about.'" The seed was sown - or perhaps that should be scattered.

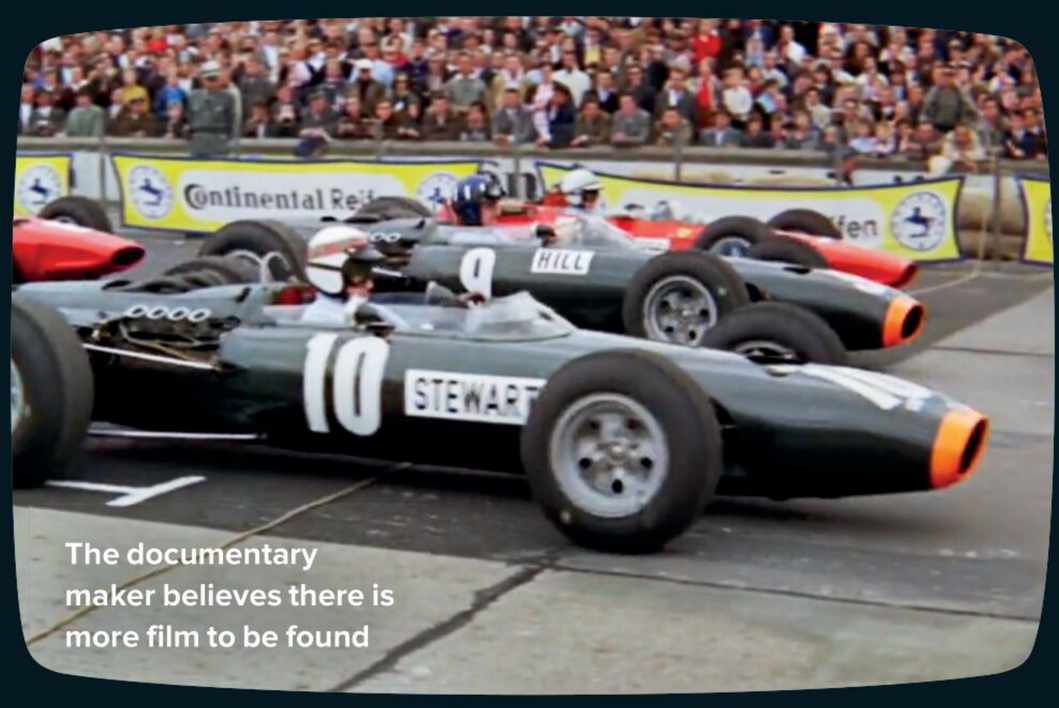
Sturges secured what he thought was the exclusive rights to make a film from the book, only to discover otherwise at a movie business dinner, where he found himself sat next to the relatively little-known Frankenheimer - who started to tell him about his plans for a motor-racing movie inspired by... *The Cruel Sport*.





All shots here are from the 1965 German GP at the Nürburgring. In-car shots were gained the week after the race when the crew hired the circuit exclusively, blocking *Grand Prix* any shooting access to the venue



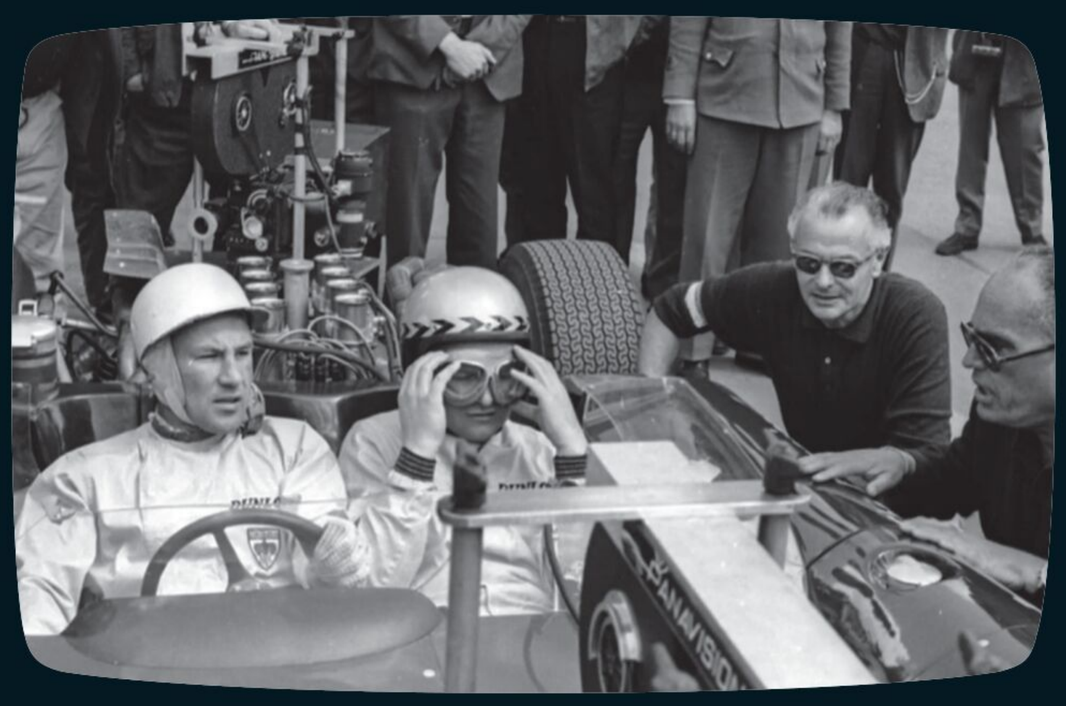


The documentary maker believes there is more film to be found



Footage of Moss on the track is spellbinding...





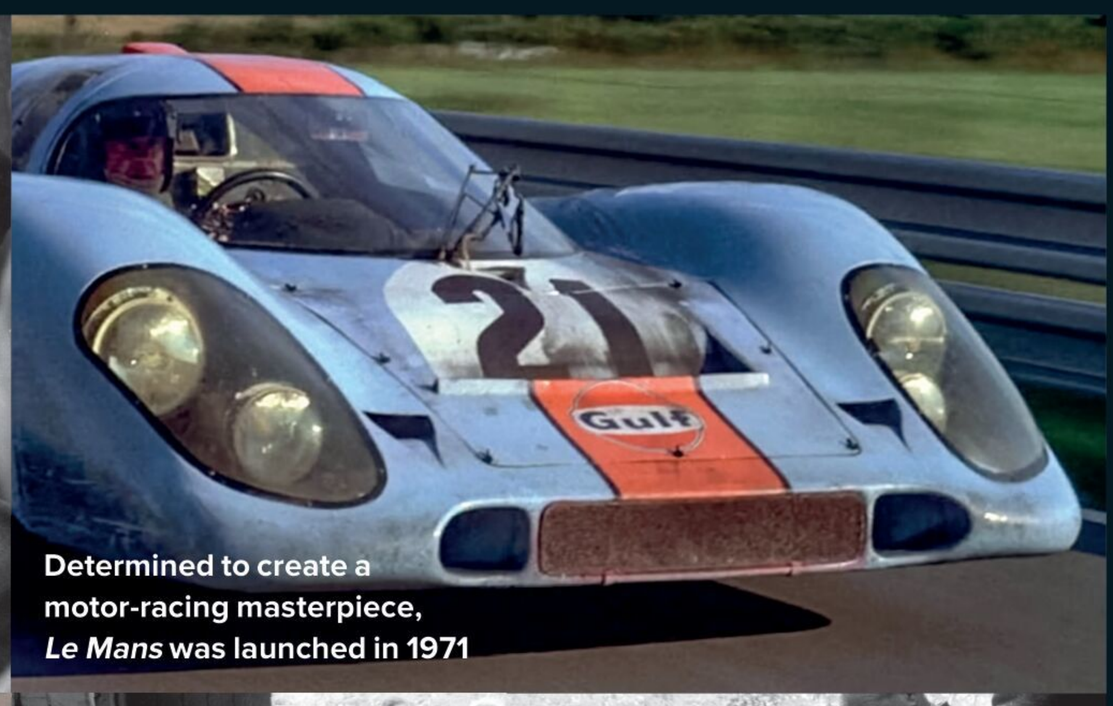


If the film had been made, would McQueen have had the energy for *Bullitt*?

GERRY CRANHAM/OFFSIDE SPORTS

Alan Mann had a clear rule about not smoking in his garages, but clearly nobody was going to tell McQueen...





Determined to create a motor-racing masterpiece, *Le Mans* was launched in 1971

McQueen fell out with James Garner after losing the lead role in *Grand Prix*





Turns out he'd been dealing with Daley directly. The next day, both Warner Bros and MGM, who had bought into Frankenheimer's vision, announced oddly similar new motor-racing movie projects.

Shortly after, as described in an archive interview conducted with Frankenheimer in 1998, the "disastrous" meeting with McQueen took place – and Garner landed the role, very much against the director's wishes. Again, an interview with the man who would be Pete Aron has been unearthed, in which Garner describes the moment he phoned his old *Great Escape* buddy to break the news. "There was a $20 silence on the telephone," he says with that familiar Jim Rockford smile. "He didn't talk to me for about two and a half years."

BUT AT THIS POINT, STURGES AND McQueen took pole position in the race to the box office. Awkwardly, both film crews began recceing F1 at the 1965 Monaco GP, McQueen attending the race with guidance from Stirling Moss, who would join Whitmore and ace car preparation specialist Alan Mann as an adviser on the movie. Then later that summer, Moss, Whitmore and Mann headed to the Nürburgring to begin filming at the German GP – which is where this story comes alive.

For 55 years, the rushes from what was shot that weekend have remained stored and unseen – until ace archivist and serial documentary maker Richard Wiseman discovered them by mistake. And here in *The Lost Movie* they are revealed in all their considerable glory. Vibrant crowd and pitlane scenes, plus the lovely old Nürburgring paddock, are captured on 35mm Eastman Color film. Dramatic track action shot from a helicopter exposes the speed and commitment of the premier-class stars in the final year of 1.5-litre F1. And there after the flag is Jim Clark, race winner and newly crowned two-time world champion, standing on a podium with Graham Hill to his right, Dan Gurney to his left – while in the foreground stands Colin Chapman, looking on benignly without a hint of the high emotion F1 team bosses today can't resist expressing in such moments. But the best is yet to come.

Now we are on board with Moss at the helm of a Mann-prepped Lola T70 camera car, the cameraman either squashed in beside him to film the rear-view of a pair of Reg Parnell Lotuses ducking and diving between the Nürburgring's hedges, or looking back at their red-striped noses from a precarious perch on the sports racer's tail. This is the real Nordschleife, as it was before steel barriers came between the trees, shrubs and ditches. It's spectacular stuff.

But then comes the real spine-tingler: we're on Moss' right shoulder, the familiar Herbert Johnson helmet looking down the snout of a blue Rob Walker Brabham. It's three years and more since the bank at Goodwood's St Mary's rushed up and ended his frontline racing life. Yet here he is, back where he belongs – and darting between the Parnell Lotus duo, he's clearly beyond the point of acting for the cameras. At this stage, we switch away to the documentary's talking heads: familiar faces Windsor, Simon Taylor and Nigel Roebuck, all of whom smile as they watch the footage on electronic tablets. Then Roebuck recalls a conversation with Stirling when he reminded his friend of that day of supposed 'filming'. "He told me, 'I felt like I did when I won there in 1961,'" says Nigel wistfully. Moss hinted at it himself, but these images only seem to confirm it: the abrupt retirement in the wake of his Goodwood recovery was far too rash. Stirling could still have been at his best in 1965.



GETTY IMAGES, GERRY CRANHAM/OFFSIDE SPORTS, ALAMY

"For 55 years, the rushes have remained stored and unseen"

Further on, there's more from Warner Bros' cameras, at Oulton Park to capture the Tourist Trophy in April 1966. Mann's camera car and more helicopter shots capture a verdant Cheshire circuit and Hugh Dibley's Stirling Moss Auto Racing Team (SMART) Lola T70 Spyder painted green. On its rear flank a sticker reads 'PEARCE' – Dibley was subbing for McQueen that day for scenes that would never be completed by the man himself. In the snippets of footage unearthed by Wiseman, none feature the actor – because principal filming had yet to begin. And it never would.

Although *Day of The Champion* grabbed an early lead, Frankenheimer had hardly been sitting on his hands. He attended most F1 grands prix in 1965 to recce for his movie and rounded up many of the current stars, plus Phil Hill, who as America's first F1 champion inevitably inspired the character of Pete Aron. But there are two notable exceptions: Jimmy Clark and Jackie Stewart sided with McQueen.

Stewart appears in *The Lost Movie*, and while he's vague on detail and chronology (c'mon, he is 81), he remembers the key reason why he and his friend signed for The Cooler King: "McQueen was bigger than Frankenheimer." But as the *Day of The Champion* unravelled, the Scots lacked no compunction switching sides and pledging their allegiance to *Grand Prix*. "We got paid twice," quips Sir Jackie.

During 1965 Sturges found himself struggling with the thorny development of *Ice Station Zebra*, ironically for MGM, while McQueen was on his way to Taiwan to make *The Sand Pebbles*, playing a sailor in the US navy caught up in the Chinese civil war of the 1920s. Perhaps McQueen's most critically acclaimed work, the movie directed by Robert Wise of *The Sound of Music*, was only supposed to take nine weeks of his time. Instead, it would stretch on for seven months – into the summer of 1966, as Frankenheimer, Garner and co cracked into the heart of *Grand Prix*.

The Lost Movie then offers other treats, taking us on set at Monaco for *Grand Prix*, during and after the real race. Frankenheimer is frantic as he tries to marshal racing drivers and extras, then organises a podium scene for the victorious Jean-Pierre Sarti – just down the road from where real Monaco GP winner Jackie Stewart is receiving his trophy from Princess Grace. "I was not aware of it," says Sir Jackie, which in the commotion of what he'd just achieved is probably fair enough.

The most amusing behind-the-scenes clips capture an enraged Garner letting rip with venom at a blazered official who is protesting to the director for the disruption filming is causing for disgruntled locals. No wonder Garner has lost his rag: he's dripping wet and stone cold, following Aron's dunk in the harbour... Footage of the hydrogen cannon

firing Scott Stoddard's Jordan up the wall at the chicane and Aron's sister car into the Med add to the spectacle, then later Garner takes voluminous charge as he and rival Sarti (Yves Montand) prepare for an action sequence at Brands Hatch. At this point, it's worth noting that *Grand Prix* doesn't visit the Nürburgring - that was *Day of The Champion* territory.

As Frankenheimer's band followed the F1 circus around Europe, an ill McQueen was seething in frustration, still stuck in Taiwan filming his Chinese civil war masterpiece. Then in July, as Sturges pushed on with pre-production work, they got the dreaded call from Jack Warner: shut the movie down. The studio was fearful that MGM was about to win this race, although archivist Wiseman also reveals Jack Warner had greater concerns than a simple loss of face. He would sell his studio in the autumn and at this point, the size of the deal had yet to be finalised. Too much was at stake, so McQueen and Sturges were spun out.

The Sand Pebbles and *Grand Prix* were released in the US in the same week, the former receiving the critical acclaim notably lacking for the latter, which received at best a mixed reaction - at least in the media if not at the box office.

Salt was rubbed at the Oscars, when McQueen was among his movie's eight nominees - all of which were overlooked... while *Grand Prix* claimed three Academy Awards in technical categories. Then just to really rub it in, young Chad McQueen asked his old man to take him to see the new racing movie everyone was talking about.

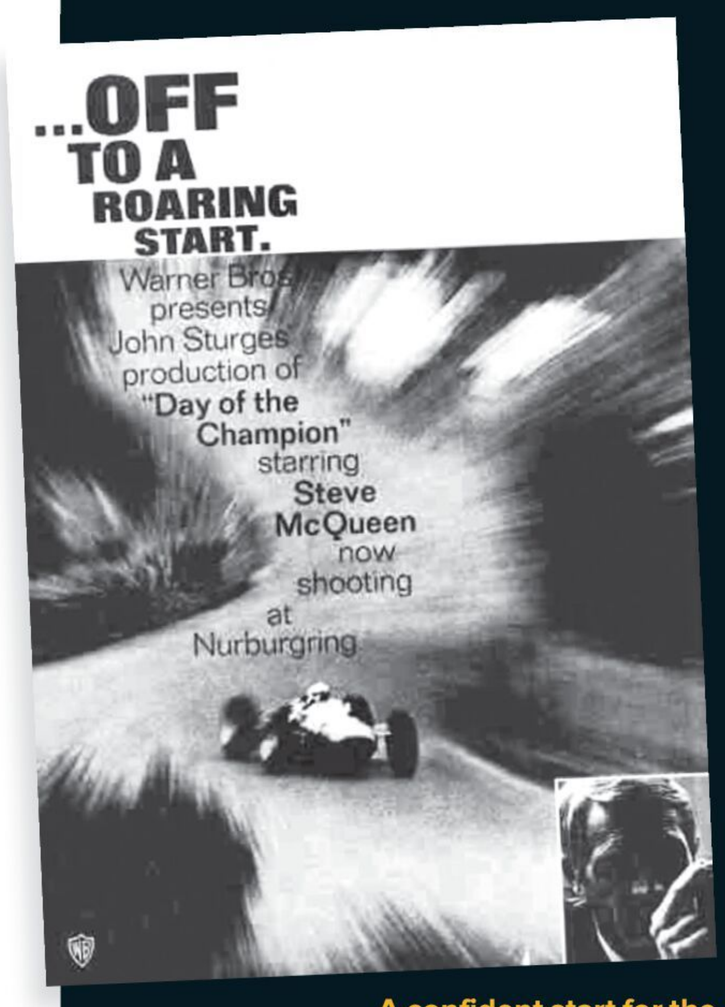
"McQueen was seething in frustration, stuck in Taiwan"

Today, for all its flaws, *Grand Prix* stands as a loving ode to a long-distant era of F1, while McQueen's seminal *Le Mans* compliments the earlier work and surpasses what Frankenheimer achieved in terms of authenticity - all that really mattered to its star and architect, whose purpose revolved around gaining the respect and recognition of those whose opinion he counted more than anyone: the racers themselves.

As *The Lost Movie* concludes, echoes of *Day of The Champion* carried over into its self-indulgent, mesmerising offspring. A version of the signature "Everything else is just waiting" speech can be spotted almost word for word in the script of the movie that never got made. McQueen's friendship with Sturges and loyal producer Bob Relyea didn't survive *Le Mans*, and neither did his own reputation. But as Wiseman says, "Where McQueen was in 1970 was different to where he was in 1965/66. He was a star after *The Great Escape*, but by 1970 he was the biggest movie star in the world, on the back of *Bullitt* and *The Thomas Crown Affair*. He could do what he liked and behave how he liked - and he did."

Had *Day of The Champion* made it to the screen on the back of the exhausting shoot for *The Sand Pebbles*, perhaps neither *Bullitt* nor *The Thomas Crown Affair* would have followed - probably greater losses than a hammy movie about this strange sport of motor racing. But thanks to *The Lost Movie*, at least now we can see the best bits of what went missing.

***Steve McQueen: The Lost Movie* will be broadcast at 9pm on January 1 and will be available on demand on NOW TV and Sky**



A confident start for the production team but the wheels soon fell off for McQueen and his F1 dream

The fluke find

British archivist **Richard Wiseman** remembers the moment he discovered the film footage and how an unlikely ally introduced him to the Sky programme commissioner



Steve McQueen: The Lost Movie is written, produced and directed by Alex Rodger, who got his teeth into this feature-length project after time spent producing short pre-race features for Sky F1's modern grand prix coverage. But this fine documentary wouldn't exist without archivist Richard Wiseman's amazing discovery. How he uncovered the 1965 German Grand Prix rushes that are at the heart of the story about *Day of The Champion* is perhaps a case in favour of the theory that fate is a thing.

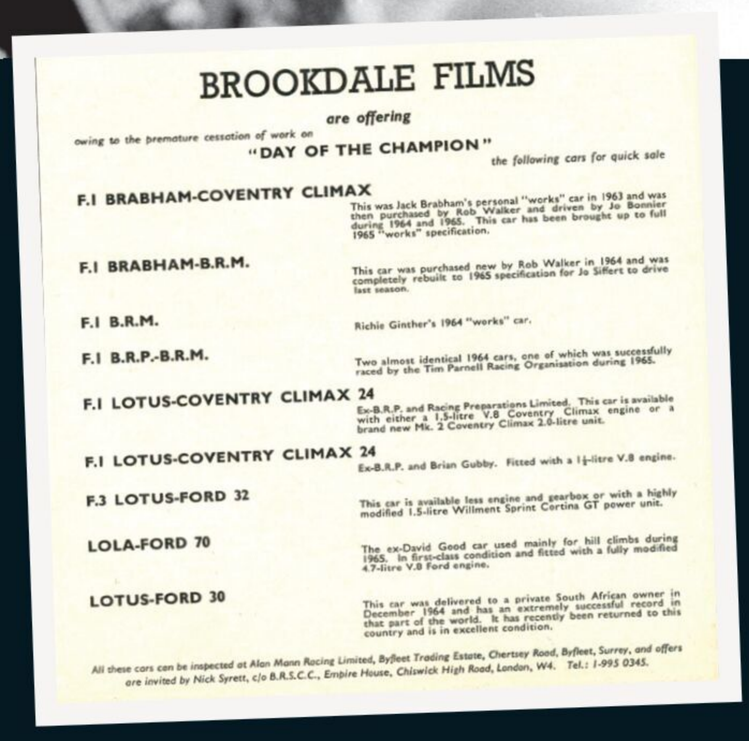
Wiseman is among Britain's finest archivists, with a long list of credits behind him from the gems he's discovered, including a previous Steve McQueen documentary, *The Man & Le Mans*. "When we made that in 2015 there was a plan for a chapter on *Day of The Champion*," he says. "Unfortunately, the archivist couldn't find where the film was... But during Covid lockdown, it was a classic case: I found it while I was looking for something else. I was working on a Max Mosley documentary" – set to be released sometime during 2021, with the full co-operation of the ex-FIA president – "and I had been sent from America some 'wallpaper' footage of the Nürburgring from a stock library to see if it was suitable for the film. As you know, Max was a racing driver in the late 1960s and had mentioned he'd driven at the 'Ring. But when I saw these film files I thought, 'I know what this is!' So I asked for all the files from that run and it all emerged."

Ultimately, it was not to be for McQueen, but footage of the European race scene in 1965 is historically important

Just 25 minutes of rushes have been found, and as usual Wiseman is now frustrated by what he knows is still out there. "There is more, but we discovered they're in a storage depot in California – which we couldn't get to because of Covid," he says. "There was also a lot of stuff shot at Silverstone and Goodwood, circuits that didn't appear in *Grand Prix*. We were pleased to find the footage of the sports car race at Oulton Park, but we would have been more pleased to find the stuff of Stirling Moss possibly driving a Ferrari F1 car at Silverstone..."

Wiseman by no means limits his expertise to motor racing. He's recently worked on a Bee Gees documentary and also found archive for Ron Howard's Beatles feature *Eight Days a Week*. But motor racing is a specialist subject. "Whatever you find, you then have to persuade TV commissioners aiming a documentary at a general viewing audience that there's something in this – especially when they ask the inevitable, 'Is McQueen in any of the rushes and is he driving any of the cars?'" he says. "The answer for which is no!"

An unlikely ally arrived for this one: producer Victor Lewis-Smith, best known as one of Britain's funniest satirists. "I've worked with him before," says Richard. "He is not interested in motor racing in the least, but knows a good story when he hears one. Earlier in the year he rang me and said he had a commission pitch with Sky Documentaries, but didn't have anything to show them. Did I? I said, 'Yeah, I have actually...' So I joined in the call and the people were interested – even if they were a bit miffed there was no Steve McQueen on screen."



BROOKDALE FILMS

are offering

owing to the premature cessation of work on "DAY OF THE CHAMPION" *the following cars for quick sale*

F.1 BRABHAM-COVENTRY CLIMAX This was Jack Brabham's personal "works" car in 1963 and was then purchased by Rob Walker and driven by Jo Bonnier during 1964 and 1965. This car has been brought up to full 1965 "works" specification.

F.1 BRABHAM-B.R.M. This car was purchased new by Rob Walker in 1964 and was completely rebuilt to 1965 specification for Jo Siffert to drive last season.

F.1 B.R.M. Richie Ginther's 1964 "works" car.

F.1 B.R.P.-B.R.M. Two almost identical 1964 cars, one of which was successfully raced by the Tim Parnell Racing Organisation during 1965.

F.1 LOTUS-COVENTRY CLIMAX 24 Ex-B.R.P. and Racing Preparations Limited. This car is available with either a 1.5-litre V.8 Coventry Climax engine or a brand new Mk. 2 Coventry Climax 2.0-litre unit.

F.1 LOTUS-COVENTRY CLIMAX 24 Ex-B.R.P. and Brian Gubby. Fitted with a 1½-litre V.8 engine.

F.3 LOTUS-FORD 32 This car is available less engine and gearbox or with a highly modified 1.5-litre Willment Sprint Cortina GT power unit.

LOLA-FORD 70 The ex-David Good car used mainly for hill climbs during 1965. In first-class condition and fitted with a fully modified 4.7-litre V.8 Ford engine.

LOTUS-FORD 30 This car was delivered to a private South African owner in December 1964 and has an extremely successful record in that part of the world. It has recently been returned to this country and is in excellent condition.

All these cars can be inspected at Alan Mann Racing Limited, Byfleet Trading Estate, Chertsey Road, Byfleet, Surrey, and offers are invited by Nick Syrett, c/o B.R.S.C.C., Empire House, Chiswick High Road, London, W4. Tel.: 1-995 0345.

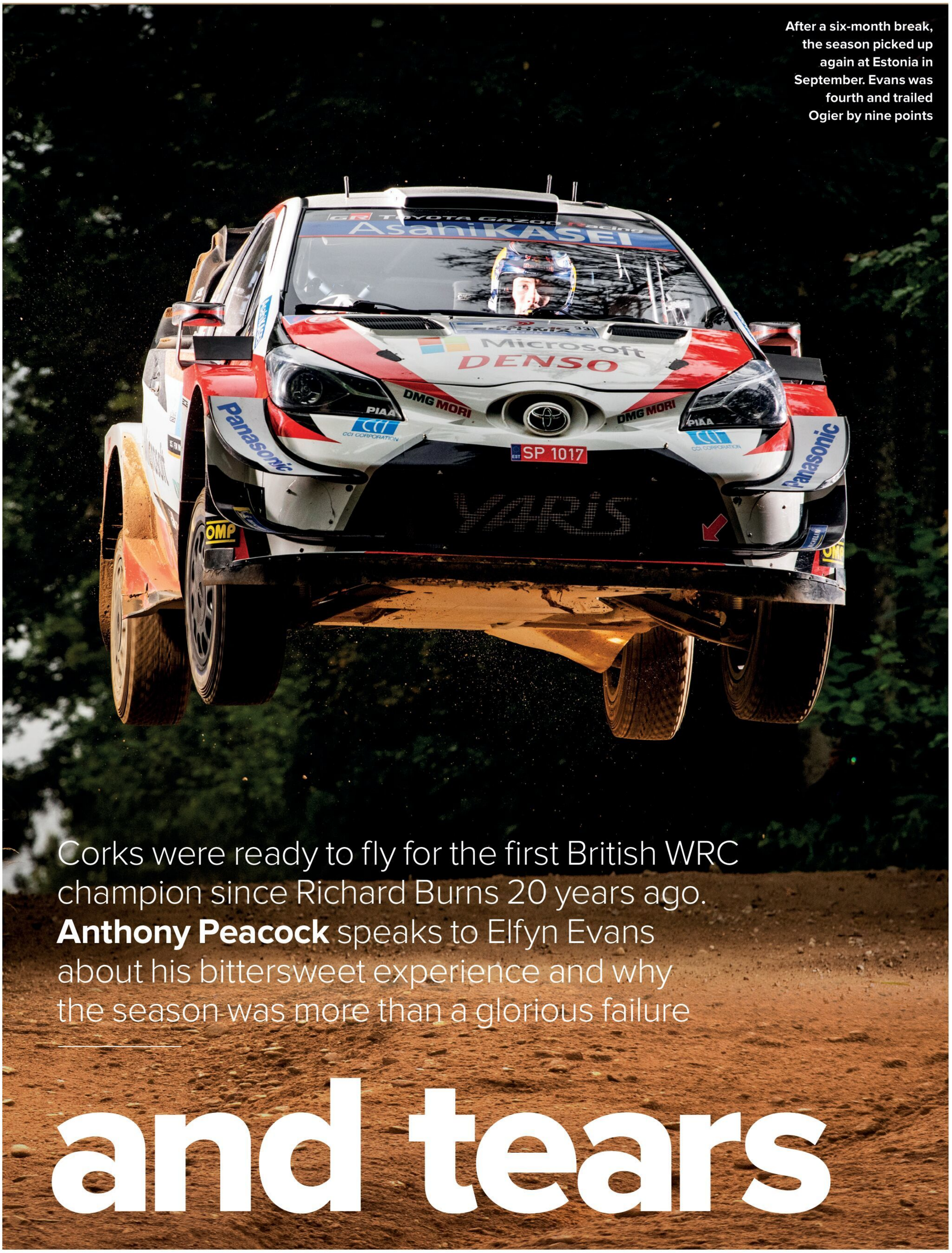
Left, authenticity was everything to McQueen, as this list of cars reveals

The behind-the-scenes *Grand Prix* archive also has a great backstory. "For a completed film like *Grand Prix* from MGM, actually licensing footage from the film is ferociously expensive, so we had to think of a way around it," he says. "The stuff of Frankenheimer in Monaco is actually from a *Whicker's World* that the BBC made on the making of *Grand Prix*. Miraculously it's all on colour film despite it pre-dating colour TV in this country by 18 months. It's almost as good as the rushes."

Wiseman describes his job as "a never-ending jigsaw puzzle" and more pieces for other projects are currently being pushed together. Whether it's by hard graft, knowing where to look or stumbling across something by accident, whatever will he dust off next?

GERRY CRANHAM/OFFSIDE SPORTS.

Mud, sweat



After a six-month break, the season picked up again at Estonia in September. Evans was fourth and trailed Ogier by nine points

RED BULL CONTENT POOL

Corks were ready to fly for the first British WRC champion since Richard Burns 20 years ago. **Anthony Peacock** speaks to Elfyn Evans about his bittersweet experience and why the season was more than a glorious failure

and tears



Evans went into the final rally leading the championship. Conditions in Italy were, at times, more reminiscent of Sweden

ELFYN EVANS HAS HIS FEET FIRMLY on the ground – but most people who come from Dinas Mawddwy do. It's a quiet and unpretentious village, home to around 600 people, close to Machynlleth in mid-Wales, and surrounded by stunning countryside: heaven for mountain biking and outdoor training. Evans' grandfather founded a motor dealership there in 1930, which expanded over time and in 1983 was renamed after Elfyn's father: Gwyndaf Evans Motors.

Elfyn used to work there himself – "before the whole rallying thing took over" – but he's still grateful to have it there in the background. "As a rally driver, your career is relatively short," he points out. "So it's always good to have something to come back to."

Gwyndaf – a cult hero himself – still does his son's gravel notes, checking the pace notes ahead of the competing cars. It's very much a family business, in every sense.

This means that you won't find Elfyn moving to anywhere like Monaco either, now that he's achieved the fame and fortune of being a world championship contender. Perhaps even world champion by this time next year – as so nearly happened this season.

He is also pragmatic about the fact that he so cruelly lost out on the world championship this year: 25 years on from Colin McRae winning the title.

"That wasn't a statistic that I thought about myself, although a few people reminded me of it in the build-up to the final round," says Elfyn. "I can't say it affected me that much. I'm just going to have to try and win the title 26 years after Colin first did it now."

Elfyn came into the hastily rescheduled decider at Monza in Italy with a 14-point advantage over his team-mate Sébastien Ogier. So he just needed a solid finish, but Monza was anything but an ordinary rally. The stages around Italy were covered in ice and snow, making it more reminiscent of Rallye Monte Carlo than anything you would find at the home of the Italian Grand Prix.

Nonetheless, Evans was doing exactly what was needed, in third overall – right up until a tightening right-hander on SS11, Gerosa.

"It wasn't a particularly fast corner, but I was too fast for the conditions," remembers Evans. "What happened was that there was a surface change under the snow that completely altered the level of grip. I lost the back end, and although I tried to get it back, we ended up going off and I knew it was all over."

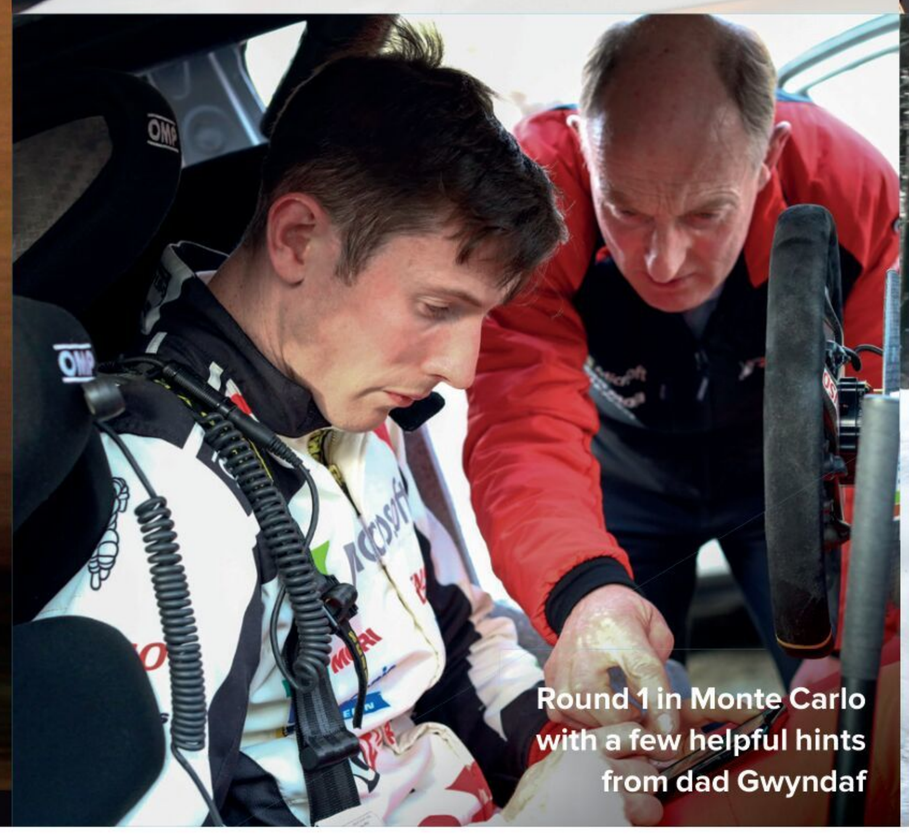
As any driver in a similar showdown situation will tell you, to win a title you still have to drive normally to win. And Evans was actually 4.5secs up on Ogier when he went off. It was just bad luck that the Welshman had to try and bring the title home on what turned out to be one of the most varied and unpredictable events of the year.

"I don't see it that way," Evans points out. "As a rally driver, you have to be quick everywhere. So no excuses."

It was precisely those qualities that endeared Evans to Toyota, as he made the jump to the Japanese squad after spending the entirety of his career to date at M-Sport Ford. "I didn't really know what to expect, as it was a complete change of scene for me," he adds. "But in 2019 I knew that we'd been best of the







Round 1 in Monte Carlo with a few helpful hints from dad Gwyndaf



Confident in Sweden. Above: a second victory at the Turkish Rally seven months later

"I knew we stood a good chance. Sweden was a turning point"

rest, despite missing three rallies with a back injury. So I hoped we could be competitive."

That was a massive understatement. Evans made a flying start to life as a Toyota driver. Perhaps unsurprisingly, it was Ogier who won the opening Thursday night stage of Rallye Monte-Carlo. But over the next two days in the Hautes-Alpes, it was Evans who actually looked more at home in his new Yaris. Particularly impressive were his three stage wins out of three on Friday morning, and a time 7.6secs quicker than anyone else in one particularly icy test on Saturday. Only 4.9secs split Evans and Ogier on arrival in Monaco on Saturday night - but Thierry Neuville was only 1.5sec further back. The Belgian then monstered Sunday's ice-free stages in the same Hyundai he'd been driving for three years already. Toyota went the wrong way with set up, leaving Ogier second and Evans third.

On his first visit to the Monte podium, Evans cut a frustrated figure, ruing the missed opportunity. But he had already proven he was going to be a force to be reckoned with in the Yaris. And the next chance for glory was less than three weeks away in Sweden.

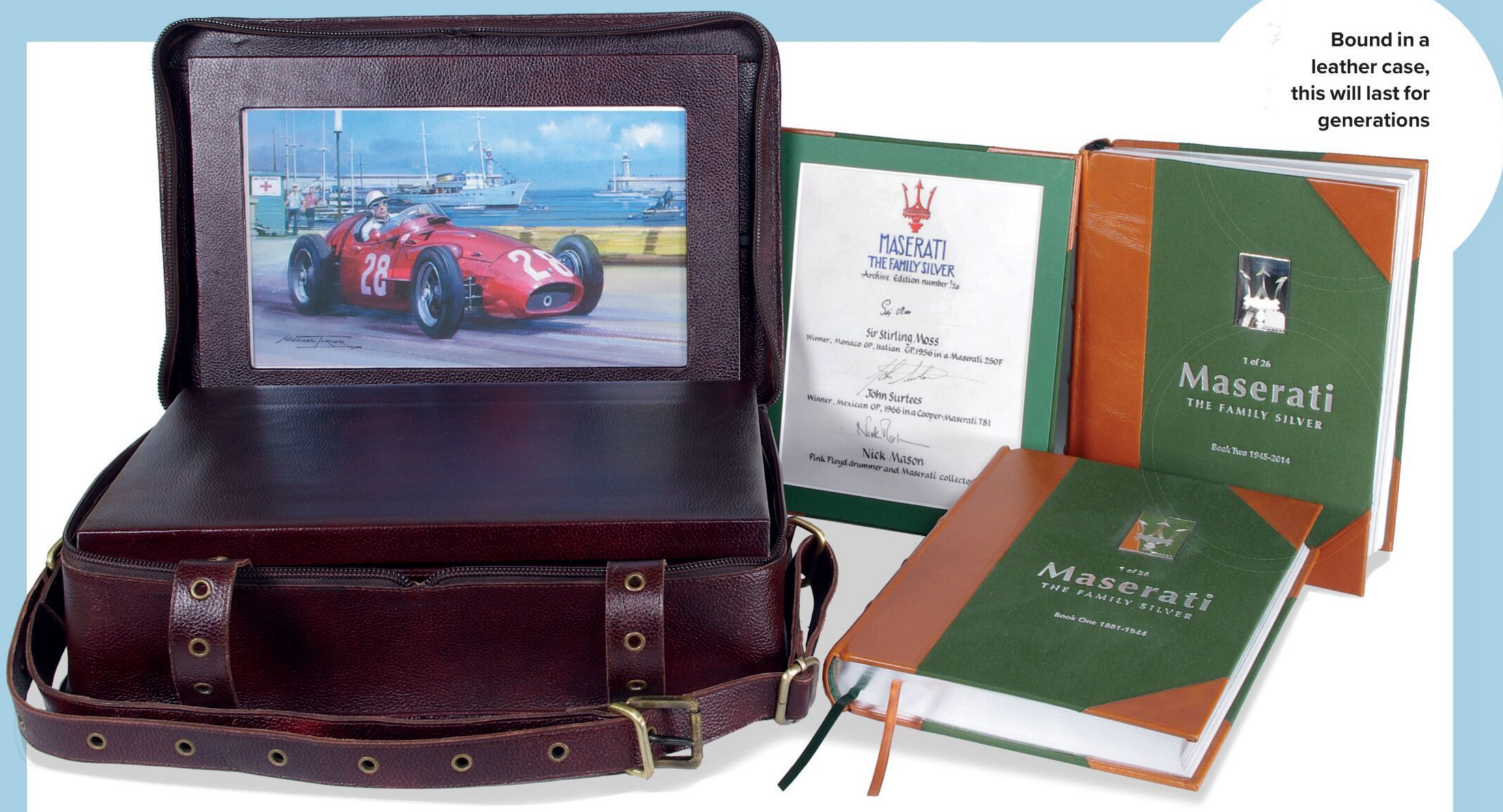
Evans led this one from start to finish. Ongoing mild weather meant the rally was shortened to 11 stages from the planned 19, but Evans also had to deal with more unpredictable grip levels than usual and the need to preserve the studs in his tyres. Sunday's rain-hit final stage was particularly tricky, resembling Wales in November more than Sweden in February, but Evans made it through to take his second WRC victory and first outside his homeland.

"It was probably then that I knew we stood a good chance," he remembers. "Monte was good, but Sweden was a bit of a turning point."

He was also now the championship leader for the first time in his career, tied on points with Neuville but ahead on countback. That gave him the unenviable position of sweeping the gravel roads of Mexico on the Friday of round three. Given that, fourth place at the end of the weekend (cut short by a day to make sure the teams could return to Europe as the pandemic took hold and borders began to close) was a perfectly respectable result. A sixth Mexico win in eight years for Ogier put the Frenchman top of the standings over the unplanned break of nearly sixth months that followed. This gave Evans plenty of time to think about how he could get the lead back.

With Rally Finland among the events scrubbed, in came Rally Estonia to host the restart in September. That Ott Tänak won in his backyard was no surprise. That Toyota had to make do with third, fourth and fifth behind Tänak's Hyundai team-mate Craig Breen was somewhat less expected on such quick

TOYOTA/McKLEIN



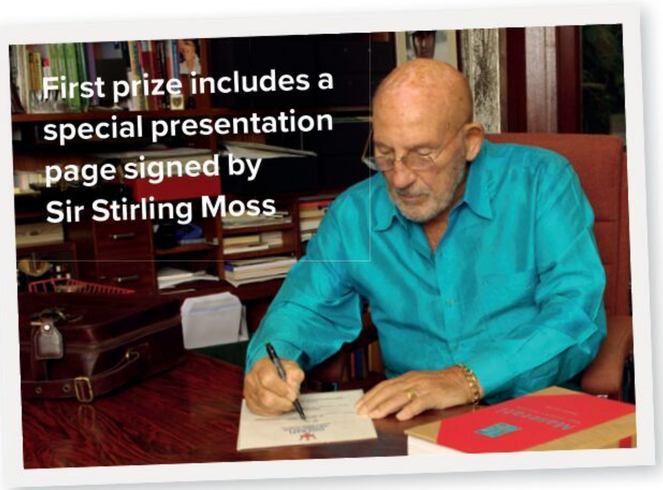
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roads. Evans, who escaped a high-speed crash on a test event two weeks prior, came away with fourth place behind Ogier and ahead of teen sensation Kalle Rovanperä, who had been the quickest of Toyota's trio aside from a puncture and a time penalty.

Tyres were an even bigger talking point in Turkey. Evans slipped from second to fourth with extreme tyre wear on Saturday afternoon, and perhaps that influenced his approach to Sunday's first remarkably rough opening stage. He made it through the 23 miles of Cetibeli unscathed and vaulted from fourth to first after others had to stop and change tyres. Another slice of good fortune followed when Ogier stopped with an engine issue. Evans won the rally and moved 18 points ahead of his team-mate at the top of the standings.

On a rescheduled visit to Sardinia, Evans once more had to open the road, and once again came away with a solid fourth place, thus conceding only four points of his championship margin to Ogier. The two events left on the calendar would both take place on asphalt, where running first on the road could be an advantage. Then a WRC debut for the Ypres Rally was cancelled when Belgium went back into Covid lockdown.

That left Rally Monza: an annual end-of-season exhibition event at the Italian Grand Prix venue, this year upgraded to WRC status with an added day's stages in the mountains above Bergamo.

In heavy rain, even the stages at Monza itself proved difficult. Evans made it to the end of Friday in fourth place, still looking good for the 2020 championship title. In the mountains on Saturday, the crews discovered Monte-like wintery conditions. Ogier looked at home and quickly moved into the lead, but Evans also seemed comfortable. Until that corner on an icy and slushy SS11.

What speaks volumes about Evans, his co-driver Scott Martin, and their team spirit as well as sportsmanship, was that their first reaction was to get out and stand by the side of the road to warn Ogier - who was coming up behind them - about the tricky corner. Had the British pair not done that, he could well have followed them into the ditch - and Evans would be champion.

But that's not how he does things.

"In the end, it's been a good year," he concludes. "There are always things you think you could have done differently or better, but I got to grips with the team and the car quite quickly - which was probably the biggest question mark heading into the season - and I think we did a good job. We just need to do a better one next year."

"In heavy rain, even the stages at Monza itself proved difficult"

Above: in the Italian mountains disaster struck; Evans and Martin were quickly out of their Yaris to warn Ogier about the dangerous bend. Below: snow to the north of Monza

TOYOTA/MCKLEIN

Engineer John Gentry checks the time as his driver Derek Warwick prepares for action at the Nürburgring

BAND OF



JUTTA FAUSEL

BROTHERS

With Alex Hawkridge at the helm, Toleman took Formula 2 by storm in 1980. **Chris Witty**, a motor sport writer, was hired to head up PR and recalls a season like no other, where an unlikely collection of characters pulled off a sensation

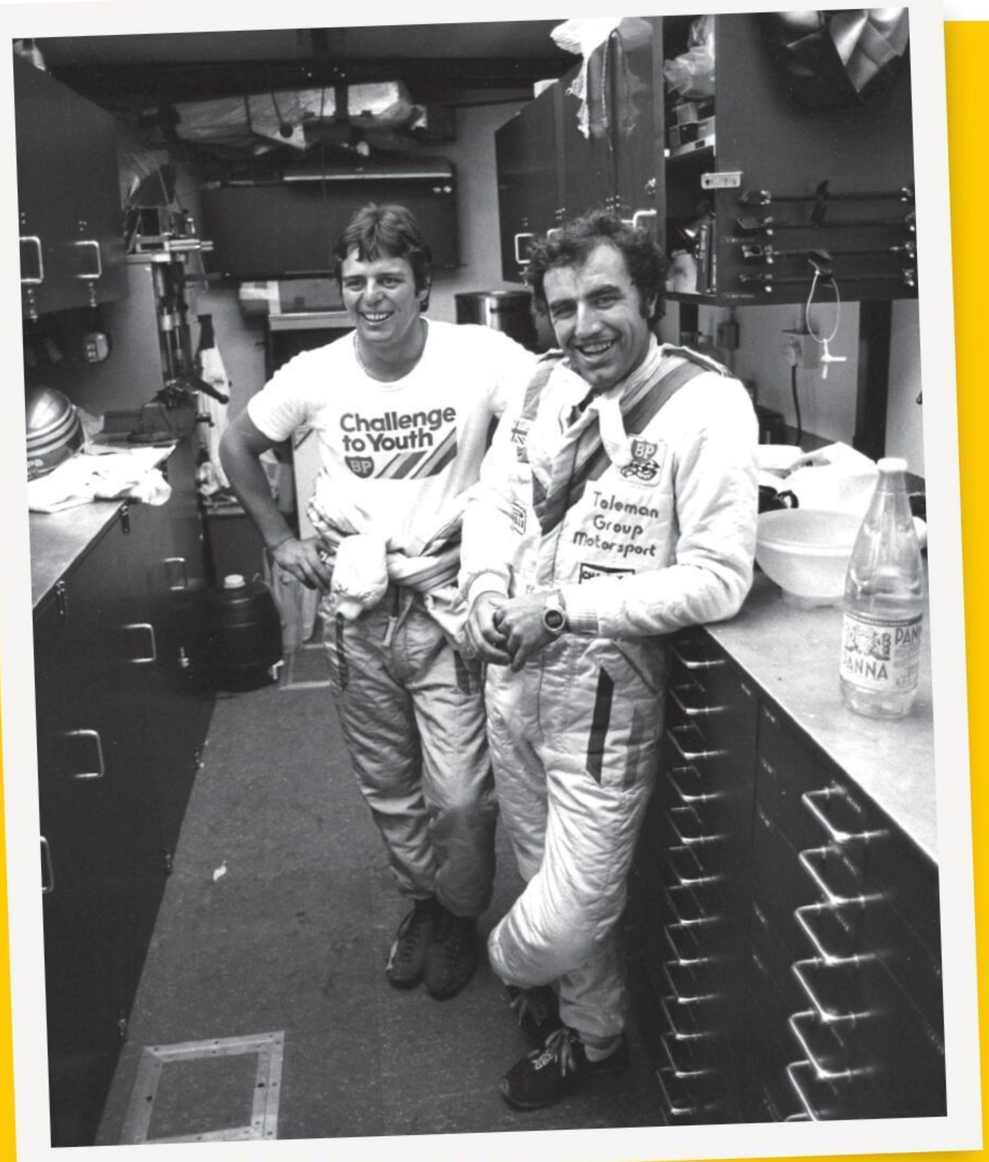
JULY 1979, THE FIRST CORNER AT ENNA, Sicily: my life as a freelance reporter covering the European Formula 2 Championship was about to take a different turn – much like title contender Brian Henton's Ralt RT2.

Anticipating the chaos that normally ensued at the Vivalo corner at the start of a race, we'd made our way there to witness the inevitable fun and games. Beforehand, Henton had voiced concerns about those around him crashing into each other and, with a victory putting him into a strong position to win the European title, he had one eye on the escape road in an effort to steer clear of the melée.

Henton's fears proved to be right. He got pole position but was allowed to choose the opposite side of the track to start, thereby giving Beppe Gabbiani in one of the works March 792s the better track position for the first corner, which was a tight left then right combination. Brian was convinced that by having Beppe on the dirty inside line he'd lock up on the dust and grit and "have an accident". But it didn't work out like that. Brian made a good start and moved over to the racing line, and yet Beppe still came barrelling up on the inside, locked up and slewed sideways across Henton's path. Brian had little option but to take the escape road as the customary Enna first-corner chaos ensued.

The track re-entry was quite some way up the road and it was where Brian rejoined, allegedly ignoring a startled Sicilian marshal who was wildly waving a flag, that was to cause the controversy. Henton moved behind Eje Elgh and then proceeded to go on and win quite comfortably. Thereafter, there was a protest and Henton was disqualified for his actions, one accusation being that he had premeditated his actions at the start to gain an advantage, disobeying a marshal in the process.

After the post-race decision, Henton's Toleman Group Motorsport team boss, Alex Hawkridge, approached a number of us who'd been watching at the first corner. What had we seen? Would anyone be prepared to be a witness? They were going to appeal the stewards' decision. I agreed to give an account of what I saw. Months later, after Marc Surer, March and BMW had 'won' the European F2 title at Donington due to Brian's Enna ▸



Left: BP wanted an all-British F2 line-up at Toleman in 1980, so paired Brian Henton with Derek Warwick. Henton (right) replaced Stephen South, who lost the drive after failing to tell the team about his McLaren F1 test



"Would I like to work for them? I gave it a quick assessment"

disqualification, I found myself at an Italian CSAI court hearing giving my account - which differed from the version of FIA observer and BARC chief executive Sid Offord. Thereafter, a further appeal to the FIA was thrown out and Surer was officially confirmed as champion. Alex thanked me for my time and asked if I planned to carry on writing about F2 for the following season and beyond. He explained that, undeterred by the court ruling, he was determined to push ahead not only to win the Euro F2 Championship with a car bearing the company's name, but also had plans to go into Formula 1. Would I like to go and work for them? I took it on board, gave it a quick assessment, and took up my position handling the team's public and press affairs from the start of 1980.

BRENTWOOD-BASED TOLEMAN, whose mainstream business was providing nationwide car delivery straight from the factory to dealerships and on to customers, had a long history of competing in British club racing. However, after South African Rad Dougall won both the British Formula Ford 2000 championships in 1977 driving one of two Royale RP25s (one car for each series no less), the company's managing director, Hawkridge, decided they would forego the usual path of moving into Formula 3 for 1978; instead he bought two brand-new customer F2 March 782s with BMW power prepared by Swiss engine guru Heini Mader.

What's more, Hawkridge, who had raced a Formula Ford Royale RP21 in the 1976 Dunlop Star of Tomorrow series with some success, was able to persuade Royale's young South African designer Rory Byrne to amicably leave the highly successful company that Alan Cornock had just taken over from Bob King, to engineer the Toleman race programme.

For 1979 Toleman switched tack, Rory and Alex deciding to align themselves to Ron Tauranac and his Ralt RT2 design as the best way of beating March. Following Enna and Henton's subsequent championship near-miss, Hawkridge and Byrne took the ambitious decision to press the green light on their own Toleman chassis for 1980, thus triggering the birth of what was to become the greatest, most successful underdog team to rattle the establishment in F1.

The Toleman TG280 F2 cars were built by BS Fabrications in Luton, which had been



Henton finished third at Pau in May. Here he leads Bruno Corradi's Minardi-BMW

JUTTA FAUSEL, LES THACKER

From left: Teo Fabi, Manfred Winkelhock, Toleman team manager Roger Silman, Henton, Warwick, Rhonda Warwick and Tim Schenken at Mugello



Above: Warwick was often quicker in practice, but Henton (on left below) won the title at Misano, where he finished second



formed in 1972 by ex-race mechanics Bob Sparshott and John Woodington. Their attention to detail was superb. Every TG280 chassis was built at BS Fabs, which turned out to be the four works cars together with six more for customers, plus a test bed for the Hart F1 engine. They were 20 per cent more expensive than a March, but Toleman wasn't after a customer market. It wanted a title and a team that would eventually lead to F1.

The first chassis was finished in time for a press launch at Ronnie Scott's Jazz Club in Soho in January 1980. We shoehorned a TG280 into the foyer of the small, smoky venue, chosen by Pirelli's UK PR manager Tom Northey through his friendship with manager of the club Peter King, a decent club racer himself. BP, through the efforts of its UK motor sport manager Les Thacker, had now become the team's main sponsor. This was a break in tradition from the previous five years where Les had initially backed the British Formula 3 Championship and supported a number of drivers in that category, mainly emerging British talent. He'd helped Derek Warwick and continued to do so, despite a disastrous F2 season in 1979 when


Henton and Warwick kicked off the 1980 F2 season with a fine 1-2 at Thruxton

the Warwick family ran their own March 792. Les had also helped Stephen South, who had struggled to fund his racing, and had now emerged as a proven front runner in F2 driving for Ron Dennis' ICI March-BMW outfit.

With BP launching its new VF7 multigrade oil, a higher profile of sponsorship and an increase in expenditure and technical support was required. Taking South on as team leader was a given, but Hawkridge had concerns over Warwick, who'd had his fair share of incidents the previous year. Nevertheless, this all-British line-up was approved.

The first wheel turned in anger came at a chilly Goodwood soon after the official launch. What was planned was an extensive tyre test programme with Pirelli in Italy using Vallelunga and Mugello to try out dozens of different constructions and compounds to decide which would be best suited to the TG280. Vallelunga, just north of Rome, has a very pleasant climate at that time of year and there was no restriction on testing. If you could afford it, you just went out and did it.

The big shock for us, just as we started the tyre test programme, was South asking Rory if he could be excused for a day as he had another engagement elsewhere. What none of us knew was that he'd be testing a McLaren M29 F1 car at Paul Ricard. His actions led to him being sacked with immediate effect as we saw the story in the French sporting newspaper *L'Équipe* the next day. It was unfortunate but understandable. Who his replacement would be became a major talking point and Tiff Needell, who'd raced for the team in the final Hockenheim F2 race in 1979 and might have finished on the podium if it weren't for an engine issue, was told by Alex to fly out to Mugello to join Warwick for the tyre test programme. Tiff enjoyed a better 'audition' at a Silverstone test, but it was almost inevitable that without South, the driver best suited to the task of winning the European title would be Henton.

Although no longer a 'coming man' at 33, Henton was the best British driver on the market at that time. Brian was eight years older than Warwick and, by Derek's own admission, racing beside him would be the making of the ex-Superstox world champion.

I remember arriving at Thruxton for the opening race of the 1980 F2 season in confident mood. Our pre-season testing had been encouraging and despite Henton damaging his brand-new race car in unofficial practice when he tangled with a spinning Manfred Winkelhock, we'd regrouped by the time official practice had started. Alex was understandably nervous, smoking like a chimney and pacing around. But he didn't need to be. The Pirelli race tyre proved better suited to the warmer weather on race day and, while Brian and Derek strolled to an emphatic 1-2, the Goodyear runners found their tyres degrading after 10 laps.

"At 33, Henton was the best British driver on the market"

A WEEK LATER, OUR RIVALS March, BMW, Goodyear and Teo Fabi redressed the balance at Hockenheim and also at a wet Nürburgring, where the Pirellis weren't quite up to spec. But Henton finished second in both those races. His consistency and eye for the prize that had eluded him the previous year allowed him to build on his championship lead. Brian Hart's 2-litre bespoke 420R engines, first produced in 1974 and effectively designed while sunning himself on a beach in Malta, were certainly up to the task in every department. They matched the BMW for horsepower and, being made of alloy, were lighter too.

It would be fair to say that March, BMW and Fabi never gave up the battle in 1980, but the Toleman cars were just so reliable and fast. When the tracks suited Pirelli more than Goodyear, Brian and Derek would disappear off into the distance with the never-say-die Andrea de Cesaris always giving his best to hang on. Eventually he got his moment of glory at Misano. That was the race where Brian and the team clinched the championship with Derek a confirmed runner-up with a race to go.

We enjoyed the week leading up to Misano; the vibe was very different from the previous year. Pirelli was understandably happy seeing all its hard work pay off, particularly when two of our customer cars driven by Huub Rothengatter and Siegfried Stohr, run by the Docking-Spitzley team, had also won at Zolder and Enna, giving the TG280 six wins in total.

On the track, Derek was often the faster of the two in practice but Brian had the experience to be the quicker on race day. He switched to a new chassis mid-season at Silverstone as Rory had come up with a new rear suspension design that took the springs and dampers up and out of the airstream and repositioned them on top of the gearbox. It was to help both aerodynamics and our straight-line performance. Derek didn't get the modification until two races later at Mugello, but it didn't seem to make too much difference because he scored a superb maiden F2 victory at Silverstone that day, while Brian suffered a rare technical glitch. In fact, illustrating the superb reliability we had, Brian finished nine of the 11 races on the podium. Derek also did a stellar job and finished on the podium seven times.

We elected to miss the final round in order to focus on our move up into F1 but the overall performance of those works TG280s in 1980 will long remain a happy memory in my life. ○

JUTTA FAUSEL

All smiles as Henton and Warwick meet again at Silverstone, but behind the wheel old rivalries quickly resurfaced

FRIENDS REUNITED

To mark the 40th anniversary of Toleman's European F2 Championship success, **Chris Witty** organised a team reunion at Silverstone, where **Brian Henton** and **Derek Warwick** were reunited with their TG280s. *Motor Sport* captured the moment

PHOTOGRAPHY: JAYSON FONG

TOLEMAN REUNION



Warwick (left) and Henton ride again; Henton would later complain that Warwick had a better engine...

Before we go back to the history, can we start with what it was like to drive the Toleman TG280 again after 40 years?

Derek Warwick, Toleman team driver: "I was stunned how comfortable I felt. I was almost flat through Copse. The car was amazingly balanced, and I was pushing it. Unfortunately, I only had a short run and I would have loved to go out again. It was so easy to predict what it was doing, there was no snappiness. Just a bit of understeer, but I think that was the tyres more than the car. I didn't want to do it, to be honest. I know what I'm like and I know I will push too much too soon! But I was nowhere near its maximum, and I was on top of it. It's put a big smile on my face."

Brian Henton, Toleman team driver: "It was quite an experience. I shouldn't say this, but I had to ask the mechanics how many gears it's got! I haven't been in anything so confined for years. But what was incredible was it all came back to me. I got so frustrated because I couldn't go quicker, the back end kept breaking away, lots of oversteer. I wanted to stop and adjust it, but there wasn't time. But the feel was great. What impressed me is that when I looked at the car it was like a miniature F1. You could see the design pedigree Rory [Byrne] created in those days, long before he produced his great F1 Ferraris. But I reckon old Warwick pulled a stroke on me. I'm sure he got in that car earlier. He took off like a scalded cat! We were always so competitive back then. Now, even behind the camera car he kept sticking his nose in front..."

Okay, let's go back a bit. John, when did you join Toleman?

John Gentry, draughtsman and race engineer: "Close to the start of the season. I was at March previously, running the 792."

Warwick: "We don't mention that car!"

Gentry: "Oddly, Marc Surer won the title in it."

Warwick: "It came with about 200lb springs. It lolloped all over the place!"

Gentry: "Yeah, I didn't design it! Roger Silman got me involved in Toleman towards the end of 1979. Rory and I worked in a tiny office. Rory was drawing the bodywork and I did the rest. Rory obviously had some good ideas and I always think this car was an updated Ralt. Rory spent a lot of time at the military base at Shrivenham where they had a wind tunnel. Didn't we make the rolling road? That was the deal. Then we could really look at the aero stuff, and Rory got well into that."

Chris Witty, team press and PR: "Brian, you drove the March, the Ralt and the Toleman. Which was better?"

Henton: "I think that Warwick's got a better engine than me in that one! [Much laughter] March with the 782 produced a classic owners' car, probably the best in their history in terms of a production-type car. You could tune it with the rollbars. Then we went on ▶



1



2

1. Avons in place of period Pirelli tyres, which helped give Toleman the edge in 1980

2. Warwick and his Toleman TG280: like a hand and glove...

3. The TG280 was built by BS Fabrications in Luton, which had F1 experience in the 1970s

4. Henton and Warwick raced these same cars at Silverstone in June 1980. On that occasion Henton had pole and fastest lap, but it was to be Warwick's day – his only win that season. Also in the field that day was Nigel Mansell, who finished 11th in a Ralt RH6/80

5. Hart's engine would outclass BMW in 1980.

6. Hart remained with Toleman throughout its Formula 1 adventure from 1981-85 with the 415T engine

7. Despite Henton's Formula 2 success in 1980, he made little impact on F1 the following season, getting just one finish, at the Italian Grand Prix



4



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6





7

to the Ralt, which was more refined, but at the same time a bit agricultural with bits bolted on rather than designed. Performance-wise, the 782 was quite difficult to beat, but the Ralt was an equal competitor. Certainly, it was quicker than the 792, which, as Derek says, was a disaster. When we got the evolution of all that work and we came to 1980, the Toleman was better than any other F2 car that had been produced. The combination we'd got with the alloy-block Hart and the chassis and the aero - and the team, which is as important as anything... Believe it or not, I get on with few people in my life, but I got on with Derek very well. We actually had quite a homogeneous team."

During the season, Byrne engineered Brian's car and Gentry Warwick's. Inevitably, an internal rivalry sparked.

Gentry: "Everything would be fine. Sometimes, Brian, you'd be quicker - and often, Derek, you'd be quicker... Then warm-up comes. You, Brian, would pull in and go out again, then, lo and behold, go half a second quicker."

Warwick: "And I'd say, 'What the hell's going on there, then!'"

Gentry: "It was a slip of the pen!"

Henton: "We didn't have the sophisticated timekeeping they have now, but my ex-wife was a very good timekeeper and could time every car. We decided that whatever time we'd do, we'd put it down a second quicker than we were actually doing - because we were fighting! There were two teams: myself and Rory, and Derek and John. So this lot would be panicking, changing rollbars and so on, trying to work out where the lost time had gone! In fact, it was nowhere, it was all fictitious."

Les Thacker, BP motor sport manager: "Misano was an amazing race because it was the championship decider. Brian - Andrea de Cesaris slightly molested you and you came in with half the wheel missing. You drove six or seven laps at the end with a chunk out of the wheel. Do you remember that?"

Henton: "No, I always seemed to have chunks coming off. It was quite an aggressive season! I remember when we were at Mugello, we'd pulled that stunt putting out times that were half a second quicker than Derek's, and this was another defining race. We both took off and for the whole race Derek was right behind me. He'd drop back a bit, his tyres would come in and he'd come back for me, and I kept thinking, 'Sooner or later, he's going to have me - probably on the last lap.' But I held on. Afterwards Derek said, 'Bloody hell, I thought I'd have you, but I just knew you had that edge," - which was the fictitious edge we'd put out!

Witty: "The thing is, they were about a minute down the road from everyone else."

Warwick: "This was the first works team I'd ever driven for. Two years of Formula Ford and two years of Formula 3, we ran out of the back of the truck, and there was the disaster that was '79. Then, all of a sudden, I'd died and gone to heaven at this works team. We had everything, the car was amazing and we had tyres coming out of our ears. It was just unbelievable."

Brian, how did you get the drive?

Henton: "It was Derek and Stephen South to start with. I was supposed to be going over to the States to race a Lola for Newman/Haas. At five o'clock in the morning, I was just getting up, the phone rang and it was Maggie Smith, who was running Paul Newman's racing operation. She said, 'Everything's on hold, I'll get back to you.' Which she never did. I've waited 40 years and never had the call! I went back to my wife and said, 'It's all over, I've lost that drive, I'm not going to drive this year.' Then at eight o'clock the phone rang: 'You know whose voice this is?' It was Alex. 'How quickly can you get to Brentwood? My legs are open, I'm ready, I'm going to get a good kick, but we want you to drive for the next season.' So I zoomed out to Brentwood. This is the crossroads of what life is about. Stephen South went out to drive that really difficult Lola and lost a leg [amputated after a crash at Trois-Rivières in Quebec, Canada], and I went on to win the Formula 2 Championship. It could have been exactly the opposite. It's almost fate."

Derek, 40 years later, what does the 1980 season mean to you?

Warwick: "It's simple for me: without Alex and Les, I wouldn't have made it to F1 and had nothing of the career I had. Everything is down to those two guys. They put me in an amazing car, an amazing team with all the infrastructure and put me into F1. Without them, I was dead and buried."

And Alex, were you convinced after 1980 that Toleman was ready for F1?

Alex Hawkridge, Toleman team director: "Well, I looked at it from the perspective of the team. We built up a top-line team and we had the talent, in my view, to go into F1. It was the FISA-FOCA war and there was all this stuff going around about how many teams there would be and which would be allowed to run. I only ever had two conversations with Bernie Ecclestone. The first, he told me I couldn't get an entry, and the second one he said, 'You can get an entry, but you have



Crazy gang spirit reeled in the wins

Designer Rory Byrne on Toleman's charge to the top

What was your relationship with Alex Hawkridge like?

"He was 100 per cent supportive and we had a common understanding of what we needed to do to beat March. We saw things the same way and we've continued to be the best of friends."

What made you move from March to Ralt in Formula 2 in 1979?

"We were customers, and to be honest [March co-founder] Robin Herd did his normal clever job of making us feel involved when actually giving us a lot of bum steers. I think we surprised them at our first race at Thruxton [in 1978] where Rad Dougall finished third. Robin realised we were a serious competitor and not just another customer. From then on, I received technical tips at the circuits on how to set up the car from Robin, but I realised that most of them didn't help us because he didn't want us competing. Fair enough, but I disregarded what he said.

"We knew Thruxton, so we did well but at all the other circuits in Europe, we were finding our way. We weren't competitive mainly because we didn't know the circuits and I didn't know how to set up the car. It was a learning year.

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Byrne, left, was coaxed out of retirement in 1996 to join Ferrari

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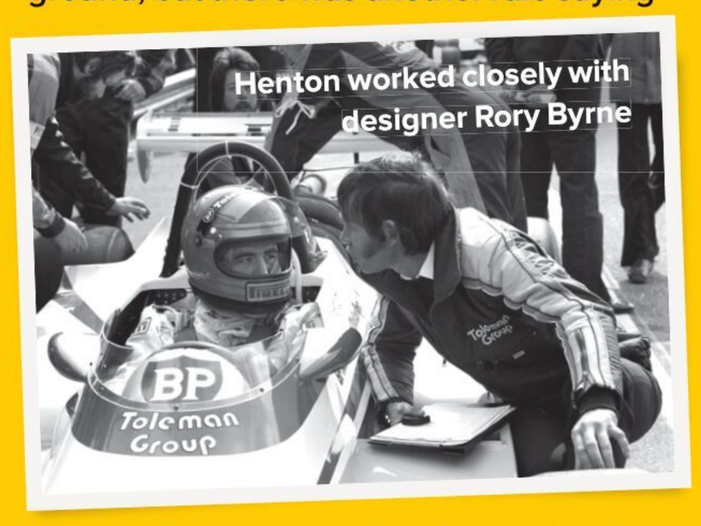


"What we realised was if we were going to beat March, it wouldn't likely be in a March because Robin would make sure of that. It was Alex's decision to switch. I met Ron Tauranac at the Ralt factory and he was on his way to designing a ground-effect F2 car, the RT2. If we could get it to work it was going to be a step further than a March 782.

"The Ralt RT2 was a complex car; the design had been for full ground effect and there were several new features on it which were new to Ron, and certainly new to me. It took us time to develop the car to a stage where we were happy to race it."

How did the Toleman TG280 differ from the Ralt RT2?

"All of the aerodynamic principles remained because the TG280 was also a ground-effect car. In 1979 you were still allowed sliding skirts and the Ralt RT2 had them. It was getting those sliding skirts to function properly and not jam that delayed the running of the RT2. Then in 1980 they banned the sliding skirts. You could have ground effect but you were limited by the height of the bottom of the skirt. They couldn't be lower than 4cm from the ground, but there was another rule saying



Henton worked closely with designer Rory Byrne

they couldn't be more than 1cm below the bottom of the driver's seat. So we dropped the driver's seat 1cm below the bottom of the car to get to that 4cm and had a bulge in the chassis under where the seat was to allow us to run lower with downforce.

"We dominated the season because we were the only team to explore the rules and optimise the ground effect. I remember we were at Vallelunga when Barry Bland [who represented all the F2 teams' interests] said, 'You know everyone is saying your skirts are illegal.' At Vallelunga, cars were asked to be pushed over the scrutineering pit to check for skirt and ride height. So when the two Tolemans were pushed over the pit, who was there? Robin Herd! I will never forget the look on his face when he saw the underside of our cars with the bulge in it. It was just a picture – I'll never forget."

Why did you switch from Goodyear to Pirelli?

"Goodyears were prone to blistering and degradation, and during 1979 they changed the site of manufacture from the UK to the US and made a fundamental change to the tyre. The new tyre was faster on one lap but over a race, it wasn't. What we used to do at certain tracks to ease degradation was to use tyres from a stockpile of the older-spec tyres. You were worse off in qualifying but by the end of the race you were quicker. I was concerned that for the following year we wouldn't have the possibility to use any of our old Goodyears because we'd used them all up. We decided we'd be better off working with another manufacturer.

"Knowing the characteristics of Pirellis, I sat down with them, particularly Gianni Turchetti. They agreed to change the construction – the critical area, I remember, being the corner between the tread and sidewall. They did a lot of work and we made a lot of progress.

"Even though the Pirellis were not up to scratch at the beginning of the season, we dominated because we had superior aerodynamics and by the time the others cottoned on to it and engineered their cars to suit, Pirelli was better than Goodyear, so we dominated the rest of the season."

What was your relationship with Brian Henton like?

"He was not only a quick driver, he was super-competitive and technically knew an awful lot about the car, which in those days, with no telemetry or anything, was always a good thing. In 1980 I effectively ran Brian's car and John Gentry ran Derek's, and when you're running a driver then you have to be close out of necessity. We developed a good working relationship."

And Brian Hart?

"Brian always appeared to us to be on the conservative side. He was a bit reserved about committing, which frustrated us at times but, in hindsight, when you consider the resources he had at his disposal compared to BMW, he did a fantastic job. His engine was a lot lighter than the BMW, which was worth quite a lot of lap time. I don't think we were that far off BMW in terms of power in spite of them having a huge budget."



Toleman TG280-05

This was one of two cars Brian Henton used to win the 1980 European F2 Championship. Chassis 05 was the team's spare but, fitted with upgraded rear suspension, it was first raced by Henton at Silverstone and then for the remaining five races. Jim Crawford then ran 05 in 1981 as a private entry. It spent some years in Northern Ireland before being bought by Ray Rowan in 1987. The car then ran in the 1988 and 1989 British Sprint Championship driven by Nigel Bigwood. Terry Fisher bought the car in 2005 and restored it to works spec.



Toleman TG280-02.
This car was used by Derek Warwick throughout the 1980 European F2 Championship. It was sold to Austrian privateer Sewi Hopfer who raced it in the 1981 F2 season before selling it to fellow Austrian Walter Pedrazza in 1982. Pedrazza installed a Heidegger BMW into the back and campaigned the car in hillclimb events. It had a number of Hungarian owners and was brought back to the UK in poor condition in 2007. It was acquired by Mark Harrison in 2017 and fully restored with a Hart 420R.

to use DFV engines,' which he happened to own. So I said to Bernie, 'If I was going into Formula 1 now, I'd have a turbocharged engine and the DFV is obsolete - if not in practice, in theory.' We just went ahead without talking to Bernie again. We did our own thing. We probably should have taken a year to build a car rather than try and do it while we were racing."

Warwick: "We were super-confident, weren't we? We thought we could take the F2 car into F1. Remember that test we had with the F2 car fitted with the F1 engine with twin turbos? It was at Goodwood. I thought, 'Bloody hell!'"

Henton: "It was as quick as a bullet. I said at the time, 'I tell you what, if this is going to be the Formula 1 car...' We were that optimistic! And then when I saw the finished project, it was slightly disappointing."

Rory has said of that time that he was making mistakes on the job. I suppose you all were.

Warwick: "Yes. None of the guys had come from other F1 teams. They were all from your team, Alex."

Hawkridge: "They were self-made from Formula Ford."

Witty: "And we never went backwards."

Hawkridge: "That was the most impressive thing about Toleman. Every season, every session practically, we always improved."

Toleman competed in F1 through four seasons, going from a team that struggled to even get close to qualifying for races in 1981 to becoming a podium finisher with a young Ayrton Senna in 1984. Although Toleman appeared on the grid in '85, it was really by now Benetton - the team had been sold to the Italian clothing company early in the year and the Toleman F1 affair was at an end.

Hawkridge: "There were two things that helped make Senna look good in '84. First, we'd never been able to get the same engine management systems as the other F1 teams, so we developed one with a little company called Zytek, of which I owned 30 per cent. They were ex-Lucas guys who had been



“We were confident. We thought we could take the F2 car into F1”

working on engine management in the background, but Lucas weren’t interested in proceeding with it. So we hired them alongside Brian Hart and gave them targets of what to achieve. It was the first engine-management system to use fibre optics instead of wiring, so there were no misfires because of interference with electrical fields in the engine. The other thing we needed was a turbo. No one would supply us, and we were running Garrett turbos which were off trucks. Sitting on top of the engine was the only way to cool it. Then, through contacts with IVECO and Roger Penske, we got hold of Holset turbochargers, which were state of the art. It was a better turbo than any other that existed. We put that on and found a second a lap.”

Along with his fabled second place at the Monaco Grand Prix in 1984, Senna also finished third behind Alain Prost and Niki Lauda at the season finale at Estoril - effectively Toleman’s final F1 race.

Hawkridge: “We only got beaten by McLaren at the end of the season, and there were lots of factory teams in those days, so to finish on the podium you had to beat Ferrari, Alfa Romeo, BMW, Renault... It was bloody good, and with those bits it was brilliant.”



Ayrton Senna’s first F1 drive came with Toleman in 1984

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THE STRAN

THE SEASON

Just like a well-scripted television drama, Formula 1 has given us crises, cliffhangers and much-needed escapism in this virus-shackled year. From the dominance of Mercedes to Grosjean's incredible escape and Russell's rotten luck, **Mark Hughes** looks back at the season that almost never was



This season Lewis Hamilton made himself heard both on the track and off it, breaking records whilst spreading the message of the drive for racial equality

GRAND PRIX PHOTO

THE WORLD BECAME VERY strange this year, didn't it? It was just beginning to go wobbly as F1 prepared to head off to Melbourne in March. For a race that never happened, fans queued up at gates that would never open as the organisers and F1 engaged in a game of stand-off about who exactly would be calling the event off after a confirmed Covid case from within a team - for that call had big financial implications.

Those consequences would run far wider and deeper than just that race, of course. Everyone went home and lay low in the dark days of the first wave of the pandemic and the originally scheduled calendar fell like a house of cards. The factory shutdowns were brought forward from summer, redundancies were made - and nothing was certain. Not even if there would be a season at all or whether all the teams could survive, starved of income.

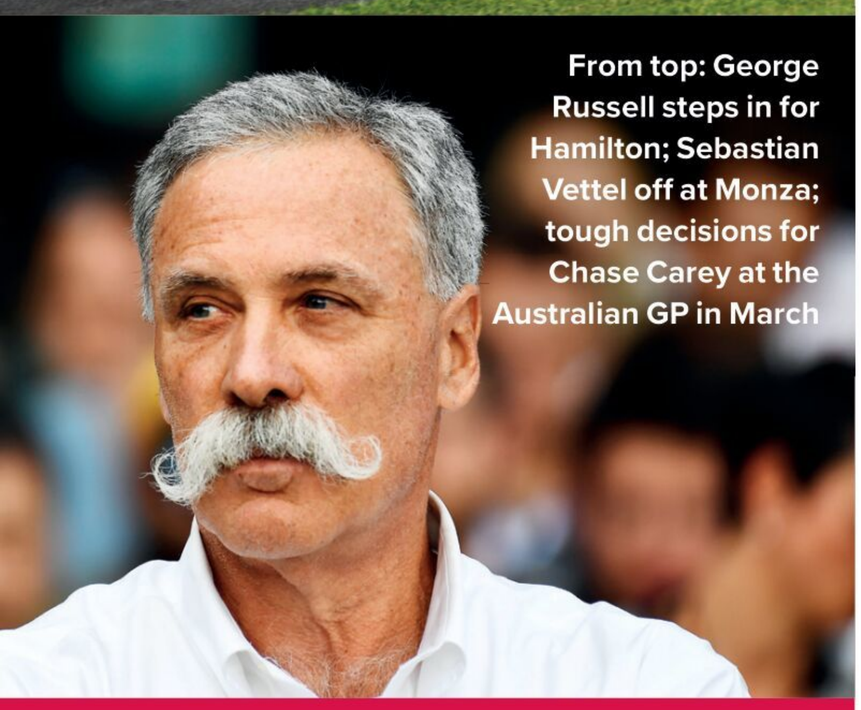
But Formula 1 is like a virus itself. It quickly mutated a way to have a season. Liberty Media - after refinancing itself from its parent company - showed extraordinary resolve and creativity in making it happen, driven of course by the economically terrifying prospects of not doing so.

Needs must, and in creating a 17-race global calendar in the middle of a pandemic, the whole economic model of the sport was turned on its head. In order to meet the pay-out terms of the TV contracts, a minimum number of races had to happen. But with the venues not able to host spectators, most - but not all - of them were in no position to pay for their races. Formula 1 instead effectively rented the tracks from them for a series of TV-only events. With an entire leg of its economic model removed, and Covid always liable to close the whole operation at any given moment, it was a hairy old flying-by-the-seat-of-the-pants season for the business.

Liberty's Chase Carey, who retired from his role of CEO of F1 at the end of the season, has to be given great credit for navigating a route through the storm while simultaneously







From top: George Russell steps in for Hamilton; Sebastian Vettel off at Monza; tough decisions for Chase Carey at the Australian GP in March

getting a new Concorde Agreement set out and within a cost cap, a concept F1 had been trying but failing to embrace for over a decade. Meantime, the all-new aero regs scheduled for '21 were postponed for a year and cost-saving measures were imposed that prevented the teams creating new monocoque designs, together with other specification freezes. There was a certain element of shock doctrine enabling Liberty to make changes that some of the top teams had resisted and blocked for so long.

World events had an air of TV drama unreality, and F1 played its part. The sport's most famous exponent laid waste to the season on track, breaking the all-time record of career success into the bargain. As the championship's only black man, troubling scenes in the bigger world led Hamilton to step up his campaigning role for diversity and equality – and the sport was obliged to follow him. How could it not? With long-accepted norms being challenged everywhere within a world that had changed faster and more profoundly than in anyone's living memory, how could F1 be seen not to agree with its poster boy as he used F1's platform to right wrongs? He made it choose a side. He's transcended F1, and his new status as the most successful driver of all time just rubber-stamped his credentials.

> "F1 is like a virus itself. It quickly mutated a way to have a season"

Then, what would be the obvious twist to such a narrative if it were indeed a TV blockbuster? The champion himself would contract the virus, wouldn't he? Soon after breaking the records. And standing in for him would be a young unknown, thrown into the spotlight – and so George Russell, in Hamilton's car, created a sensation at the penultimate race. The double-twist of his apparently nailed-on victory being subverted by a radio problem in the pits seemed an over-the-top flourish of the scriptwriter's imagination, though. The story could have benefited from a good editor.

Within the main story treatment there were subplots and mini-dramas. An important backstory thread was that of Ferrari, the sport's most famous team, having its wings clipped by the governing body before the season even began.

"After thorough technical investigations, the FIA has concluded its analysis of the operation of the [2019] Scuderia Ferrari Formula 1 power unit and reached a settlement with the team," read an FIA statement in February. "The specifics of the agreement will remain between the parties.

"The FIA and Scuderia Ferrari have agreed to a number of technical commitments that will improve the monitoring of all Formula 1 power units for forthcoming



A return to Imola in November sunshine for the Emilia Romagna Grand Prix, and Italy's third GP of the season. This is Bottas in practice



Qualifying for the Styrian Grand Prix in July was a sodden affair, but gave Hamilton a chance to shine in what was an absorbing session

"The Mercedes' traits allowed Hamilton access to some very special places"

championship seasons as well as assist the FIA in other regulatory duties in Formula 1 and in its research activities on carbon emissions and sustainable fuels."

This was dynamite. It stopped short - but only just - of accusing Ferrari of having cheated the fuel flow regulations to gain an illegal power advantage in 2019. The FIA and Ferrari clearly had each other by the tender parts, with the governing body having uncovered - with a bit of guidance from rivals, no doubt - strong circumstantial evidence of wrongdoing. But there was no proof of the systems having been used (much like Benetton's launch control of '94) and Ferrari was doubtless prepared to go legal if the FIA tried to apply penalties for an unproven offence. Hence the compromise of a 'private agreement', which was FIA president Jean Todt's way of pointing out in neon the reality below the surface of the statement. Far from being a Ferrari-favourable ruling, the whole investigation had been initiated by the governing body. Todt followed up by saying he would be happy to go public with what the agreement was - but that would of course require Ferrari's consent as the other party to the agreement. That agreement wasn't forthcoming. All the dots were joined, apart from the very last one but even that was being pencilled-in by the FIA. The picture was clear.

New technical directives were put in place to ensure the Ferrari interpretation would no longer fly. Ferrari lost in the region of 65 horsepower from the previous year. Mercedes, having been stung into extraordinary development efforts by the Ferrari power advantage of the previous season, increased its horsepower for the new season despite the greater engine restrictions. Thereby was laid the foundation for a season of dominance extreme even by its standards.

Its qualifying advantage over the next-fastest car - the Red Bull-Honda - was around 0.7sec (up from 0.13sec in 2019). Meanwhile Ferrari, the team which had started from pole nine times in 2019, sank to midfield obscurity... In the midst of all that, before the season had started, Ferrari boss Mattia Binotto had made the difficult phone call to his four-time world champion Sebastian Vettel to tell him there would be no place for him at the Scuderia next year. It was all couched very diplomatically in the subsequent release, implying that they had been unable to come to an agreement. "No," corrected Vettel at the first race. "There was no offer to agree to."

If there was an upside for F1 about the horrible pandemic, it was the collection of tracks upon which the championship was fought. We lost some great venues (notably Montreal and Austin) and lost some big payers (China and Singapore). We lost what was going to be Vietnam's first grand prix (and now we probably won't ever see it). But the return to the Nürburgring and Imola carried a lovely retro vibe and it was great to see Istanbul again - while the addition of Portimão and Mugello were wonderful. Combine these with a core of traditional hosts - the Red Bull Ring, Hungary, Silverstone, Spa, Monza, Bahrain, Abu Dhabi - and we enjoyed an interesting and varied quick-fire calendar. And boy was it quick-fire: four triple-headers amid 17 races in 23 weeks was a brutal schedule for all those involved.

MERCEDES SET THE TONE OF its season by locking out the front row of the opening race, in Austria. Valtteri Bottas was aided a little by a couple of Hamilton penalties - one in qualifying and another in the race - but nonetheless got his quest to finally beat Hamilton over a season off to a great start with a very composed win.

But in the following 16 races he would win only once more as Hamilton simply steamrollered him to an extent even beyond anything he'd managed before. There was something about the Mercedes W11's traits that seemed to allow Hamilton access to some very special places. A week after that season-opener, the same venue hosted a wet qualifying for the Styrian Grand Prix. It was one of the most exciting Saturdays of all time - and finished up with Hamilton on pole by a resounding 1.2sec. His incredible performance was described as 'otherworldly' by his employer Toto Wolff.

GRAND PRIX PHOTO

Team-mates compared

How the drivers squared up in this season's qualifying

Hamilton	11-5 TO HAMILTON (Av margin 0.082s) 11–5	Bottas
Bottas	1-0 TO BOTTAS (Av margin 0.039s) 1–0	Russell
Leclerc	14-3 TO LECLERC (Av margin 0.757s) 14–3	Vettel
Verstappen	17-0 TO VERSTAPPEN (Av margin 0.493s) 17–0	Albon
Pérez	7-5 TO PÉREZ (Av margin 0.145s) 7–5	Stroll
Hülkenberg	Hülkenberg faster by av of 0.132s 1–1	Stroll
Sainz	8-5 TO SAINZ (Av margin 0.044s) 8–5	Norris
Ricciardo	15-2 TO RICCIARDO (Av margin 0.362s) 15–2	Ocon
Gasly	12-4 TO GASLY (Av margin 0.155s) 12–4	Kvyat
Russell	16-0 TO RUSSELL (Av margin 0.539s) 16–0	Latifi
Latifi	1-0 TO LATIFI (Av margin 0.144s) 1–0	Aitken
Magnussen	7-6 TO MAGNUSSEN (Av margin 0.036s) 7–6	Grosjean
Magnussen	2-0 TO MAGNUSSEN (Av margin 0.465s) 2–0	Fittipaldi
Giovinazzi	9-8 TO GIOVINAZZI (Av margin 0.046s) 9–8	Räikkönen

Team-mate comparisons were made only when comparable circumstances applied. Their averages were normalised from percentages of seasonal theoretical pole. So different-spec cars will not count, and one or more of them having a mechanical problem will not count. If one graduates from Q1 or Q2 and the team-mate does not, the comparison will only be made in the session in which they both competed. Wet qualifying not counted as track conditions wildly variable.

In Spain, for round six, he spent the entire race with the heat-degrading tyres right on the cusp as he put half a minute on the field. He afterwards described himself as having been in some special zone. His Schumacher-beating 92nd grand prix victory came at the Nürburgring and it was a genuinely moving moment when Mick Schumacher shyly sidled alongside him and handed him one of Michael's helmets.

In Turkey he was stunning on race day on the low-grip cold track, waiting an age for his tyres to reach temperature - and only then hunting down the cars which had qualified ahead of the Merc on a day when it was 5sec off the qualifying pace because of the weird conditions. He won that one by half a minute too. Bottas spun many times in a damaged car and Hamilton had to negotiate him while lapping him. Only when penalised - in Austria, Monza and Sochi - was he properly beaten. There was the 70th Anniversary Grand Prix at Silverstone where Mercedes had got the set-up wrong for the very soft tyres - and with severe blistering it could offer nothing against Verstappen's Red Bull. But that was it. Barring mishaps, Hamilton won.

The last victorious race before Covid struck him was Bahrain. But the race won't be remembered for that. Romain Grosjean's F1 career was brought to a close two races early after suffering quite the most terrifying-looking accident since the most gruesome days of the 1970s. It was as if that rogue scriptwriter had been let loose again and had got the props department to make a car explode on impact, not realising that such things hadn't happened in F1 for 40 years or more. It was a horrific impact with a three-layer metal barrier, the Haas piercing it after hitting at 137mph. At that speed, the cockpit halo cut through the barrier like a knife, creating Romain's first survival. His second came as he somehow managed to find the gap through which to climb from the fireball when all around him was orange and melting. He'd been in there for 28sec. Thank God, we've only lost him to F1. For 28sec it looked like we'd lost him.



The 70th Anniversary Grand Prix was the last part of Silverstone's first ever F1 double-header

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How Mercedes dominated qualifying

W11 in a league of its own, but Ferrari off the pace

DPPI, GRAND PRIX PHOTO

Utilising each team's qualifying average across the season, and then using the 107 per cent rule, we've worked out exactly how close each squad came to top spot. Unsurprisingly, Mercedes dominated, having missed out on only two pole positions all year.

That was just one of three remarkable happy endings. The others came with victories for the AlphaTauri and Racing Point teams at Monza and Sakhir respectively. Pierre Gasly gave the former Toro Rosso team its second win in 12 years at the same venue as Sebastian Vettel's first. He brilliantly capitalised on a stop-go penalty for Hamilton after Mercedes hadn't realised the pitlane was closed when it pitted him under a safety car. Luck - and passing Lance Stroll's Racing Point - had put him in the lead but he was magnificent in wringing the neck of that opportunity by fending off Carlos Sainz's McLaren.

At Sakhir - the race around the outer perimeter of the Bahrain track, with a sub one-minute lap - Hamilton's stand-in George Russell, who has spent his first two F1 seasons towards the back with Williams, was quite sensational but ultimately unrewarded. The recipient of his ill luck - as a radio problem in the garage led to Russell being fitted with the tyres of Bottas (for which you can be disqualified), necessitating a corrective stop - was Pérez. At the 190th time of asking Pérez had finally won a grand prix, and a richly deserved victory at that. The irony, of course, was that he'd been dropped for '21 by Lawrence Stroll to make way for Sebastian Vettel as the team transitions to Aston Martin. The German had endured an awful season, Pérez a brilliant one - and yet it looked like this could be the end of the popular Mexican's career. There was just one hope left for him - the second Red Bull seat.

> "George Russell was quite sensational but ultimately unrewarded"

Being measured against the phenomenon that is Max Verstappen is always going to be tough. Doing it in a very demanding car that needs to be constantly 'hustled and caught' because of a basic aero flaw is doubly so. Doing it in just your second season of F1, it begins to take on nightmarish proportions. That's how it was for Alex Albon. There was a will from the owners of the team to retain him despite his pace deficit to Verstappen - at


A career-first win for Sergio Pérez at the Sakhir GP

over 0.5sec in qualifying it was the biggest gap between team-mates - and regular incidents. He might have won the first race, having got lucky with the safety car. But trying for an outside pass on Hamilton spun him out. He never looked so competitive again, though he did take a couple of podiums. Too often he was being beaten by slower cars and never at any point was he close enough to be used tactically in support of Verstappen. Pérez won the Sakhir race after being spun to the back on the first lap. One of those he passed and left behind was Albon.

The Racing Point was decent, but it should not have been able to do that to a Red Bull... The fact that the Racing Point was a good car was an issue of some considerable vexation, for it was a clone of last year's Mercedes. This outraged teams such as McLaren and Renault, the outfits with which Racing Point fought for third in the constructors' championship. But no-one could prove there had been any information transfer from Mercedes in the car's creation. Therefore it was legal - apart from an arcane detail about how the rear brake ducts had been created. The rules were changed as a result - but starting next year. It was an effective shortcut in boosting Racing Point's transition to a serious player and very much in keeping with the take-no-prisoners attitude of its owner, whose son Lance showed considerable progress through the year, as evidenced by a beautiful pole position in the cold of Istanbul.

Other mini-plots included Daniel Ricciardo's sometimes searing performances in an improved Renault, Carlos Sainz's signing by Ferrari as Vettel's replacement and him being replaced at McLaren, in turn, by Ricciardo. And the announcement of the future return of Fernando Alonso to replace Ricciardo. The script really was running wild.

In Abu Dhabi for the season finale Russell's '63' was peeled back off the nose of the black Mercedes and replaced with '44'. And just like that, Lewis Hamilton, after a nasty bout with the virus, prepared to take up where he left off, but he'd still not signed a contract for 2021 - and we were left waiting with bated breath for season two.

Lola's wind tunnel was once owned by BAe and is part of the workshop complex. Lined up is a scale model of a 2012 Rebellion Racing Lola LMP1; (right) original drawings

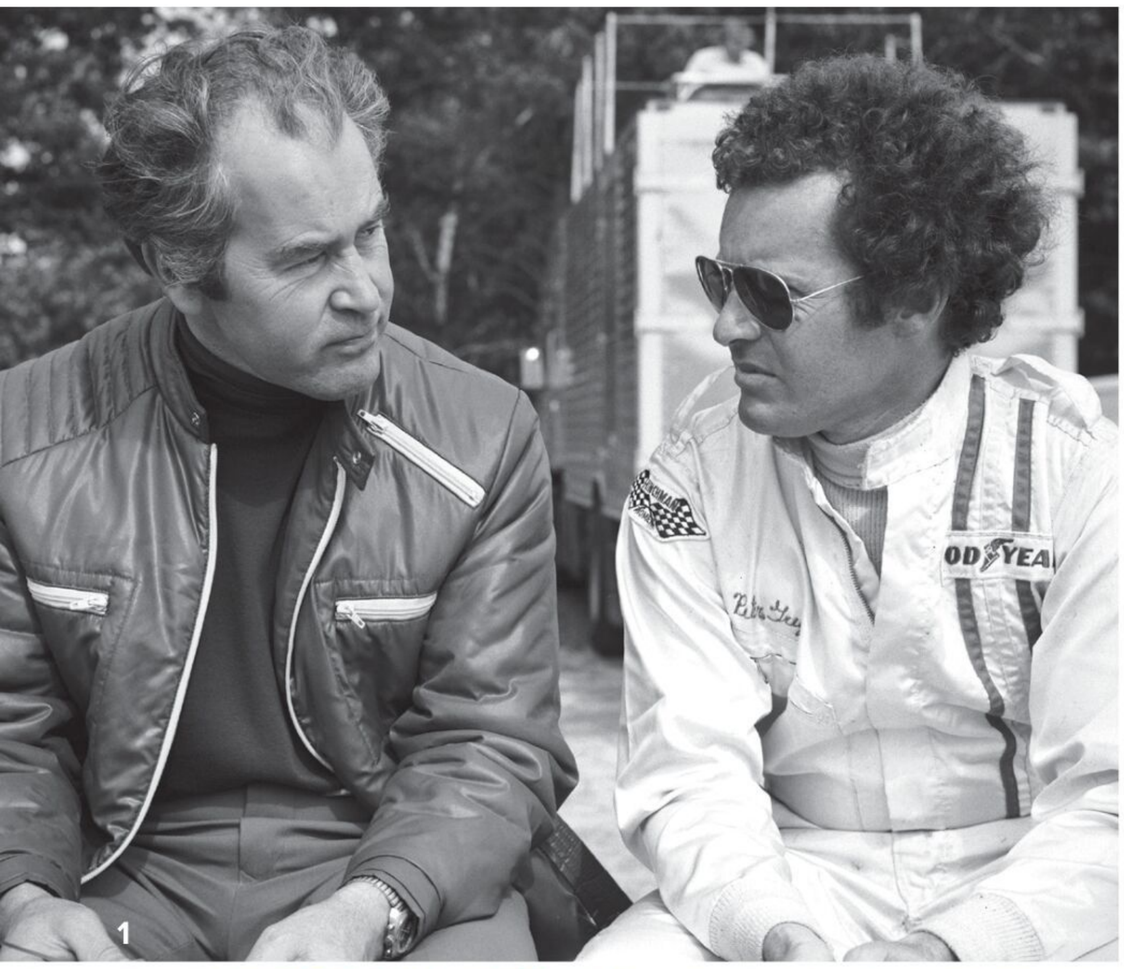




For sale: Lola, two careful owners

For 50 years Lola was a stalwart of the motor racing world, but now the company is available to buy lock, stock and fully functioning wind tunnel. **Damien Smith** takes a site visit

PHOTOGRAPHY: JONATHAN BUSHELL





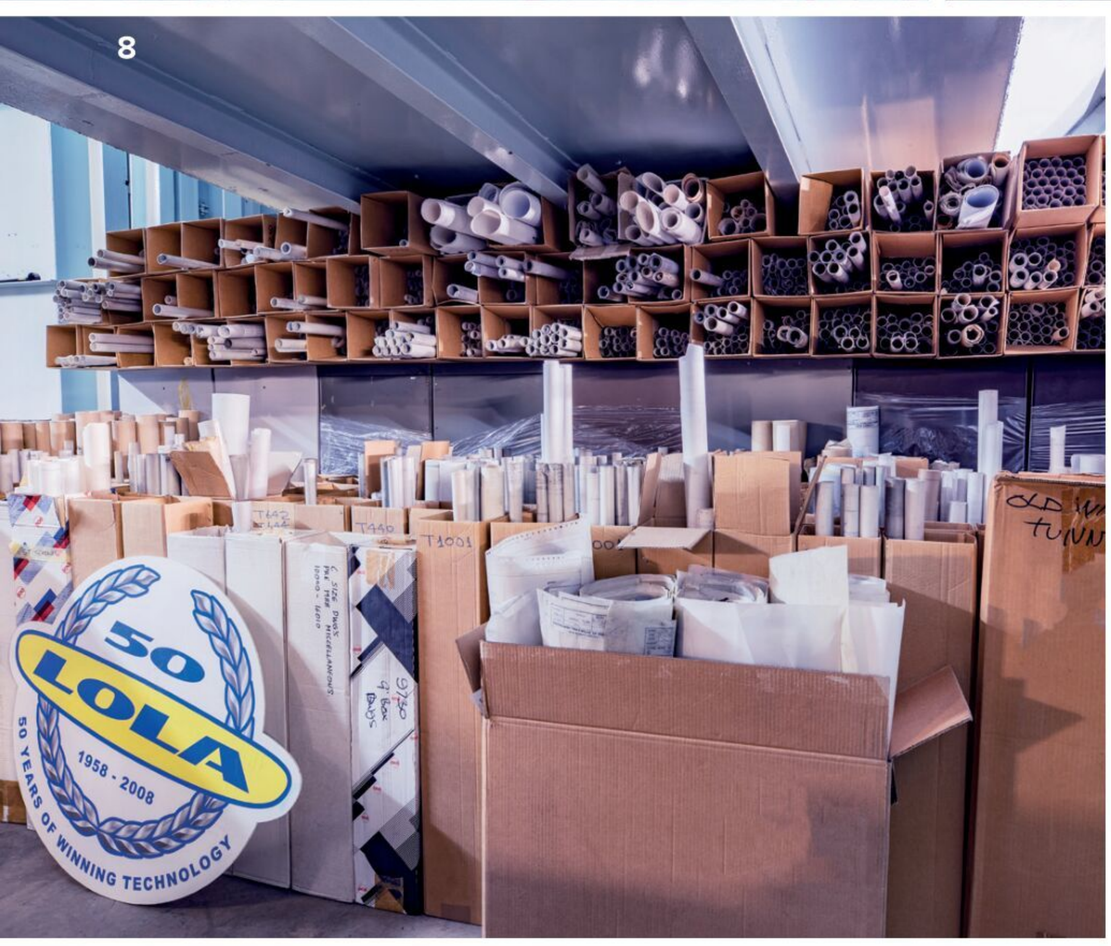












1. Eric Broadley, Lola founder and designer, with American driver Peter Gregg at the Can-Am Minneapolis Tribune Grand Prix, Donnybrooke Raceway, September 1972.
2. Wheels for wind-tunnel models
3. Original moulds for Lola T70 bodies
4. Drawers are full of drawings
5. Model of the stillborn 2010 F1 car; Lola was unable to get a slot on the season's entry list
6. We found a mix of machinery both ancient and modern
7. T70s in assembly at the Lola factory on Yeovil Road on the Slough Industrial Estate during 1968
8. Assorted drawings of every Lola model, which could prove useful to a continuation project in the future
9. Lola's Technical Centre was opened in 1999 by John Surtees, who took the first Can-Am title in 1966 in his T70 spider
10. These filing cabinets are packed with treasures and data – and all are included in the sale





THERE'S SOMETHING EERIE, A BIT *Mary Celeste* about this place. It's as if the workforce has downed tools and headed to the pub for lunch, and you almost expect them to be back in a minute. Except they won't, of course, because this is the technical hub of Lola, one of the great racing car constructors, but one that hasn't produced an Indycar, sports car or anything else since 2012 when the company, with a collective sigh that reverberated throughout motor sport, closed its doors. This isn't some museum, however, frozen for posterity in memory of a constructor that, first under founder Eric Broadley and later in the hands of proud Irishman Martin Birrane, continually batted above its (perceived) average. To borrow from *Star Wars*, this is a fully armed and operational battle-station – and it's all for sale, ready and waiting for the third age of Lola to begin.

Unless you know where it is, finding Lola in an unremarkable industrial estate on the outskirts of Huntingdon would be a tall order. But accurate directions take us to Chris Saunders, Lola old boy, guardian and operational manager for the technical facility. We're here for a tour from Saunders and engineering consultant David McRobert, who has been retained to clinch a sale by Peer Group, Birrane's umbrella company that owns Lola Group Holdings. So is a Lola revival really possible? To find out, we first ask what is for sale? The short answer is all of it – not just the technical facility and its prized wind tunnel.

"The sale includes three basic elements," says McRobert. "First of all there's the Lola name and brand, which obviously carries a lot of heritage. Secondly, what we describe as the Lola IP, the technical know-how, mainly in the form of drawings and specifications that would allow someone to build something like a T70 continuation car or indeed any of the other models Lola produced over the years. And the third element is the Lola technical centre and wind-tunnel facility." That's what Saunders is champing at the bit to show us.

We wander past abandoned workbenches, silent machinery and storage shelves still packed with complete and part-built models, moulds and assorted odds and sods. This model looks like a Formula 1 car. It is: an early rendering of the stillborn chassis with which Birrane planned to propel Lola back into a supposedly budget-capped F1 in 2010 – until Max Mosley's FIA inexplicably denied the company an entry.

Down on the ground floor sits a seven-post rig, a key component of this facility – although we're told the jacked-up orange Porsche 911 Targa that currently sits on it won't be thrown in with any deal that's struck. "There was never going to be a seven-post rig in this facility," points out Saunders in one of the many examples he gives of just what Birrane did for Lola after he took over from Broadley in 1997. "It was [long-time Lola designer] Ben Bowlby who sidled up to Martin and asked for one. We knew there was room downstairs. 'What will it do for us?' 'Make us go faster.' 'OK then.' That was the conversation – and they are not cheap."

But it's the former BAe wind tunnel that snakes around the majority of the building that is Saunders' pride and joy. A veteran of both McLaren and Williams before he was recruited to Lola in 1994, the aerodynamicist began negotiations to buy, transport and install the tunnel towards the end of Broadley's watch, but it was Birrane's vision, ambition and significant investment that allowed the project to be completed and become a core component of the company from 1999. After a spell at Red Bull and back at McLaren, Saunders was recruited by Peer Group to run and maintain the tunnel he'd helped establish in the wake of Lola's closure after 2012.

The *Mary Celeste* vibe is deliberate. "This place is not a dinosaur, it's not mothballed – it's a running, functioning, high-quality facility," he says. "Over the years since Lola went into administration it has been part of my role to ensure that. Peer Group has invested in making sure the kit here is current, safe and reliable, which underpins the whole facility."

Just to prove how turnkey the tunnel is, he demonstrates for our benefit a seven-point run over five minutes and 15 seconds on the 45 per cent model of a circa 2012 Rebellion Lola currently in situ on the rolling road. There's a low thrum from the belt as the model makes small movements to the programmed changes in ride-height and yaw angle. Saunders glows with paternal pride, as McRobert points out, "If the phone rings and someone says they have an urgent race car testing job, the answer would be yes."

From its opening, Birrane ensured the tunnel operated as "a self-contained cost centre", as Saunders puts it – Lola's engineers would 'buy time' from Chris for their specific needs and that has allowed it to remain in operation since 2012, under its company name of Wind Tunnel Developments. "There have been others who have come in for a disparate kind of testing, not just for race cars," says Saunders. "The last people in here were the makers of the Watchkeeper unmanned aerial vehicle and that was for certification by the Ministry of Defence. And Scania trucks, ▶

"We first ask what is for sale. The short answer is all of it"



Chuck Parsons and Jerry Entin, both in Chevrolet-powered Lola T70s at Riverside, 1968

GETTY IMAGES, DPPI

Juan Pablo Montoya in a Lola-Toyota and Michael Andretti in a Lola-Ford neck and neck at the Michigan 500 in the 2000 CART series. Below, Indycar model, a relic of better times



from 2004 to 2014, were tested in this facility. They are limited to 56mph and we had a sixth-scale model, which is still big, but we ran at twice the speed, 112mph, so in essence the wind sees the model as third-scale."

Toyota developed its early F1 cars here in 2000-02, and Saunders also drops in that Mazda's DPi IMSA endurance racer was a more recent visitor, Multimatic using the facility to carry out tests after taking over the programme from Joest, ahead of claiming pole position and second place at the Daytona 24 Hours last January. "It always produces high-quality data, and it does it quickly and reliably," says Saunders. "That was always the ethos. Because it was a commercial facility, it had to be bombproof from day one and it still is today. It's renowned for its correlation from tunnel to track, which can't be taken for granted, as any F1 team will tell you."

From the control room, Saunders leads us downstairs and switches on some lights. Nuzzled beneath the wind tunnel's steel structure are a bunch of dusty filing cabinets, drawers and stacks of rolled-up paper: behold, the Lola technical archive. And what a treasure it is. We spend the next hour rifling through letters from suppliers and customers, assorted old photos from model launches to IndyCar races, and original technical drawings of components for each and every Lola model. Duck your head on the other side of the tunnel and there are the original jigs for Lola's eternal masterpiece, the T70. Nothing appears to be either catalogued or organised - a big job for someone. But how wonderful, and how very Lola.

It's not all random, as Saunders explains. "There are three repositories of data," he says. "Pretty much everything from 1986 is in some shape or form in CAD format, and it's all on the server and easy to get at to regenerate parts or to reverse-engineer whatever you want. As you can see, there are thousands of drawings down here, which are all on paper. Drawings going all the way back to the Mk1 in 1958 will be in there somewhere. And some of the data has already been scanned and is available in electronic PDF format. All of what Lola has ever been is available."

"There are thousands of drawings going back to the Mk1"

COMPARED TO ITS RIVALS, Lola somehow never was fashionable, thanks largely to the man in whose likeness the organisation was formed. Eric Broadley was an engineer, nothing more, nothing less, undemonstrative in both character and action. Where Ron Tauranac at least had Jack Brabham to play the front man, and 'Flash Harry' Colin Chapman had the patter to match his wares at Lotus, Eric was just... well, Eric: straight, uncomplicated, reliable, solid - like his cars. If that sounds derisory, it's not meant to be. Broadley, as much as his supposedly more illustrious contemporaries, also had a flair to build fast, effective racing cars, and did so, in just about every motor sport arena until 1997.

What's your favourite Lola? Would it be an early Mk1 sports racer? How about the purposeful Mk6, upon which the foundations were laid for the Ford GT40? The T70 is a fair (if obvious) shout, either as spider or coupé.

LOLA FILES

Some of the technical drawings are well organised and ready to be used again

Then there are the single-seaters: the Formula 5000s, Indycars, Formula Fords, Formula 3000s – even the heavily stylised A1GPs from the one-make era. When push comes to shove, a definitive list is tough to draw up.

Martin Birrane appeared to love the lot, although he must have had a particular soft spot for the Crowne Racing T292 in which he ran Chris Craft to the European 2-litre Sports Car Championship back in 1973. Then there were the Dorset Racing Lolas he himself drove at Le Mans. His pitch for Lola in '97, when the company had hit the skids, was personal.

Son of a tailor from County Mayo, Birrane travelled extensively in his youth and settled for a time in Canada before returning to the UK to build up what would become, in the guise of Peer Group, a £200m property business. Managing director Howard Dawson joined the company in early '97, just in time to witness Birrane further indulge himself in the sport that was always his greatest passion. Lola had been sunk into a £6m black hole by Broadley's foolhardy bid to re-establish a foothold in F1, with a new car, the awful T97/30, supposedly backed by MasterCard. One woeful appearance at the Australian GP and Lola's whole business – already spread thin after a painful falling out with long-time US importer Carl Haas – came crashing down.

"Martin heard Lola could be in difficulty," recalls Dawson. "Administrators said our offer was 'way off' – then they worked through the dreamers and hopers and came back to us for what was a cash deal. It was completed in '97."

Why did he take on a business that always looked likely to be an uphill struggle? "Martin was looking for a new challenge," Dawson says. "He was 62, he'd owned Mondello Park in Ireland for 11 years, he'd been successful in business and racing was his passion. Plus he had a huge respect for Eric Broadley."

Saunders recognised his new boss' commitment early on, as he pitched for investment in the wind tunnel. "Martin was passionate about Lola," he says. "He put a lot of money in to develop it. I remember sitting with him and saying, 'Most people like you who are spending a lot of money have a helicopter, a boat and mistress – you've got Lola Cars!' He was amused by that."

To outsiders (such as journalists), Birrane could be an intimidating character. But Dawson reveals a wholly different side to the Irishman. During his early adult life Birrane was a song-and-dance man who had earned his equity card treading the boards and even appearing in TV adverts. To those who knew him only from a distance, it's somewhat hard to imagine. "Martin was a formidable guy, but he was also a gentleman," says Dawson. "He was always immaculately dressed and took great pride in his appearance. In business, someone once told me he always had to send his A-team in when dealing with Martin. But he had a heart of gold. He was a family man as well as a businessman."

After 15 years of investment – of taking Lola back to his beloved Le Mans and competitively too with MG; of re-establishing dominance in IndyCar; even breaking Dallara's stranglehold on Formula 3 (once, thanks to Danny Watts at Castle Combe in 2004); of diversifying a thriving composites business into areas such as defence – Birrane, now 76, called time. Motor sport's creeping recovery from the 2008 credit crunch had taken its tolls, as did the disappointment of ▶



Lola's Martin Biranne, left, being presented with the 2002 CART constructors' trophy

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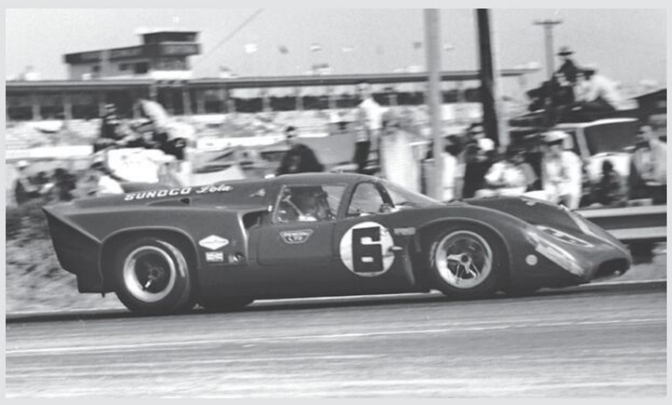
Seasons in the sun

We pick the greatest hits from Lola's long racing history



Mk1, sports car, 1958

Designed by Eric Broadley and his cousin Graham, Lola pitched against Lotus, taking class wins at Sebring and the Nürburgring.



T70, sports car, 1965

Penske victory at the 1969 Daytona 24 Hours stands out. In Mk3B form, it's the perfect historic endurance racer.



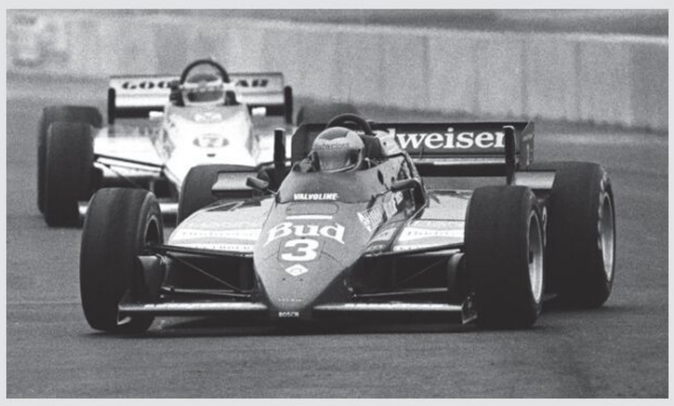
T210/212, sports car, 1970/71

Jo Bonnier claimed the European 2-litre Championship crown in 1970 with a T210; Ronnie Peterson drove a T212 in '71.



T332, F5000, 1973

Dominated the single-seater category from 1974-76. Brian Redman won the '74 opener in the US en route to three successive titles.



T800, Indycar, 1984

The car that started Lola's run of success in IndyCar which included 11 CART/Champ Car titles and almost 200 victories.



T90/50, F3000, 1990

Drivers preferred the 1989 T90/89, but its successor was the car that broke Reynard's stranglehold on the F1 feeder formula.



B2/00, Indycar, 2000

Vital car in the Martin Birrane era, as Lola re-established itself as the dominant force in IndyCar. Raced until 2006.



MG-Lola EX257, sports car, 2001

Le Mans was a priority for Birrane, and with the EX275 Lola proved a lighter LMP675 car could threaten the LMP900s.

GETTY IMAGES, DPPI, JAKOB EBREY

missing out on an F1 entry for 2010, a project for which he'd invested significant sums of his own money (strange how, like Broadley, the promise of F1 wounded him). Mindful that he didn't want to leave Lola as a problem for his family, he "needed someone else to write the next chapter", as Dawson puts it.

Initially, Birrane froze the whole company in the hope another like-minded visionary wished to pick up the baton. But no one came forward. The main office was leased to a company that made windows and doors, although intriguingly it's now empty.

Martin Birrane died aged 82 in 2018. Since then his family has considered his wishes to push once more for an all-in sale in the hope Lola might fly again. An indicative price is said to be in the region of £4-7 million. "The family have an emotional attachment to Lola and they want to sell it all together," says Dawson. "They will respond to enquiries, but there is no Plan B." McRobert also points out the tunnel is of modular construction and could be moved, if so required.

Dawson says the family also has a strong desire to retain Martin's personal collection of prized Lolas, housed in a museum at Mondello and which also includes the BMW M1 Procar in which he won his class at Le Mans in 1985. "The family won't sell them because they don't need to," Dawson explains. "They represent a strong emotional link to Martin."

So a third age for Lola: really, what are the chances? In our Covid-ravaged world, the timing for such a pitch could be better. But it's said more than 4000 competition Lolas were built between 1958 and 2012. That's a lot of spare parts, and Birrane himself embarked on a continuation run of T70s. Could a run of 'new-old' Lolas spark life, at a time when new BRM V16s and Vanwalls are said to be on the blocks? Or could the old Lola plan for a small-volume supercar or track-day special form the nucleus of a business – especially if it was powered by electricity or hydrogen? Saunders and McRobert would love to see a reborn Lola in the modern racing arena, but even with cutting-edge technical facilities is that really plausible in the 2020s?

What the company needs is a facsimile of Martin Birrane – but as Dawson and Saunders can attest, he was a one-off, and the racing world has moved on a long way since 2012, never mind 1997. A revival looks a long shot. But that's not to say it can't or won't happen. The best motor sport stories, like Broadley's and Birrane's, are built largely on instinct, faith and optimism. What Lola stands for and what its previous custodians have left behind should be too strong to be left to gather dust. *Mary Celeste* deserves to sail again. ●

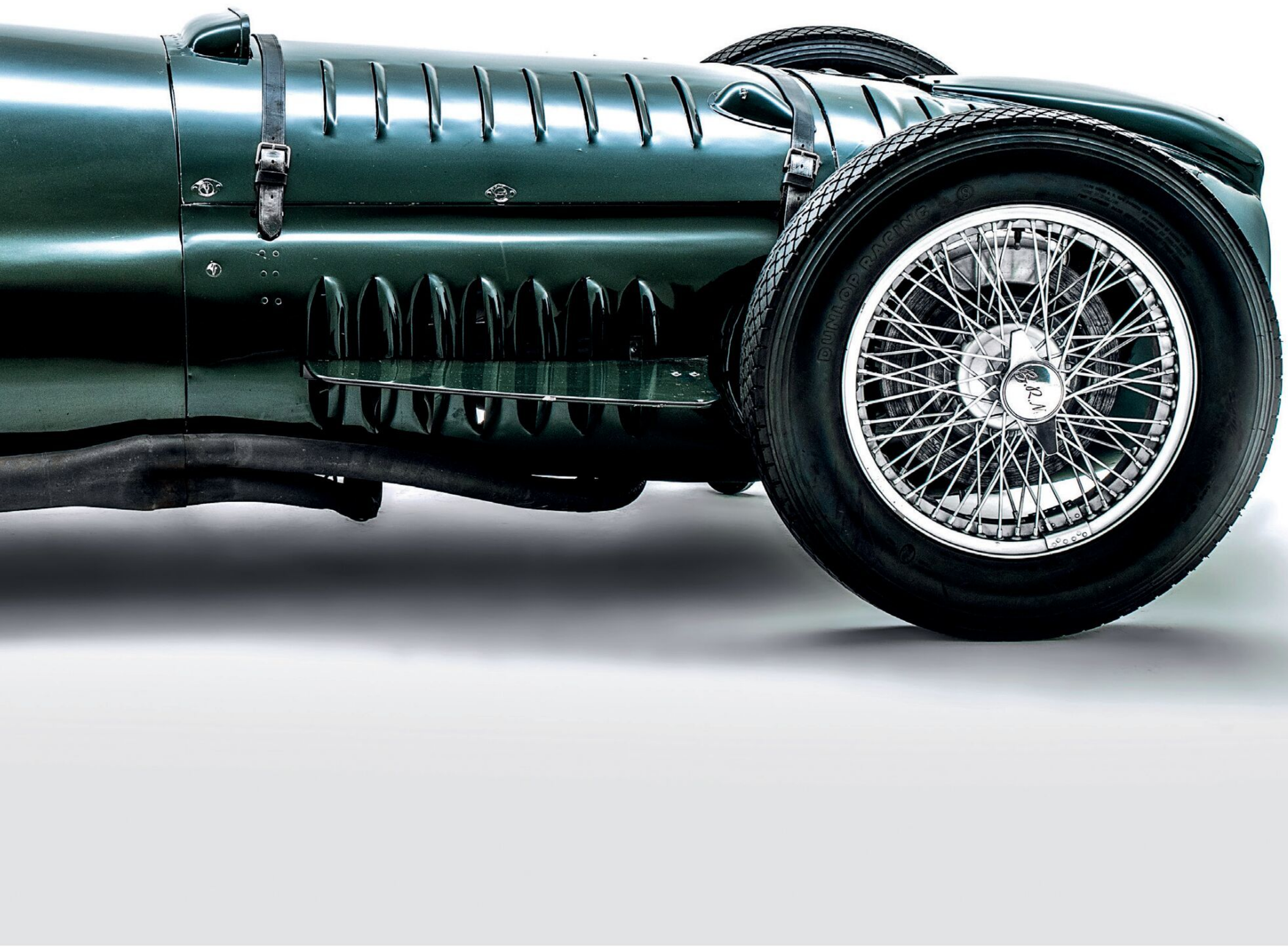
Forever

The idea was typically blunt: build a
Doug Nye tells the story of the BRM



England

car to blow away the foreign competition.
brute that captured the heart of a nation



V16 BRM P15

THIS IS FAR MORE THAN JUST another Grand Prix car. Back in period, 'The BRM' was as much part of British national awareness as today's news of a Covid vaccine. Through the later 1940s, even my mum had heard of 'The BRM' – the 'British Racing Motor'. The relentless publicity promoting it made millions motor racing conscious. It was tipped to win Grands Prix for Britain, smash Johnny Foreigner's racing stranglehold and build national prestige worldwide...

In fact the British Motor Racing Research Trust's public relations office was probably the most effective department of the entire industrial co-operative building the BRM through 1948-51. Seldom have such an inflated reputation and naive expectations been publicly promoted for an as-yet-unbuilt Grand Prix car... But such massive PR backfired badly upon the organisation striving to become a British Mercedes-Benz *Rennabteilung*.

The project budgets adopted in 1945-46 were far outstripped by post-war inflation. Project creator Raymond Mays persuaded the British motor industry's finest to contribute parts for his sensational dream Grand Prix car. But through the cheerless late-1940s, against the backdrop which triggered George Orwell's dystopian fiction *Nineteen Eighty-Four*, government was exhorting industry to 'export or die'. Toolroom capacity for BRM work was scarce. Delays stretched as inflation burned funding. Target dates were missed and entries cancelled. After the car's launch in December 1949 it proved almost beyond its creators' development capability.

Expectations for this white hope near evaporated upon its 1950 race debut. Failure after so much hype sparked savage denunciation. Newspaper headlines bellowed *Blooming Rotten Motor*. Such backers as Alfred Owen of the Owen Organisation, Bernard Scott of Lucas, Sir John Black of Standard and 'Tony' Vandervell of Vandervell Products were big fish in their own ponds. Within the supposedly co-operative BMRR Trust, funding and supplying BRM at Bourne, Lincolnshire, consensus was rare. Owen – devout Christian and lay preacher – was the most conciliatory. Only he kept faith in the project's eventual success, and he would nurse BRM to it, but not for 12 more agonising years' struggle.

In fact Owen was a godsend to initiator Mays. 'RM' was responsible for the BRM project's flair, zest and fire – and for some of its early so-public failure. He had, with engineer friend Peter Berthon, co-created the pre-war ERA project with backing from wealthy Humphrey Cook, in 1934.

The 'English Racing Automobile' was effectively the first British production racing car for customer sale. After ERA collapsed in 1939, Mays developed his vision of a new all-British GP car, conceived by Berthon and constructed with British industry money and material. Ray was always dramatic. He certainly loved cutting *la bella figura*. The BRM Project 15 was perhaps Mays/Berthon's greatest stroke of automotive theatre.

Its stunningly complex 135-degree V16 engine, with Rolls-Royce-developed aviation-style two-stage centrifugal supercharging offering higher boost than ever previously applied to a road-racing unit, made it perhaps the most sensational GP car ever. It certainly made a spine-tinglingly sensational noise. The V16 could hit an unprecedented 10,000-11,000rpm, belting out more horsepower per litre than any other racing engine until late '70s turbocharged F1. Long after the 1.5-litre supercharged Formula 1 to which it had been built evaporated, early 1952, the BRM V16's output peaked at over 585bhp – 390bhp per litre. At the time of its design, its best rivals – like the Italian Alfetta – hit 300bhp per litre. Yet Berthon had targeted 500. But it's extraordinary that this pursuit of peak power paid little regard to driveability. Delivering up to 70lbs psi boost the supercharging system made the BRM V16 a wheel-spinning terror.

> "It had plenty of torque... more than you could put on the road"

Where a conventional supercharger has a falling torque curve beyond peak revs, the centrifugal compressor's curve just soared on up until the engine's mechanical limits were exceeded. If wheelspin in a Roots-supercharged car developed at 6,000rpm on an indirect gear, a driver would find that as engine speed rose so blower efficiency would drop, torque moderate and wheelspin diminish. But with the BRM V16, engine speed rising from 7,000rpm to 9,000rpm actually increased torque by a shattering 45 per cent. The more revs, the more boost – runaway wheelspin, until the shaken *pilote* backed off, or the engine (or the tyres) disintegrated.

So the BRM's intrepid drivers found it only controllable within a restricted rev range. To be competitive they had to be in the right gear at the right revs, so they were continuously stirring the gearbox. Such stars as Juan Manuel Fangio, José Froilán González, Reg Parnell, Peter Walker and Ken Wharton might have the edge in power, but how much to unleash?

Tony Rudd, in charge of ultimate V16 development, once told me how "the basic problem was that we had an engine as powerful as a modern non-turbo Formula 1 trying to put its power down through a pair of tyres the same size as a Formula Ford... Tyres lived in a world of spin so the compound had to be relatively hard to cope with the high temperatures generated by spin. This led to the engine gaining an undeserved reputation for having no mid-range torque due to its centrifugal supercharger. It had plenty of torque... everywhere... more than you could put on the road." Tony knew that from experience as he did much of the V16's testing.

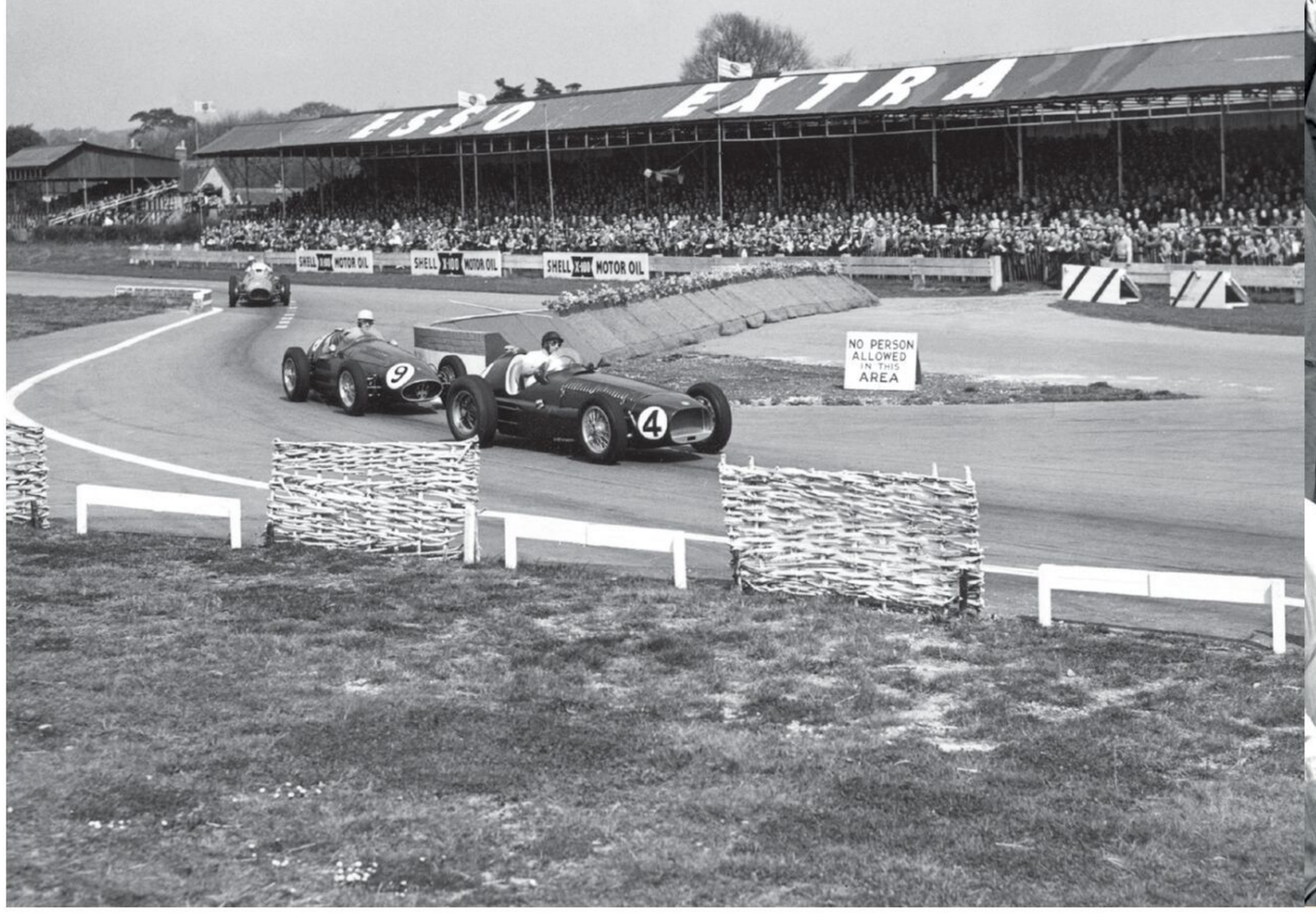
THE COMPLEX ENGINE ITSELF was effectively two 750cc V8s in tandem, with drive taken from a midship crankshaft gear stepping down to a separate output shaft. Bore and stroke were 49.53x48.26mm, displacing 1,488cc. Each domed piston was twee coffee-cup size. The Rolls-Royce blower drew mixture through two huge SU carburettors. Ultimately, BRM could more or less rely upon 150-200 miles of trouble-free running, up to 585bhp at over 11,500rpm, and deafened adulation from British crowds. Most memorably, these BRM V16s – especially in stub exhaust trim – generated decibels on the threshold of pain.

The engine was angled to pass the prop-shaft left of the driver's seat into a transaxle cribbed from the 1939 Mercedes-Benz W165's. A brake servo pump boosted the four-wheel disc brakes, which BRM pioneered in GP racing. Suspension springing and damping was by ultra-lightweight Lockheed oleo-pneumatic struts. Front suspension featured Porsche-type trailing links; the rear a de Dion arrangement.

On May 13, 1950, the BRM V16 made its public demonstration debut driven by Raymond Mays at the British GP, Silverstone. The smooth-bodied car was sensationally low-built, its original pale-green unlouvred body very handsome. After further testing failures, under Trustee pressure, one car was bundled onto the International Trophy grid at Silverstone, on August 26. French star Raymond Sommer drove, but the car managed only last-moment practice before shearing a transmission joint at flagfall.

The BRM cockpit display was minimal, the strip rev counter unique. Initially Peter Berthon had it show only colours, green, yellow and ***red***!

Ken Wharton in the BRM P15 V16 at Easter Goodwood 1954 leading Roy Salvadori in the Maserati 250F; (right) Raymond Sommer at Silverstone, 1950





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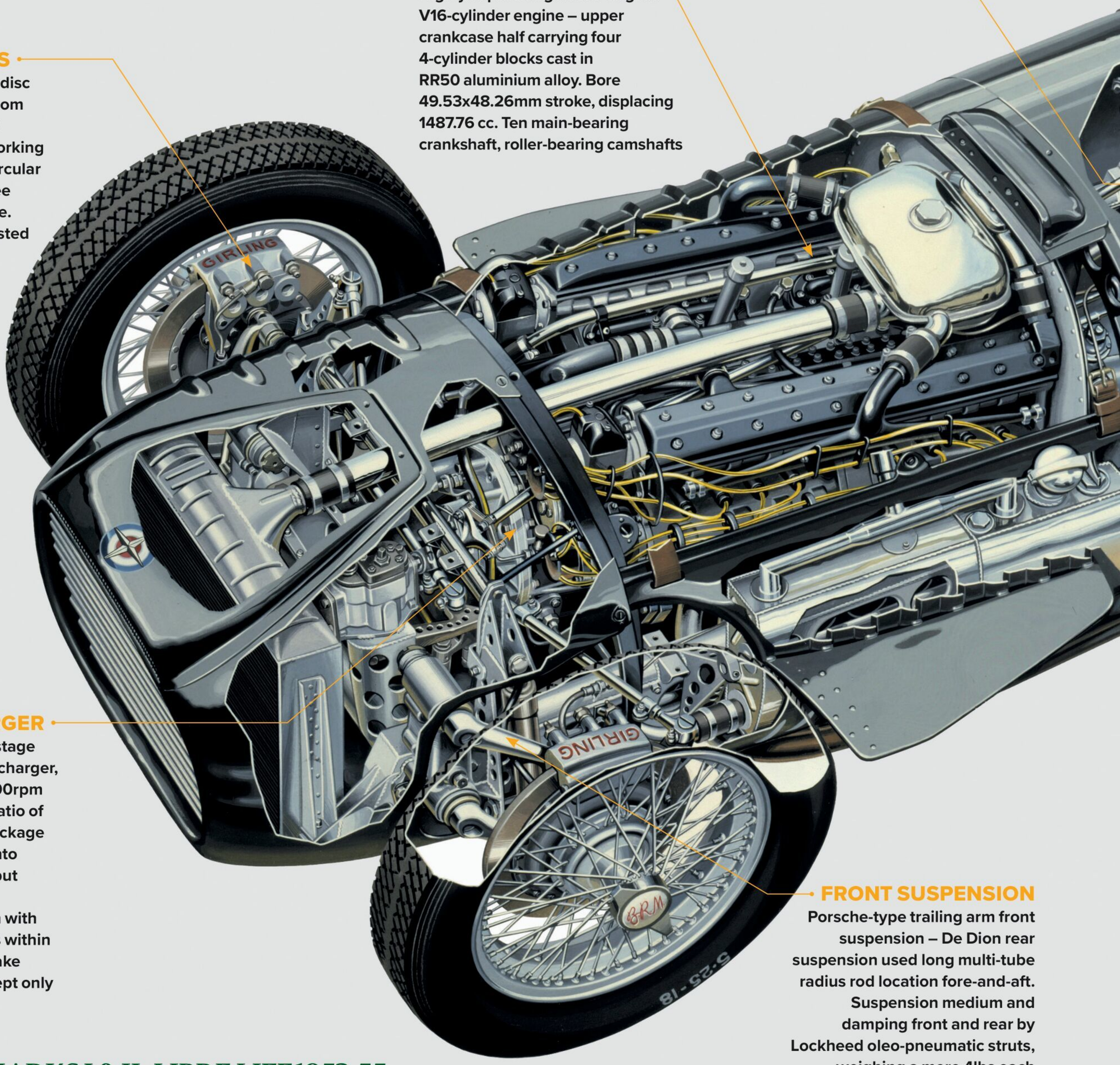
The motor sport world had seen nothing like the V16 BRM P15 when it was unveiled at Silverstone in 1950. Incredibly powerful and wonderfully raucous, it was an elaborate feat of engineering despite ultimately failing to live up to the PR. Renowned illustrator Tony Matthews takes us under the skin

DISC BRAKES
Thin steel Girling disc brakes, derived from aviation use, with chrome-plated working surface and six circular friction pads, three clasping each side. Fluid system boosted by engine-driven servo pump

SUPERCHARGER
Rolls-Royce two-stage centrifugal supercharger, ran at up to 45,500rpm on engine-drive ratio of 3.25:1. Overall package would nearly fit into just a 10in cube, but proposed 'vortex throttling' system with nine swivel vanes within supercharger intake remained a concept only

COCKPIT
Spacious cockpit offered very hot footwell at the pedals – burning both drivers' feet, ankles and shins in 1951 British GP

V16 ENGINE
Highly supercharged 135-degree V16-cylinder engine – upper crankcase half carrying four 4-cylinder blocks cast in RR50 aluminium alloy. Bore 49.53x48.26mm stroke, displacing 1487.76 cc. Ten main-bearing crankshaft, roller-bearing camshafts

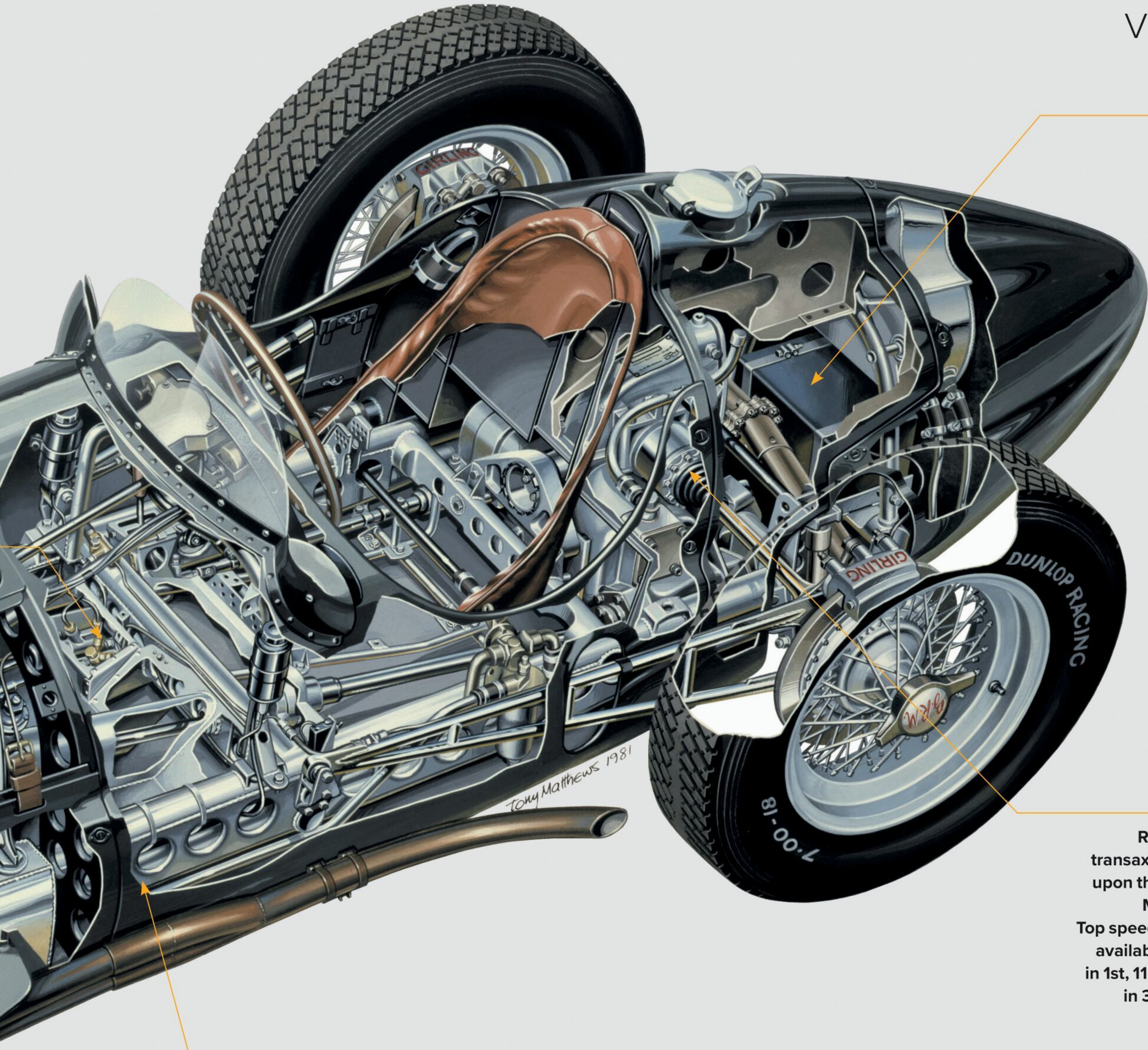


FRONT SUSPENSION
Porsche-type trailing arm front suspension – De Dion rear suspension used long multi-tube radius rod location fore-and-aft. Suspension medium and damping front and rear by Lockheed oleo-pneumatic struts, weighing a mere 4lbs each

BRM P15 MARKS I & II: *LIBRE LIFE* 1952-55

	Events	Starts	Finishes	Wins	2nd	3rd	4th	5th	Drivers
1952	8	17	7	3	2	2	–	–	Parnell, Fangio, González, Wharton, Moss
1953	11	21	17	6	6	3	1	1	Fangio, González, Parnell, Wharton
1954	13	21	17	5	3	5	4	–	Wharton, Flockhart
1955	6	7	5	2	2	–	–	1	Flockhart, Collins
	38 events	66 starts	47 finishes	16 wins	13x 2nds	10x 3rds	5x 4ths	2x 5ths	Only 7 drivers

V16 BRM P15



FUEL TANK
Tail fuel tank capacity varied during development – from 1948 launch-spec 48 gallons in scuttle plus 18-gallon tail tank ahead of smaller tail tank containing gearbox oil

GEARBOX
Rear-mounted 4-speed transaxle gearbox unit based upon that of 1939 1.5-litre V8 Mercedes-Benz W165. Top speeds in gears on highest available ratios were 95mph in 1st, 115mph in 2nd, 130mph in 3rd and 165mph in 4th

CHASSIS FRAME
Made by Rubery Owen at Darlaston, West Midlands; 2½in round-section chrome-molybdenum main tubes, united by welded-on webbing plates, lightened yet made more rigid by swaged holes

TONY MATTHEWS

That September, Reg Parnell drove the BRM to win two Goodwood races. The press trumpeted 'the BRM's redemption'. On October 29 two V16s contested the non-Championship Peña Rhin GP, but both retired.

Through 1951 a catalogue of testing failures meant the BRMs appeared for only two races, the British and Italian GPs. Reg Parnell and Peter Walker gallantly finished fifth and seventh at Silverstone, shins burned by cockpit heat. But management created a terrible muddle at Monza. Both cars for Parnell and Hans Stuck non-started. Extensive Monza testing followed, most notably with young driver, Stirling Moss.

Cancellation of BRM entries in the Turin GP early in 1952 then killed Formula 1 as the FIA's favoured World Championship category since Ferrari was left unopposed. World Championship status devolved instead upon Formula 2. Mays' reasoning behind the Turin default centred upon his all-consuming admiration for new superstar, Fangio. Unsure of Alfa Romeo's plans for 1952 he was seeking another berth. He would be in England in April. The team rushed back for him to test the V16. This BRM move was suicidal. Suddenly the BRM V16 was an ex-Grand Prix car - eligible for residual F1 and *Formule Libre* racing.

The team's 1952 programme - using three P15 Mark I cars - comprised eight races, including the Albi GP in France, Ulster Trophy at Dundrod, a 35-lap *Libre* race supporting the now F2 British GP at Silverstone, and the 67-lap Boreham International.

On August 15, 1952, the Trust admitted defeat, offering the project for sale. Ironically, one week later at Turnberry, the BRM V16 notched its first win since Goodwood 1950. Again the driver was Reg Parnell. Two further wins followed, at September Goodwood, 'Pampas Bull' González driving. But on October 14 the Trust accepted the only offer received for all BRM assets and liabilities. From November 1, 1952, BRM would be owned by Alfred Owen's family group - the price £23,500.

Through 1953-55 BRM entered its V16s in 48 more *Formule Libre* races. They began

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with the existing three long-chassis Mark I ex-F1 cars, once-beautiful body lines long-since lost with huge radiator and multiple panel louvring to cool all that clockwork. But chassis 3 was written-off at Albi '53, though driver Ken Wharton survived. So then there were two...

Wharton won four times for BRM late in 1953, then starred in New Zealand early in 1954. At Easter Goodwood '53, the Mark I V16s had been beaten by a little 2-litre Maserati. Alfred Owen asked Rudd how that could happen? Tony explained that the Maserati was shorter and lighter, and better suited to the wet. Owen responded by ordering two lighter and shorter *Libre* Project 30 BRM V16 Mark II cars, to use existing engines and transmissions.

The first Mark II 'Sprint Car' used an Accles & Pollock tube purchased by Rudd to build an Aston Martin special. The cars had Morris rack-and-pinion steering, a 92in wheelbase, 6in shorter than the F1 Mark I's, smaller wheels and tail fuel tank. Ken Wharton gave the first of them a winning debut at Easter Goodwood '54. For the second race that day he swapped to V16 Mark I chassis 2, was rammed by Roy Salvadori's Maserati 250F yet limped to victory. His car was beyond economic repair – a write-off winning a race... a bizarre V16 achievement.

Of the three V16 Mark I works GP cars built, only chassis 1 survived. The two Mark IIs were then driven in 1955 by Peter Collins and Ron Flockhart, the former scoring the last race win for a factory V16 at Aintree. The V16 BRM's swansong followed at Castle Combe, Flockhart second behind Harry Schell's Vanwall – Britain's contemporary Formula 1 future...

Many enthusiasts missed the sight and sound of these spectacular cars. Today, thanks to the Owen family's enthusiasm, three more long-chassis V16 Grand Prix cars are being built by Hall & Hall to give new generations of race-goers tinnitus. These were the cars that made Great Britain motor racing-minded. Others would bring the ambition over the line, but in 1962 BRM with Graham Hill finally succeeded. Now, in months to come we can celebrate the original project's great, mad, wonderful dream. Just don't forget your earplugs.

"Wharton's car was beyond repair – a write-off winning a race"



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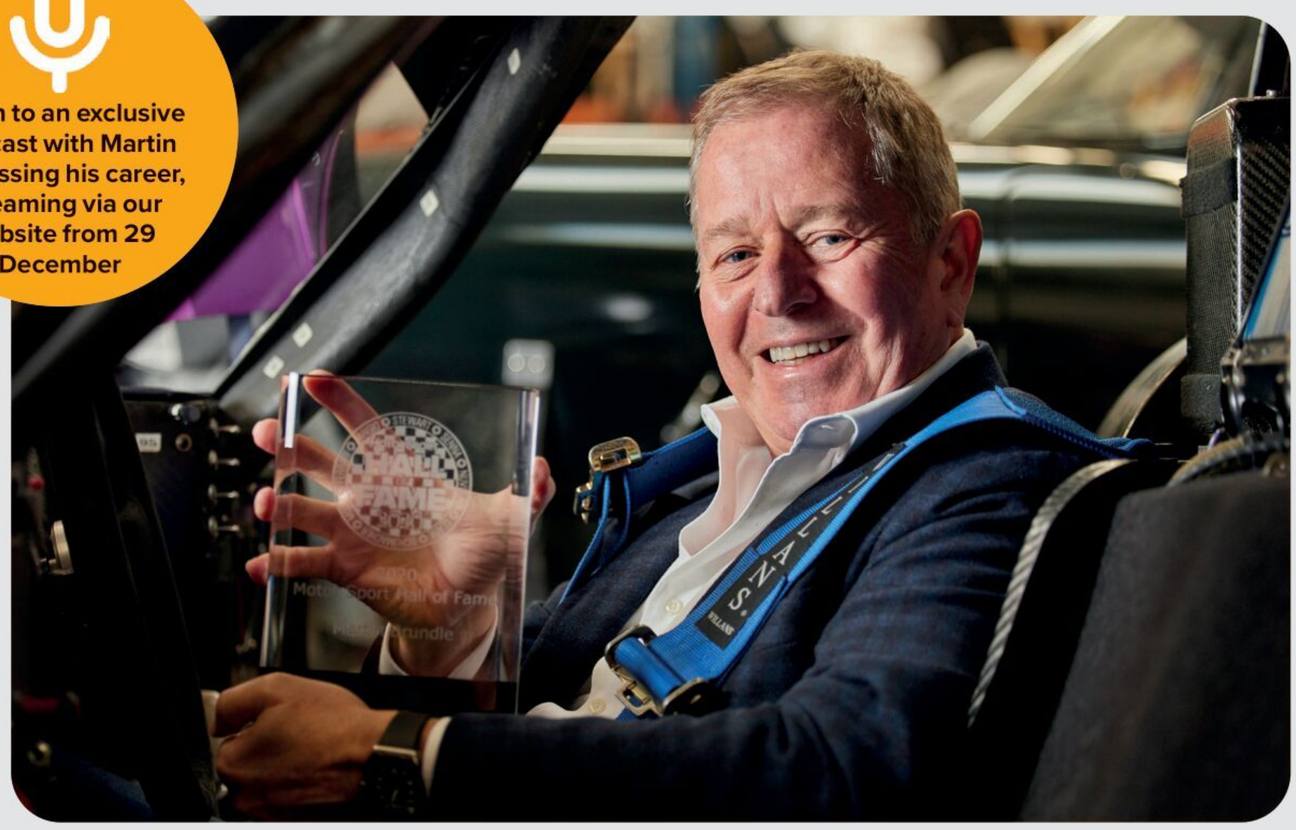
Essential reading for the New Year...

Available in print and digital editions, these *Motor Sport* Specials are required reading for those passionate about the career of Sir Stirling Moss, the incredible cars of Ferrari and Porsche or for the automotive lover wanting to know more.

Order now at motorsportmagazine.com/specials

This year's inductees

It's that time of year again where we admit a further selection of racing legends into the *Motor Sport* Hall of Fame. For 2020, thousands of readers voted online. Now find out if your own choices made it into our league of the elite

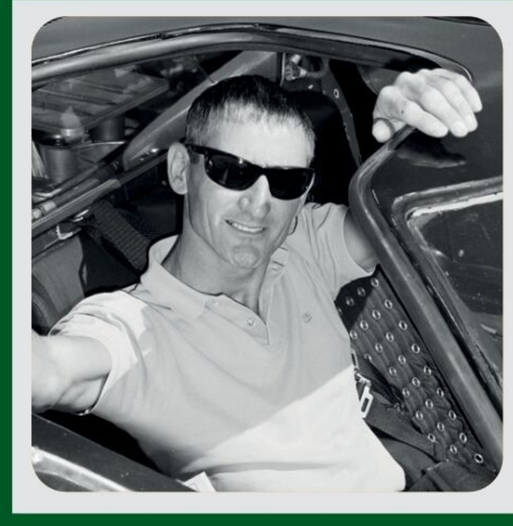


Listen to an exclusive podcast with Martin discussing his career, streaming via our website from 29 December

EDITOR'S CHOICE

Martin Brundle

Brundle's duel with Ayrton Senna for the 1983 British Formula 3 title remains the stuff of legend. Their divergent F1 fortunes can't overshadow the talent of this World Sportscar champion and Le Mans winner-turned-broadcaster par excellence. He made the gridwalk his own (pre-Covid) and his analysis brings a sixth-sense to GP viewing.



SPORTS CARS

Ken Miles

In a close category, the Brummie-accented engineer, victor of the 1966 Daytona 24 Hours and triple 12 Hours of Sebring winner came through against the likes of Bob Wollek, Vic Elford and Olivier Gendebien. He's best known for his association with Carroll Shelby and development of the Ford GT40, not least thanks to the 2019 film *Le Mans '66*. Miles' love for a hot beverage meant he was known affectionately among crews as 'Teddy Teabag'.

RICHARD DAVIES, GETTY IMAGES

FORMULA 1

Jochen Rindt

Super-cool and super-quick, Jochen Rindt epitomised Formula 1 racing in the late 1960s; a superstar amid a field of big characters. Excluded from schools and often showcasing a broken bone as a youth, nocturnal car racing with friends gave him a love of speed and danger. His flamboyant talent brought cars to life whether leading from the front or charging from the back. With Lotus in 1970, he'd fulfil the potential of becoming world No1, albeit under tragic circumstances.





CULT HERO

Stefan Bellof

To have achieved such greatness in his 27-year life – and to have pipped Henri Toivonen and Ari Vatanen and in the first year of our Cult Hero category – speaks volumes for Bellof's skill. His two seasons at Tyrrell in 1984-85 hinted at a sparkling F1 future, including fourth at the '85 Detroit GP, but his record in prototypes was incredible, winning the World Sportscar crown in 1984. He would surely have rivalled Prost and Senna in F1.



MOTORCYCLES

Mick Doohan

If it wasn't for injuries, the Aussie rider would have more than the five consecutive 500cc titles he won from 1994. But his legend was forged in his recovery from what should have been a career-ending leg break. Doohan's mental strength over numerous operations and complications mirrored his determination on track. It should be no complete surprise that his favourite corner was at Salzburgring – the most dangerous corner on the most dangerous track.



For a full list of contenders and to explore our archive of race reports and interviews with all the 2020 Hall of Fame nominees, visit the Motor Sport website

INSPIRATION AWARD

Alex Zanardi

Many drivers are hailed as courageous. Few embody that attribute as entirely as Zanardi. It's a miracle the two-time CART champion survived his 2001 crash and double leg amputation. But his passion for competition brought a switch to handcycling and Paralympic golds. A collision last year left the racing world hoping for another recovery.

GETTY IMAGES

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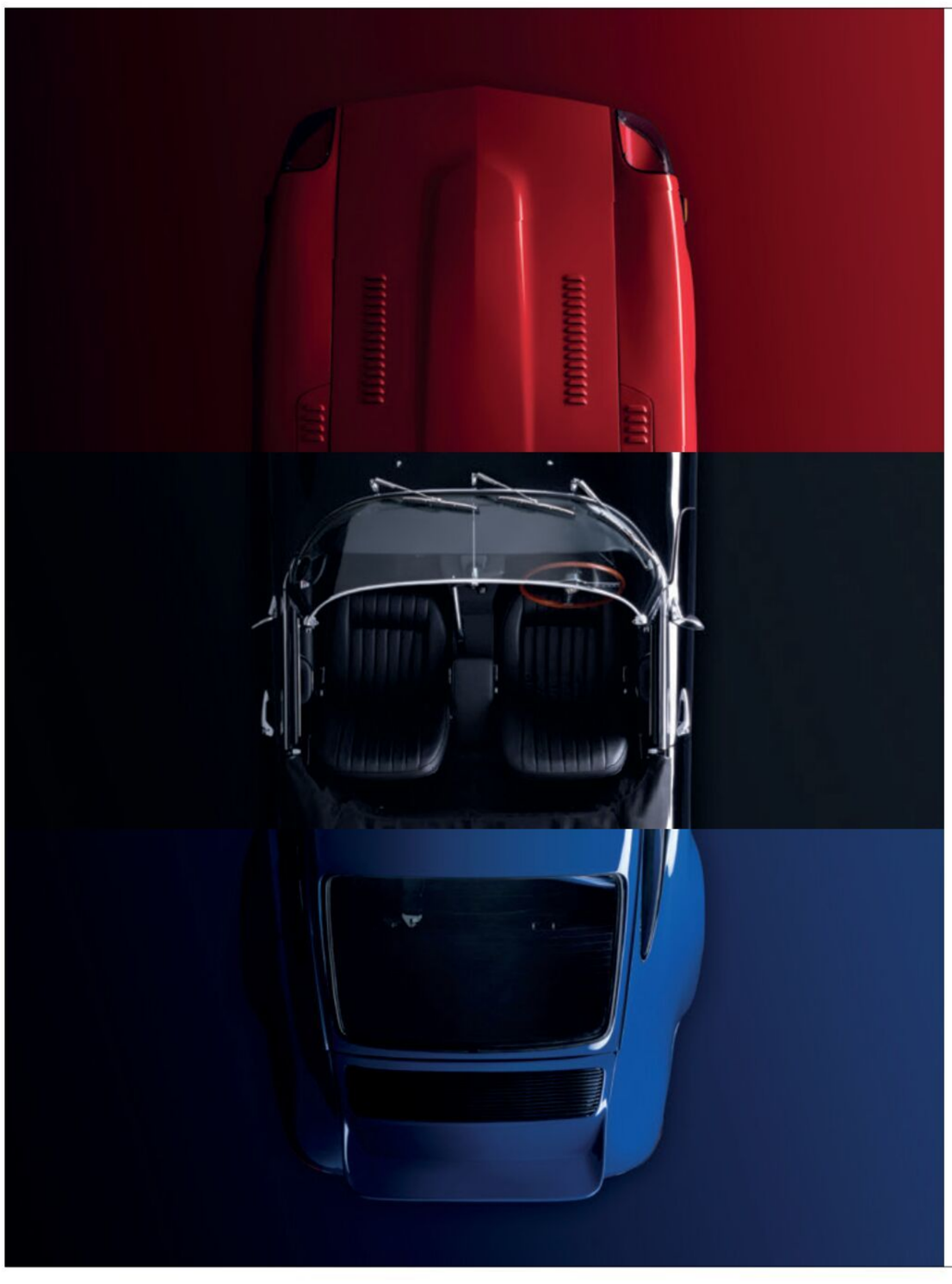
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As part of its restoration, the front axle was split for independent suspension and rear axle widened

The six-million dollar car

More Steve Austin than Austin Seven, this bionic special is packed with modifications. **Simon de Burton** is impressed

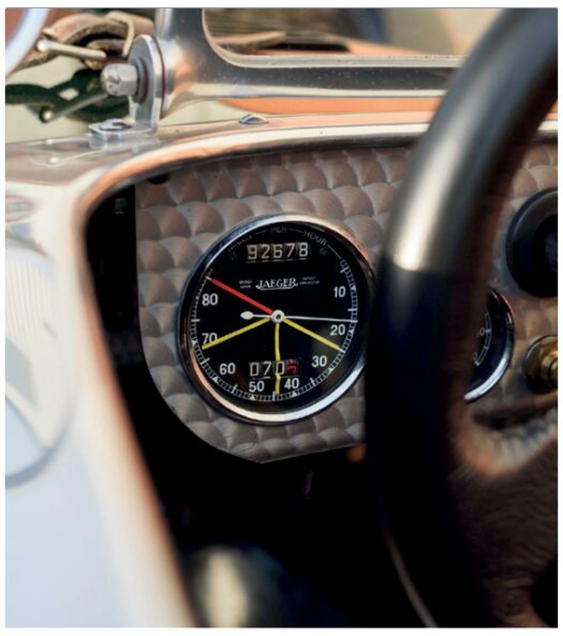
When Herbert Austin converted his billiard room into a drawing office and tasked a young draughtsman from the 'works' to help design a small car, the result was the landmark Austin Seven of 1922.

"This little car, which can be run for about a penny a mile, is an ideal car for a woman to use herself, enabling her to do more shopping without fatigue, to visit her friends more frequently and to attend social and recreational functions," ran the marketing spiel in the innocently non-PC language of the era.

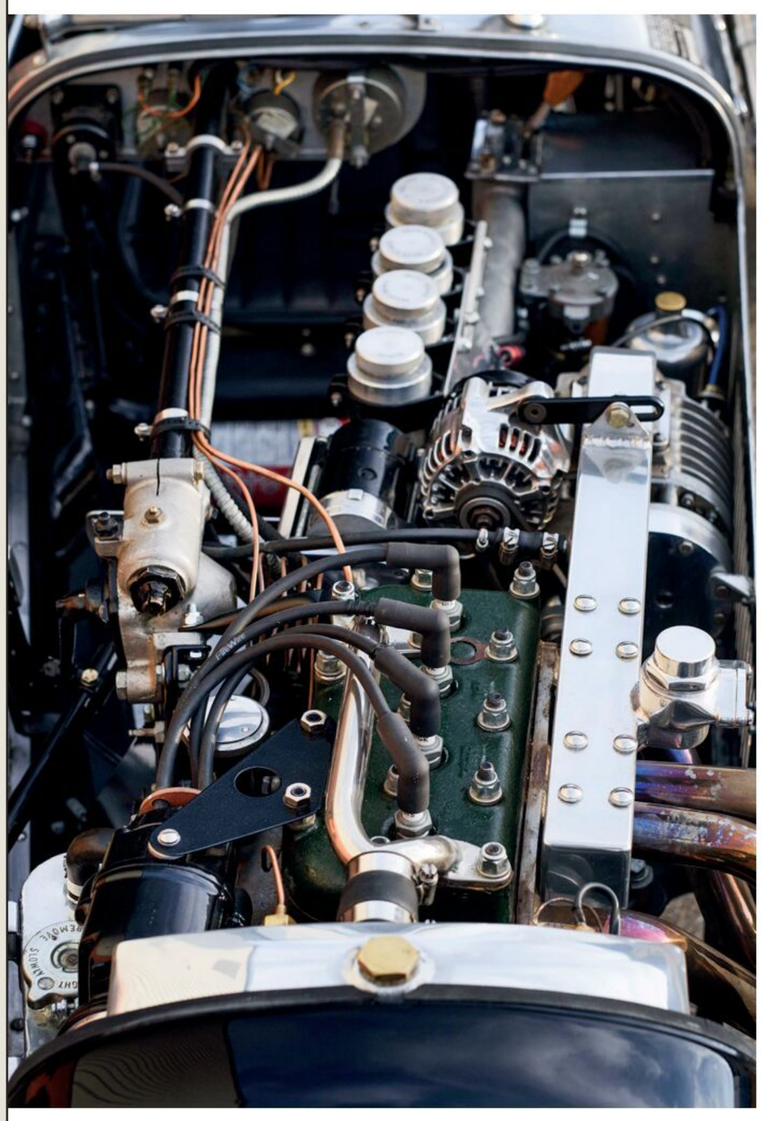
What Austin can't have expected, however, was that the Seven would also become a popular competition car in modified form (kick-starting the racing careers of both Bruce McLaren and Colin Chapman), or that it would still be a stalwart of the vintage sports car scene almost a century after its launch.

And he certainly wouldn't have imagined a Seven like the one pictured, which might just be the best and most extensively modified example ever to take to the road or track.

According to Danny Donovan, managing director of DD Classics, the previous owner spent an eye-watering £137,000 having the car meticulously modified to the nth degree in ▶




COT 11's boat-tail design is a work of art; the 749cc engine produces 55bhp



order specifically (not to say obscurely) to set a record time at New Zealand's annual Chelsea Sugar Works Vintage Car Club hillclimb.

The car had already been converted for competition use in 1988 and fitted with a Rootes-type supercharger shortly afterwards, but that was just the start of things.

During a three-year project carried out between 2003-06, the Seven's engine was fitted with a forged crankshaft, bespoke pistons and conrods, a wild cam and a high compression cylinder head to boost output from the weedy 17bhp of the standard model to around three times as much.

But it's the running gear that makes this car stand out as a true work of engineering art. The chassis, developed from a standard Ruby unit, is boxed-in and strengthened with custom-made, tubular cross members, while the track front and rear has been increased by 100mm, the suspension heavily modified and the differential off-set.

With its control pedals drilled for lightness, an engine-turned dashboard, gated gearshift and Momo steering wheel, the single-seat cockpit is uncompromisingly purposeful, while the hand-built aluminium boat-tail body and sculptural, highly polished engine bay create the appearance of a work of art.

On the button and FIVA-registered, Donovan believes it could be the finest Austin Seven special in existence - and, unless someone can show us a better one, we're inclined to agree.

1938 AUSTIN SEVEN SUPERCHARGED SPECIAL

On sale at DD Classics, 97-101 North Road, Kew, London TW9 4HJ. 0208 878 3355, ddclassics.com. Asking: £59,950

In the market for a custom cruiser?

Originality be damned, these classics stand out from the crowd



1960 MORRIS MINOR V8, £13,995 Certainly not your usual starting point for a modded motor, but stick a Rover V8 into a Minor together with a Jaguar gearbox and garish paint and away you go... *carandclassic.co.uk*



1974 DATSUN 260Z 'SAMURI', £52,995 A very rare and original 260Z modified by Spike Anderson's Samuri Motor Company in the 1970s, which specialises in souped-up Datsuns and Nissans. *outwoodcars.com*



1932 FORD MODEL B COUPE, £75,000 A rare five-window coupé finished in original Washington Blue, but with a few tweaks... Such as a 300bhp 5-litre V8 and a thorough £100,000 restoration. Blimey. *standrewsautos.co.uk*



1938 GULF-MILLER SPECIAL, £86,000 During the experimental days of rear-engined Indycars, Harry Miller was a leading light. This is a unique recreation of one of his three works for the Gulf Oil Co. *mecanicimport.com*

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At Le Mans in 1972 Chassis 001 finished 11 laps in front of the second-placed MS670

AUCTION HERO

The Gaul of it

When this Matra won Le Mans in 1972, it was France's first home victory since 1950. **Simon de Burton** recounts its historical drive

FEW INTERESTING COMPETITION CARS had been consigned for sale in early 2021 but the shortage is more than made up for by the fact that one of the most remarkably original Le Mans winners of the past 50 years is set to cross the block at Artcurial Paris in February.

The Matra MS670 in which Graham Hill and Henri Pescarolo clinched the 24 Hour race in 1972 was originally to be the star of the official sale at the annual Rétromobile show on February 5, but following the postponement of the event until June (Covid-19, of course) Artcurial has scheduled a stand-alone auction called La Parisienne 2021 for the same date.

Lots for the sale are flowing in, but it seems unlikely that any will surpass the Matra in terms of value or historical importance, not least because it has belonged to the Lagardère Group, former owner of the long-closed Matra Automobile, since the day it was built.

Lagardère, largely a media conglomerate, cites the reason for the sale of this car as "an unfavourable court ruling" regarding a social law case involving Matra Automobile, which went bankrupt in the early 2000s.

Aviation engineer, polymath and astute businessman Jean-Luc Lagardère became CEO of Matra in 1963 and soon vowed that the manufacturer would win both the F1 World Championship and Le Mans, with the former prediction coming true in 1969 with Jackie Stewart at the wheel.

At the time, Le Mans was dominated by Porsche, Ferrari and Ford, with the BRM-engined Matras making their first challenge in the 1966 event, at which the No42 car crashed after nine hours, with No41 retiring with a broken gearbox four hours later.



Graham Hill played his part in France's Le Mans success

By 1972 the design had been refined and developed into the MS670 Group 5 prototype with streamlined bodywork and the sublime Matra V12 engine, a softly tuned 3-litre that produced a reliable 450hp.

Three MS670s and one MS660 were entered for that year's Le Mans, with MS670 chassis 001 – the one on sale here – being driven to victory by Pescarolo and Hill, with François Cevert and Howden Ganley taking second place in one of the other MS670s.

The die had been more or less cast by the halfway mark, at which point the two Matras were tactically exchanging first and second places between pitstops, while the outdated 660 maintained a heroic third place in the hands of Britain's David Hobbs and Frenchman Jean-Pierre Jabouille before being forced out in the dying stages with a broken gearbox.

Engine trouble, meanwhile, had seen off the third 670 (Jean-Pierre Beltoise and Chris Amon) only a couple of hours after French president Georges Pompidou had dropped the flag to start the race, but then who ever grumbled about only 1-2 finishing at Le Mans?

Matra MS670, the 1972 Le Mans-winning car, on sale with Artcurial, Paris, February 5. Estimate: £3.6-6.7m. artcurial.com

MATRA, PHILIPPE LOUZON



1992 PEUGEOT 205 1.9GTI. SOLD BY H&H, £22,000
Not long ago £2200 would have been the sort of money commanded by the average Peugeot 205 GTi but the model has since become a landmark classic and prices have soared, even for ropey examples. There was nothing ropey about this one, however, despite having covered 93,000 miles. Meticulously maintained, finished in one of the best colour schemes and devoid of the power-sapping catalytic converter from new, it was made more desirable by being the actual car on which Corgi Vanguards based its scale model. It had also appeared on BBC's *Top Gear*.



1975 AIRSTREAM ARGOSY MOTORHOME. SOLD BY SILVERSTONE AUCTIONS, £20,813
This example of Americana would make the perfect vehicle for attending historic events. Built using the same aviation-style techniques used in Airstream caravans, the Argosy carried all original fittings, including a fridge, hob and lavatory.



1970 DODGE CHALLENGER 'SIX PACK'. SOLD BY RM SOTHEBY'S, £49,400
American muscle cars are once again heading towards being affordable and there are few better than the Challenger. This well-restored car, in its factory colour scheme of Plum Crazy, still had its original V8 with 'six pack' carburettor set-up.



1999 PORSCHE 911 GT3 SUPERCUP. SOLD BY SILVERSONE AUCTIONS, £72,000
This was one of 61 GT3s for use in the Porsche Supercup, the supporting race series for F1. It was supplied by Porsche GB to Johnny Mowlem, racing in the Parabolica McCulloch Motorsport livery it wears today. Turnkey condition.

Are we there yet?

An uncertain journey but perhaps online lacks pizzazz, says **Simon de Burton**

MIXED RESULTS AT THE year-end auctions in the UK and America suggest that the novelty might be wearing off when it comes to online sales, but continued uncertainty surrounding the future of large public gatherings, local lockdowns and tier restrictions means the houses face something of a logistical conundrum when it comes to planning events during the first quarter of 2021.

Following the reasonable success of its second Geared Online sale in late October, Gooding & Co will continue with the internet-only format for its Scottsdale auction, which will be open for bidding from January 18-22, with a major item already consigned in the form of a Ferrari 275GTB Long Nose. Meanwhile, the first significant sale in Europe will be Artcurial's newly-named La Parisienne auction on February 5 that will be held "in partnership with Rétromobile" - despite the fact that Rétromobile itself has been postponed until June.

But while uncertainty reigns, one thing seems clear: good cars that are reasonably estimated and consigned by open-minded vendors who don't set their expectations too high continue to sell well - but anyone clinging on to hopes of recouping prices laid out on popular models when the market was on fire two or three years ago will, inevitably, be left wanting. And that's regardless of whether bidders are in the room or online.



1953 MILLE MIGLIA POSTER. SOLD BY RM SOTHEBY'S, £6285



As in every year of the original Mille Miglia, hundreds of posters would have been pasted up to advertise the 1953 event but only a tiny number survived. This was one such rarity which had been preserved in superb condition and promoted the 20th running of the event, which was won by Giannino Marzotto and navigator Marco Crosara in a Vignale-bodied Ferrari 340 MM Spyder.



1970 FORD CAPRI RS2600. SOLD BY SILVERSTONE AUCTIONS, £32,750

Believed to have been one of three development prototypes, the Cologne-built homologation special was rediscovered in a poor state a decade ago, after which it was restored to its original condition. Best of all is that groovy paint scheme.

RM SOTHEBYS



THE INSIDE LINE

"Conventional market experience counts for little in an online world"

WELL, WHAT A YEAR. We've all finished 2020 in a rather different world to the one we started with – and we're perhaps never going back to the old ways.

For many of us, working from home is now a well-established new normal, as is being able to order practically everything we need online. We have been luckier than most in that our business model, one that allows people to view and appreciate classic cars from a distance, proved to be such a winning formula that it led to a three-fold increase in business and a move this month to 13,000sq/ft premises simply to be able to accommodate the number of cars we've been asked to auction on a concierge (we do all the work) basis.

By utilising the many advantages of online selling, not least reach, accessibility, and lower selling fees we have proved that consigning, bidding and collecting cars can be very successfully done at a distance, whilst still offering personal viewings.

But we are not blinded to the traditional ways. There is still plenty of space for physical auctions, not least because they offer social opportunities.

Plenty of buyers are wedded to one format or the other; but most will follow their chosen car, however it is offered.

But we do think that the online and physical models are discrete, and that trying to mix the two risks generating confusion at best, and at worst, bankruptcy.

Take the case of a firm that runs a physical auction and would like to double up into cyberspace, too. There are many challenges, firstly that the company has always run at a cost-base tailored to taking at least 20 per cent of a sale in commission, an income that is vital to cover venue and back-office costs; suddenly running at a quarter of that income will be a great shock. The fundamental business models are different, and a company's cost base is structured around one or the other.

And from the vendor's side: why would a seller pay the extra commission to have their car sold face-to-face with that business when the prices paid by the buyer for like-for-like cars (including fees) are now evolving to be the same? Plus any online-only auction or retailer really needs top-flight technology skills more than they need decades of experience selling cars.

Why so? Well, Amazon was never an expert book retailer, it was a technology company that moved its logistical and coding expertise into other markets – and the rest is history. As a tech company you look to change the fundamental dynamics of a market, not just offer a different way of doing the same thing. After all, Airbnb would not be the success it is if it just offered a different way of booking a hotel room.

"Amazon was never a book seller, it was a tech company that went to a new market"

We too are primarily a technology company whose expertise enabled us to sell classic cars in an entirely new way; while we are driven by lifelong passion, this would have been useless without a leading auction platform and apps that majored on the advantages of online.

We have also started partnering with like-minded companies around the world, licensing our technology so you'll be able to see The Market in Europe.

As for our domestic competition, it's a great thing for customers; no-one should be complacent, and more players only forces the online model to evolve for the benefit of everybody. All we say is that new entrants should understand that conventional marketplace experience could count for little in the Brave New World we're all facing.

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



In 1992 Ellen Lohr became the only woman ever to win a DTM race, driving an Evo II; as for Berlin 2000... never happened

Buying guide

Mercedes 190 Evo II DTM

Boxy but beautiful, the 190 was a true trailblazer for Mercedes, and sparked its association with AMG

COMPETITION BREEDS SUCCESS. It's a statement that rings true throughout racing history. And perhaps at no moment was it more relevant than in Germany during the late 1980s. That was an era that gave us tin-top legends such as the BMW M3, the Audi Quattro and this, Mercedes' answer to both of them - the 190 Evo II.

This is not only the car that finally elevated Mercedes to the top of the DTM for the first time, but it's also the model that cemented its relationship with tuning firm AMG. Without the joint working between Mercedes and AMG on this car, would the Silver Arrows even be in the sport today? Who knows - but the 190 Evo II is the granddaddy of it all, even if it was never designed to be a touring car.

The 190 actually required a trifecta of powerhouses to create - Mercedes, AMG and Cosworth. The story started in the mid 1970s when Mercedes was set on engineering the ultimate compact saloon. Between the first drawing boards in 1974 and its release in 1982, the project, codenamed W201, cost Merc an eye-watering £600m to develop. And what better way to show off the car's capabilities as the best all-rounder available? Rallying.

MERCEDES 190 EVO II DTM

- **Price new** N/A
- **Price now** £250,000-£400,000
- **Engine** Cosworth 2.5-litre 16V, naturally aspirated
- **Rivals** BMW M3 Sport Evolution, Audi Quattro V8, Alfa Romeo 155 V6 Ti
- **Verdict** An understated car that forged Mercedes' partnership with AMG

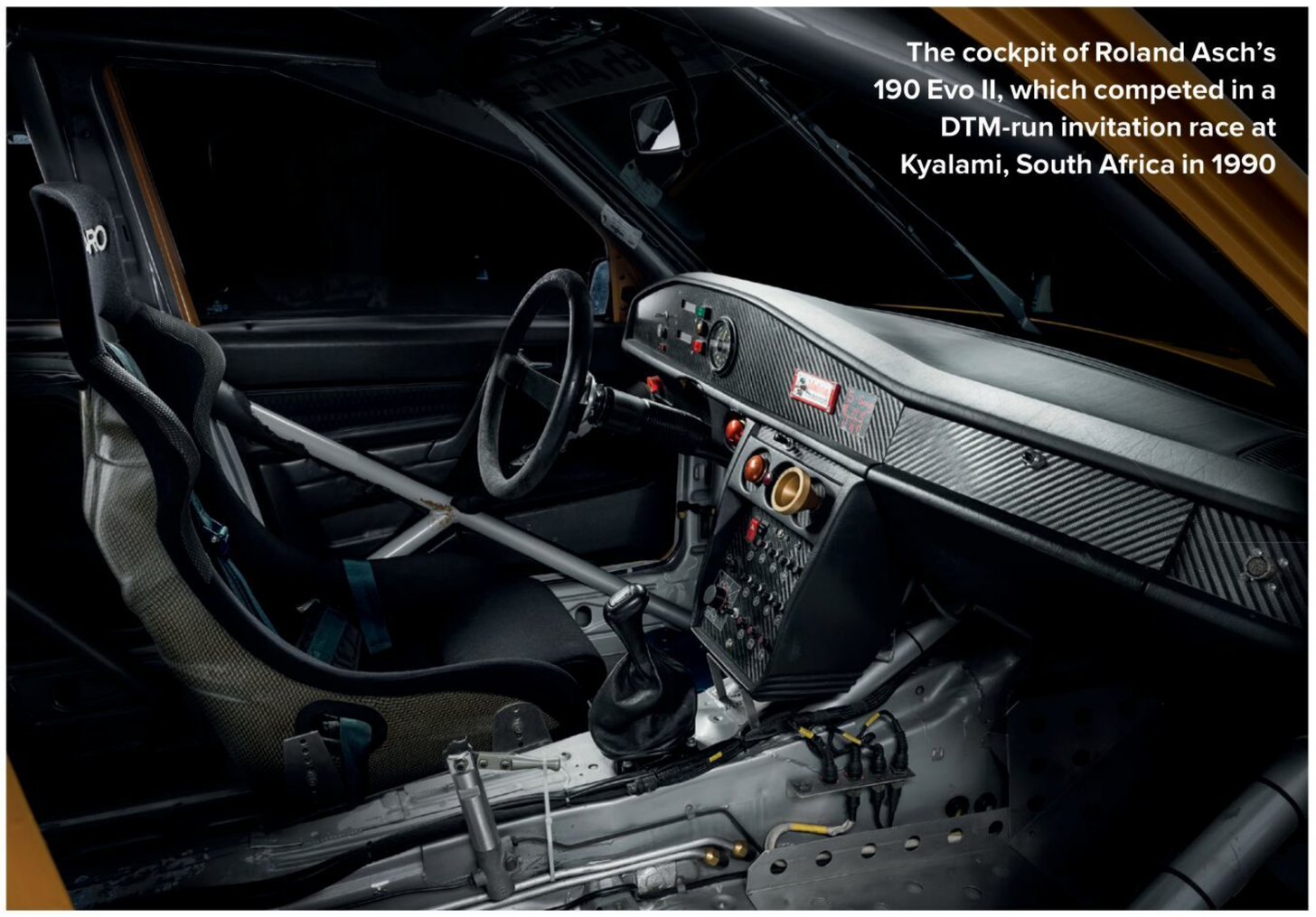
That's right. Mercedes aimed this car at mud sport from day one. Touring cars was never on the agenda, until Plan A hit a Quattro-shaped roadblock.

While developing the chassis for the World Rally Championship Mercedes commissioned Cosworth to create a suitable engine, which resulted in a 320bhp 2.3-litre 16V monster. Everything looked rosy. But then, just as Mercedes was finalising its entry, Audi ripped up the rulebook with the all-conquering four-wheel-drive Quattro that arrived in 1981 and was dominating a year later.

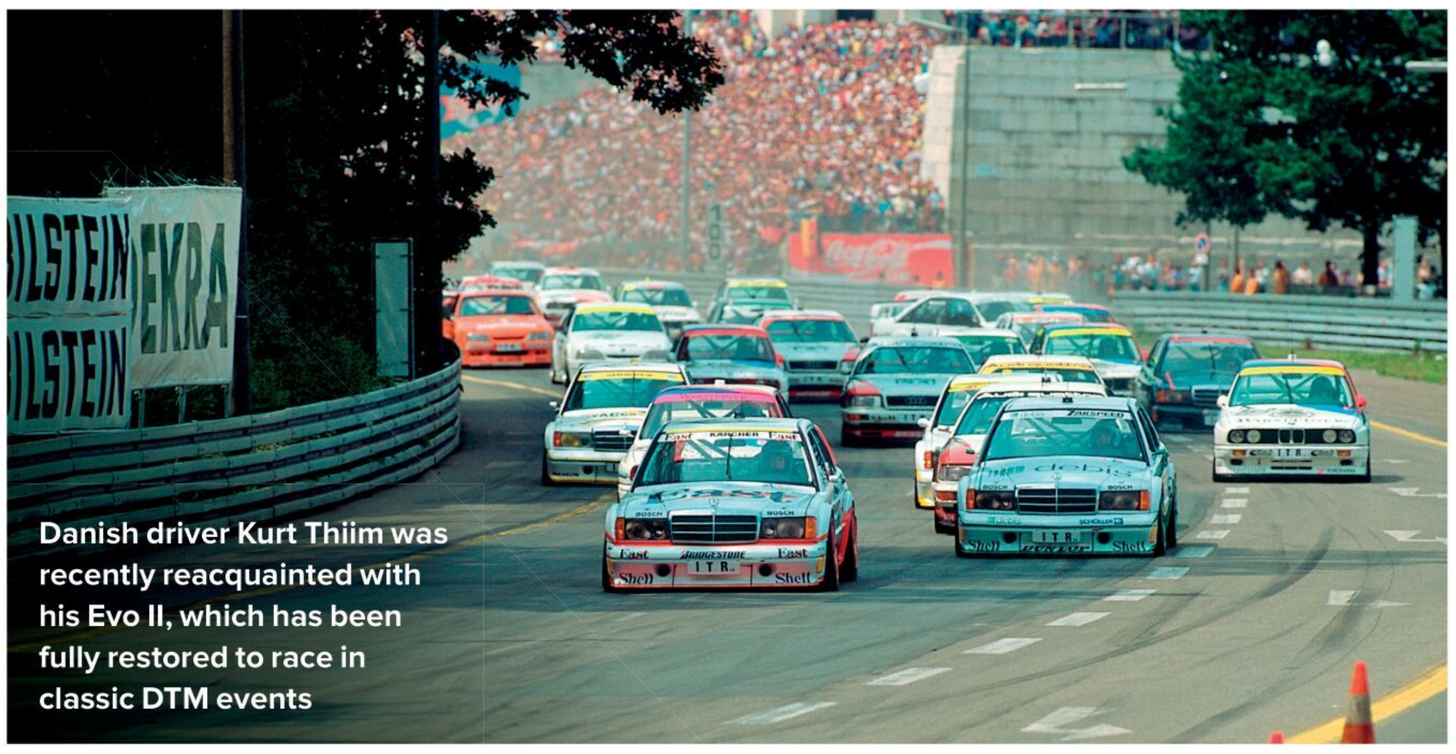
Up against the turbocharged Quattro, the rear-driven 190 wouldn't stand a chance, and Mercedes risked the model being made to look completely outdated before it had arrived. The rally project was shelved and it had to look elsewhere, which brought Mercedes to AMG's door.



DAIMLER AG



The cockpit of Roland Asch's 190 Evo II, which competed in a DTM-run invitation race at Kyalami, South Africa in 1990



Danish driver Kurt Thiim was recently reacquainted with his Evo II, which has been fully restored to race in classic DTM events

Ex-Mercedes engineers Hans Werner Aufrecht and Erhard Melcher's tuning firm had been turning itself into the leading sporting Mercedes specialist since its first entries in 1971 running the 'Red Sow' -a 6.8-litre 300SEL.

AMG had race experience, Cosworth the engine, and Mercedes the chassis. A deal was struck for Mercedes and Cosworth to produce the 190 as a touring car and hand it across to AMG to run in the DTM from 1988. Again, there was a hiccup. Rules demanded that all entries be backed up by at least 500 road-going variants. So Mercedes and Cosworth created a run of 190E 2.3-16 editions, and would have to do the same again for each evolution of the model.

"Rules stated that all entries be backed up by at least 500 road-going variants"

For 1988 Mercedes supplied five teams (including AMG) and there were some notable successes, such as Dany Snobeck scoring the 190's first win at the Nürburgring and Johnny Cecotto taking victories at AVUS and the Hungaroring.

But with BMW upping the ante with its ever-evolving M3 Sport Evolution, more would be needed to turn the 190 into a true championship challenger.

For 1989, the Evo I arrived on the scene, with a 2.5-litre 330bhp Cosworth engine, lighter bodywork, wider arches and a modest rear spoiler. The updated car arrived late, in time for round four at Mainz and Roland Asch gave it a flying start by winning on the Evo I's debut. But the delay meant BMW swept the championship.

Things changed when the Evo II arrived for 1990. It joined the grid in May and the first season was used as a development year for ABS configuration and that wilder aero kit. Mercedes just missed out on the 1991 title.

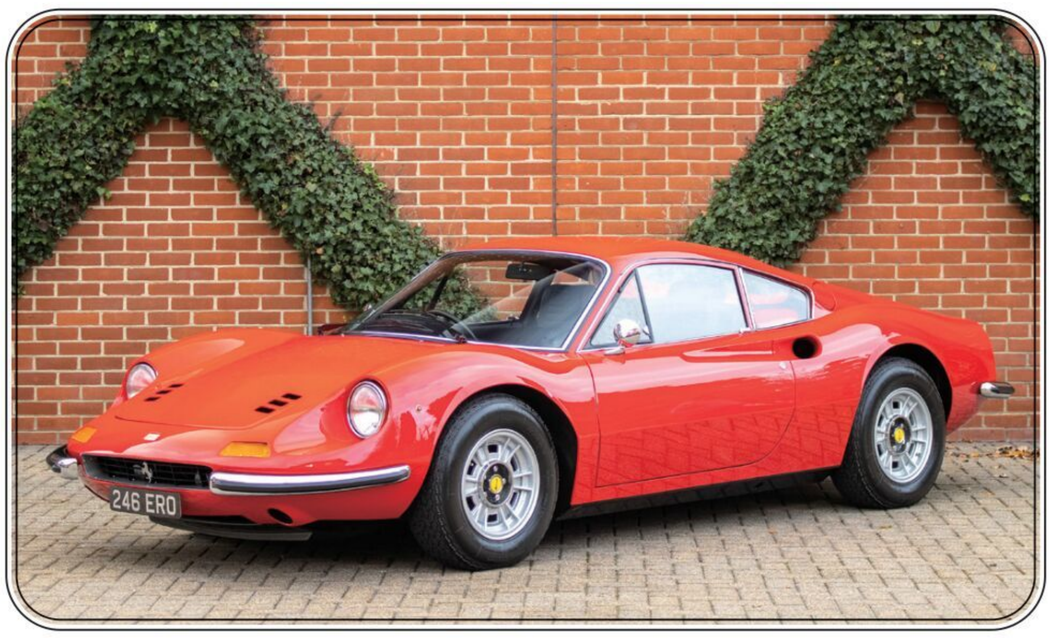
And then came 1992, the year Mercedes finally achieved domination. The Evo II won 16 of the 24 races, with Klaus Ludwig scoring the brand's first DTM title. The Evo II also played a part in helping Ellen Lohr become the first, and only, female driver to win a DTM race when she took victory at Hockenheim.

The 190 Evo II would be replaced by the C-Class for 1994, which would go on to become the most successful DTM racer of all time. Off the back of the racing partnership, Mercedes bought the controlling stake in AMG in 1999, and it has been its performance benchmark ever since. And it all harks back to the foundations laid by the 190.

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Ferrari 246 Dino GT – 1974 £329,995



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Ferrari 488 Pista – 2019 £319,995



Rosso F1 2007 4 Layer Paint with Nero Alcantara Interior, Nero Alcantara Dashboard, ORO Metallic Stitching, 20" Forged Gold Rims with Nero Brake Callipers, Climate Controlled Air Conditioning, Large Daytona Racing Seats with Racing Seat Lifter, Front and Rear Parking Distance Control with Parking Camera, 2,200 miles

Ferrari 512 TR – 1992 K £199,995



Rosso Corsa with Crema Leather Interior, Nero Dashboard, Bordeaux Carpets, Crema Headlining, 16" Alloy Wheels with Nero Brake Callipers, Air Conditioning, Single CD Player and Stereo System. 1 of 86 UK Supplied Cars. 9,600 miles

Ferrari 575 – 2003 £99,995



Blu Tour De France Metallic with Beige Leather Interior, Blu Carpets, Blu Scuro Dashboard, Blu Stitching, Beige Headlining, 18" Alloy Wheels with Giallo Brake Callipers, Air Conditioning, Scuderia Ferrari Shields, Leather Rear Shelf in Beige, Blu Scuro Steering Wheel and Stereo System. 17,000 miles

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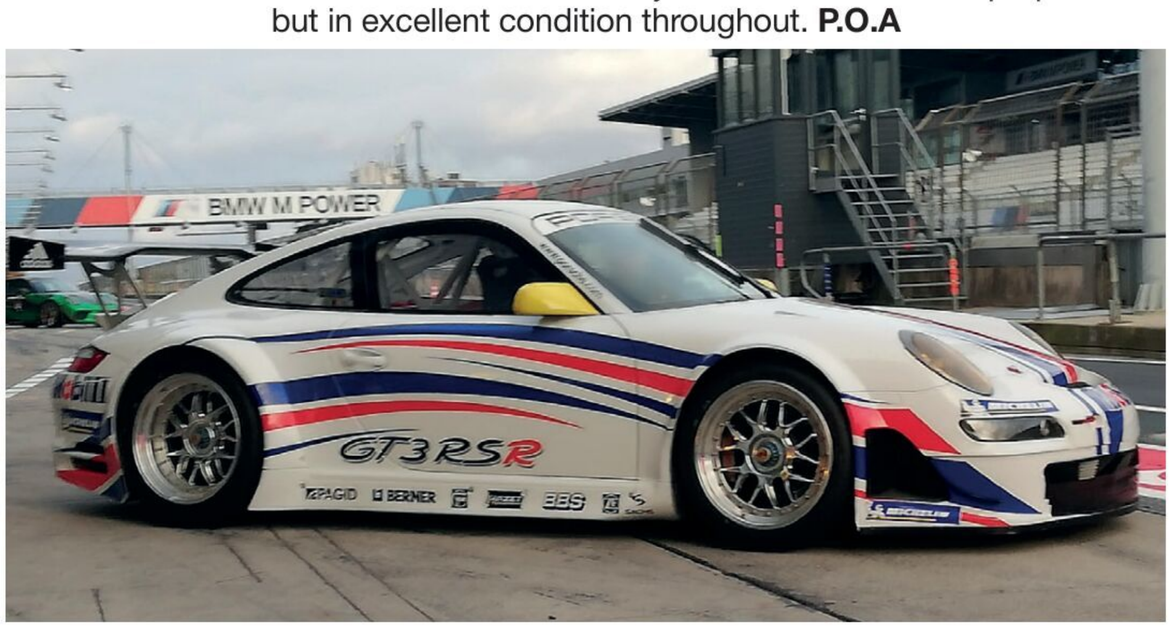
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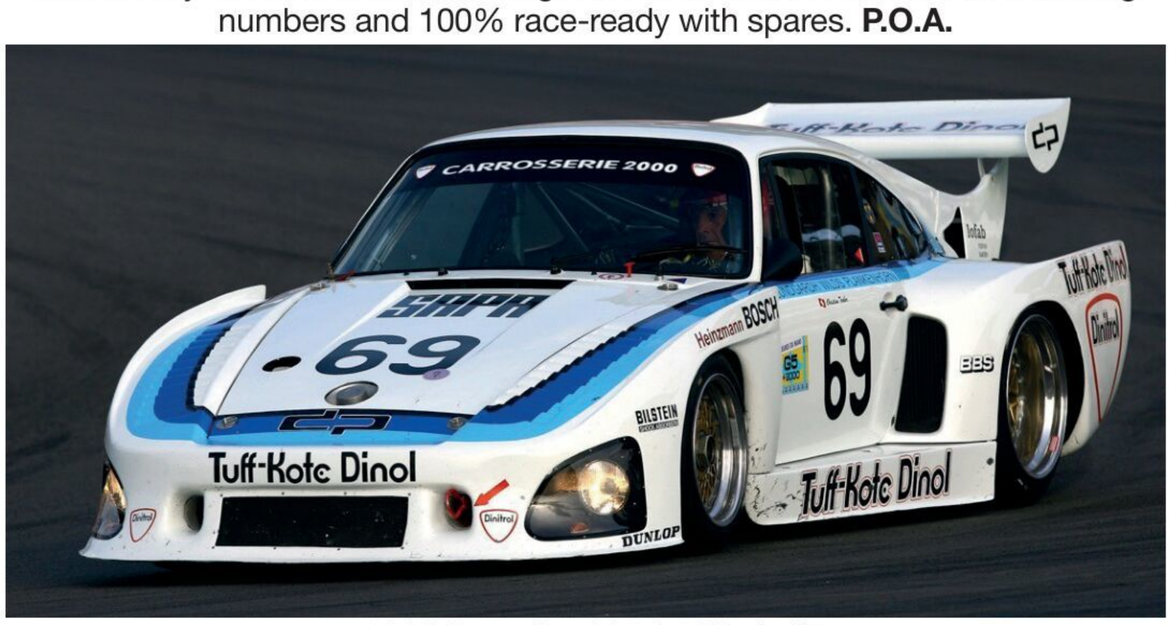
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Buying guide

Toyota 2000GT

Japan's answer to the E-type was the country's first true sports car, and remains high on collectors' lists

DURING THESE DAYS OF THE Honda NSX, Subaru Impreza, Toyota Supra and Skyline GT-R, it is quite difficult to believe that there was once a time when Japanese cars really struggled for appeal. But rewind to the early 1960s and the Japanese car market was flooded with boxy, dull and shallow imitations of western models. It wasn't a great look for an industrious island. The nation's automakers needed a spark, and it came from Suzuka.

In 1963 the first Japanese Grand Prix took place, run as a sports car and GT race over 50 miles, and it was won by Briton Peter Warr aboard his Lotus 23. The field consisted of a mixture of sleek prototypes and European GT cars from Porsche, Aston Martin, Ferrari and Jaguar. The event proved to be an eye-opener for Japan, and its automakers picked up on an increased appetite for sporting offerings. Japan needed its own GT of note – and somebody brave enough to make one.

Step forward Yamaha. Yep, not Toyota. Yamaha. The motorcycle manufacturer. Early in the 1960s Yamaha's two-wheeled empire had grown sufficiently that the company bosses constructed and opened a Technical Research Institute with the aim of building its own sports car among the bike range. The YX30 was its first solo attempt, but production issues meant Yamaha needed to partner with an established carmaker to make any new project viable. That would have been Nissan, but the brand pulled out of a deal to focus instead on developing its own Silvia model.

Yamaha then turned to Toyota, which at the time was perhaps Japan's most vanilla car brand, having hung its hat on dated designs such as the Corona, Publica, Crown and a few pickup trucks. Toyota liked the idea of adding a sporting halo car to its range to boost its image, so it contracted Yamaha to assist in building one – but Toyota insisted on bringing in its own designer to do so.

Enter Satoru Nozaki. Inspired by the sleek lines of Jaguar's E-type, Nozaki drew many influences from the British two-seater, but was creative enough to avoid any copycat

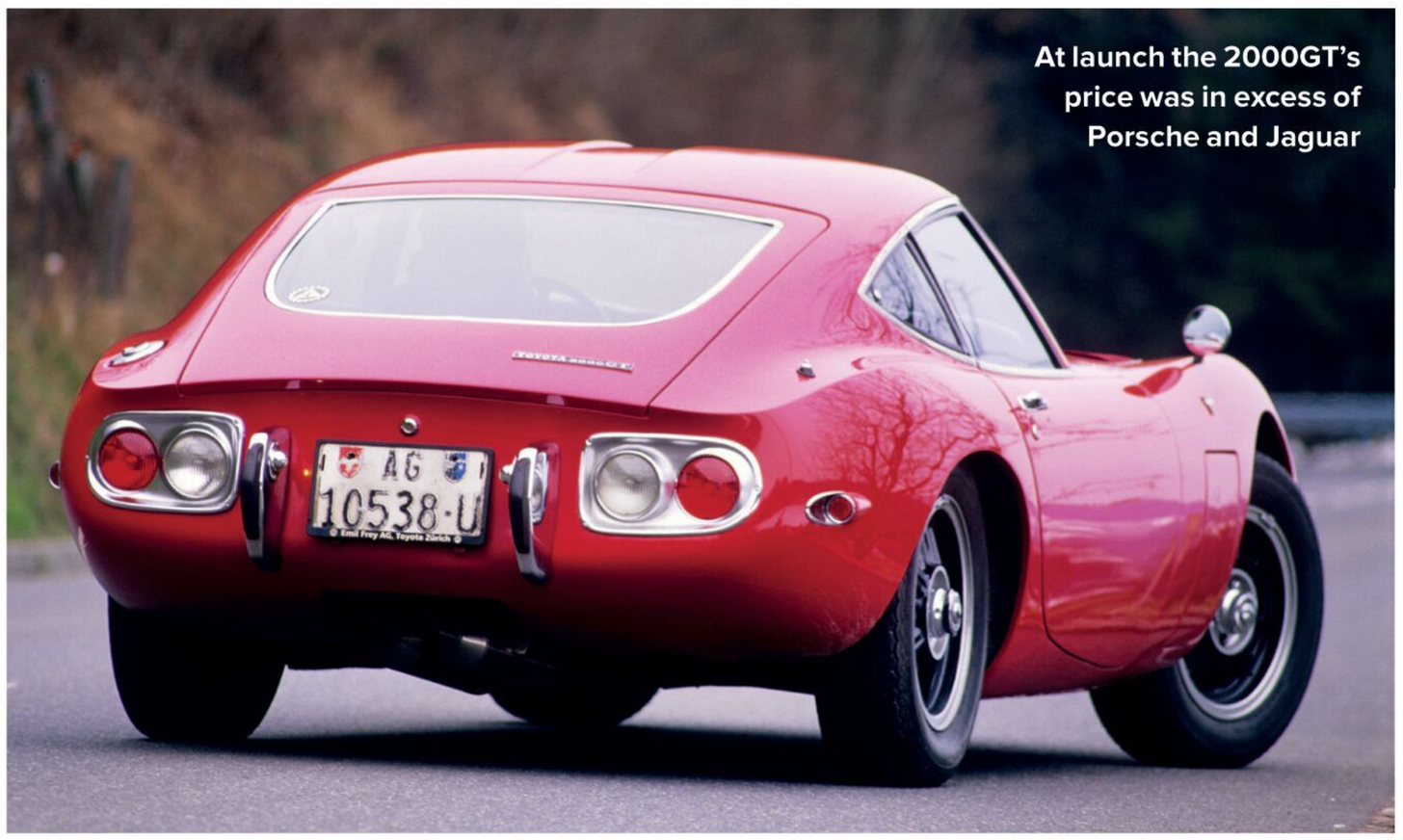
TOYOTA 2000GT

- **Price new** £5100
- **Price now** £600,000-800,000
- **Engine** 2-litre DOHC in-line six
- **Rivals** Jaguar E-type, Ferrari 250, Porsche 911
- **Verdict** A design that changed attitudes toward the Japanese market



Japan's first sports car owes its styling to Coventry but the 2000GT is rarer than the E-type. Right, refinement lifted from Yamaha's musical instruments





At launch the 2000GT's price was in excess of Porsche and Jaguar

suggestions. His design sat incredibly low, just 45.7in at its tallest point, with an all-aluminium body over a lightweight chassis frame, with minimal bumpers, pop-up headlamps and an interior finished off by fine wooden insets taken from Yamaha's line of musical instruments.

To propel the car Toyota donated the 2-litre straight-six that powered its top-of-the-range Crown saloon, which Yamaha promptly tuned by adding a new DOHC head and twin carburettors to create 150bhp and give the newly named 2000GT a 0-60 time of 8.6sec and a top speed of 136mph.

When the covers came off the 2000GT just 11 months later at the 1965 Tokyo Motor Show, it was an immediate hit. So much so that neither Toyota nor Yamaha were actually ready to mass-produce it yet.

"When the covers came off at the 1965 Tokyo Motor Show, it was a hit"

Yamaha built 351 2000GTs between 1967-1970, each hand-finished. But the combination of that effort and out-sourcing made the project expensive. It's suggested that Toyota never made a penny from one, but it did change the entire company's perception from humdrum to sporting standard, and for good reason.

Keen to prove the 2000GT's potential, Toyota took it racing. One finished on the podium in the 1966 Japanese GP and won the inaugural Suzuka 1000Kms, before adding the Fuji 24Hrs and the Fuji 1000Kms the following season.

Perhaps its greatest achievement came in a gruelling speed and endurance trial at the Yatabe high-speed course in 1966. During a 72-hour event, a 2000GT beat a tropical storm to average 128.76mph. That feat broke three world records and established 13 more for both speed and endurance. Finally Japan had shown that it could take on, and run with, Europe's finest, but there was even more stardom for the 2000GT to come.

Two were converted to open-top roadsters to feature in the James Bond classic *You Only Live Twice*. "But why butcher two fine-looking coupés?" you ask. Being designed for Japanese consumers, the cockpit had a tendency to be tight for westerners, so the top had to come off to accommodate 007's six-foot-two frame.

The 2000GT project was canned in favour of the cheaper-to-produce Celica, which came onstream in 1970, but its legacy remains. And, due to its extreme rarity, you'll need a decent six-figure sum to get your hands on one.

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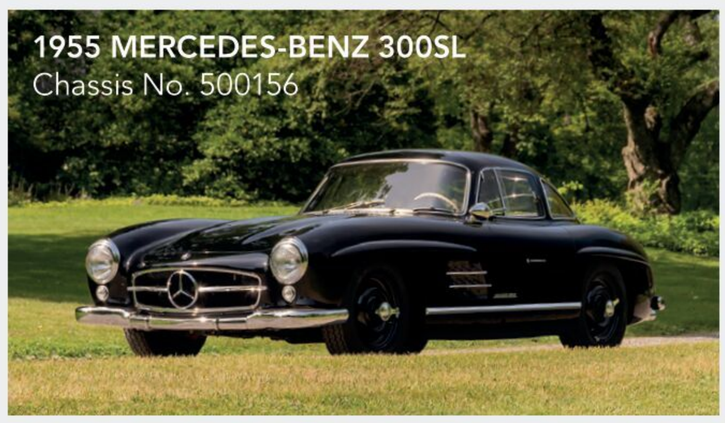












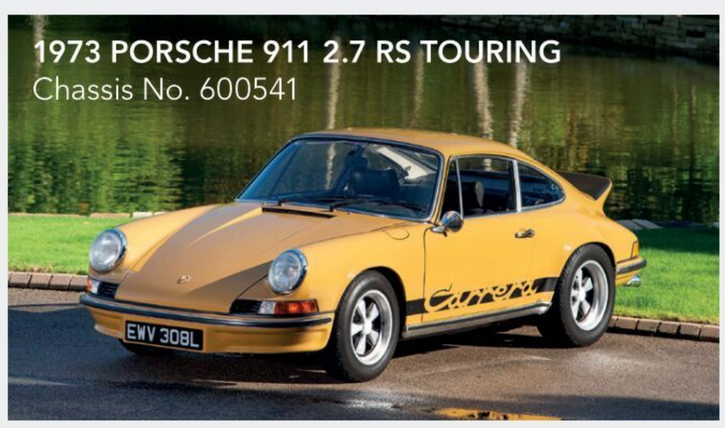


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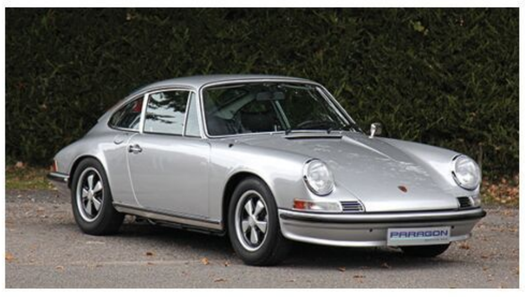
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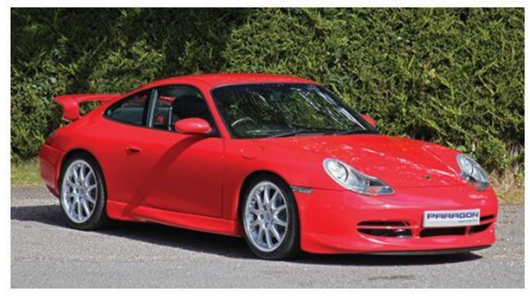
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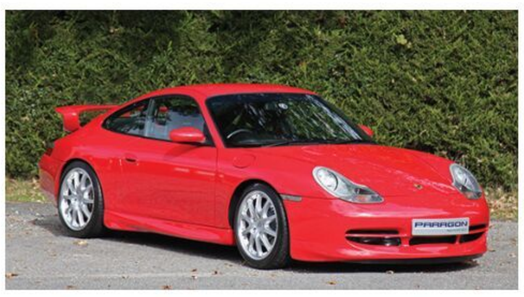
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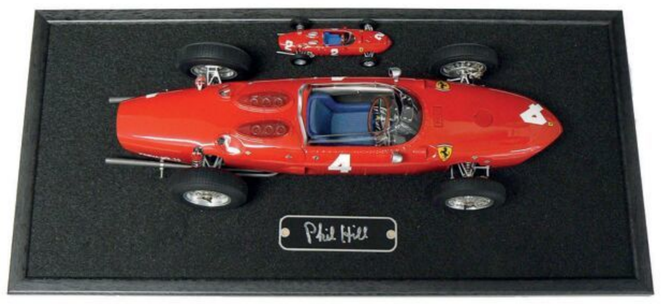
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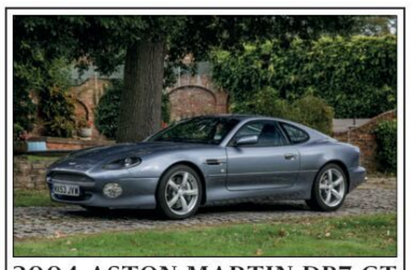


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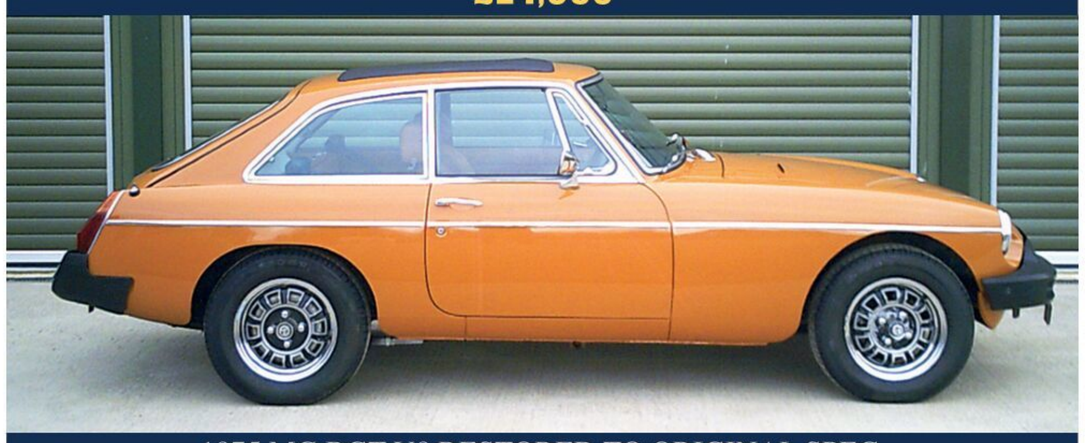
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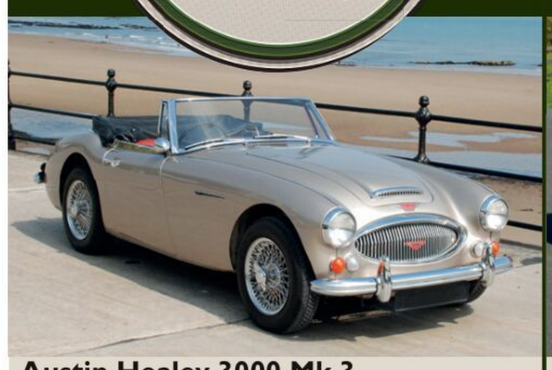
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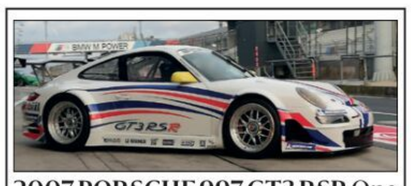
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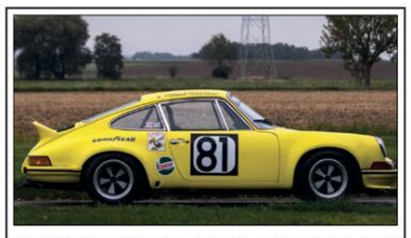
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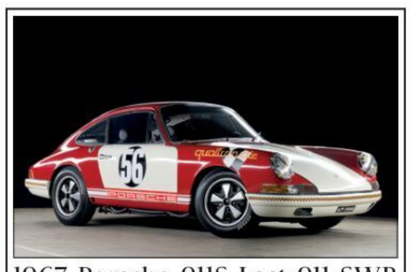


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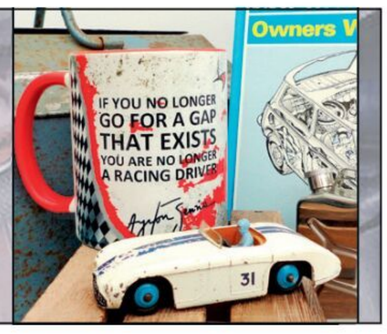


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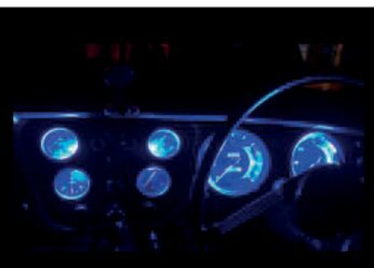
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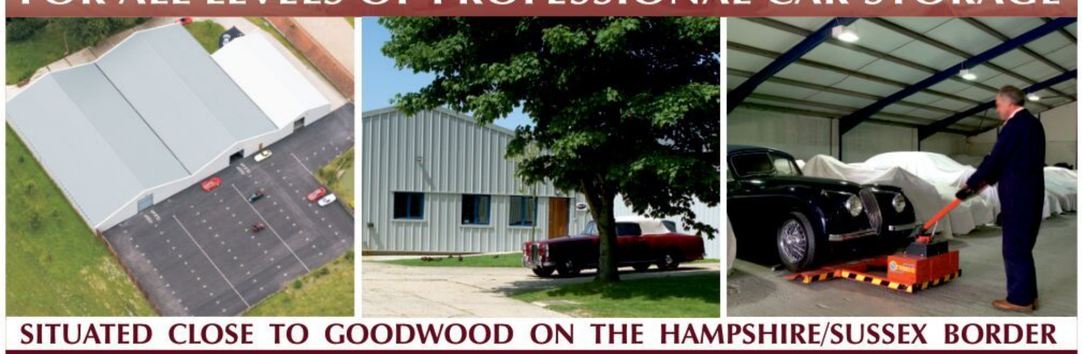
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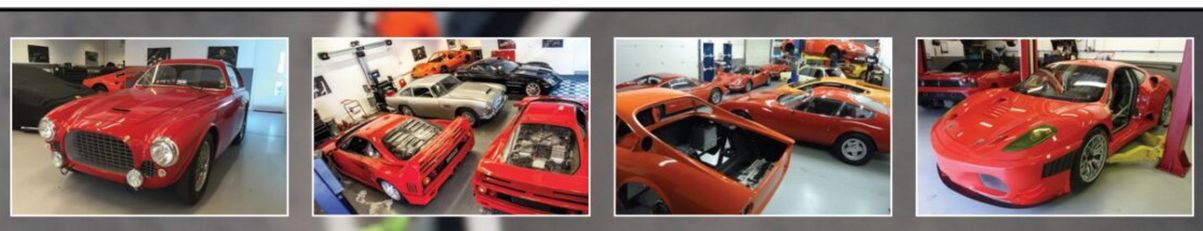
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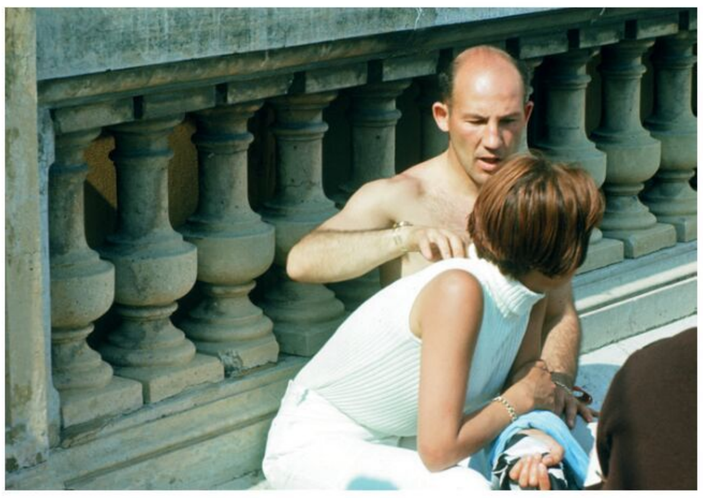
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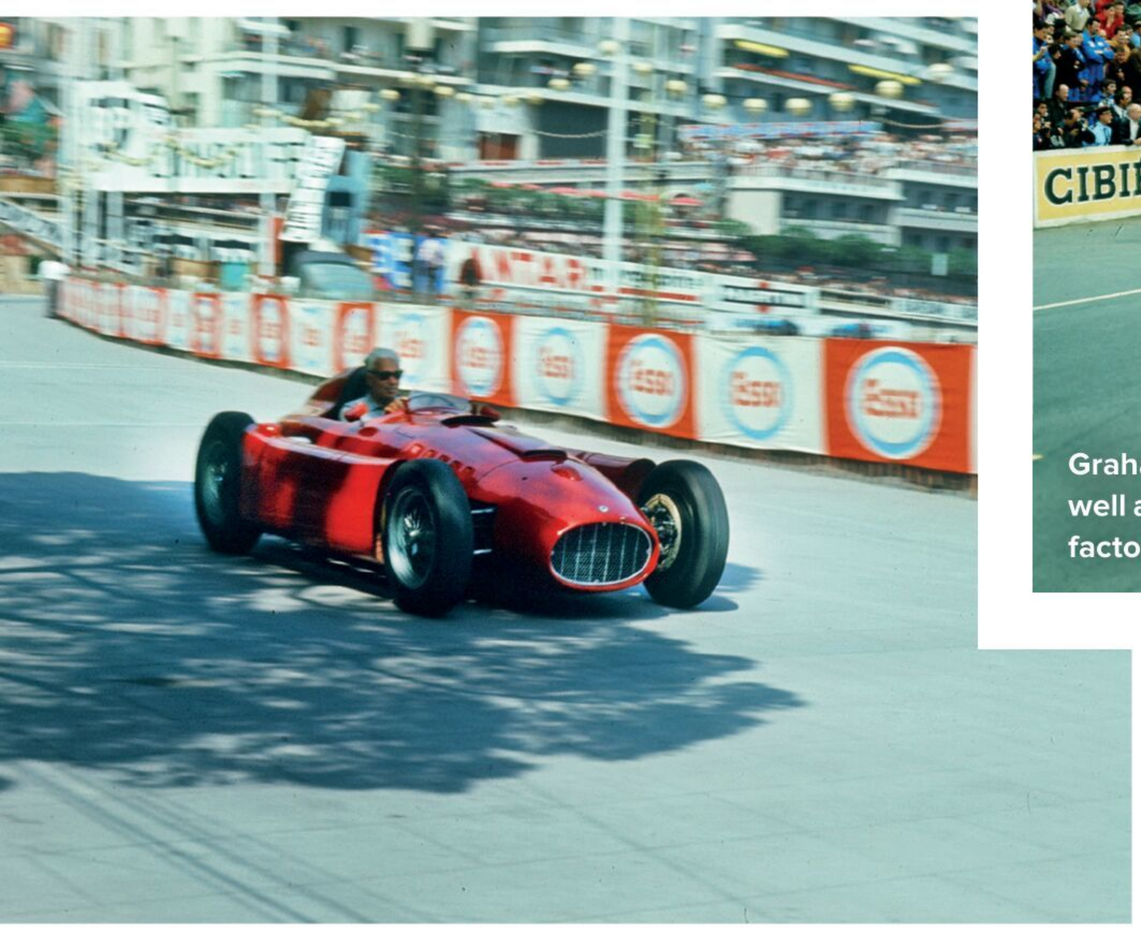
Above, Moss being charming as ever at Monaco. Below, veteran driver Piero Taruffi demonstrates the surviving Lancia D50 car before the race



After the race some drivers stayed on for filming, and Robert was taken on as an extra. Right, Garner's 'Pete Aron' with co-stars and mocked-up 'F1' cars – actually F3 machines from Jim Russell



Graham Hill's Alan Mann Ford MkII is well away before the rest of the factory cars as the 24 hours begin





Monaco proved a hollow triumph for BRM who finished 1-3-4, split by Bandini's Ferrari – but only those four finished. Hill, above and right, came third after a battle with Jim Clark



SEND US YOUR IMAGES

If you have any images that might be suitable for *You Were There*, send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE, or email: editorial@motorsportmagazine.co.uk. Hi-res digital images preferred. Original images sent at owner's own risk. We can't return.

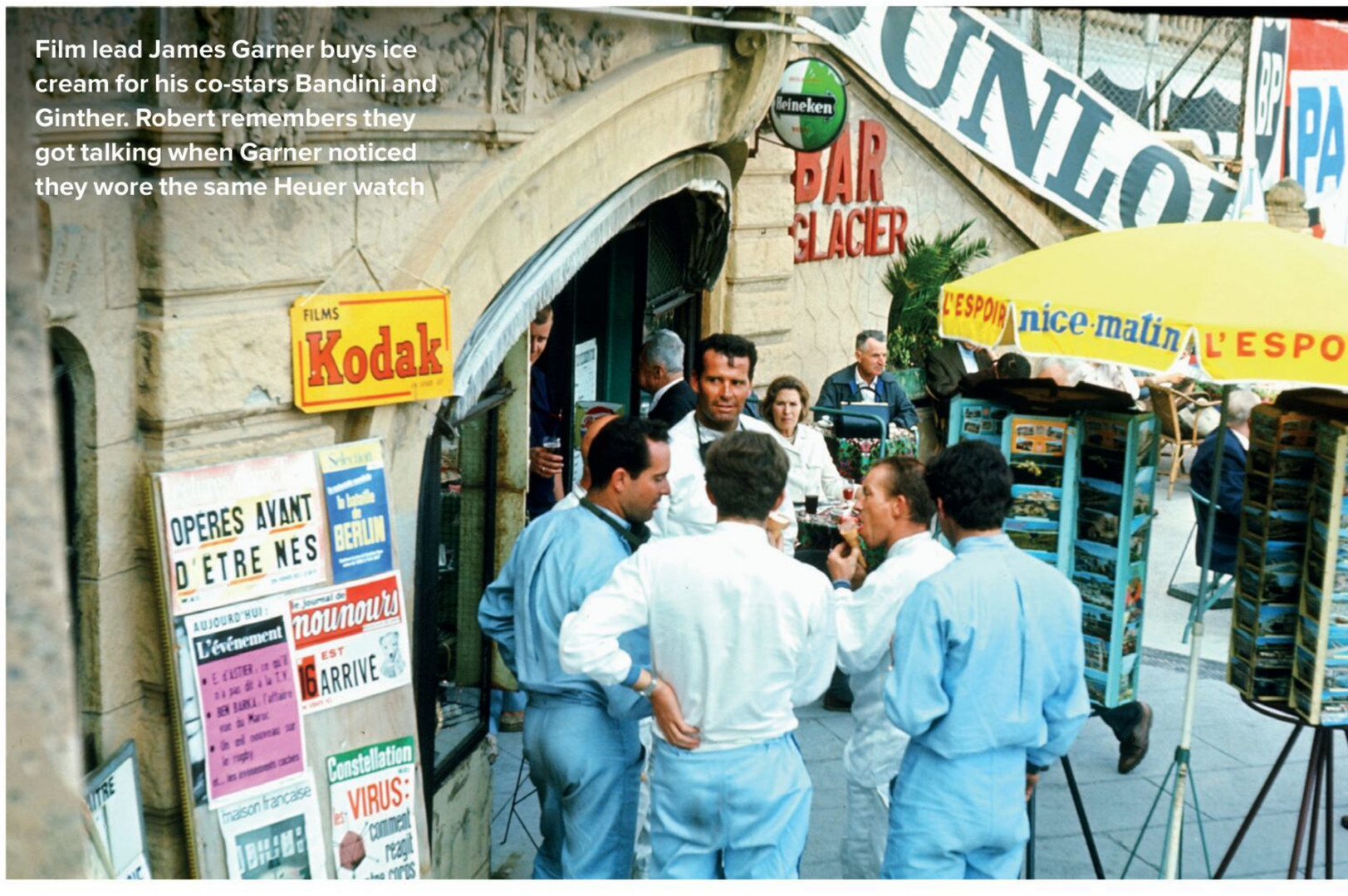
Jochen Rindt pats his Cooper's Maserati V12 motor – which would fail him in the race

Press guest with extra privileges

Being Ford's guest at Le Mans in 1966 is already pretty lucky, but **Robert Ames** also became a film extra while *Grand Prix* was being shot at Monaco the same year – and got paid too



Phil Hill crouches to talk with Jackie Stewart sitting in his V8 BRM during practice



Film lead James Garner buys ice cream for his co-stars Bandini and Ginther. Robert remembers they got talking when Garner noticed they wore the same Heuer watch

PARTING SHOT

JUNE 19, 1988
DETROIT, US

Alessandro Nannini in his multi-coloured Benetton B188 twists through the circuit at the 1988 Detroit Grand Prix. Nannini retired with damaged suspension, but team-mate Thierry Boutsen made the podium

GRAND PRIX PHOTO

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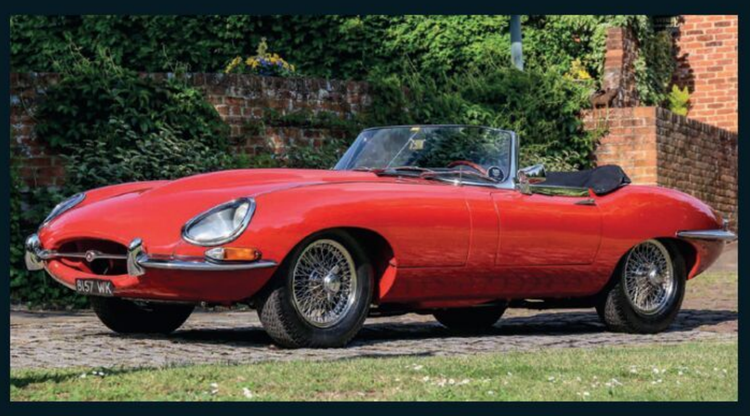
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2007 Aston Martin DB9 with "Sports pack" option finished in Tungsten Silver with unmarked black hide interior. This is a perfectly kept example that has covered only 38,000 miles with a full Aston service history and a comprehensive Aston warranty until November 2021. Probably the best available and competitively priced at **£36,950**



1964 Jaguar E type series one 3.8 Roadster (LHD) finished in Carmen red with black hide interior. This car has been the subject of a full nut and bolt rebuild and has covered very few miles since the completion. Stunning condition throughout with nothing left to do except to be enjoyed. Bound to rise in value in 2021 for the 60th Anniversary E type celebrations. **£140,000**



2008 Aston Martin DB9 with "Sports pack" and finished in Storm Black with black hide interior. 46,000 miles from new with a perfect service history and in Superb condition throughout. Extremely good value for this year and mileage at **£35,950**



1955 Aston Martin DB2/4 Finished in Burgundy with Tan hide interior and beautifully built by Four Ashes Garage to "Fast Road Spec". This Mille Miglia qualifying 50's Aston is superb to drive and perfect for the numerous Classic Road Rallies available in which it will be very competitive in the right hands. Very reasonably priced for one in this condition at **£185,000**



1974 Jaguar V12 E type Roadster built to a superb bespoke specification by Southern Classics. Finished in McLaren Palladium Silver with stunning red hide interior with grey carpets. The specification includes a freshly built 6.0 litre, engine producing 450 BHP, 5 speed manual box, A/C, Satnav, electric hand brake and much more. 450 miles since total rebuild, Needs to be seen, perfect for the 2021 E type 60th anniversary celebrations. **£300,000**



1958 Aston Martin DB MkIII finished in Winchester blue with new red hide interior by Pipers of Yeovil. This is an exceptional car in every way in that it has perfect paintwork, a perfect interior, perfect mechanics including Overdrive and is one of the best driving Feltham built Astons that I have ever owned. If you are looking for the best then look no further.



2004 Aston Martin DB7 GT with MANUAL transmission finished in Special order Steel Blue with contrasting Caspian blue hide interior. 21,000 miles only and One owner since it was 12 months old. Serviced annually at Aston Martin Wilmslow. This car is in exceptional condition and has been garaged from new. **£55,500**



1969 Jaguar E type 4.2 Series II Roadster finished in Carman Red with biscuit hide interior and a new black mohair hood. This E type is in superb condition and during the past 10 years it has been maintained by Southern Classics on behalf of a very discerning owner. Bound to rise in value in 2021 for the 60th Anniversary E type celebrations. Very sensibly priced at **£79,950.**



2000 Aston Martin DB7 Vantage Volante finished in Solent Silver with blue and pale grey hide interior and a dark blue mohair hood. This superb example has covered only 25,000 miles from new and comes with a complete service history. Manual V12 Volantes are very rare and rising in value and this one is very sensibly priced for condition and mileage at **£35,950**



1994 Aston Martin V600 finished in Buckingham Green with contrasting Diamond pattern bespoke tan interior. This rare motor car has covered 76,000 miles from new and comes with a full Aston service history, most of which has been conducted by Aston "Works", followed by a well-known Aston Specialist. These V class Astons instigated by the then flamboyant Chairman of Aston Martin, Victor Gauntlet were at the time the fastest 4 seater sports saloon in the world. This car has an interesting history and is not expensive at **£135,000**



1970 Jaguar E type 4.2 Series II FHC finished in Carmen red with black hide interior and fitted with a Webasto sun roof. It has been in the same ownership for the past 18 years, during which time it has been extremely well maintained and has had regular use. It was the subject of a full repaint in 2013 and remains in excellent condition today. Perfect for the 60th anniversary E type celebrations scheduled in 2021 and sensibly priced at **£69,950**



1967 Aston Martin DB6 finished in Gunmetal grey with black hide interior, this car has been the subject of considerable restoration and comes with acres of well-kept history. Fitted with 5 speed manual transmission and power assisted steering, this car is excellent to drive and in the past 6 years has taken part in numerous Aston Martin events including a concours where it was well placed. Very realistically priced at **£275,000**

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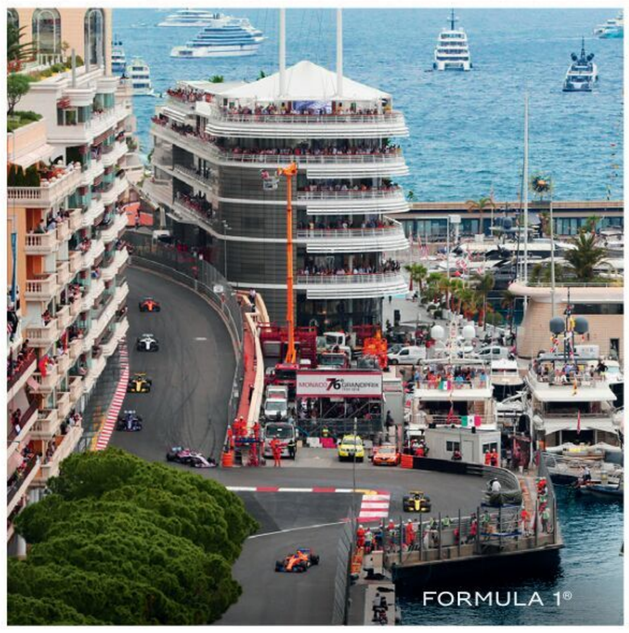
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