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February

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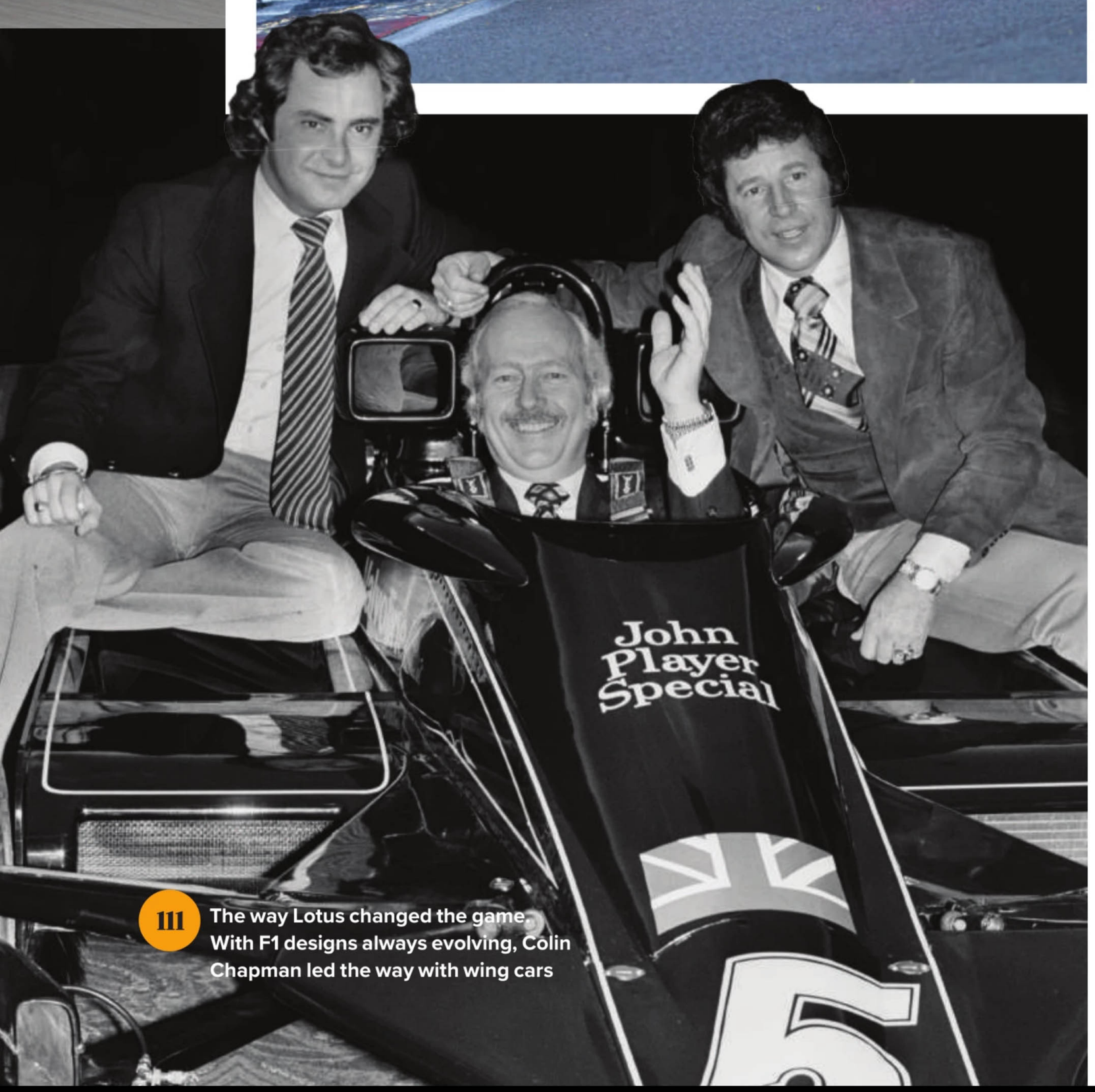
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THE EDITOR

"An alien-looking machine upset the genteel equilibrium of W1"

THE GREAT THING ABOUT AWARDS SEASON IN MOTOR racing is seeing various pieces of exotic metal being manhandled into the most unlikely of spaces.

This year has been a vintage one in that regard. At the end of November visitors to the RAC in Pall Mall were greeted by a full-size 19C-1E on display at in the entrance hall – no, not a rare pre-war Bugatti, but an all-electric JCB digger. The machine had just won the prestigious Dewar Trophy, awarded for outstanding British engineering. Well deserved though the award was, the yellow digger looked a little incongruous amid the splendour of Pall Mall.



A few weeks later, ahead of its inaugural Historic Awards, the club managed to manoeuvre both a 1965 Morris Mini Cooper S and 1955 OSCA into the same area (the former owned by Paddy Hopkirk) – and members of the famous club could breathe a sigh of relief that all was well in the world once again.

To be fair, the RAC is well used to putting on an automotive display in its entrance foyer. But it wasn't alone in hosting them over award season. In early December, Valtteri Bottas created something of a stir when he drove his Mercedes W10 on to the stage at the FIA awards ceremony in Paris, to collect his award for finishing runner up in the drivers' championship. Even our own Society of Motor Manufacturers and Traders were getting in on the act, with a display of the Jaguar F-type 'Poppy Car' belonging to Mission Motorsport, the brilliant armed forces charity, ahead of its annual dinner at a London hotel. James Cameron, CEO of the charity, even live-tweeted his attempts at squeezing the car into the venue...

My favourite, though, came towards the end of the awards season, when Lewis Hamilton's historic title-winning W10 appeared like a shiny early Christmas gift outside the Marriott Hotel in London's Mayfair. As smart suited city workers wandered past rubbernecking, you couldn't help but get a frisson of excitement at seeing such an alien-looking machine upsetting the genteel equilibrium of W1 – and one of "our" machines at that.

The Mercedes was there to herald the annual BRDC awards lunch, which attracts the great and the good of British racing. In the past it is fair to say the BRDC has not enjoyed a reputation for being particularly, erm, effervescent. To many it is the epitome of old-school conservatism, and so it was with some trepidation that I made my way to the Marriott.

From the moment that David Coulthard took to the stage, to be welcomed as the new president of the club, however, it was clear that reports of the institution's sobriety had been exaggerated.

Coulthard started with an innuendo-laden romp through his early years as a young driver at Silverstone, before revealing how he had lost his virginity at the circuit. Cue collective intake of breath followed by guffaws of laughter. Coulthard went on to praise his predecessor Paddy Hopkirk as well as welcoming his 'deputy' Dario Franchitti (the latter, amusingly, playing *faux* outrage at being landed with the nuts-and-bolts admin of the role while DC enjoyed the trappings of his role from his home in Monaco: "Be careful what you agree to when doing a deal with DC..").

In truth the two informal Scots symbolise what may come to be seen as a fresh breeze blowing through the grand old club. Certainly, there is no denying the youthful energy mixing it with wiser heads that ran through the awards, whether that was the tribute paid to the winner of the Autosport Young Driver Award, Johnathan Hoggard, or the joshing interviews with Lando Norris and Alex Albon, or the recognition of the relatively new Silverstone executive team, which secured the future of the British GP. It bodes well for things to come.

One person who wasn't at the awards was the 2019 world champion. Lewis Hamilton sent his apologies from Valencia, where he was taking part in an event that enabled him to swap racing machines with Valentino Rossi (you can watch a video of the encounter on our website).

Hamilton would also be a no-show at the BBC Sports Personality of the Year Awards, where he was beaten into second place by the heroics of Ben Stokes for the England cricket team. There was some wailing and a little gnashing of teeth that, arguably, the greatest racing driver ever to grace the sport was not voted top in this, the year in which he won his sixth title.

Motor racing was not appreciated by the British public, so the argument went; the country has fallen out of love with the sport... and so on. But on sober reflection I feel compelled to point out that since 2007 Hamilton has been voted second four times (in 2007, 2008, 2018 and 2019) and won it in 2014. To my mind that record shows a remarkable depth of love among the voting public not just for Formula 1, but also for Hamilton himself. Happy New Year!



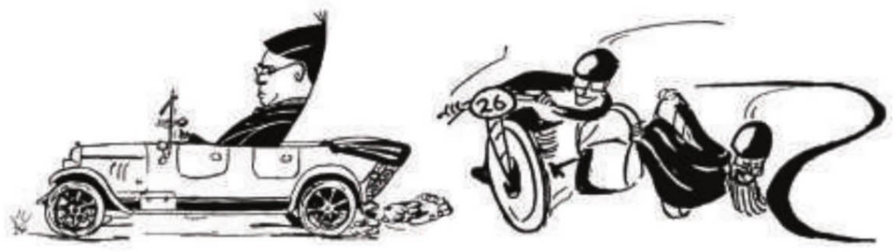
Joe Dunn, editor

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NEXT ISSUE: OUR MARCH ISSUE IS ON SALE FROM FEBRUARY 5

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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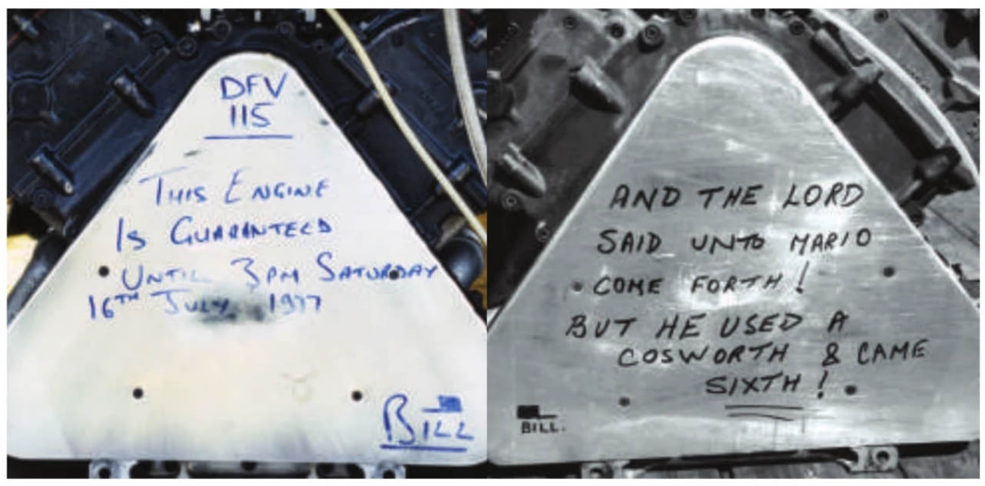
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Details matter.



The concept of engineering banter in F1 ran deeper back in the 1970s than it does these days. Case in point are these messages scrawled on the gearboxes of the Lotus 78s (which is explored on page 111). "This engine is guaranteed until 3pm Saturday" joked that it was perfect only until race start, and an amusing anecdote aimed at Andretti. Imagine 'Bill' taking a Sharpie in a similar fashion to a modern Mercedes...

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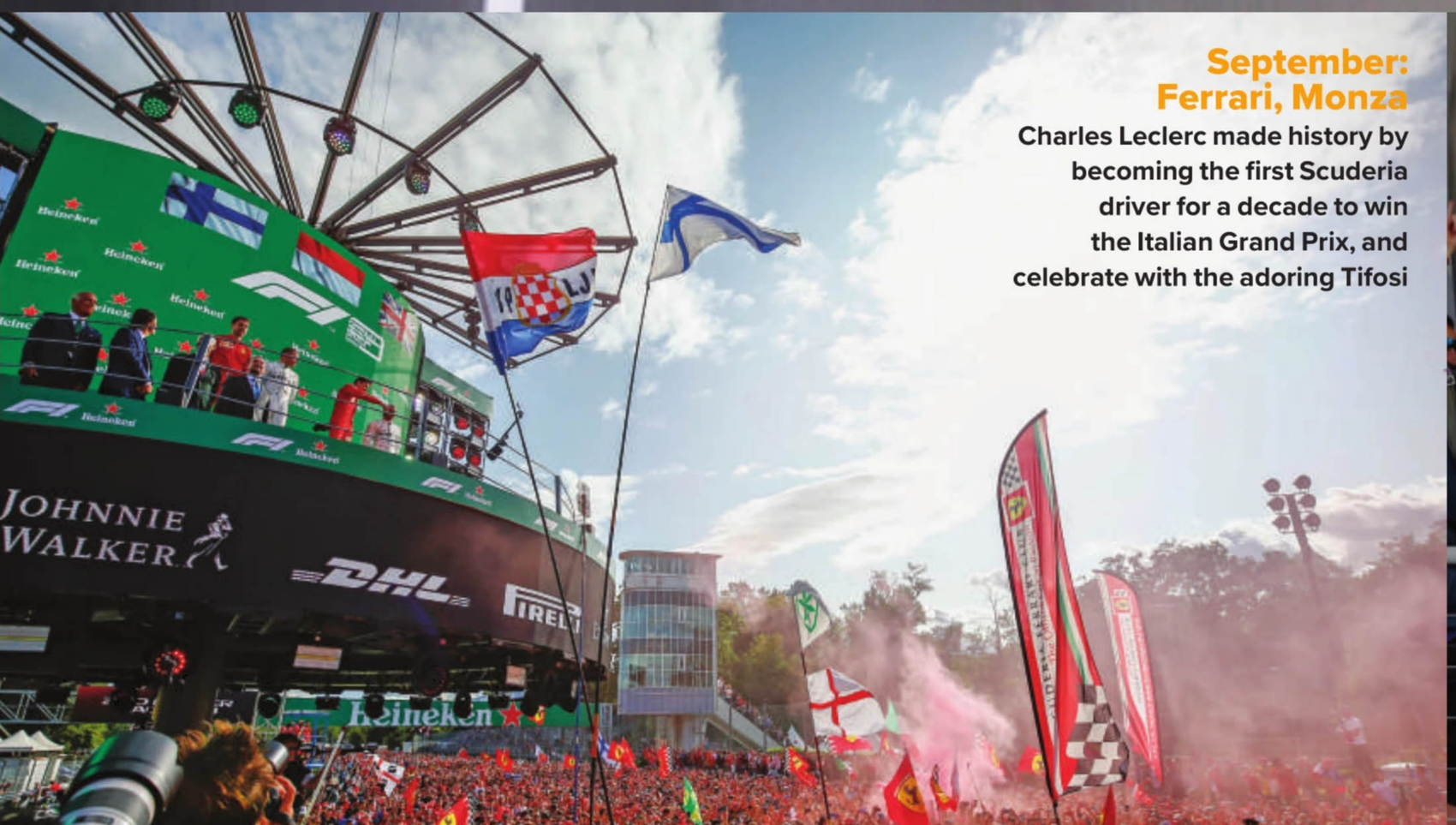
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2019 Picture special

From donuts to Dakar, last year produced many spectacular moments and dozens of unforgettable images – all caught on camera



September: Ferrari, Monza

Charles Leclerc made history by becoming the first Scuderia driver for a decade to win the Italian Grand Prix, and celebrate with the adoring Tifosi



November: Carlos Sainz, Brazil

It had to endure 118 races without a rostrum finish since the 2014 Australian GP – amounting to some 2072 days – but Carlos Sainz finally ended McLaren's drought in Brazil, albeit a few hours after the race had finished. He also helped McLaren to fourth in the Constructors' Championship

September: Charles Leclerc, Singapore

Perhaps the height of Ferrari's intra-team feud. Leclerc looked nailed on to win before the team favoured Sebastian Vettel on race strategy



December: Lewis Hamilton, Abu Dhabi

To cap his dominant year – in which he secured his sixth F1 world title – Hamilton performs donuts in the dark after victory at Yas Marina

MOTORSPORT IMAGES, GETTY

MATTERS of MOMENT

2019 Picture special



February: NASCAR, Daytona

Sparks flew as the Daytona 500 ended prematurely for many in this huge pile-up, which accounted for 21 of the runners with 10 laps to go



February: Formula E, Mexico

The all-electric single-seater series continued to gain momentum, racing in front of a bumper crowd in Mexico City



November: Hyundai, WRC

The Korean firm scored its first major motor sport crown by landing the World Rally Championship teams' title. The i20 WRC scored four wins, three with Thierry Neuville and one for Dani Sordo



December: Nyck de Vries, Formula 2

After a roller-coaster ride, Dutchman de Vries finally landed the F2 title at his third attempt, a year after splitting from McLaren's Young Driver programme



November: Aussie Supercars, Newcastle

Fabian Coulthard hops his whale-tailed Mustang over the kerbs on his way to twin podiums at the street circuit

November: WEC, Shanghai

A fan of cars of all colours, shapes and sizes pleasingly assembles in China

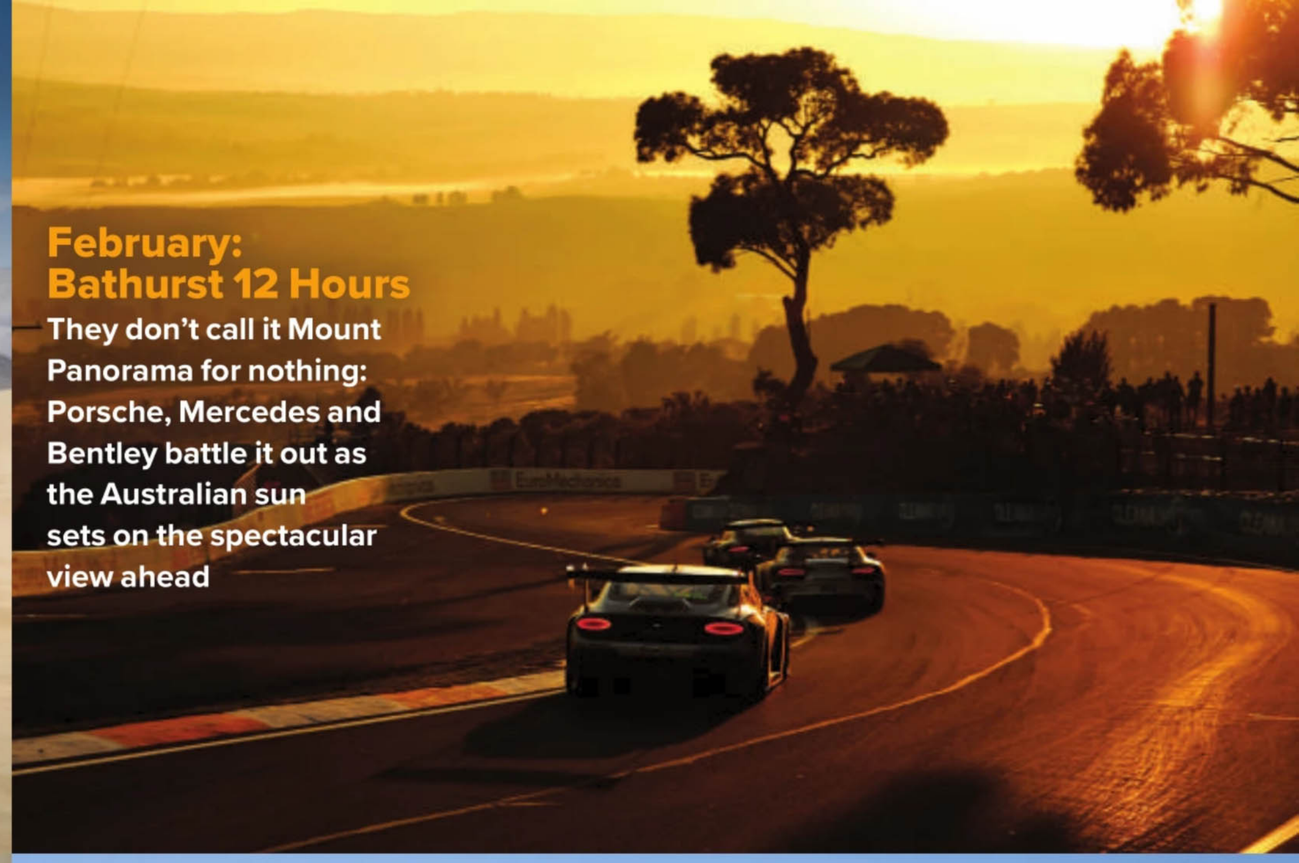
MATTERS of MOMENT

2019 Picture special



January: Mini, Dakar Rally

Carlos Sainz gets stuck into the dunes at the wheel of his X-raid Mini JCW. He'd finish down in 13th after suspension damage early on



February: Bathurst 12 Hours

They don't call it Mount Panorama for nothing: Porsche, Mercedes and Bentley battle it out as the Australian sun sets on the spectacular view ahead



September: Dario Franchitti, Goodwood

The four-time IndyCar champ and three-time Indy 500 winner made his racing return at the glorious Revival



November: DTM/Super GT, Fuji

In the shadow of Mount Fuji, Alex Zanardi handles his BMW M4 DTM in the combined 'Dream Race' between the two series



November: Kyalami 9 Hours, RSA

The return of world-class GT racing to South Africa also brought turbulent weather. Drew Gibson captured these stunning lightning strikes

March:
Marc Márquez, Thailand

In a rare moment when he wasn't winning everything in MotoGP, Márquez walked away from this spectacular accident during practice at Buriram

MATTERS of MOMENT

2019 Picture special

May: Simon Pagenaud, Indianapolis 500

On his eighth attempt, Frenchman Pagenaud collected the biggest prize in American motor sport, and stops to salute the crowd at The Brickyard after winning the Indy 500

October: BTCC, Brands Hatch

The BTCC season finale was dramatic for many reasons. Sadly Jack Goff's weekend ended early after this heavy hit in race two

December: Ford GT, WEC

After a four-year run that included a Le Mans victory in 2016, Ford ended its factory GT programme in both the WEC and IMSA

April: Porsche's 917 at 50

With one of racing's great icons turning half-a-century old in 2019, Porsche recreated its famous Stuttgart factory rollout image with a host of 917 variants

August: Chadwick's W Series triumph

After a fraught race in which she started on pole, Jamie Chadwick's fourth place at Brands Hatch was enough to take the $500,000 prize

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MARK HUGHES

"Nobody outside Ferrari knows where its power advantage comes from"

FERRARI WAS FINED 50,000 Euros in Abu Dhabi for under-declaring Charles Leclerc's fuel load by 4.88kg. Not 4.88kg *over* the allowable limit (which is 110kg) – it was *beneath* the limit. There was simply less fuel in there before the race than Ferrari had informed the FIA of.

Yet Red Bull's Helmut Marko was furious about Ferrari having been treated leniently for this 'crime'. Why so? It's all about Mercedes, Red Bull and Honda having deep suspicions about the power advantage Ferrari has been enjoying, estimated at between 25-30bhp in qualifying, around 10-15bhp in the races. They've all had lots of theories, but the latest one was articulated by Red Bull's query to the FIA before the Austin weekend.

Would it be allowed, Red Bull asked, to run an electrical interference on the FIA's fuel flow meter? This device measures the amount of fuel burnt and sends data to the FIA in real time. The query extended to 14 pages explaining the technicalities of how they might do such a thing.

The FIA replied with Technical Directive 035/19 on Saturday morning of that weekend. No, it would not be permitted. Into qualifying, Mercedes set pole, bringing Ferrari's six-race pole sequence to an end. There were lots of, 'There you go,' type gestures around the paddock, at the obvious implication that Ferrari had been stopped from doing whatever it was the team had been doing previously.

Except that this was just a little disingenuous. Sebastian Vettel, who'd made a small under-commitment through turn nine, missed pole by one-hundredth of a second. In the race before, where Leclerc sat on pole, Ferrari had actually been further off the pace than that, around 0.3sec slower than Max Verstappen's Red Bull. Ferrari sat on pole there only because of Verstappen's three-place grid drop for his yellow flag infringement. It was very difficult to see evidence that Ferrari had lost performance directly after TD35, given that it was actually closer to the fastest time after it was issued than immediately before.

In Brazil, a similar story: Verstappen on pole but Leclerc set to lap 0.3sec faster until a mistake late in the lap. These were circumstantial things, not underlying pace. The pace was much as it had been before the directive.

So perhaps Ferrari was still using it, despite TD35? If it was, for it to work would require Ferrari to under-declare how much fuel was in the car. Since the start of 2019 teams have to advise the FIA how much fuel they have on board before the race. If they are weighed after the race, they can compare that to the declared pre-race fuel load – and the amount used should tally with the number that the fuel flow meter estimates.

But if you were fooling the fuel flow meter into allowing an illegally high fuel flow (which would give you extra power) the post-race weigh-in would give the game away. Because you'd have used more than what the fuel flow meter estimated. The only way around that would be to under-declare how much you put in. So if, say, you put 105kg in and only declared 100kg, you'd have an extra 5kg to burn on an illegally high flow, which would not show up at the weigh-in. The fuel flow meter data and the difference between the pre- and post-race weights would match.

Except, of course, the FIA can spot-check you before the race – to see if what's in the car matches the team's own declaration. The FIA did precisely that this time, on Leclerc's car in Abu Dhabi, and found the difference to be just under 5kg.

Under-declaring by 5kg isn't proof that you're cheating the fuel flow meter. But if you were cheating the fuel flow meter, you'd need to under-declare. Hence the suspicions that have arisen.

But if Ferrari was still using it, why was it so far off its usual pace in Abu Dhabi? Because we cannot stop our rear tyres from overheating in sector three, said Ferrari. The red cars were still vying for fastest times in sectors one and two. Besides, said Mattia Binotto, Ferrari have been weight-checked 'at least 10 times this year' and was always found to be in compliance.

So what is actually happening? Are Ferrari's rivals simply so frustrated at an apparently unbreakable Ferrari power advantage that they assume it must be something outside the regulations?

"Red Bull and Mercedes have said they would protest Ferrari next season"

Are they simply missing a very clever and legal technical trick? If next year's Ferrari proves to show a downforce advantage, will that too be highly suspicious?

No-one outside Ferrari knows for sure the true source of the power advantage the SF90 has enjoyed this season, and probably never will. But we understand that both Red Bull and Mercedes have let it be known that if they have similar suspicions into next season, they will officially protest against the Scuderia. Which would then warrant a full FIA investigation.

Maybe that is exactly what is needed to truly clear things up?

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

"Percy Tait revelled in playing the outsider, the fly in Agostini's ointment"

PERCY TAIT, WHO HAS DIED AGED 90, was one of the stars of the days of the globally dominant British motorcycle industry. Tait was a senior road tester for Triumph who rode 200 miles a day, Monday to Friday, then raced the Midland company's products at weekends, usually without the prior knowledge of its management. Triumph managing director Edward Turner always thought racing a waste of money, unlike his opposite numbers at Norton, who built Norton's reputation on successes on track.

"All the work was done in secret in a half-disused machine shed behind the Experimental Department shop," recalled Tait, who joined the company when he was 21 and worked closely with Doug Hele, one of motorcycling's cleverest engineers.

"Doug had come from Norton where he worked under Joe Craig [who had masterminded Norton's racing successes before and after the Second World War], so he was always mega-keen on racing," remembers fellow engineer Norman Hyde, who worked under Hele. "He would do racing work when he wasn't supposed to, so he tended to be like Nelson putting a telescope to his blind eye: I see no racing bikes. Nearly all the racing was in Britain, giving Percy a ride every weekend, from Cadwell to Oulton."

Tait was an unlikely star of the 1960s and 1970s, which is better known for its glamorous playboys, like Italian Giacomo Agostini and Londoner Barry Sheene. There was nothing glamorous about Tait or his operation. He looked like a greaser and he revelled in playing the outsider, the fly in Ago's ointment.

He joined Triumph, initially on the assembly line, after completing his National Service, during which he became a member of the army's motorcycle display team.

In 1969 Tait scored Triumph's only grand prix podium (until last year, when the reborn Triumph brand became engine supplier for Moto2). This great result was achieved at the Belgian GP at Spa-Francorchamps, where Tait briefly led Agostini's MV Agusta, finally taking the chequered flag in second place.

The trip from the factory in Meriden was undertaken in the Experimental Department's scruffy old Transit van. Tait travelled with two helpers, and none of them were paid, because the factory race team was so unofficial it didn't even exist to management.

"The trusty Transit was made ready with an oily rag service and the kipper smell removed – after being in the Isle of Man for the TT races," recalled Tait's colleague Les Graham, who was team manager. "The two beautiful race bikes were loaded, plus a couple of hammers and tools, a change of underwear, sandwiches and a flask of tea..."

The Spa weekend didn't start well, because the motley Triumph crew had been assigned the same pit area as MV Agusta, the Italian brand owned by Count Domenico Agusta.

"At first the MV mechanics could not believe that the tatty Transit was entering the pit of the great and mighty and it was duly refused entry," Williams continued. "The order of the day then became fisticuffs, so Arthur [Jakeman, the other member of Tait's crew], who is quite large, showed the Italians his fist, and the trusty van, which I might add was also the hotel, cookhouse and workshop, was in. The MV mechanics moved their beloved machines as far as possible from this new outfit, worried they might catch oil leaks and things."

"At first the MV crew refused to allow the Triumph team in"

You can imagine the look of befuddlement on the MV mechanics when 40-year-old Tait led Ago's MV four at the end of the first lap of the 500cc GP, especially because he was riding a tuned-up twin-cylinder road bike.

Tait, Hele and the rest of the crew had spent hundreds, probably thousands, of hours transforming their T100, "a below-average road bike". A standard T100 made 32 horsepower at 7000rpm. By the time Tait got to Spa, Hele's engine made 53 horsepower at 9500rpm, enough to keep Agostini worried for a couple of laps. Tait's hard work and crucial input to chassis development also played a part in the T100's unlikely speed.

Triumph's attitude to racing changed in the 1970s when it marketed the machine that was supposed to save the once-great name from Japanese competition, the three-cylinder 750cc Trident. Tait raced the Hele-developed triple from Daytona to Le Mans, where he won the 1971 Bol d'Or 24 hour race, partnered with Ray Pickrell. That year Tait also won the British superbike championship. Three-cylinder machines ridden by others also won the 1971 Daytona 200 and the Isle of Man TT for production machines. However, despite its many successes around the world the Trident couldn't prevent the demise of the British motorcycle industry.

Eventually, Tait went with the flow. When Triumph shut its race team he signed with Suzuki, making the tricky move from road-based four-strokes to prototype two-strokes, most notably the square-four RG500 that took Sheene to 500cc world titles in 1976 and 1977.

Tait retired a few years later after a nasty accident on the Isle of Man. In retirement he became a Suzuki dealer and a champion sheep breeder. This new hobby was a very different world from the motorcycle racing paddock, but Tait wasn't your average racer.

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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DOUG NYE

"F1 drivers should be hero figures, not playground squabblers"

So, how was this past Formula 1 season for you? Having asked a pretty wide cross-section of variably committed fans of varying ages, the consensus appears to be along the lines of "A curate's egg – good in parts". Can any major sport involving so many qualifying rounds expect to be anything better? Probably not...

But I do have something of a bee in my bonnet about how the reluctance of some drivers to accept supporting status within a team seems to be so uncritically accepted these days. Your first rival is your team-mate? Maybe so, but historically that's just facile modern motivational claptrap.

When Grand Prix teams ran more than just two entries a pecking order amongst 'the staff' was more readily discernible. It was certainly much more widely regarded as the norm. While the lesser driver in such two-car 1970s teams as Ferrari – or McLaren for that matter – would be widely assumed to be 'just' a number two, whatever Clay Regazzoni or Jochen Mass might have felt privately about that role, they largely kept any dissatisfaction to themselves, or within the team and did not share it loudly with press and public.

In doing so they followed in the long tradition of, say, Moss in his Mercedes season of '55 – when in the open-wheelers at least team leader Fangio was very much 'The Boss' – or Trevor Taylor at Team Lotus 1962-63 when Jimmy Clark first spread his wings. Number two drivers, whether on their way up, or down – just didn't whinge about it.

The same could hardly be said in reference to more recent team duos, such as Sebastian Vettel and Mark Webber at Red Bull 2009-13 – or certainly of Lewis Hamilton and Nico Rosberg at Mercedes 2013-16. An off-putting amount of dirty washing seemed too often to be laundered in public. Most of this hand-bags malarkey seemed depressingly unnecessary. C'mon guys! You are meant to be hero figures – superb athletes – immensely courageous, capable and composed young gods... not playground squabblers.

After such thoughts emerge, I'll polish my rose-tinted specs. Come on you daft old codger – get real, this is a hugely pressured, super-sophisticated, big-money modern sport. Their trainers keep all these young lions in reinforced cages, feed them hummus... and encourage cannibalism.

Back in the early 2000s I compiled a book based upon the private letters exchanged between our greatest British racing driver of the 'tween-war years – Dick Seaman – and his photographer friend, George Monkhouse. Dick was a works Mercedes-Benz driver 1937-39 – a rising star who won the 1938 German GP on the company's home soil, only to crash fatally while leading the 1939 Belgian GP.

After that year's early-season EifelRennen at the Nürburgring, when Mercedes' former engine mechanic-turned-new star driver Hermann Lang had won and the team's old number one Rudi Caracciola could only finish third, Dick wrote to George in England describing how post-race: "Rudi did a terrific sulk, saying (a) Lang was given the fastest car (quite forgetting he himself had declined the offer of driving it). (b) His engine was cold at the start. (c) The mechanics bungled his pit stop [...in fact he overshot the mark...]. He was assisted by [the similarly ageing number two] Manfred [von Brauchitsch], who I must say has been behaving extremely childishly all year... Their wrath is of course directed against poor Lang, with whom they are now starting to include me, apparently for the sole reason that we are younger and have our own success..."

On June 14, 1939, Dick wrote a follow-up letter to George, telling him more about Caracciola and Brauchitsch: "Apparently after the EifelRennen they created an even bigger stink than I realised, Caracciola even resigning. He then calmed down and confined himself to a colossal whine... Apparently he objects to being no longer considered the best and only driver in the team, but his allegations about Lang being favoured were entirely disproved in investigation. I, on the other hand, having learnt to speak German a lot better, now get on extremely well with Lang. Quite apart from his driving, he is a very good fellow and not a sulky child like the others..."

Caracciola had actually written to Dr Kissel (Daimler-Benz CEO) on May 27 that year, right after the EifelRennen, whingeing that the works team: "has an obsession with Lang. Herr Neubauer admitted to Herr von Brauchitsch that he was standing by the man on whom the sun shines... I want to go on driving. However, this presupposes that I fight with the same weapons. Yet this will hardly be possible, as almost all the mechanics are on Lang's side, because he is [also] from Württemberg [so] ...I have to tell you that I am placing my post at your disposal. I have always represented the Mercedes star with the greatest commitment... With Heil Hitler and best wishes, Rudolf Caracciola...".

"No racing driver has ever been bigger than their paymaster"

When Dick Seaman next encountered "Caracciola mit Frau..." at a company lunch to celebrate their team's Tripoli GP victory, he said the couple were "both very polite and small, having been told exactly where they 'got off' by Dr Kissel..."

No racing driver – throughout motor racing history – has ever been bigger, when it came to the ultimate push and shove, than their paymaster.

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



ANDREW FRANKEL

"After five laps, the Ferrari chaps said the tyres were already past their best"

I HAVE JUST SPENT A WEEK IN NEW Zealand's South Island, mainly to drive a preposterously fast racing car, about which you'll be able to read next month. But you don't go that far, do the job, turn on your heels and head straight back to Christchurch. Or I didn't. Instead a colleague and I headed out to take a look at what turned out to be the most beautiful country I have visited.

You'll be glad to learn what follows is not an ad for the New Zealand tourist board, but some thoughts on that most abused of all automotive lifeforms known as the hire car.

The curious thing is that the only hire cars I've ever hated have been those used for day jobs. I hate the queuing, the form filling, the finding the bloody thing in the car park, the photographing all the damage they hoped you'd not notice. It all accounts for a considerable chunk of your experience. Have one for a week and such nonsense takes up a very small proportion of your time.

And here's my central contention: give it enough time and you will eventually bond with any car with which you spend time, almost regardless of what it is, and how well it performs its duties.

On this occasion the hire car was a Toyota Highlander. It's a seven-seat SUV, slightly smaller than a Discovery and as nondescript a car as I've driven in a long time. It had a V6 engine of I guess around three litres, which only started to offer respectable performance once its dim-witted automatic gearbox had woken up. The cabin had lots of handy storage, the ride was reasonable, the handling a joke, and now I'm really struggling to recall any other defining features.

And yet as we roamed around, hiking around mountains, finding glaciers and all the things you should do in this part of the world, it was always good to see it there, waiting for you, seat heaters and air conditioning ready to warm your body and dry your clothes. I drove it nearly 1500 miles, down the east coast, over the Haast Pass to the west, up that coast and back over Arthur's Pass to Christchurch, and plenty of other places in between.

At the airport I decided I was not going to look over my shoulder as I walked to the terminal; that would have been ridiculous. Such cars are white goods in automotive form, and yet I couldn't help myself. We'd been a lot of places together, shared a lot of time. I resisted for about a minute then glanced back, but it had already gone.

DRIVING THE MCLAREN SENNA GTR (PAGE 104) made me dig around for something that's been on my mind for a while: namely the tyres fitted to high-performance road cars. At the Senna event I first drove the road car and then the GTR, so was able to compare the relative performance of their road and race tyres. Now, the comparison is not direct because the GTR is changed in other significant ways such as its suspension and aerodynamics, but no one I spoke to doubted or denied that even the best modern road tyres are these days a serious impediment to a car such as this. And such is the downforce that even some road cars can now produce, it is now having to be mapped to the load limits of the tyre.

What to do about it is not entirely clear. Road rubber has come a long way in recent years, yet despite the fact the Senna GTR is fitted with quite a hard, long-life slick, I am told the difference between the performance of even the stickiest street tyre and the slick is huge. Compare road tyre performance in the rain relative to a purpose-built racing wet as I did at Snetterton, and the gap between them widens still further.

Of course you could make road tyres softer, and that's what manufacturers are doing, not least because without them they'd have no hope of playing the Nürburgring lap record game so beloved of their marketing departments. Michelin has a handy thing called a Cup 2R which can generate extraordinary lateral grip, but when I drove a Ferrari Pista with some factory support, after five flying laps the chaps from Ferrari said the tyres were already past their best. And don't forget these are the same tyres that have to be sufficiently legal and safe to get you home again unless, like Ferrari, you also turn up with truck full of rims and a couple of inexhaustible fitters. Or can cart a spare set of wheels around with you everywhere.

And it's only going to get worse: not all of our electric future is yet clear, but what does seem certain is that sports car are not only going to get even faster, they're going to be heavier, too. For both reasons they will make yet greater demands of tyres that are already struggling to cope. Any track day car will have this problem to one extent or another, and it can be felt not just at the apex, but in every braking area and often in limited traction, too.

"You bond with any car you spend time with, regardless of if it's good"

The ideal would be to have a set of standard, hard, deeply grooved tyres for the road, and slicks available at every track you visit. But that doesn't seem practical to me. So my best advice if you own a track weapon is simply never to drive it or any other on slicks. Or simply forget about lap times and going fast, and just skid about having fun instead...

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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JENNIE GOW

"Hamilton is already pumped for 2020, and that's a warning shot"

I'M SURE I REMEMBER FORMULA 1 titles that were contested by many of the world's best drivers year after year. It wasn't always a one-horse race. There were battles down to the wire with a matter of milliseconds separating those fighting for the crown.

Those days seem like a long time ago. In fact, a decade ago! 2010 was the last time we had a real battle on our hands with more than two drivers in contention right down to the final race of the season. Fernando Alonso, Sebastian Vettel, Lewis Hamilton and Mark Webber were all competing and the race in Abu Dhabi was filled with drama. Vettel took that championship - his first of four. Ten years on and we're still waiting for a battle like that.

Lewis Hamilton led more laps than anyone else in the 2019 season - and by some stretch - 511 led compared to that of his nearest rival, Charles Leclerc with 246.

In 2020 Hamilton will challenge the record of the great Michael Schumacher and try to equal his seven world titles... but will this battle to be the best spur on a better brand of racing, a closer clash of the titans?

In Abu Dhabi I spoke to the key players, and two had already shifted their attention to 2020, despite having only just climbed out of their cars - Hamilton and Verstappen.

Lewis has clearly had an emotional 2019; the loss of Niki Lauda clearly affecting him deeply. As a result, he spoke to me after the season about changes he has made to his life - his fitness and diet being a major factor. In his eyes, you can see he is looking forward to a break but wants to come back stronger than ever both physically and mentally. He is pumped for the season to come already. It's a warning shot to the other drivers who want to challenge him.

Verstappen is a leading contender. I asked if he can give Lewis a run for his money in 2020 and stop him equalling Schumacher's record - his answer; "Give me a car that can win and I will win." There is no doubt in his mind that he is the best driver on the grid - but man and machine have to come together and his Red Bull hasn't been strong enough so far. All heads turn to Adrian Newey and his technical team. There is no doubt that Honda has stepped forward since the powers that be at Red Bull gave it the space to recover from its McLaren divorce.

The drag race between Pierre Gasly and Lewis Hamilton in Brazil shows what a long way Honda has come. Let's cross our fingers and hope Honda and Red Bull can deliver because the small glimpses we had of Max v Lewis whet our appetite but we all want more, especially Verstappen!

Charles Leclerc has changed from baby-faced rookie to mercurial menace for the likes of Lewis and Seb. His swift acceleration to the Scuderia was a touch of genius from the usually conservative Ferrari bosses. Speaking to the top brass at the team they explained to me, "We never thought he would be so good, so quickly." He has surpassed all expectations in his first season in scarlet and caused innumerable issues for team principal Mattia Binotto. How do you control two drivers who are both fit for being the best in the world?

"Bottas is very determined and has huge talent that is yet to be fully unleashed"

"It's a problem we want to have" says one Ferrari source. Having two number one drivers could push both harder and faster to be better... if they don't implode.

More importantly, if Seb can turn up to 2020 in top form then Ferrari could be best placed to win the constructors' title - something that has been missing from Maranello for far too long.

It's been 12 years since Ferrari took the top prize back in 2008. How has it failed to win the title for so long? The barren run is just painful when you look at the talent the team has had. The fans are willing Ferrari on and surely with two top drivers 2020 can be the year it can take home the big trophy?

I for one hope Ferrari can really challenge - in a poll I conducted the majority of people said Ferrari has the strongest driver pairing on the grid. If that's the case then with a solid car underneath them - and a hope from within the team that they won't punt each other off or trip each other up too many times - you have to think that Ferrari could end its drought next season.

Bottas 3.0 will have something to say about that, though. He split with his wife and cited F1 as one of the reasons - Hamilton told me that you need to be 100 per cent focused on the sport to compete at the highest levels. There is simply no room for relationships and distractions. Does this mean Bottas will do like Rosberg did before him and come back leaner, meaner and more able to challenge physically and mentally? I wouldn't write him off - I've known him since his F3 days and he is one determined young man with a huge talent still to be totally unleashed.

My yearning for a year of all-out battling and a three, four or even five-man fight for the finish line is reaching fever pitch.

Do we have to wait for the regulation changes and new rules in 2021, or could we hope that next season is one that scintillates, titivates and tempts us to fall further in love with F1? Let's hope so, and here's to a very Merry New Year.

Jennie Gow has been a staple of the BBC's Formula 1 broadcasting team since 2011, working across both TV and radio

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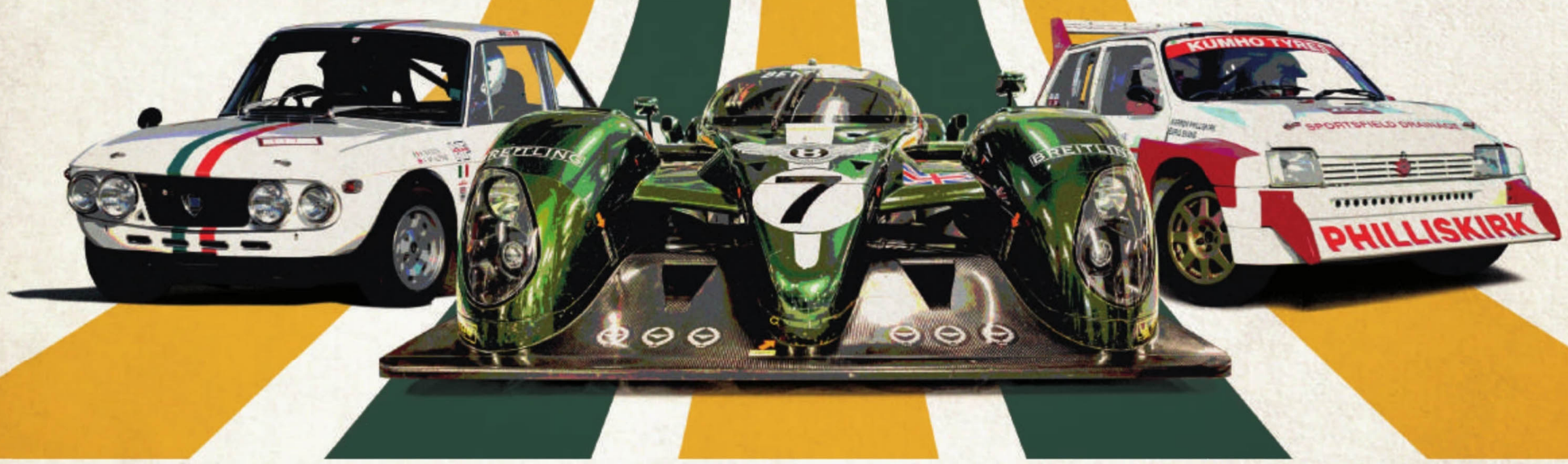
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It's been a similar story this season: Lewis Hamilton and Mercedes dominated the Abu Dhabi finale

Abu Dhabi GP

All, and nothing, left to play for

The Abu Dhabi GP offered little for the frontrunners, but meant everything for the midfield, says **Mark Hughes**

ALL THE IMPORTANT PRIZES had already been taken by Abu Dhabi, a race that could've been a microcosm of the season as Lewis Hamilton drove to his 88th career victory, his Mercedes comfortably clear of the Red Bull and Ferrari opposition. The long-running rumbling about Ferrari's engine advantage was given a season-ending flourish with the team being fined 50,000 Euros for under-declaring the fuel load in Charles Leclerc's car by 4.88kg.

What was up for grabs in the desert was sixth place in the drivers' championship (between Alex Albon, Pierre Gasly and Carlos Sainz) and fifth in the constructors' (between Renault and Toro Rosso).

This gave a pretty good indication of the competitive picture behind the big three. Disappointingly, that second-division bunch were no closer to the ultimate pace than last year and although McLaren had risen quite surely to the front of it, its qualifying average remained 1.2sec slower than Mercedes, ensuring that it would usually be lapped while in the process of winning 'Class B'.

For McLaren that was at least something of a reassurance after the disaster of 2018 when it had ended the season vying with Williams not to be slowest. Its fourth place in the constructors this year was taken comfortably from, ironically, the works team of engine supplier Renault. Such an outcome was a disaster for the Enstone team, which had set its sights firmly on putting distance on the 'Class B' teams and closing the gap to the front. Being under pressure for fifth in the championship from the minnows Toro Rosso (fresh from Pierre Gasly's second place in Brazil) just rubbed in the discomfort.

The only reason sixth was up for grabs in the drivers' standings was that Red Bull had split its second car between Gasly and Albon, with both those drivers doing the other half of their seasons at Toro Rosso. Albon getting shunted out of second place in Brazil - and thus promoting Gasly - had made it a far closer contest between them than it otherwise would have been, and the Frenchman arrived in Abu Dhabi on the same points as Sainz, the pace setter of 'Class B'. Albon was 11 points behind but in a much faster car.

MOTORSPORT IMAGES

So how did it pan out for that trio? Gasly's fate was sealed by turn one as he was hit by Lance Stroll's Racing Point. After limping around for a new nose and a slow stop, he was out of contention. With Toro Rosso needing eight points (sixth) even if Renault non-scored, that was too tall an ask for the single car of Daniil Kvyat. So Renault's fifth place in the constructors seemed assured.

Albon and Sainz were running an early fifth and seventh respectively, but with the usual gulf between the back of Class A (Albon) and the front of Class B (Lando Norris's McLaren) opening out. It had been a disappointing end of season for Albon, after the highs of his Red Bull debut in Spa and Verstappen-equalling qualifying in Suzuka. Here, he had been 0.4sec off Verstappen in qualifying, a performance he described as 'very average.' "I don't feel very at home with this car in these short 90-degree corners," he said. "I've been much more comfortable in the long, fast corners."

Running fifth and needing at least fourth to have any chance of out-pointing Gasly and Sainz, Albon followed Sebastian Vettel's Ferrari, unable to put any pressure on it without asking too much of his tyres, which he had to protect for the planned one-stop. But there was hope for the medium-tyred Albon, in that Vettel had started on soft compound and seemed doomed to a much earlier stop and compromised strategy.

Sainz was shadowing Norris and keeping his eyes on his mirrors for the Renaults of Daniel Ricciardo and Nico Hülkenberg. This McLaren/Renault group had all been obliged to start on the soft tyre, as they'd used it in Q2 to get into Q3. That defined their opening stints as short – in theory.

As the pit window opened, Ferrari brought Vettel in to be rid of the softs. Red Bull planned to keep Albon out to get the full strategic benefit of his harder tyres. But then Vettel's stop went wrong; a delay on the left-front cost him almost 5sec. This put Albon in reach of 'overcutting' past – and Red Bull instructed him to give it everything and pit at the end of the lap. This would cost him overall time but there was fourth place on offer. He did as instructed, the stop was

Trackside View

Turn 13, Yas Marina



Through the tricky slow-speed stuff, Mercedes was streets ahead



Turn 13 is an innocuous-looking thing but the drivers hate it. It's the second part of a tight right-left chicane which begins the tyre-killing sector three. What makes it unpopular is the combination of Turn 12's aggressive first kerb and the camber suddenly falling away on the exit of 13. It means there's very little manipulating for the driver to do, hardly anywhere where he can make a difference. The cars feel and look cumbersome at this low speed, have to be steered rather than slid because of that high kerb – and then want to understeer down that camber. All they can do is ensure they've got the thing properly turned in and set on a trajectory for the apex of 13 so that it's not still trying to turn as it arrives at the falling camber. What you need here is a car with a strong front that it can be turned in aggressively without provoking the rear. In this case it's a Mercedes. By a margin over a Red Bull. None of the others are even close. The Mercs can turn left into 13 almost violently and the car just follows. This is normally Red Bull territory, but it doesn't have its usual sharpness, its set up presumably compromised for better stability in the faster sweeps elsewhere. Verstappen appears to get frustrated at one point and attempts to hurry the direction change by taking way more of that nasty first kerb, hoping it might somehow upset the rear. But it just upsets the whole car – throws it about a metre wider across the track. He reverts to normality on subsequent laps.

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not quite as fast as Red Bull's norm - and he exited on the hards still behind Vettel. That was a disaster and meant he'd lost time being easy on his first stint tyres for no good reason and thrown away his strategy advantage. Furthermore, Valtteri Bottas was making rapid progress from the back of the grid in his fresh-engined Mercedes, and closing fast.

Norris initiated the stops in his group, after flat-spotting his tyres. Sainz stayed out, losing him further time to Norris but giving him a better strategy. He was followed in by Ricciardo a lap later - and they exited still in the same Norris/Sainz/Ricciardo order. But they did so behind the very old-tyred Haas of Romain Grosjean and so couldn't make use of their faster tyres, unable to pass (DRS was not available for the first 16 laps due to a technical problem in race control). Which allowed Hülkenberg to stop much later and leapfrog past both Ricciardo and Sainz. Norris still led the group but the long-running Racing Point of Sergio Pérez - which had started on mediums - would be among them after a longer first stint, and on fresher tyres.

Pérez has over-delivered in a mediocre car this year, the team compromised by the major regulation change coming when it was in the throes of administration (before the Stroll rescue) and without the resources to research the best technical solutions.

Albon couldn't challenge Vettel and was passed by Bottas, who was able to push Leclerc for the final podium place, behind Hamilton and Verstappen. Sixth meant he would finish behind Gasly and Sainz in the standings. So the place was surely Sainz's? Not necessarily. Pérez and Kvyat had pushed him out of the points and going into the last lap, Sainz needed to pass Hülkenberg. He timed his move to perfection into Turn 11. Sainz dummied for the outside, Hulk went to cover and Sainz made the decisive switch down the inside, a wisp of smoke from the inner front tyre, but he was through. Tenth, sixth in the championship by a single point.

A few seconds earlier, at the same corner, Pérez had passed Norris for seventh - and the 'Class B' win. One McLaren driver deeply disappointed at losing seventh on the last lap, another joyous at having snatched 10th. But the McLaren recovery continues.

MOTORSPORT IMAGES

Word on the beat

Rumour, gossip and news from the F1 paddock

● **NICHOLAS LATIFI** was confirmed in Abu Dhabi as Williams' 2020 replacement for Robert Kubica. The F2 runner-up will race alongside George Russell (*right*) in the FW43 in exchange for a greater extent of financial backing than Kubica was bringing.



● **RENAULT** has announced further changes to its technical team following a very disappointing 2019 campaign in which it failed in its pre-season objectives of closing the gap to the top teams and was beaten to fourth in the constructors' championship by its own customer, McLaren. Following last month's news of the departure of Pete Machin (to be replaced by Dirk de Beer), technical director Nick Chester has left after 19 years with the team. Pat Fry, already announced as joining, should be free to take Chester's place after the terms of his gardening leave with McLaren have been agreed.

● The FIA has tweaked the regulations to ensure that the **PHYSICAL CHEQUERED FLAG** will once more denote the end of a race rather than the computerised lap count. This follows an input error in Japan this year which led the race to officially end one lap before the chequer was shown, changing the ninth and 10th place positions.

● **ROGER PENSKE** has expressed an interest in organising and running a second **AMERICAN GRAND PRIX**, which would mean it would return to Indianapolis. Indy last hosted the American GP in 2007. Penske is believed to be in discussion with Liberty about the race.

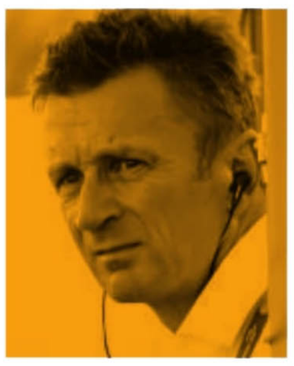
● **TOTO WOLFF** has described the chances of **LEWIS HAMILTON** leaving Mercedes for Ferrari in 2021 as 'about 25 per cent' after it was reported that Hamilton had twice this year met with ultimate Ferrari boss John Elkann. Wolff himself has been the subject of conjecture, with talk that he is next in line to take over from Chase Carey as F1 Chief Executive Officer.

● If **LAWRENCE STROLL**'s plans to buy a controlling interest in **ASTON MARTIN LAGONDA** come to fruition, his **RACING POINT F1** team will become the official works Aston Martin F1 team from 2021.

● **HONDA**'s extension of its commitment to the **RED BULL** group by just one year, to the end of 2021, has led to inevitable speculation about the Japanese firm's longer-term F1 plans.

● "We have no need to benchmark George," said Toto Wolff on being asked if this was the purpose of the Williams driver being drafted in alongside **VALTTERI BOTTAS** for Mercedes' post-race Abu Dhabi test. "We know how good he is." Bottas drove the car on the first day, Russell on the second. They each set fastest times of the day, with Bottas recording a best of 1min 37.124sec and Russell 1min 37.204sec.





Saudi Arabi, Riyadh ePrix

This is the start of something special

The opening race may not have gone to plan, but in the first of a new series of columns covering the all-electric championship, Audi team boss **Allan McNish** explains why this year's Formula E title fight will go to the wire

McNISH ON FORMULA E
IN ASSOCIATION WITH Audi Sport

It's true what they say, that motor sport is now a 24/7 all-year-round global business, with the latest season of FIA Formula E beginning in late November at Diriyah, Saudi Arabia.

I believe that season six is set to be the most challenging yet. The number of teams has increased, but so has the quality, as each and every one has made improvements; there is a quality line-up of drivers with new faces including a reigning F2 champion, a DTM title contender, two FIA WEC world champions and Le Mans winners... so not bad for a bunch of rookies! The FIA is stepping up, as is FE organiser and promoter FEO [Formula E Operations]. There are several new venues, so I can see that it's going to be a tough season.

I think it's also going to be a very exciting year, finishing in London at a circuit with a layout unlike anything we have ever experienced. This varied calendar is one of the unique elements about FE. We start the year in Saudi at a specially made street track, and end the year inside the ExCel in Docklands, London.

The competition is going to be mighty as Audi goes up against its German rivals from Porsche, Mercedes and BMW. You can be sure that there's no board member in Germany who wants to pick up the newspaper on a Monday and see a rival taking the glory.

I still can't believe that this is to be the sixth season of the championship. My first experience of FE goes back to Monaco in season one. The family and I attended largely on the say-so of Lucas [Di Grassi]. We stayed in the grandstands and never went to the pits once, so it was all quite low key which enabled me to get a feel for it all.

I wanted to see it through a fan's eyes and I realised that this championship was vastly different, in every sense. It didn't have a sure footing in the industry at that time but the next season I went again, this time to Berlin, and I could see it had developed a lot. There was more manufacturer interest, better drivers and it just felt a bit more grown-up in many ways.

"The racing that Formula E produces is fascinating, tense and exciting"

There are still people who don't even want to try and understand FE or see it as 'real' motor sport. That's a shame, because the racing it produces is fascinating, tense and exciting.

What I would say to any doubters is what I told an experienced Dutch journalist who attended his first ePrix in Mexico last February. He was a bit reluctant so I said; 'Come and see me at the end of the race but look at it as if it's your first ever race event, without any history of F1, F3, DTM or whatever it may be.'

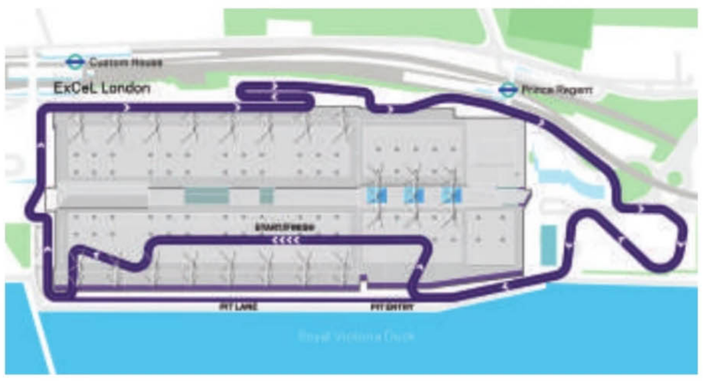
He came back after the race to say it was fantastic, and it had certainly opened his eyes. I think that if you give it a chance, you will realise that FE has got a lot of classic racing merits. It does a lot of things differently, yes, but I don't think it is bad in sports or business to look with a fresh pair of eyes and shake things up every once in a while.

Electric engineering is a big factor in the automotive industry and will continue to be in the future, which is why of course manufacturers like Audi find FE so relevant.

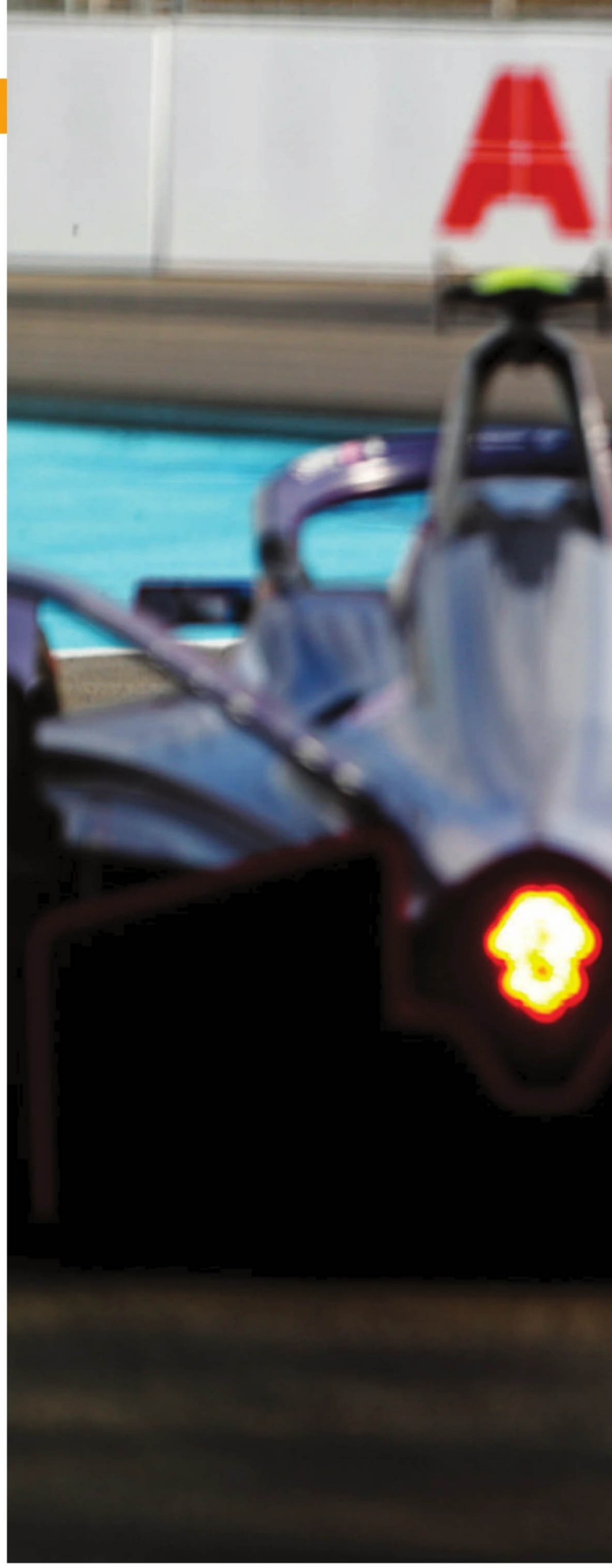
Motor racing has to be at the leading edge of the car industry. Internal combustion engines developed massively through F1, and more recently hybrid rules at Le Mans.

You cannot just ignore what is happening in the world and the greater need for sustainability in all aspects of our lives right now. So if there is a strong championship that races in cities and promotes clean and efficient racing it makes sense to be there.

The series began in Diriyah with a double-header and it was a typically fraught FE weekend. Because the qualifying system in FE dictates that you go out in groups of six based on the order of the last event's points standings, it meant that Lucas and Daniel [Abt] as third and seventh in last year's



The double-header season finale in London will be held on a track that runs both around and through the ExCel arena in the Docklands area





The Audi Sport ABT team had a difficult start to the year in Riyadh, but battled back into the points for the second half of the first double header



championship, went out in the less favourable first two groups, frustratingly qualifying down in 19th and 15th respectively.

This combined with a green and dusty track more akin to the Dakar meant that we were on the back foot from the start and the team came away with nil points. In fact, the team had never had zero points in the first race of the season... a first we did not want!

But every day's a new opportunity and in the second race with a more rubbered-in track and in better qualifying groups, both Lucas and Daniel had really good races. Lucas took second and Daniel finished sixth.

I was really pleased about the focus shown by the Audi Sport ABT Schaeffler team, because nobody really got down in the dumps and no toys flew out of the pram. Everyone got on with the job, worked damn hard and put us back in the fight.

That is one race weekend down, 13 to go, culminating in a UK double-header next summer. It will be great to be back in London after a three-year absence since the Battersea Park event. I think it's going to create quite a spectacle and could well be a title showdown.

When you look at the FE calendar, with cities like London, Paris, Berlin, Rome , Seoul and New York, it is quite extraordinary. I can't wait for the racing to start in earnest.

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

Dallara's Formula free

A first attempt at a road machine from a thoroughbred racing name leaves **Andrew Frankel** wondering what could have been



IN MANY WAYS THE BIGGEST SURPRISE is that it's taken so long for Giampaolo Dallara to put his name to a road car, for in the racing world there are few areas in which his company hasn't been represented. Think 'Dallara' and I reckon a vision of a Formula 3 car will float before the eyes of those who have even heard of the company. But he has also been involved in IndyCar, Formula E, Formula 2, Le Mans, GP3 and on and on... right up to Formula 1. The Haas F1 team may use a Ferrari powertrain, but the chassis is Dallara.

The Dallara Stradale has been around for four years and it is a rather hard car to pigeon-hole. It's far more expensive than the most expensive Caterham Seven or Ariel Atom, not least because it comes with a carbon-fibre tub and has carbon bodywork. Its £143,500 price makes it much closer to the likes of the Porsche 911 GT3 RS, but it's a far more hardcore car than that: it's road legal so you can drive it to and from the track, but it makes not the smallest concession to practicality. Its track focus and carbon construction may make it seem most like a McLaren Senna, but it has half the power and costs many times less.

This of course may mean that Dallara has identified a corner of the playground to call its own, and among those who know I'm sure the brand and its carbon construction will prove tempting. As will the fact that you can have three different Stradales according to your mood. Without a roof or windscreen you effectively have a Stradale roadster, or you can add the roof and turn it into a conventional sports car (albeit with no doors) or you can bolt on the canopy with its small but effective gullwing apertures and have a fully sealed Stradale.

In lightest form it weighs 855kg and with the optional rear wing will develop close to that in downforce: 820kg to be precise.



The interior is minimalist, and reflects the car's purpose well. This is a track-focused machine above all

For while the Stradale offers 390bhp from its Ford Focus RS-derived 2.3-litre motor, it is not its power that liberates some quite astonishing lap times, but its aerodynamics. It has a completely flat floor, also in carbon, a deep rear venturi and a pronounced front spoiler. Actually it doesn't look as extreme an aero car as the Senna, but turn it into a corner at a three-figure speed and you'll be left in no doubt that it's not just the tyres doing the gripping.

It's quite an intimidating car to drop down into with the roof on - I drove it that way on the road but without the roof on the track because it has greater downforce without the dome getting in the way of air flow to the rear wing. You sit very low, there's no visibility to the side or over your shoulder and when the Ford four sparks up, it comes with a blaring accompaniment.

And it's pretty compromised in public. You can't use much of its power, nor can you really derive any meaningful benefits from the aero. And what's left is an ugly engine note, a coarse six-speed robotised manual paddle shift (six manual gears are standard, which saves 40kg and I am sure would be preferable), and over-servoed brakes.

It's not all bad: the steering is delightful and the body so well controlled by its dampers it will tackle the most difficult of mountain roads with a deftness matched by



The changing faces of the Dallara Stradale. Here, an open-topped roadster, and below a wing-doored coupé

"We're talking about adhesion on another level – I doubt even a McLaren Senna could stay with it"

very few road cars indeed. It also has enormous traction, too.

But this was a car born for the track and you'll barely be out of the pit lane before discovering its true calling. But you may be several laps in before you'll trust that it really does have as much grip as the signals from the chassis suggest. What we're talking about here is a level of adhesion on another level to either the aforementioned Caterhams and Ariels, or any conventional supercar. Through fast corners I'm not even sure a Senna would stay with it.

When you do find the limit, you'll be naturally concerned that by then you'll be travelling so damn fast that when it loses grip it'll take you on a short one-way trip to the nearest barrier. But actually it's very progressive. No, it's not a drift machine and I imagine it would bite back if you deliberately tried to provoke it, but so long as you steer clear of artificial inputs its natural desire is to understeer gently, which can be easily cancelled with a reduction in power. For a car such as this, that is precisely the behaviour you want. What is strange is that given it has created a chassis which probably breaks new ground for road car ability, Dallara has not done better with the rest of the car. I think the powertrain choice is wrong - ideally it would have a normally aspirated V8 but they're fairly thin on the ground these days - but there are plenty of turbo V6s that would do a far better job than the gravel-voiced Ford. But maybe the extra width would have interfered with the aero or rear suspension package? Less forgiveable are those brakes, which for all their power are difficult to modulate because the pedal is too light and lacks feel. It's an odd mistake for such a thoroughbred company to make.

Despite all this, it has its place. It has a great name among those who know, and, probably most importantly, it will make mincemeat out of just about any other road car at a track day meeting, including those costing many, many times more. Also and for purists (among whose number I count myself), you could argue the car is worth it for its chassis alone.

Even so, the impression it leaves is not just how good it is, but how very much better even than that it could and perhaps should have been.

DALLARA STRADALE



- **Price** £143,500
- **Engine** 2.3-litres, four cylinders, turbocharged
- **Power** 390bhp @6200rpm
- **Weight** 855kg
- **Power to weight** 462bhp per tonne
- **Transmission** six-speed robotised manual, rear-wheel drive
- **0-60mph** 3.3sec
- **Top speed** 175mph
- **Economy** n/a
- **CO_2** n/a
- **Verdict** Stunning chassis, but flawed

A sure-fire number one

BMW's new 1-Series is a vast improvement, with 4WD at least

I DON'T LIKE THE IDEA ANY MORE THAN you. This is not the first front-wheel drive BMW, but as its earlier effort, the extant 2-Series Active Tourer is the least lovely BMW I can recall driving, that's not much of a comfort. This new 1-Series is the first truly mainstream BMW to pull you along the road. But this time I don't think it's going to matter a damn.

I say 'think' because, in its wisdom, BMW sent me a 120d to test which comes with four-wheel drive as standard, which slightly muddies the water. Even so this is a cracking car. No longer does the 1-Series feel like the BMW you buy because you can't afford the one you really want. The interior is far more spacious than before, quality has been transformed and the ride and refinement are as good as you'll find on the best VW Golf, which is a far bigger compliment than it sounds.

Like other small BMW diesels I've driven recently, the engine has lost some eagerness - almost certainly the price paid for WLTP compliance - but the car is still fast and still frugal. And I really like the way it handles. No, you can't go drifting it, but who drives such cars that way anyway? What matters is that the turn in is sharp, the steering accurate and the chassis receptive to mid-corner changes of plan.

On paper this should be the worst 1-Series to date. In reality it's the best by far.



Ignore the move to front-wheel drive, this new four-wheel-drive XDrive version is fantastic

BMW 120D XDRIVE MSPORT AUTO

- **Price** £34,270
- **Engine** 2.0 litres, 4 cylinders, turbo
- **Power** 187bhp at 4000rpm
- **Weight** 1590kg
- **Power to weight** 118bhp per tonne
- **Transmission** eight-speed auto, four-wheel drive
- **0-60mph** 7.0sec **Top speed** 143mph
- **Economy** 53.3mpg **CO_2** 117g/km
- **Verdict** A true Golf rival

Mid-range wonder

Can the 4S really be better than Porsche's top-line Turbo?



IF YOU'RE IN THE MARKET FOR A NEW electric Porsche, you should think really hard before spending the extra £32,000 or £55,000 required to upgrade from this Taycan 4S model to a Turbo or Turbo S. Because so far as I can see, and for almost everyone almost all of the time, it can't possibly be worth it.

If you've driven one of the nuttier Teslas, you'll know that because of the way electric cars deliver power (instantly), flat-out acceleration can be quite uncomfortable even for the driver, let alone passengers. And bar some extra equipment, all of which can be optioned into the 4S, that's all you're buying, and you're getting a heavier car.

Besides, look me in the eye and tell me that the 4sec 0-62mph sprint offered by the 4S really isn't quick enough. I took one up and down a sizeable mountain and not once did I ever lament the lack of urge under my foot. What I liked was that it rode every bit as well as its pricier brethren, handled better because it's 165kg lighter than the Turbo, and came with the same superbly glossy and intuitive electronic dashboard.

Were it my money I'd definitely spend the extra £4613 on the increased range and performance, plus reduced charging time, and I would probably option in four-wheel steering, too. Beyond that and perhaps a stereo upgrade, I don't think there's much point spending more. The Taycan 4S is the best Taycan as it stands, which also makes it the best electric car on sale right now.

PORSCHE TAYCAN 4S

- **Price** £83,397 **Engine** Front and rear electric motors, 79.2kWh battery (94.3kWh optional) **Power** 523bhp
- **Weight** 2140kg **Power to weight** 200bhp per tonne **Transmission** two-speed automatic, four-wheel drive
- **0-60mph** 4.0sec **Top speed** 155mph
- **Range** 207-253 miles **CO_2** n/a g/km
- **Verdict** The best electric car on sale

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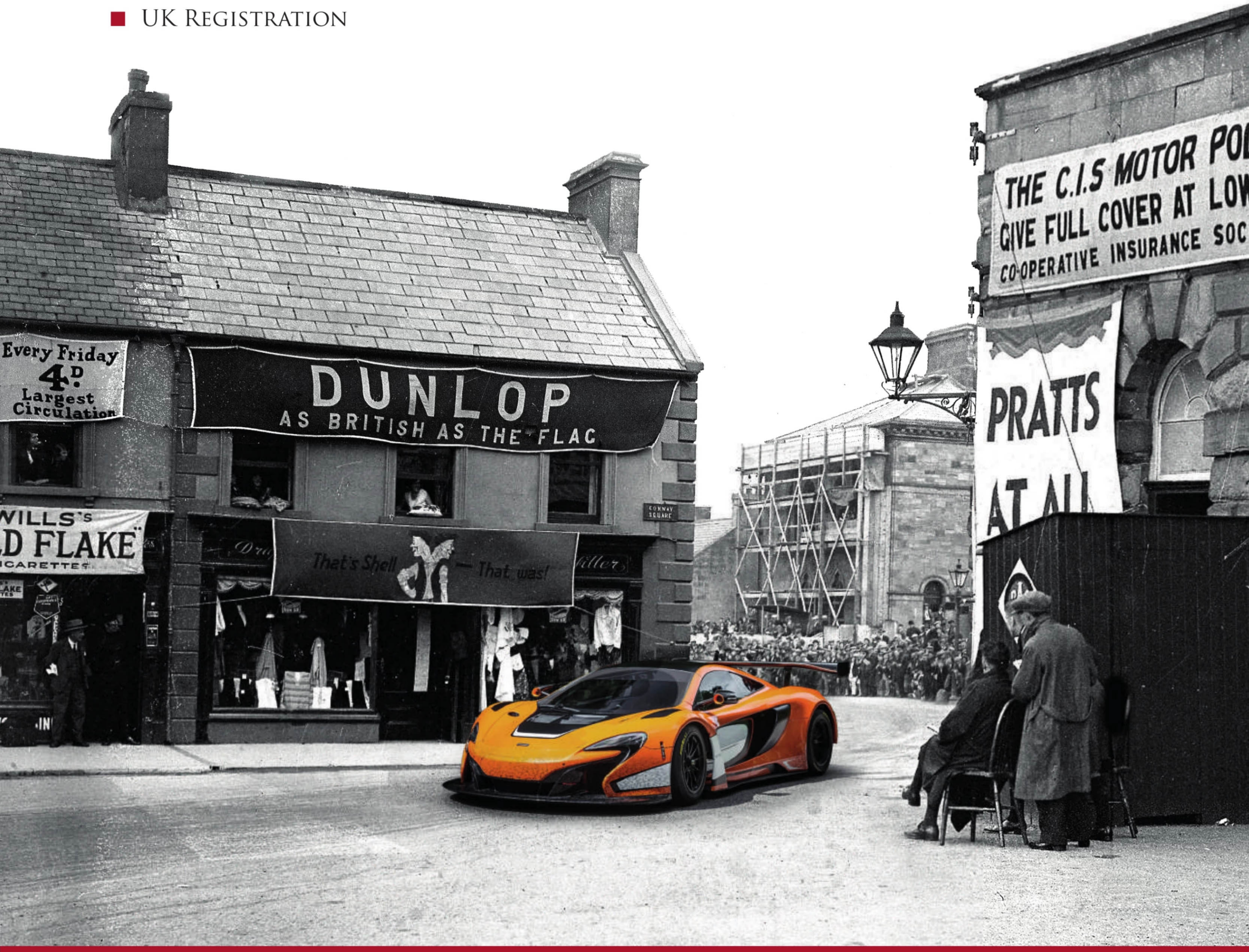
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HORTONS BOOKS

Fast Friends first hand

Karl Ludvigsen's connections make for a compelling read, says **Gordon Cruickshank**



Ludvigsen especially admires Mercedes engineer Rudi Uhlenhaut, shown with the first 300SL design



FAST FRIENDS – STARS AND HEROES IN THE WORLD OF CARS
Karl Ludvigsen
Published by Delius Klasing, £14
ISBN 978-3-667-11457-0

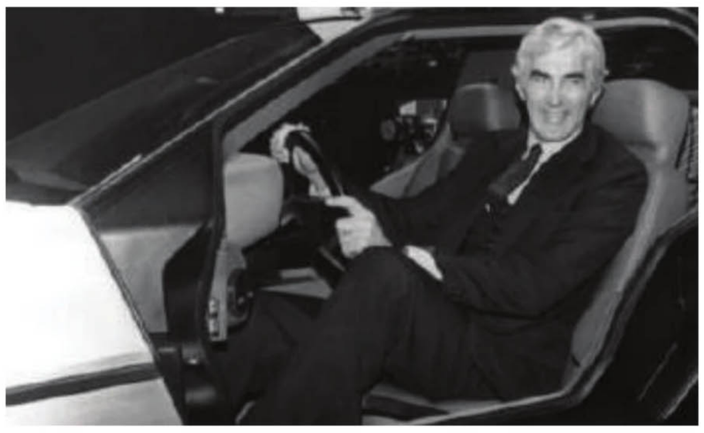
DURING A LIFETIME IN THE motor industry as both an executive - a vice president of Ford - and a consultant to among others GM and John DeLorean, Karl Ludvigsen became prominent through his extensive photographic and factual archive, as a journalist, and through his writings as a historian of cars and racing. With some four dozen titles behind him he has established himself as a painstaking researcher with a deep understanding of the engineering of both manufacturing and racing cars.

In his five decades in the industry he has met, worked with and befriended many of the key figures in both aspects of the business, and it is his recollections of 23 of these which he has assembled into this book. Some were indeed 'fast friends', and some colleagues and associates, but all are people Karl knew, and though not all the pen pictures are first-hand - he draws on other memoirs, too - they are all informed by personal contact.

The subtitle *Stars and Heroes in the World of Cars* is a valid distinction: among the famous characters - John DeLorean, Giorgetto Giugiaro, Phil Hill - there are also people who influenced the industry but whose names are scarcely remembered, such as Stefan Habsburg, who shaped GM's design in the 1950s and beyond. (Karl adds that Habsburg was technically an Archduke and a descendant of Queen Victoria!)

Divided into Executives, Designers, Engineers, Racers and just plain Car Guys, his list starts with his own father, who fed his interests in engineering and design, before jumping in with Ferry Porsche, whom he knew from the 1950s. "It was fascinating," he notes, "to discuss Porsche's affairs with a man who had driven the Auto Unions and shaken hands with Hitler". Ludvigsen is known for his research into the German motor industry and discussions with Ferry Porsche were a major part of that. Some of it appears here, such as that during WWII Porsche schemed a small V10 sports car "so we would have something to do after the war", and that they quietly kept improving the Volkswagen design during WWII by describing upgrades as 'for military use'. When Ferry muses on the company's history, Ludvigsen remarks "that was typical Ferry, second-guessing past decisions" - the sort of shading you don't get from a simple marque history.

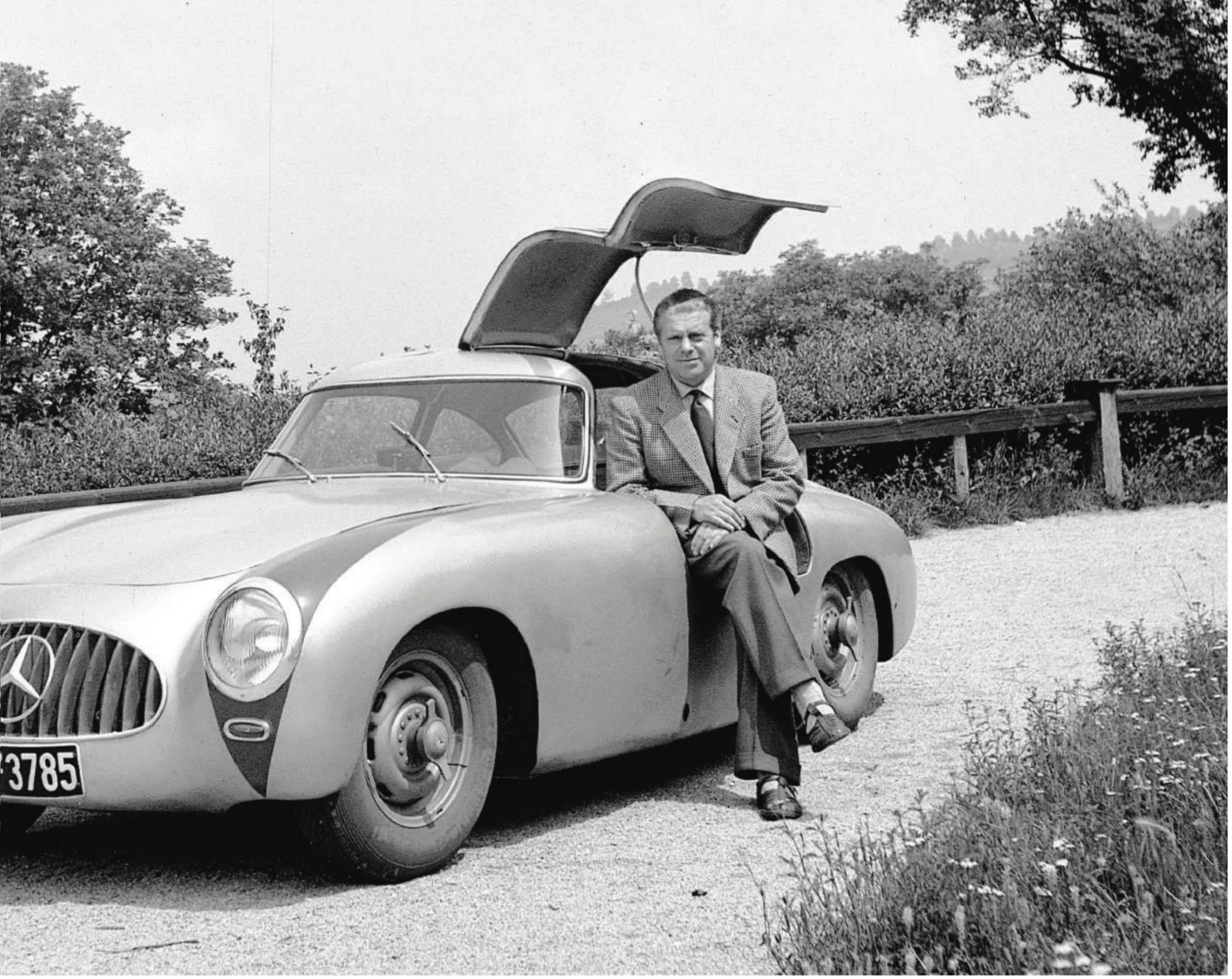
He continues with a portrait of Ferry's sister, the powerful Louise Piëch, who ran Volkswagen distribution in Austria and was the mother of Audi/VW Group leader Ferdinand Piëch. It's a complex history but the remarkable Louise had a profound effect on keeping the family businesses together. She memorably claimed "I have only ever driven my family's cars: first those of my father, then those of my brother, and now those of my son".



Controversial to the end, John Z DeLorean gets a lot of attention from Ludvigsen's new book

Although the book is concerned chiefly with people, there's plenty to learn about machines too, about the various incarnations of Mercedes C111 and a stillborn early '50s project from the aforementioned Habsburg for a GM front-drive machine with CVT and a rear wing/airbrake.

Elsewhere in this issue we describe the pretty little BMW 1602 (*see page 142*); that car thrived because of another man pictured in the book, Alex von Falkenhausen, whom Ludvigsen calls "BMW's engine Pope". Racer, engineer and later head of BMW motor sport, von Falkenhausen conceived the tough little four that powered the *Neue Klasse* cars which founded a new chapter for the firm, and that same basic engine went on to



MOTORSPORT IMAGES

"When *The Telegraph* headed DeLorean's obituary 'Dodgy car manufacturer' I knew it was cut-down time"

produce the mad 1200bhp of the turbo F1 years, garnering a driver's title in a Brabham. Alex von F also expanded it into the famous six that brought so many race successes, so this is a prime example of what this volume does well – a brief portrait of someone whose significance might be overlooked.

In contrast, we've all heard of John Z DeLorean. Ludvigsen classes him as engineer rather than an executive, citing how he revitalised Pontiac and Chevrolet in the 1970s. Ludvigsen was an advisor to John Z after he left GM, so it's no surprise that he is sympathetic to a man whose media legacy is not kind. "When *The Daily Telegraph* headed its obituary 'Dodgy car manufacturer who relieved successive British governments of £78m of taxpayers' money' I knew it was cut-down time," he laments. I can't say I know enough about the affair to either fire or deflect bullets, but even if it does rather gloss over the cocaine sting this chapter is a rare balance to the popular view of a man who was undoubtedly a marketing visionary.

Drivers included are Fangio, Emerson Fittipaldi, Mario Andretti and Phil Hill, with all of whom Ludvigsen had at least some connection, Hill especially. Reporting his racing as a journalist from 1957 on, Karl was there in 1966 as the laid-back Chaparral team got the 2D coupé ready at the Nordschleife "with a lethargic casualness that frustrated the tightly wound Hill. 'Don't you guys realise this is the goddamn Nürburgring?' he exclaimed". From his own book on Fittipaldi comes the Brazilian's memory of his maiden win at Watkins Glen in 1970: "I had seen photographs of Chapman throwing his hat in the air for Jimmy Clark, then Graham Hill and Jochen Rindt. And now it was for me. When I stopped at the pit I couldn't remember a word of English!"

While none of the sections pretend to offer complete biographies, they shine a worthwhile light on his choices, with many nuggets to be found – including that Rudi Uhlenhaut was born in Muswell Hill!

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Lotus, and the mercurial Jim Clark, each made a big impact on the development of F1

Shaping the sport

F1 Mavericks is a detailed pictorial plunge back into grand prix racing history that doesn't disappoint, says **Jake Williams-Smith**

A JOURNEY THROUGH FORMULA 1 races from the 1958 Belgian Grand Prix to the Caesars Palace Grand Prix of 1982, *F1 Mavericks* offers insight in the shape of a sizeable photographic collection taken by the late Pete Biro, combined with chronological detailing through history race-by-race.

Authored by George Levy, it offers a focus on the key moments in F1 history, both in the racing and car development and the changing of the guard through the decades.

Bookended by contributions from Mario Andretti and the late Niki Lauda, it is filled with action shots and personal looks at drivers and races in a golden era of the sport.

The book also includes images from the Cahier Archive in its chronicling of the deep history of the sport, its drivers and the teams that helped shape modern day F1.

Each chapter includes sidebars on the progression in technology extracts from authorities such as Doug Nye and people who were there in the form of team members as well as drivers themselves.

Each element serves to paint vivid pictures of the period, from F1's most dangerous era of the 1960s, to the rapid progression of car design and influx of a new generation of talent.

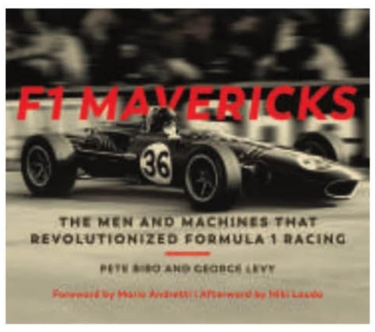
A neat detailing of the sport's progression is the main attraction and strength of the book. Going from front-engined winners in the hands of Mike Hawthorn and Peter Collins, to the evolution through the likes of Bernie Ecclestone's vision for the sport and Gordon Murray's out-designing of the competition, it offers a succinct read in combination with unique archive images.

Every period also includes insights on 'mavericks' from F1 past. Names such as Jack Brabham and Ken Tyrrell are given their own overview, and major successes explained, or their personalities fleshed out further with stories from their time in the sport.

While the book does not reveal any untold secrets, the majority of space is taken by the catalogue of images, from black and white to grainy colour, and makes for an easy experience flicking through.

It doesn't neglect detail in any area, explaining the surrounding narratives, backgrounds and repercussions of key incidents and makes the retelling of well-known events worth the time dedicated.

While the read is by no means long, the imagery on show is exceptional and it would be a welcome addition for any fan of the sport.



F1 Mavericks: The Men and Machines that Revolutionized Formula 1 Racing *Pete Biro & George Levy* **Published by Quarto. £35. ISBN 978-0-7603-6221-1**

FIRST GEAR – MYTH-BUSTING MOTORING MILESTONES

Keith Ray

It looks like a stocking-filler for the mass market, but a look inside shows it's more than that. In page after page of 'Firsts', Ray surprises with unexpected facts – that number plates were issued in Paris in 1893 or that a breathalyser appeared in 1936. But it's hardly for kids – there are entries for 'the first hemi cylinder head' and 'the first CV joint'. Historians may argue a few points, such as the first V8 and the 1870 Marcus car, but that's what historians are for. **GC**

Published by The History Press, £12.99
ISBN: 978-0750988162

LOUIS RENAULT'S AMAZING TYPE A *Graeme Cocks*

A cover with D Ricciardo on a veteran car suggests a different book to the actual contents: the Renault F1 pilot did try this earliest product of the French marque, but the bulk of it concerns the brothers' first cars, a rich tale of innovation as the firm gets going, goes racing and fights off copycats. Laced with great period photos and drawings, this is a fine picture of pioneer days, plus the history of the 1899 cover car and its fraught Brighton run. **GC**

Published by Motoring Past, A$45
ISBN 978-t0987280879

THE CARS YOU ALWAYS PROMISED YOURSELF

Steve Saxty

Covering the performance, or at least lifestyle, variants of Fords from Capri to Puma and written by a former Ford designer, it's very much design-led, but also speaks to those who decided what might sell. There's a lot on development of the Capri – fascinating to see what it could have looked like when still called 'Colt' – but there are eye-catching pages on 'might have beens' such as an Escort coupé or mid-motored Saxon. Tensions and cross-feeds between UK, US and German studios broaden what's very much an insider's story of 'brand leverage' using styling and badging. But it's a shock to learn the vacuous Probe was nearly called Mustang. **GC**

Published by Porter Press, £44.95
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PORSCHE 917 ARTWORK

We love the Porsche 917 – as do you, considering you voted it the greatest racing car of all time in this very magazine – but which livery is the king of Stuttgart's sports cars? Martini stripes? Gulf colours? Hippy car? Pink Pig? Or perhaps the classic red and white Salzburg? Well, you can now have an artwork that incorporates all of the above into one super-funky medley. *€90, kultkolben.com*



ALYSSA SMITH JEWELLERY

Stuck with what to get the missus for Valentine's Day? Links of London too drab? Tiffany too mainstream? Well, take a look at Hertfordshire-based Alyssa Smith and her range of race-used women's jewellery. Thanks to a new partnership with Racing Gold, which works with all Formula 1 teams to recycle race-used carbon fibre and mechanical components, Smith has put her own twist on the concept. Her works include charms, pendants and bracelets hand-carved from F1 components. Our favourites are the carbon fibre heart necklace and the carbon bead sets. There's also a range of men's pieces too, with cool cufflinks, chains and pendants. *From £68, (Heart necklace £120), alyssasmith.co.uk*

GOPRO MAX 360 CAMERA

The best friend to a club racer has just got better. Head to any race or rally paddock in the country and you'll see GoPros (or similar... other brands available, and all that...) latched inside most cars. They're not just there for entertainment either (even if they do supply most of YouTube's amateur racing content); being able to watch your races or test sessions back can help you spot mistakes and potential improvements much more easily. GoPro is undoubtedly the market leader, and its MAX is its first truly accessible 360 camera. Incorporating dual 180-degree lenses that shoot in 1440p resolution all-round. There's also 360-degree mics, allowing you to relive every bit of tyre squeal and see your missed apexes from every angle.
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JORDAN BESPOKE CAR BAGS

Those who have been paying attention will already know about Jordan Bespoke's range from our recent Christmas Gift Guide (*December 2019*). However, the British firm has ramped things up thanks to a new partnership with artist Alex Pieussergues and his Last Corner workshop. The new deal allows you to choose from any of 76 fresh car prints to have on the lining of your luxury leather luggage – from the usual suspects such as F1 and Le Mans machinery both modern and classic, to more obscure beauties such as Porsche's 959 Dakar tackler, a Toyota Hilux, Tom Pryce's Token RJ02, the bizarre Maki F101 and even Lotus 7s. Thanks to Jordan's bespoke service you can also spec the leather and seat belt webbing that forms the straps.
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It's all change at Toyota, with Tänak, Latvala and Meeke gone. Can Ogier and Evans shine in the Yaris on the Monte?

Quality on the Monte

Just a few weeks after the season ended, the World Rally Championship is already ramping up to go again in Monaco

January 23-26, World Rally Championship, Monte Carlo Rally

MINI BREAK

The dust seems to have barely settled on a truly epic World Rally Championship season and we're already looking ahead to the start of a fresh campaign, such is the pace of modern top-flight rallying.

There's also been much change in the ranks across those few weeks. Citroën has been and gone, with the French firm's talisman Sébastien Ogier quitting the Alsace firm to switch across to Toyota, replacing reigning champion Ott Tänak, who jumped ship to Hyundai just days after clinching his maiden title. With scarcely time to draw breath from that, Briton Elfyn Evans has swapped his M-Sport Ford Fiesta for a Tommi Mäkinen-prepared Toyota Yaris to line up alongside Ogier in what will undoubtedly be the Welshman's biggest career test yet.

Ogier is a master of Monte Carlo, having won it six times on the trot - even when in a recalcitrant Citroën C3 last term - so expect the six-time world champion to be the man to beat. However, Tänak is unlikely to be hanging around in his new Hyundai, but can he overcome Belgian team-mate Thierry Neuville, who has much more experience at the wheel of the i30 WRC?

Monte will be a dramatic stage for the combatants to find out. With ever-changing conditions, fluctuating grip levels and some stunning scenery, it's one of - if not *the* - highlight of the WRC calendar.

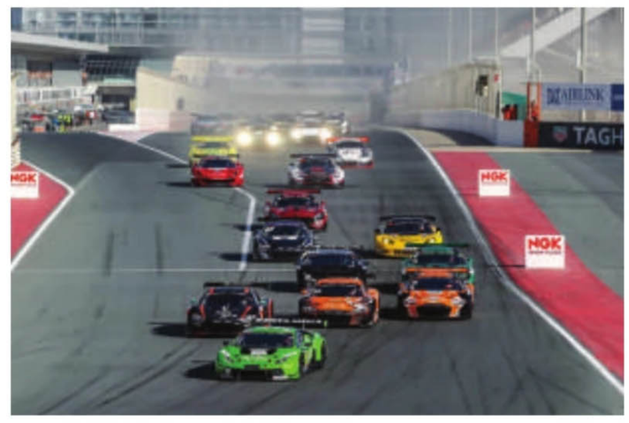
LOCAL KNOWLEDGE

- **HOW TO GET THERE** Despite Monaco having no international airport, the principality is easily accessible from land, air or sea. The closest airport is Nice in France, with regular flights from all major UK airports. Monaco's main station – Gare de Monaco – is connected with most major cities, and plenty of cruise firms run boats regularly. Or for those who fancy a road trip, head to Calais and point yourselves south – admittedly for about 1200km.
- **ALSO GOING ON** There's plenty to do in Monaco, but be prepared to splash out if you're headed to the casinos or high-profile bars.
- **DON'T MISS** The spectacular Col de Turini stage. Set high in the Alps, the 19-mile mountain test features hairpins, tight roads and is the technical centrepiece of the rally. Plus the view's not half bad either...

DUBAI 24 HOURS

January 9-11, Dubai

Winter is an exciting time for GT racing, particularly in the Middle East. After the Abu Dhabi 12 Hours, the Dubai 24 kick-starts the Creventic endurance calendar and always features a huge grid with GT3, GT4 and touring cars.



FORMULA E: ROUND 2,

January 18, Chile

Just a month since Formula E burst back into life at Riyadh in Saudi Arabia it's back in action in Chile's capital, Santiago. Envision Virgin's Sam Bird won the opener, but can they stave off Mercedes and Porsche again?

ANDROS TROPHY

Jan 10-11 (Isola 2000), Jan 18-19 (Serre Chevalier), Jan 24-25 (Lans en Vercors)

Take your pick with three different rounds taking place this month. New faces to the field this year include legends such as Sébastien Loeb (with his own team) and Yvan Muller.

DAYTONA 24 HOURS

January 24-27, Daytona, USA

The Rolex Daytona 24 Hours is a stunner of an event, with the best of Le Mans and Daytona prototypes up against each other for the outright win, while there's a host of world-class GT talent fighting it out, too.

BATHURST 12 HOURS

Jan 31-Feb 2, Australia

Their summer is our winter, so expect some scorching GT competition around Australia's stunning Mount Panorama circuit. There will be a host of factory entries and in recent years the battles have gone to the final lap.

MORE JANUARY EVENTS

Jan 4-6	Roar Before the 24, Daytona
Jan 5-17	Dakar Rally
Jan 9-12	Autosport Show, Birmingham
Jan 12	Asian Le Mans Series, The Bend, Australia

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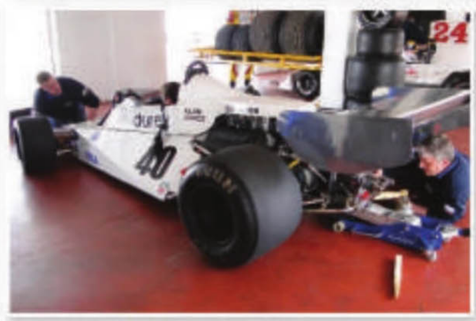


























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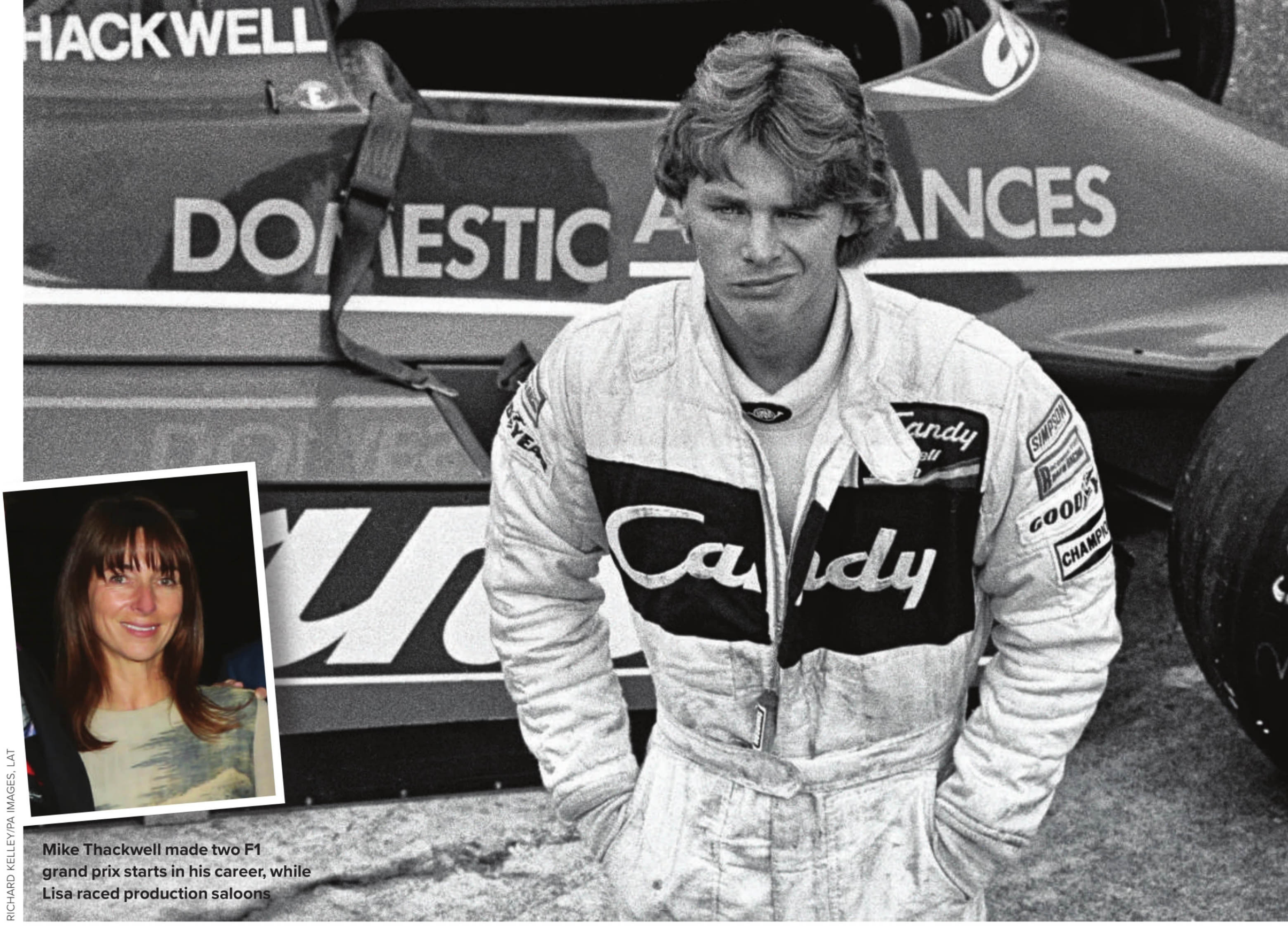
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Mike Thackwell made two F1 grand prix starts in his career, while Lisa raced production saloons

RICHARD KELLEY/PA IMAGES, LAT

RACING LIVES

Lisa Brabham and Mike Thackwell

MIKE THACKWELL AND sister Lisa came to Britain from Australia, the children of a Kiwi Speedway rider. Lisa raced in the Renault 5 Cup and Ford Fiestas before marrying David Brabham. Mike's career trajectory was different. Hailed as a *wunderkind*, he made the first of his two Formula 1 starts aged 19 for Tyrrell in 1980. He won F2 in 1984. He's also been a winner in the 1000km Nürburgring. Mike turned his back on the sport in 1988 and has been regarded as one of racing's great lost talents ever since. Today, he lives simply in a static caravan on England's south coast.

Interviews by James Mills

LISA BRABHAM (NÉE THACKWELL): "I left for England when I was 11, in 1976, long before Mike. Mum told my sister and I that we were off to see our grandparents for a three-week holiday. We arrived, and the next minute we were staying. Michael turned up in late '76.

I still don't know to this day whether my parents had planned to not come back, whether Dad had thought, 'Michael's bloody good, I'd better take him to England.' I wasn't very happy about it. I didn't like England, to be honest, I didn't want to stay here. I had left my friends; literally, I skipped out of school and said to them, 'See you in three weeks!' and it didn't happen.

So I didn't enjoy the rest of my schooling as a result but what do you do, ring Childline?

Dad [Ray Thackwell, a successful international speedway rider] came to England when he was 16, but I can't remember whether he was with Barry Briggs and Ronnie Moore at that point. He went on to work as a pilot, a car dealer, a gold miner; he just loved the challenge of something that may or may not work. I'd annoy my brothers [Mike and elder brother Kerry] terribly because I insisted on playing their games. If they were playing cricket, I wanted to play cricket; if they had friends round to be in the pool, I wanted to be in the pool.

By the time I was 21, Dad was doing a lot of business with German luxury cars and we had good friends over there that he worked with. They suggested I have a go at the Renault 5 Cup, so I said, 'Why not?'

Michael was at my first test and I had an instructor, and it was just the best. The thrill, the adrenaline, going fast... I liked it.

So I did a season in the Renault 5 Cup, and then switched to the Honda CRX Challenge, with Edenbridge Racing and Andy Ackerley and Patrick Watts as team-mates. It was a very, very competitive series but I managed to claim a pole position.

Mum never went to watch Michael race. She didn't really want him to; I think she would have preferred it if he'd been a doctor. Interestingly, we have a great big photo album that's full of photos of Dad and Michael, and in the back there are all these newspaper and magazine cuttings with her handwriting on. So she was very proud of him. She always said to me, 'Watching your husband race is easy. Watching your child race is a nightmare' and I used to think 'Stupid woman!' but now I appreciate she's absolutely right.

I don't have heroes, but the more I got to know the Brabham family, I recognised what drivers of Jack's era did. Whether you believe he is one of the greatest F1 drivers or not, what he did was exceptional. When I met them the person that scared me most was Betty. She was protective and quite intimidating for such a tiny lady.

Racing has changed so much. I don't like a lot of what I see anymore. However, it is still our industry, our family industry, so you have to roll with the punches. For my son, Sam [who races in the Porsche Carrera Cup], sports car racing could be a career path; he's a new generation of upbeat person who doesn't see the decline some of us do, but would I like him to have a different career? Yes, I would."

"I gave away all of my possessions and went to work in a soup kitchen"

MIKE THACKWELL: "When you're heavily into something - sport or any career - and you want to get away from it, for whatever reason, you need to chop it off completely. You can't be part in and part out - otherwise you will never leave. I have felt really guilty about leaving racing at times. I recognise that I was privileged compared to some people and I may come across as rude, but equally I wanted to get away from motor racing.

It was the vanity, self-obsession, elitism and the lack of humbleness that drove me from the sport, but that's me, it was my problem because I couldn't deal with that.

Compare the way Moss and Jenks won the Mille Miglia. They crossed the finish line and simply raised a hand. They didn't jump and do somersaults and beat their chest; I find that really disturbing when there's no humility in victory, but that's me, I'm from an older generation.

I've been privileged, and I didn't do it on my own. I was really good at times, but I wasn't good enough to be a top driver and I thought, I've done all these things around the world in the last 10 years, driven all these cars and sometimes for no money, even when I was Formula 2 champion - no money even for testing F1 cars, sometimes - but that was my choice. I just wanted to do it for fun.

In that respect I was quite lucky because I could jump from an F1 car to F3 or Group C to an Atlantic car in New Zealand, and it was great fun. The privilege of doing it like that is you don't let anyone have a hold over you, and I was lucky enough to have people like Ron Tauranac who let me do what I like.

When I look back, I was awful, self-obsessed. I was wrapped up in me, playing sport, exploring the outdoors, surfing. I've forgiven myself for being an arrogant s**t, and I'm content that my son is a better bloke than I ever was.

I passed my driving test at 15, because nobody asked any questions back then. Then a chap that Ray had taught to fly, who built Formula Ford cars, put me in touch with the Scorpion Racing Drivers School at Thruxton. That's where I met gifted drivers like James Weaver, a gentleman who could do anything when it came to building and preparing a car. I had no fear then. Even though there were plenty of crashes where I should have had my head off! But that's just fate, pure luck. I've seen people break their necks at 30 miles an hour!

Other times I came close to losing it all. Just as I was starting to win races, against more experienced drivers, March were going to throw me out because I didn't have any money. Alan Jones knew that was crazy so he put his hand in his pocket so I could keep driving. I did pay him back, eventually.

I turned down a drive with Ensign, after Clay Regazzoni had his big accident, preferring to wait for the right car, which was the Tyrrell, later that year [1980].

It was during a Group C sprint race, for Sauber at the Noris Ring, that I decided I'd had enough. I was running around and the brakes had gone and the seat was playing up, but it wasn't that. I went off in the lead and found myself thinking about whether I wanted to be doing this for the next 20 years. I pulled into the pits and said, 'That's it.'



MOTORSPORT IMAGES

Thackwell's varied career even took him into Group C with Sauber, but that's where it ended

When I walked away, I got into teaching. I knew I wanted to do something more meaningful, so together with my then wife, Birgit van Ommen, founded the International School of Monaco. But she was from a motor racing family, [her uncle is Armin Hahne; Mike met Birgit when she was an interpreter for the head of R&D at Ford, which came about after Steve Soper offered him a drive in a Sierra Cosworth touring car] and also worked with Bernie Ecclestone and ran the F1 Paddock Club. So I couldn't get away from the sport and eventually our marriage ended.

Then came all sorts of jobs, from flying helicopters to North Sea oil rigs to helping my old man mine gold, back home in Australia. Finally, I gave everything away - all my material possessions, including my car and even my cherished motorbike - and went to work as a pot-washer in a soup kitchen.

Now I live by the coast, in a 25 by 10ft caravan. I surf, kayak, work in the service industry on a basic minimum wage and look after my mentally handicapped son.

Very infrequently, I might just bump into some of the old faces, like Martin Brundle and JP [Jonathan Palmer]. I hadn't seen those guys for 20 or 30 years, then saw them at the Grand Prix Trust and it was like I'd just left them. We talked about all the stupid, crazy things we used to do in those days and that was lovely for me, because I haven't moved on like they have in the sport and they were still the same blokes that I used to know.

What bugs me about the generational thing is how people idolise the so-called glory days. I hate it when we get the old boys going on 'It was better in our day'. It was exactly the same. It's just different.

I rarely see my sister. They live in their world and I live in mine. Lisa asked me to take Sam to a kart race once. Sam was a young kid and it was a nice moment for me to have him in the car without his parents, you know. And it was nice to go and look at a kart track. I said to Sam, 'Don't try to be fast. Let it flow and you'll get into a rhythm and all of a sudden your time will start to come down.'

I always say that the greatest fear in life is fear itself. If you don't give something a try you don't make mistakes. Your mistakes are your life. Bad things will happen whether you like it or not. So accept that and don't be afraid because otherwise you'll never live." ○

Follow James on Twitter @squarejames



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Tim Harvey: 35 years on the circuits so far, but "I definitely haven't retired!"

MATT RICHARDSON

LUNCH WITH

Tim Harvey

Racing had been just a hobby, but that changed very swiftly when he won a prize drive in an MG Metro. It was the start of a long and fruitful professional career. By **Simon Arron**

AUTUMN 1983. AN ALFASUD Sprint hustles through the Northamptonshire B-roads with a Ford Fiesta XR2 several lengths in arrears. After a few miles, the Alfa driver jumps out at a T-junction and sprints to the car behind. "Excuse me," he says, smiling broadly, "but I assume from the way you're driving that you are going to Silverstone, too. Would you mind showing me the way?"

Such was my introduction to Tim Harvey. We'd been on the same road for the same reason – to attend the Austin Rover/*Daily Express* Scholarship final, him as a contender and me as one of the judges. Later that afternoon, just shy of his 22nd birthday, Harvey secured the prize – a funded season in the 1984 MG Metro Challenge. Having previously run a second-hand Formula Ford car from the back of a van, with his father and brother as mechanics, he was henceforth representing a manufacturer, the start of a journey that would lead to Le Mans, Macau and Bathurst, as well as one the most coveted titles in British motor sport.

To join the dots, Tim suggests we meet at The Bell in Hampton Poyle, a few miles north of Oxford. He orders a pint of *Landlord* bitter and a pheasant stroganoff and we step back to his formative years in 1960s Kent.

"I have childhood memories of my parents packing a picnic into the back of a

LUNCH WITH *Tim Harvey*

Lotus Cortina and heading off to Prescott or wherever," he says. "They competed in all sorts of events in a wide variety of cars, so motor sport was engrained in me from an early age, but purely as a pastime. At one stage my Dad owned the well-known Costin Lister coupé, which he used for sprinting – and also sometimes to take me to school!

"If I'm honest, my passion was always for motorbikes – and still is. I've become friendly with [1990s Superbike star] Jamie Whitham and have ridden with him. He sent me a copy of his autobiography with a personalised message: 'To Tim, a bike racer trapped in a fairly large car racer's body...' One of the best compliments I've ever received – I'm not bothered about the fat bit, but love that he calls me a 'bike racer'.

"I don't care about the fat bit, but love being called a bike racer"

"Anyway, I started off messing around with dirt bikes on mates' farms and did a bit of schoolboy scrambling when I was about 10. My brother Mark, two years my senior, wasn't remotely interested, but one day he acquired a 100cc kart. I went along to try it and it seemed easier than falling off a motorcycle every weekend, plus we could do it together. It gradually became more serious; we started with a Vauxhall Astra estate and a roof rack, then graduated to a Ford Transit – but that's about as professional as it got. Mark eventually gave up driving to become my mechanic and he's now a doctor."

The switch to cars came at the suggestion of Ian Blackman, who ran Formula Ford team Auriga Racing Services. "I knew him because he was based locally," Harvey says, "and he invited me to a test at Brands Hatch. I'd never driven a car on a circuit, but absolutely loved it and sold all the kart kit to buy a Van Diemen RF81 rolling chassis. Ian loaned me an engine and gave me some second-hand tyres, which is how I got up and running. My dad and brother were my mechanics and we did a few Champion of Brands races in 1983, again completely for fun.

"We didn't have much money and at one meeting a security guard caught me outside the gate, selling some spare complimentary tickets to the public. I was frog-marched to the office of [period circuit boss] John Webb, but fortunately I'd been working at an estate agent and my sales patter kicked in. By the end of our chat I'd managed to persuade him to let me have some free race entries..."

Harvey had started only a few races, with a couple of top-five finishes, when Blackman suggested he should enter the Formula Ford Festival, the category's annual showpiece. "I think it was my sixth event. It was only when I turned up on Thursday and found there were 200-odd entries that I realised this was quite a big thing.

"Auriga was running several semi-works Van Diemens for drivers from around the world and they'd been saving up special sets of tyres from batches they'd used during the season. Some of his guys got knocked out through various heats and quarter finals, while I kept progressing. All of a sudden I found I'd been whisked from being run from the back of our van to being adopted by Ian and getting tyres





Harvey's Time at Volvo proved uncomfortable as it was made clear he was number two driver



Harvey joined Formula Ford 1600 in 1983 with a Van Diemen. His current car is still number 39





The generation game: Harvey raced his late father's Lister Costin at Goodwood in 2012

that had originally been set aside for others. It was my first taste of support from a proper team. We had a bit of a misfire in the semi – only a battery terminal, nothing serious – and I ranted at my Dad and brother to get it fixed, which probably ranks as my first professional tantrum. They never let me forget that…"

In a high-calibre field of established FF stars, it was remarkable that a tyro in a two-year-old chassis should qualify as high as 13th for the final; more so still that he should finish seventh. That led to a phone call from Austin Rover, which is where we came in.

"I'd not really thought about doing much more than a few Champion of Brands races in 1984," he says, "but I realised the Metro Scholarship was an opportunity and that I had to make the most of it.

"I was adjusting to front-wheel drive, didn't know any circuits apart from Brands and crashed quite a lot, so had to find extra sponsors to top up the budget, but suddenly I found I was taking the sport seriously. The car was run very professionally by Roger Dowson and I was up against some very good people in a strong championship. I absolutely loved it and it was a way of going racing almost for free, although in my mind I think I was still a budding single-seater racer."

Following a second season in MG Metros (with some Formula Ford on the side, after he'd won a Ray chassis in a competition organised by *Cars & Car Conversions* magazine), he persuaded sponsor Istel to back a full assault on the major British FF1600 Championship in 1986.

"I had a seat with the works Quest team, by now run by Ian Blackman," he says, "and it seemed like the best thing ever. It was absolutely where I wanted to be. In the first race of the season, however, on Silverstone's old triangular Club Circuit, there was an incident at Woodcote and cars started spinning ahead of me. In the confusion I slammed into Gerald van Uitert's Van Diemen and his gearbox came straight through to my car's pedal area.

"I was taken to Northampton General, where the duty surgeon X-rayed my ankles and announced that they would have to amputate my left foot, because it had basically exploded – there was nothing there. My wife interrupted, told them to stop and called my brother, who was by now running the intensive care unit at the London Hospital in Whitechapel. I was given some painkillers and transferred to London, where they had fixed similar injuries in the past. They had a very good orthopaedic surgeon who basically saved my foot. My recovery took several months and I didn't really think about single-seaters after that."

Istel offered him the chance to do a one-off production saloon race at the campaign's end, in a Rover SD1, and proposed that they should continue their partnership in a different domain. At the start of 1987, again in an SD1, Harvey made his debut in the British Touring Car Championship – an association that has continued almost unbroken ever since. It was to be a successful campaign, Harvey taking three wins and becoming class champion, although Chris Hodgetts (Toyota Corolla) collected the overall title.

"If I hadn't had that accident," he says, "I might have floundered around in single-seaters for a few years, run out of money and then walked away from the sport. In reality it did me a favour, getting me into saloon cars at a perfect time. When I joined the BTCC grid in 1987 I was the youngest driver, at 25. Things have changed a bit since.

"That Rover was a fantastic car, very user-friendly, a cuddly beast, and I absolutely loved it. It was Andy Rouse's 1984 championship winner, run brilliantly well by John Maguire. We needed a new engine after a failure at the first meeting and Rouse no longer built them, but Tom Walkinshaw Racing had finished its European programme with Rover and was selling everything off. I went to TWR and all these V8s were sitting there in cellophane, fully dressed with alternators and starter motors. I asked whether I could see any dyno sheets, to establish whether one might be better than any of the others, and was told, 'Never mind the dyno, what size d'you want? We've got 3.5, 3.9, 4.0 or 4.2…' My jaw hit the floor, but I just asked for a 3.5, which is what was supposed to be in it."

The BTCC was on the cusp of what many regard as its most spectacular era, that of the Ford Sierra RS500. "That was the ultimate Group A racer," Harvey says. "Far more power than grip, 560bhp, 176mph, great fun, huge grids, good drivers. From 1989 my car was prepared by Andy Rouse and he was

LUNCH WITH *Tim Harvey*

absolutely the man, capable of taking on – and beating – the factory cars from Eggenberger. He taught me an awful lot about engineering during that period, plus how to go racing as a professional.

"That might have been the pinnacle in terms of sheer enjoyment, because the cars were fabulous and money hadn't yet come into the BTCC the way it did during the Super Touring era, when manufacturers became involved. We were still racing for our own independent sponsors and there was a real fun element. Drivers had motorhomes at the track, so we'd all hang around together. It hadn't become money-orientated or super-professional – it was a really good period."

At a time when the championship had serious strength in depth, with about 20 RS500s on the grid, Harvey established himself as a regular frontrunner. In 1989 he scored victories at Thruxton and Donington Park, while in his spare time winning the short-lived BRDC British C2 Championship for the second straight season, not to mention racing at Le Mans (*see right*). At the end of that year, he also went with Rouse to contest the Guia touring car race in Macau… and won. Given that the Macanese track is barely wide enough to accommodate the F3 cars that contest its signature race, it must have been a squeeze in a Sierra.

"It was really hairy," Harvey admits, customary grin now amplified, "because the speeds were obviously very high in some parts of the track while the margin for error was absolutely zero. And, as you know, those cars used to light up their rears, go sideways



"More power than grip" – Harvey sees the RS500 years as a BTCC pinnacle

very easily and wear out their tyres after only a few laps. It wasn't my first experience of a street circuit, because we'd supported the Birmingham Superprix, but I really enjoyed the precision it required. We were up against the factory Nissans and Toyotas, too. To win there on my first visit remains one of my most memorable experiences."

The following year he landed a deal to race a factory Spice C1 car in selected rounds of the World Sports Car Championship, alongside his existing BTCC commitments, and was thus switching between a 760kg car with 3.5-litre, 620bhp Cosworth DFR F1 engine and full ground-effect aero – and a car with no downforce at all.

"Fortunately," he says, "I'm adaptable. That Spice was the fastest thing I've ever driven, only a few seconds off a competitive F1 lap at the time, and I have to say that some of my most satisfying and enjoyable races were in Group C. The cars were immense; Spice was the giant-killing underdog against Jaguar, Sauber-Mercedes, Nissan and all the Porsche privateers. We didn't have turbocharged engines and couldn't wind up the boost in qualifying, but we raced flat out for a full 1000 kilometres and obtained some fantastic results, including a third at Donington and fourth at Spa. To do that in a world championship event, given the calibre of the opposition, was immensely satisfying.

"I know all drivers say this, because we all wear rose-tinted goggles, but I genuinely believe I was involved in three of the greatest periods of racing: the end of Group A with the Sierras, the final phase of Group C and then Super Touring through the 1990s."

From 1991, though, the demands of the latter would leave little scope for racing sports cars or anything else. And if juggling between Sierra and Spice had required a cultural adjustment, so did the first generation of 2-litre BTCC 'Super Tourers'.

"Given what I'd been racing," he says, "driving a BMW M3 E30 felt a bit like getting back in a Metro Challenge car. It felt so slow. It was a 2-litre shopping car, really. The chassis was great, but the focus had changed totally from the excitement of controlling the power to maintaining momentum and working much, much harder to find those tenths or hundredths at each corner. It was just a different challenge."

He finished eighth in the championship that year, with a win at Silverstone and a couple of podiums, the prelude to a season that resonates still.

JAKOB EBREY, LAT

An enduring passion

Tim Harvey's CV includes just four entries in the classic Le Mans 24 Hours, but they remain prized memories

Despite his championship successes in sports cars and the Porsche Carrera Cup GB, Tim Harvey is known first and foremost as a touring car racer. But it's only his commitments in that domain that have prevented him broadening his Le Mans CV.

"I first raced there in 1988," he says, "with Charles Ivey's Tiga-Porsche. As well as my commitments in the BTCC and sports cars at home, I also did a few World Sports Car Championship events that year.

"I was completely blown away by the circuit and its whole heritage. I was lucky to race there in 1988, one of the last races before the chicanes were added to the Mulsanne Straight – we were hitting 235mph. It was also the final year for the old pit lane. I know working conditions were absolutely horrible and felt sorry for the team, but what an atmosphere...

"As a driver I found it an absolutely fantastic event. And because I'd put the sponsorship programme together, I qualified the car, I started the race, did the dusk and dawn stints and took the finish, so I savoured all the best bits. I crossed the line with a massive lump in my throat and there are very few times that I've been anywhere close to that emotional in a racing car. If memory serves, we led the class for a while during the night until being delayed by a halfshaft failure."

Sharing with Chris Hodgetts and John Sheldon, he eventually finished 20th overall and third in the C2 category.

He contested the race for the following three seasons, recording just one more finish (18th, in a C1 Spice in 1990), but that would be all. "After that," he says, "touring car racing began to become a more serious business, with endless testing and so forth, and I just didn't have time."



The second of Harvey's Le Mans finishes came in this Spice SE90C-Ford, in 1990

"You could," he says, smiling, "write a book about 1992."

After a steady start, Harvey picked up his first victory of the year in race seven, Donington Park, before starting a five-race winning streak that commenced at Knockhill in July. There was, though, a thunderbolt in store: during that summer, team principal Vic Lee was one of several people arrested after customs officials found a package of cocaine in one of his racing trucks as it prepared to cross from Holland to the UK.

"The shock of what happened to Vic absolutely slayed me

"I'd known Vic for a very long time," Harvey says, "so the shock of what happened absolutely slayed me. He worked incredibly hard at his racing business – and everyone who drove for him will tell you the same. He was there first thing in the morning and last thing at night, he inspired the guys that worked for him and ran a brilliant team. None of us had the slightest clue that there was anything else going on.

"On the day of the arrest I'd taken my young son to London. Mobiles weren't universal in those days and it wasn't until I rocked up at my brother's house for dinner that I heard the news.

"It was a total shock and I had no idea what might happen next. The first thing we established was that none of the team's assets had been impounded. Customs officials had already been through the books – they'd been investigating behind the scenes for about eight months – and everything on that side was completely clean, so we just needed to find a way to run what we had.

"Naturally, the first thought of BMW and all our sponsors was to close the doors, walk away and have nothing more to do with it,

but I think that would almost have made us look guilty by association. If we carried on, it would show that the incident had been a Vic thing, not an all-of-us thing. Gradually, following an incredible series of meetings and phone calls, BMW agreed to continue."

Harvey went into the Silverstone finale trailing Vauxhall driver John Cleland by a single point, with defending champion Will Hoy (Toyota) also in close contention. All three qualified modestly, but in the race's final phase they ran fourth to sixth, with Hoy at the head of the group and Cleland at the rear. The Scot moved to the front, however, after Harvey muscled past Hoy at Copse and both ran wide. The Scot then hit his rev limiter – while giving a finger to Harvey's team-mate Steve Soper, who had now also joined the fight – and Harvey was able to repass to move back into a title-winning position. Shortly afterwards, Soper and Cleland wound up in the gravel after one of the most controversial of all BTCC tangles and Harvey was able to breathe slightly more easily as he took fourth place and the title. "I suppose all the ruckus about the incident between John and Steve took some edge off the celebrations," he says, "but that season was hugely satisfying personally after all the contrasting emotions. There was even a tinge of sadness that Vic wasn't there to enjoy the fruits of what he'd built up, but then I couldn't feel sympathetic due to the nature of what he'd done.

"I was hoping this might open the door to a factory contract that would allow me to develop a long career with BMW, until they announced they wouldn't be continuing in the BTCC – and they had more than enough drivers for all their other programmes. The decision had nothing to do with what had happened in 1992, but was purely down to a disagreement about ballast proposals that were being discussed for rear-wheel drive cars, and other rule changes. I'd built a really good relationship with BMW over two years, but there seemed to be no opportunity to do anything about it.

"Stopping would have made us look guilty by association"





Renault 19 season was a year of purgatory

"I had other offers, including a lucrative two-year deal with newcomer Renault, and given the firm's competition history I thought it had every chance of being successful. So I signed – and then a month later BMW patched up its differences with the BTCC… and Jo Winkelhock landed a title-winning drive for '93, which I obviously always felt should have been mine. The timing of that remains one of my biggest regrets.

"My expectations were very swiftly quashed. I'd been at an end-of-year awards dinner in Munich with BMW, then flew straight to Paris to meet the designer of the new Renault 19 Super Tourer that was going to conquer everything. I went from grey, austere Boss suits in Germany to a guy with dreadlocks and a Hawaiian T-shirt. I'm not saying one approach is right and the other not, but it was a huge cultural shift. The prototype 19 was up on stilts, like a rally car, when everything else was getting lower and lower, and had a standard pedal box and a handbrake. I realised straight away that it was little more than a converted road car and a long way removed from what we were already racing. My heart sank and I had no idea how to break the news that it wasn't even close to what we needed. I wasn't going to be defending my title very hard…"

Nor did he, though he scored an early win at a wet Donington on the day of Ayrton Senna's memorable victory in the Grand Prix of Europe. "That," he says, "was a combination of having the right tyres, the car working strangely well in appalling conditions and the fact I've always gone well in the wet." Fortunes improved when the team switched to a Laguna for 1994, but by then the relationship was fractured so there was little prospect of staying on when Williams subsequently took charge and converted the team into a BTCC powerhouse. "In my desire to see the project succeed," he says, "I'd been the one pointing out what was wrong, what needed to be done, and there is no easy way to do that. You end up putting noses out of joint, but that was only because I wanted ▸

CV **BORN: 20/11/1961, FARNBOROUGH, KENT, UK**

- **1983** Graduated to FF1600 from karts for selected Champion of Brands events; seventh in FF Festival; wins Austin Rover/*Daily Express* Metro Scholarship
- **1984-85** MG Metro Challenge
- **1986** Works Quest, British FF1600; sidelined by serious accident in first race of the season
- **1987** BTCC, Rover SD1; class champion, 4th overall
- **1988-89** BRDC C2 champion; Le Mans 24 Hours debut in '88
- **1988-90** BTCC, Ford Sierra RS500; Macau Guia winner in '89
- **1991-92** BTCC, BMW; champion in '92
- **1993-94** BTCC, Renault
- **1995** BTCC, Volvo
- **1996-98** BTCC, Peugeot
- **1999** Porsche Supercup
- **2000-01** British GT Championship
- **2003** Started BTCC commentary career
- **2004-2011** Porsche Carrera Cup GB; 36 wins; champion in 2008 & 2010
- **2012-2018** Occasional GT & historic appearances
- **2019** Classic FF1600 Championship, 2nd
- **2020** "I definitely haven't retired"

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Two victories and fifth in the championship in the Volvo 850, but internal politics brought a shift – to an ill-starred Peugeot

us to move forward. You then get swept up in politics, people trying to cover their own arses, and it became quite an unpleasant environment. I was ready for a change."

He moved to TWR Volvo for 1995, winning twice and finishing fifth in the standings, but only for one year. "I knew Tom Walkinshaw," he says, "and we'd always got along well, but his attitude changed once I signed a contract - he seemed to run the whole operation on a fear principle - everyone was terrified of their immediate boss. That said, I enjoyed my time there and would like to have stayed, but it was clear that Rickard Rydell was the number one driver, who would get the best of everything. That was the first time I'd ever been aware of not having equal footing with a team-mate, and we had disagreements about that, but there were clearly no hard feelings because Tom later invited me back to drive an S40 at Bathurst."

"Walkinshaw ran it by fear – everyone was terrified of their boss"

Harvey later moved to Peugeot, to drive a 406 that was successful in every country apart from the UK. "Sheer internal politics," he says. "There was winning technology sitting on the shelf at Peugeot Sport in France, but we weren't allowed access to it and had to develop our own. There was no development crossover at all. It was also the first time I'd competed in Super Touring without the budget to match other top teams.

"I think I realised the writing was on the wall for the those regs, because budgets had escalated to a point that it was beyond the value of simply being involved. It had become 'win at all costs' - if you didn't, how could you justify the cost? I could also see the end for me if I was no longer able to get into a top team, but I'd had a very good run."

He would return to the BTCC for a short time - the 2002 season would be his last as a driver, in a Peugeot 406 Coupé, before he accepted a commentary role that he still retains - but subsequently switched to a cocktail of GT and sports car racing, with occasional appearances in historic events. From 2004 until halfway through the 2011 season he became a regular fixture in the Porsche Carrera Cup GB, picking up 36 race victories and two championship titles. His final start was at the Carrera World Cup race around the Nordschleife, in the damp, and he won.

"That was like a third or even fourth career for me," he says, "but I walked away mid-season because of a regulation change. I'd taken a great deal of pride from beating guys who were literally half my age - and in most cases half my weight - but when they stopped ballasting the drivers up to 80 or 90kg I found I was suddenly about 30kg over the weight limit, which took away a bit of my competitive edge."

Harvey has since dipped in and out of racing. He shared his father's old Lister Costin with Richard Attwood at the Goodwood Revival in 2012 - "a year after he died, sadly, so he wasn't around to see it" - and in 2019 completed his career circle by buying a Van Diemen RF81 for a season of Classic FF1600, taking second in the championship to Rick Morris... against whom he'd contested the category first time around. "I've loved FF1600 from the word go," he says, "and it gave me a sense of connection to where my career began. I was planning just a few events, but..." Other than a one-off British F3000 start at Donington Park in 1990, it was his first single-seater race since the Silverstone accident that led him in a fresh direction. For 2020, he is trying to massage a deal to compete in the new Porsche Sprint Challenge GB, featuring the 718 Cayman GT4 Clubsport.

"I'm back to where I started," he says, "racing purely for fun. Looking back, my team-mates included Rouse, Soper, Menu, Rydell, Radisich - some top guys. In my heart I knew I wasn't among the top half a per cent of touring car drivers. On my day I could win, and in the wet I could usually beat anybody, but I've made the most of the opportunities I've had so I didn't feel any injustice." ○



A fourth career – two Porsche Carrera Cup titles



Reborn in 60 Seconds

REC Watches makes its name by recycling parts into timepieces, and has excelled with this tribute to the Eleanor Mustang

COPENHAGEN-BASED REC WAS established in 2011 by Danes Jonathan Kamstrup and Christian Mygh who, like various brands before them, saw a market for watches that incorporated components made from the salvaged parts of different types of object.

Romain Jerome was one of the first to do this in the 2000s, with its 'Titanic DNA' models featuring cases that used metal brought up from the wreck of the ill-fated liner. Plenty of other makers have followed – notably Bremont with its watches containing bits from the oak of HMS Victory or printer tape from the Bletchley Park decoding centre – but REC has made a speciality of repurposing with its mantra 'RECover, RECycle, REClaim'.

It has models featuring parts of Minis, Ford Mustangs, Porsche 911s and Spitfire aircraft, with several limited editions – including one that featured metal from a 911 2.7 RS with an interesting race history.

There's now another Mustang-based watch, this time one with a dial made from metal punched from the boot of a 1968 Mustang that was converted into a replica of the 1967 Shelby GT500 built by Cinema Vehicle Services to star as Eleanor in the 2000 remake of *Gone in 60 Seconds*.

While the dials of the REC Watches P-51 Eleanor are not in any way connected to that actual car, the Mustang that donated them has its own tale to tell. Two Belgian Mustang-dealing brothers, who stage an annual American car show in Saintes, decided to promote it with posters depicting the genuine Chip Foose-built Eleanor – resulting in enquiries from around Europe asking whether or not the actual car would be there.

Such was the level of interest that the brothers and three other engineers ended up stripping down a 1968 Fastback and building it into an Eleanor clone during a succession of 14-hour working days.

Among the original parts discarded during the rebuild was the boot lid, which was subsequently handed over to REC to provide material for this project.

As well as replicating the tungsten grey/black livery, the dial features a petrol gauge-style power reserve indicator, conventional hours, minutes and seconds and date disc.

Just 498 numbered examples of the watch will be made.

REC P-51 Mustang Eleanor. £1319 recwatches.com

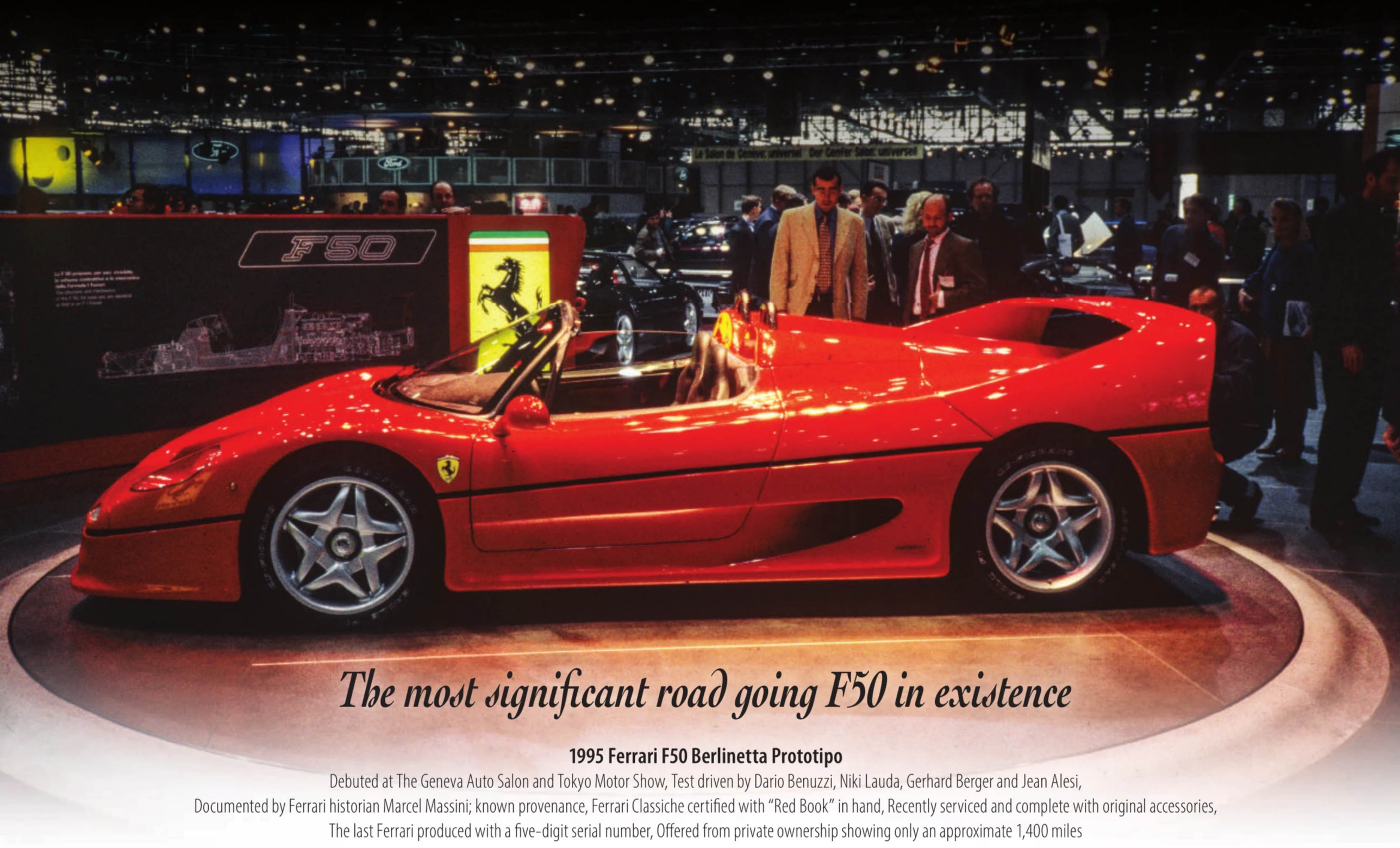


THOSE FAMILIAR WITH THE WORLD of 'restomods' will probably be aware of Jonathan Ward's Los Angeles-based firm ICON4x4, which upgrades classic Toyota FJ Land Cruisers. The business is renowned for building FJs, Ford Broncos, 'Derelicts' and other models which combine classic looks with modern engineering – an idea that Ward has now applied to his own ICON watch. The Duesey has a titanium case containing a jump hour display in a black dial inspired by the gauges of luxurious Duesenberg cars. *ICON Duesey. $11,500 icon4x4.com*



FOLLOWING ITS APPOINTMENT AS sponsor of the annual Wheels and Waves surf and motorcycle festival in Biarritz, Breitling has launched this special edition of its Premier chronograph. Featuring an anthracite grey dial with gold hour markers and a nubuck leather strap, it is powered by the B01 chronometer-certified movement comprising 346 parts, seen through a sapphire crystal back. The model will be limited to 500 in steel and 100 in red gold. *Breitling Premier B01 Wheels and Waves. £6700 (steel) £17,950 (gold), Breitling.com*

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



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MOTOR SPORT

LETTERS

DOUG NYE HAS COME UP WITH A PRETTY COMPREHENSIVE LIST OF THE 13 DRIVERS who have been the yardstick by which all others are measured at different times throughout the last 73 years of Grand Prix racing [*Racing Rivals*, Jan 2020]. In my opinion, however, as much as I agree with all those selected, his list has one major flaw in it.

You cannot include Niki Lauda in years 1980 to 1981 when he wasn't driving. Alain Prost hadn't quite hit the heights in '81 and '82 that he subsequently did. Doug's list should have a 14th driver in it, and you'd only have to research the opinion of Niki Lauda, Alain Prost, Jacques Laffite, your own Denis Jenkinson and Gordon Murray to find a driver with Clark's speed, Peterson's style and Moss's fighting spirit against which all others were measured at the time.

Gilles Villeneuve should occupy the 1979-1982 slot. For some reason, Doug has never rated Villeneuve, and I, for one, have never understood why.

ANDREW SCOLEY, LINCOLN



GETTY

Lola founder Eric Broadley also played a large role in the success of Ford's GT40 at Le Mans

I MUCH ENJOYED RACING RIVALS [JAN '20] and as a drag racing fan I was glad to see Don Prudhomme and Tom McEwen given a good mention.

Whilst not enjoying such huge recognition as the others featured, might I suggest that in the early years at Santa Pod, Dennis Priddle and Clive Skilton provided top-flight entertainment with their rivalry. I don't think there was anything but respect for each other, and I guess they were pretty evenly matched in victories over the years, but it could be worth a mention or even a separate article.

JOHN DICKSON, VIA EMAIL

I ENJOYED YOUR EXCELLENT PROFILE ON Ken Miles and his contribution to the development of the GT40 [*Ford's Forgotten Superstar*, Dec 2019], but was disappointed that no mention was made of Eric Broadley's substantial influence on the origins of this car.

Whilst one half expects a Hollywood production to overlook this, *Motor Sport* readers of a certain vintage will recall DSJ's in-depth report on driving a production GT40 in the December 1966 edition. This insightful article acknowledges Broadley's contribution to the GT40 project which with the passage of time appears as if it's being airbrushed out of history. The *Ford v Ferrari* film is guilty of this oversight too.

ALISTAIR CROOKS, BRITISH COLUMBIA, CANADA

I HAVE ENJOYED *MOTOR SPORT* FOR SO LONG that I feel almost apologetic about correcting an article, but in Andrew Frankel's *Best of the Best*, [Nov '19], an error exists that should be put right.

Frankel refers to George Follmer "not having even sat in" a Can-Am car prior to driving the Penske 917-10 Porsche, but this is not true. In fact, Follmer had done the 1966 Can-Am season in a Lola T70 owned by John Mecom, and in 1967 he campaigned another T70 for Roger Penske. This experience is why Penske felt so comfortable calling Follmer to run the 917-10, which he took to the Can-Am championship.

Thank you, as always, for providing such a quality magazine for so many years.

TROY HARRISON, VIA EMAIL

I WAS EXCITED TO SEE THAT CATHY MULLER was interviewed for the January magazine [*Racing Lives*]. Her Le Mans 24 Hours start was mentioned in the opening paragraph and it was disappointing to find that her 1991 race got no further mention.

It was very unusual to have an all-female driver line-up back then. The pink Spice she drove there is still racing. Desire Wilson, one of the other 24 hour drivers, was reunited with it for the Goodwood Festival of Speed in 2012. It's my understanding that Cathy was instrumental in ensuring the car actually achieved a start at Le Mans as the team were suddenly a driver short when they arrived because the Japanese member of the original team was found not to have an appropriate racing licence.

DR RICHARD BATEMAN, VIA EMAIL

IF I MAY, I WOULD LIKE TO MAKE TWO observations with regard to the list of all-time greats you have compiled for the latest edition.

Firstly, I agree the lack of drives by Jim Clark in world-class sports car events leave a hole in his record, although I believe we saw enough of what could have been - one example being the third place at Le Mans in 1960 sharing an Aston Martin DBR1 with Roy Salvadori. The car was not the fastest, and also a bit fragile, and I seem to recall Roy commenting that the result was in reality as good as a win. Sadly, most of Clark's sports car career was hampered by the dreadful Lotus 30/40 sheds he had to carry.

Secondly, it has been a recurring theme that it is not possible to compare drivers from one era to those of another, and accepting that as being so, I will suggest that truth is becoming even more difficult with the vastly changing manner in which the sport is now being conducted. Although I agree with your list up to and including Prost, from then my personal list ends.

I would disqualify both Senna and Schumacher purely for the manner in which they set about achieving their ends. I see no sport in the barging tactics they used and to me that played a big part in devaluing the sport to the level it is now. For those on your list subsequently, they are competing not in grand prix motor racing but in some sort of semi-remote-controlled pit stop contest, not of any interest to me.

Just my opinions, of course.

MICHAEL BYRON, CORNWALL

IN THE SUPERB FEATURE ON GREAT Rivalries [Jan '20], No 3 - Brabham vs The Paddock brought back memories of what was in effect a Chapman vs Ecclestone rivalry stretching from around 1977-81, spanning



Two F1 titans at loggerheads, Colin Chapman and Bernie Ecclestone clashed over rules, as Peter Wright remembers

MOTORSPORT IMAGES

the FISA - FOCA war. Chapman and Ecclestone were even on the same side!

Ecclestone's vision was that the English garagistes should be able to fight it out against the dominant Ferrari-led manufacturers, and so provide a high level of entertainment for the emerging TV market. The ground-effect Lotus T78 and dominant T79 were not part of the plan. His brilliant designer, Gordon Murray, came up with the solution: the BT46B fan car.

My first inkling of the problem was on the Sunday morning of the Swedish GP, once Brabham's drivers stopped sand-bagging in the warm up. Chapman called me at home and said "Peter, we are in trouble!"

Gordon Murray's greatest brilliance was the way he interpreted the "immoveable aerodynamic device" regulation and managed to bamboozle the FISA representatives that his interpretation meant that the car was legal. The key feature of the regulation was that any device whose primary purpose was aerodynamic must be immoveable relative to the sprung part of the car. Obviously the fan was both aerodynamic and moveable, so he had to convince them that its primary purpose was not aerodynamic.

To do this, he claimed that more air passed through the radiator than anywhere. Of course, when FISA tested the car it was stationary with its skirts on the ground, such that the leakage under them was minimised. No-one could measure the leakage at speed. Guess what? More than 50 per cent passed through the radiators - voila, legal!

The fallacy in all this is that a calculation of the relative area of the radiator to that of the whole car would have shown that the primary purpose of the pressure difference the fan created was to push the car onto the ground, rather than to move air through the small radiator.

The fan car won a race, but I don't believe legally. The sheer bravado deserved the reward. Chapman tasked me with an urgent solution, and we came up with two fans, one in the exit of each venturi of the T79 - a sort of Lotus F15 against Brabham's F16. The fans, in tests, drove the ground effect at low speed and transitioned to normal ground effect at higher speeds. It all worked at ¼-scale and we had a car half built by the next GP. Chapman took a Polaroid of the model to show Ecclestone, and then the whole concept of fans fell by the wayside.

I don't believe Ecclestone ever really forgave Chapman for this, and when Lotus turned up with the twin-chassis T88, at the very height of the FISA-FOCA war and threatening to make obsolete all the conventional cars, he, aided and abetted by the other constructors and FISA, struck back and the cars never ran in anger. Gordon, meanwhile snuck through his BT49C lowerable car.....

Exciting times!

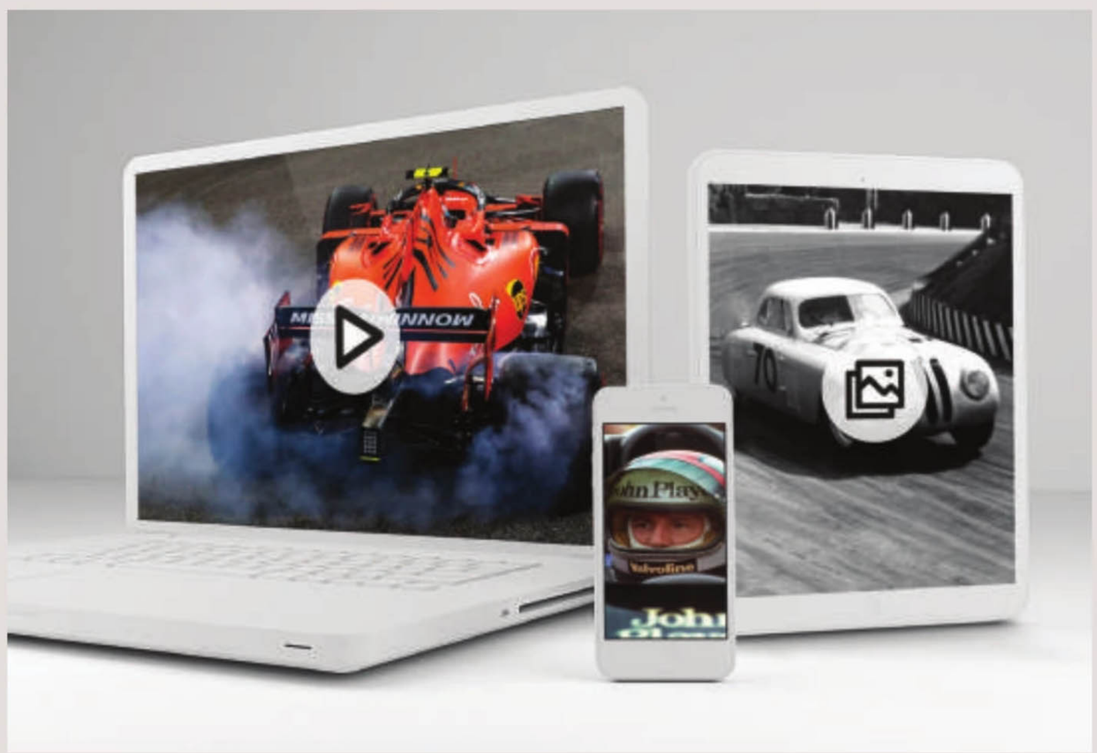
PETER WRIGHT, "...AN OLD LOTUS ENGINEER..."

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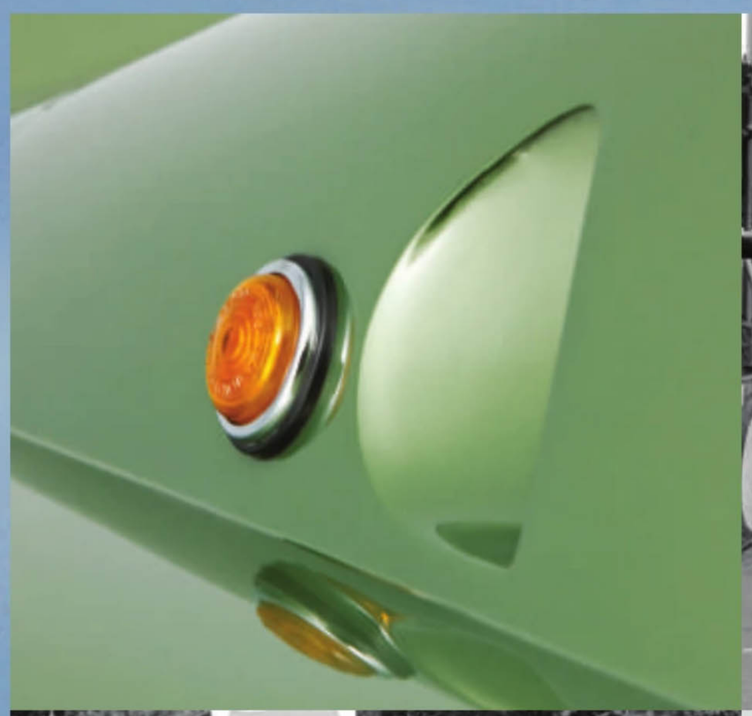
One of the most beautiful Aston Martins ever made has returned. The DB4 GT with custom coachwork by Italian design house Zagato is glorious from all angles. Max Earey captured our track test with the new continuation car this month, with Darren Turner at the wheel.

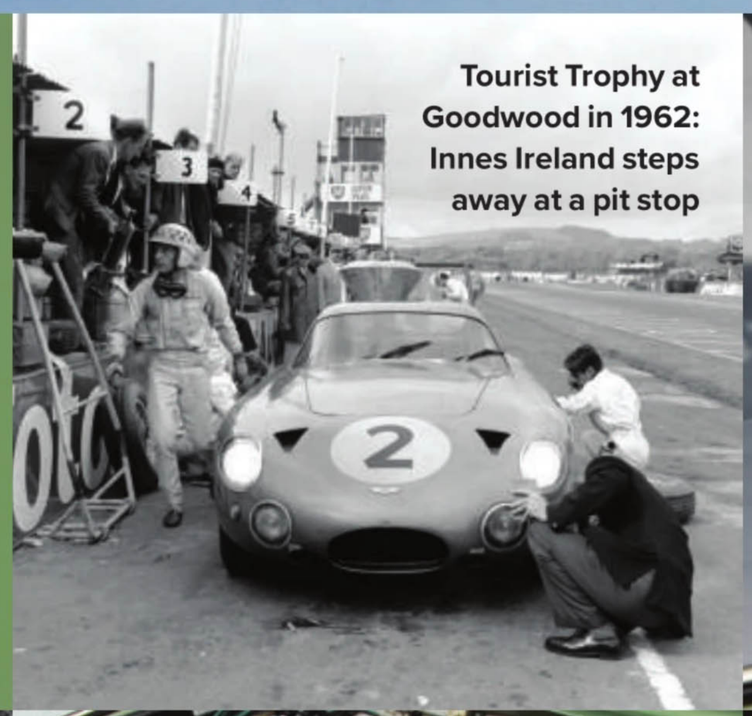
PROJEC

They are little more than a footnote in Aston Martin's illustrious racing history but, as **Andrew Frankel** reveals, these striking design prototypes could have become both the marque's greatest, and most beautiful, racers

PHOTOGRAPHY: JOHN COLLEY

The clean and considered lines of DP212 – the designation standing for Design Project – give the car a timeless appeal



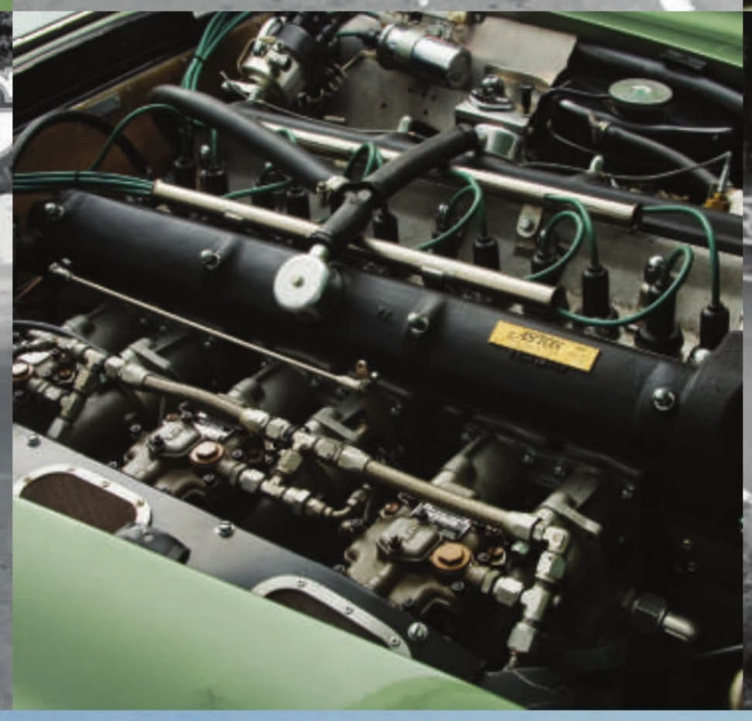


Tourist Trophy at Goodwood in 1962: Innes Ireland steps away at a pit stop





Graham Hill & Richie Ginther gave DP212 its Le Mans debut in 1962, and led outright





Bruce McLaren & Innes Ireland lead one of the 250 GTOs in their DP214 at Le Mans in 1963



Flying the flag for Aston Martin and Britain. Hill/Ireland's DP212 lines up second at Le Mans in 1962, ahead of Ferrari's almighty 250 GTO

Aston Martin has just launched perhaps the most evocative so called continuation model ever in the DB4 GT Zagato. The car is tested in these pages and offers a tantalising echo of its its illustrious forebears.

But for Aston aficionados of a certain vintage the most interesting - if lesser known - element of that original car is the role it played in perhaps the most intriguing tale ever to emerge from Aston's storied purple patch of motor racing.

It is a story that has its roots in Astons famous 1959 Le Mans victory, encompasses the great names from the era including Shelby, McLaren and Salvadori and ends with one the great 'what ifs' of racing. It is the story of Aston's Project Cars.

The genesis of these remarkable-looking cars is long and is covered in detail overleaf, but the essence of it is that the cars came about after pressure came from Aston Martin dealers around the world, which by 1962 were trying to sell a no longer remotely new DB4 with no racing programme to sprinkle star dust on the Aston Martin name.

John Wyer recalled the French distributor Marcel Blondeau in particular being very vocal about the need not just for Aston Martins to be at Le Mans, but a proper factory effort. And - perhaps against his better judgement - Wyer commissioned the construction of a single car as a toe-dipping exercise.

It never got a proper name, and became known only by its internal code: DP212. The DP stood for 'Design Project' and together with the three related cars that would follow, are now known as the 'Project Cars'.

Scarcely believable though it might seem today, Project 212 went from green light to starting flag at Le Mans in just over five months. Inevitably the job of designing it fell to Ted Cutting, who'd started work at Aston Martin in March 1949 on the car that would become the DB2. He'd worked on all subsequent racers of the 1950s and led the team that designed the DBR1. He recalled picking up the DP212 project in late January 1962, and the car running under its own power just a fortnight before the race.

> "Project 212 went from green light to Le Mans in just five months"

It was based on the DB4GT but differed in significant ways. And if you look at its specification it might seem like every assembly was hand-picked for the job: the rear suspension of the DB3S, the De Dion axle from a Lagonda Rapide, the front suspension from a Zagato, the gearbox and final drive of the DBR2 and so on. But the truth is in the timeframe they had, they had use what was already there, and its running gear owed as much to parts-bin convenience as component optimisation.

Besides, and at least from Wyer's point of view, DP212 was a purely experimental car. Its specification and one-off nature meant it would run as a prototype, and it went to Le Mans as, according to Wyer, "a reconnaissance as we'd been out of racing for two years." It would be driven by Graham Hill and Richie Ginther.

As the race started Hill was first away and led the opening lap with everyone else seemingly nowhere. Though I stand to be corrected, I think that was the last time



Part stroke of genius, part cobbled together, DP212 took Aston back to Le Mans after the factory backed out

an Aston Martin led Le Mans outright (although Tiff Needell did lead briefly in the Aston Martin-powered EMKA Group C car in 1985). Wyer was optimistic but the car was underdeveloped: it was aerodynamically suspect and its engine, with a 96mm rather than a 93mm bore to expand its capacity from 3.7 litres to 4 litres, holed a piston after six hours and went out.

Even so it had done enough to justify a more serious attempt in 1963, one that required the construction of three similar looking cars, two to run as GT class entries, and one as a prototype.

And here we see Aston Martin taking a leaf out of its old rival's book. Plenty of eyebrows were raised when the Maranello firm's 250 GTO was accepted as a modified version of the SWB and therefore an eligible GT car. With that precedent set, it allowed not only the lightweight Jaguar E-type to race in the GT category, but also the Shelby Daytona Cobra, the car that would in time quite thoroughly cook the GTO's goose. But perhaps the car that sailed closest to the regulatory wind was the following Aston Martin Project 214.

The irony was that the prototype DP212 really was, in Wyer's words, "a cut and shut DB4", while the DP214 that was to run as a production car was nothing of the sort. It didn't even have the hefty DB4 chassis, but a new lightweight box-section frame Wyer knew and would later admit that it was 'strictly illegal'. His bet was simply that the scrutineers wouldn't notice, in which regard he was proven to be entirely correct.

> "Wyer gambled the officials wouldn't notice the 'strictly illegal' chassis"

They didn't notice either that the engine had miraculously reversed itself over 200mm towards the centre of the car and was mounted somewhat lower in the chassis. The suspension was modified, too. The only mistake made was to specify 5.5in wheel rims in the homologation papers when shortly thereafter Dunlop produced a new tyre size that required a 6.5in rim and would provide vastly more grip.

However, the French either didn't notice or didn't care about the tyres, and for once the Astons were ready on time. At the Le Mans test day in April they were the fastest GTs and third and sixth fastest overall. In qualifying for the race they easily outpaced the opposition, GTOs included. With Innes Ireland sharing with Bruce McLaren in one 214 and Jo Schlesser with Bill Kimberley in the other, the stage was set.

However, that stage then promptly collapsed under their feet: while Wyer adjudged the cars as 'perfectly capable of winning the race' both were put out by a





Jim Clark in action at Goodwood in John Ogier's 2 VEV, one of the most famous Aston images of all time

The origins of the Project Cars

It may have won Le Mans, but 1959 also marked Aston's withdrawal from the top flight, allowing independent teams to flourish before the factory came up with an idea...

Few enthusiasts could have missed 2019 being the 60th anniversary of Aston Martin's famous victory at Le Mans: the moment Aston briefly ruled the sports car world. Yet 1959 didn't mark the start of something big, but the end. Team manager John Wyer had spent 10 years trying to win Le Mans and now his cars had conquered La Sarthe and bagged the World Sports Car Championship along the way.

But it had been a ruinously expensive process involving too many false dawns. Also, Aston Martin at last had its hands full making road cars: precisely the new DB4, with its Tadek Marek straight six.

All hands were required to keep up with demand, so much so that even when one half of its Le Mans-winning team – Carroll Shelby – came to Aston with an idea to put a Ford V8 in the DB3S, Wyer declined. It denied the prospect of the Aston Martin Cobra. Aston's works team stopped racing.

But people still wanted to race Astons and the company was happy to take customer money in exchange for GT cars for the likes of John Ogier's Essex Racing Team. Aston would even provide a degree of works support. At first the weapon of choice was the DB4 GT. Stirling Moss won with it in prototype form at Silverstone in May 1959 but said himself it was not a very significant race. It raced alongside the DBR1s at Le Mans that year, but ran with a 3-litre version of the Marek engine (unrelated to the 3-litre in the DBR1), which blew up.

The production DB4 GT was unveiled that autumn and with a lightened, triple Weber version of the 3.7-litre motor and big brakes, it both looked and sounded the part.



Stirling Moss at the wheel of a '60 DB4 GT at Goodwood

And as a privateer GT racer it was successful enough, even if the engine never had the 302bhp claimed (267bhp is more likely) leaving it short on the legs of Ferrari's rival 250 SWB. Its best result came in the 1960 Goodwood Tourist Trophy where Salvadori and Ireland came second and third in Ogier's cars, lapped by Moss in Rob Walker's SWB.

A year later the DB4 GT Zagato arrived, Ercole Spada's bodywork being lighter and allegedly more slippery. High-compression pistons helped a claimed power output of 314bhp which was probably closer to 285bhp. Yet despite those looks and the best efforts of Salvadori and Ireland, and even Jim Clark, it was again best of the rest behind Ferrari. Ogier's cars were 1 VEV and 2 VEV, which became among the most famous racers of the era. But neither beat the Ferraris,



Le Mans '62 wasn't a happy hunting ground for the cars, with Hill/Ginther retiring

not even 2 VEV after it had been written off by Lucien Bianchi at Spa in 1962 and 'reborn' as a new 'DP209' lightweight. Both retired at Le Mans in '61 while Moss again won the TT in the 250 SWB, lapping Salvadori and Clark.

In 1962 the game changed, Ferrari persuading the authorities to homologate the 250GTO as a GT car. And if the Zagato had been outgunned by the SWB, it stood no hope against the GTO.

Aston was under pressure to produce a proper racing car that went far further than either the DB4GT or Zagato and take the fight to Maranello. Enter the Project Cars...

A ‘cut and shut’ DB4 perhaps, but the DP212 made a big impression at Le Mans, below






Roy Salvadori takes victory at Monza in 1963, upsetting Ferrari on its home turf

“Without the wider tyres, the Aston's handling became evil”

batch of duff pistons that were cast when they really should have been forged.

The other Project Car in the race fared even worse. This was DP215, by far the most radical of all despite its similar appearance. Boasting independent rear suspension and the transaxle gearbox from the DBR1 that not even Wyer could hope to conceal from the authorities, it was a pure prototype and with Phil Hill and Lucien Bianchi lined up as drivers it qualified a stunning fourth behind three Ferrari prototypes. But the gearbox had always struggled to cope with 3-litre DBR1 power so, as Wyer said, “why we thought it was going to do any better with a 4-litre engine I don’t know.” It barely lasted two hours.

The 214s were out again in the Goodwood TT where in practice Ireland had little trouble matching the GTOs' pace. But the scrutineers refused to let them race on the fat Dunlops they’d used at Le Mans as only the thinner rims were specified on the homologation papers, and without the additional rubber their handling became evil. McLaren bent a valve trying to control his, while Ireland made it to the finish in seventh place, and only after several spins.

But there was to be a last laugh, a race Wyer would describe many years later as “the most exciting with which I have ever been concerned”.

This was the Coppa Inter-Europa, a three-hour support race for the 1963 Italian Grand Prix in which the 214s of Salvadori and Bianchi were up against no fewer than six GTOs, on Ferrari’s home turf at Monza.

It turned into a straight race between Salvadori and the GTO of Mike Parkes. The last half of the race was so close Salvadori feared the crowd would suspect they were taking it in turns to lead past the pits. He had their support too, the locals preferring what they had been told was an Italian



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Jaguar XK 120 Aluminium (RHD)

This rare example, being the 25th of only 58 RHD Aluminium XK120 Roadsters, was built in 1949 and immediately used in competition. Fitted with upgraded features from new by the factory that were essential and crucial to the car's notable success in the world famous Johore Grand Prix in 1950 and 1951. Unlike most period competition 120s, that usually feature a steel body, this is a rare example being the 25th of only 58 RHD Aluminium XK120 Roadsters built. The car was restored in the 1990s and has since covered limited miles. **£POA**





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1963 Shelby 289 Cobra 'Dragonsnake'

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driver in a British car as opposed to a British driver (Parkes) in an Italian car, at least until the error was corrected and Salvadori was correctly identified as British…

The Aston 214 had better aerodynamics and so was quicker at high speed, but the Ferrari had better traction and acceleration out of slower corners. For nearly 90 minutes they traded places, the Aston overtaking on the long straights, whereupon the Ferrari would tuck into its slipstream and out-accelerate the Aston away from the next corner. Salvadori feared the race lost because the Ferrari would always be able to exit the Parabolica quicker and win the race to the line, but two laps from the end a backmarker put Parkes off line, the tow was broken and Salvadori was away. At absolutely the last time of asking, a Project Aston Martin finally won a major international sports car race.

But that was that. There had been talk of fitting a Tadek Marek V8 engine into DP215, but at the end of 1963 Wyer was asked by Ford to head up the GT40 project. After a 13-year slog, latterly as general manager and no fan of lengthy meetings with Trades Union leaders, he jumped at the chance. It would be over 25 years before Aston produced another works racing car.

Three of the four Project Cars exist today. DP212 – pictured on these pages – went on to have a second life in historic racing; Simon Hadfield winning the Goodwood TT Celebration in it in the rain in 2013. DP215 was sold by RM Sothebys in 2018 for over $21 million, while the DP214 that won in Italy and was driven by Ireland at the TT and Schlesser at Le Mans is in a private UK collection. Its owner has retired it, unwilling to compromise its originality to make it competitive.

Tragically the second DP214 was destroyed during practice for the 1964 Nürburgring 1000km, killing its driver Brian Hetreed. While a car claiming its identity would surface in the early 1990s, the claim did not withstand scrutiny: the truth is that the wreck was broken up after the accident. As with many Aston racers, the Project Cars tried to make up in ambition what they lacked in budget, development and luck. But they never realised their full potential and exist today more as tantalising glimpses of what might have been rather than the Ferrari-slayers they at times so nearly were.

Our thanks to Wolfgang Friedrichs and Aston Engineering, Derby



A stable of thoroughbreds

Gordon Cruickshank charts the extraordinary journey of the man behind the Essex Racing Stable, who went from chicken farmer to running the likes of Clark and Salvadori



The Essex Racing Stable crew attend the DB4 GT Zagato of Jack Fairman/ Bernard Consten at Le Mans in 1961

Carroll Shelby wasn't the only chicken farmer in racing. If John Lionel Eardley Ogier didn't become as famous as the dungaree-clad Texan, he was at least responsible for some classic racing photographs – Jim Clark with a Zagato Aston on its door handles, for example.

Ogier served in WWII, gaining a Military Medal while a tanks officer, before getting involved in poultry where he joined national councils and wrote a textbook on the new intensive 'broiler industry' as well as running his home farm in Essex and another at Buxted, Sussex. In 1955 he took his XK120 racing. Success led to links with John Tojeiro, first buying a Jaguar-engined 'Toj' and in 1957 becoming a partner in Tojeiro. "John always told me that there was more money if it was needed, but I never liked to ask him for it," Tojeiro told *Motor Sport* in 1985.

As the Buxted Chicken Co expanded (1961 output was 500,000 birds), Ogier's own racing dried up, the last being a brave entry on the 1958 Tour de France in a DB Panhard. But in 1960 he turned entrant, founding Essex Racing Stable with an emblem bearing the three scimitars (actually Saxon seaxes) of the county flag. With

Still racing, and winning, at Goodwood: DP212 has been victorious in the TT Celebration race



decent coffers to plumb, he bought a couple of Cooper F2 cars and then the Aston Martins which carried the Essex name.

After the DBR4 Formula 1 dead-end Aston had officially retired from racing, but Essex picked up the pieces and ran as a quasi-works outfit, with the two famous VEV Zagatos, three DB4GTs and a DBR1 in the stable. And it was a stable – at least at first – attached to Ogier's home. In this era of freelance drivers Ogier was able to call on the best: Roy Salvadori drove the DBR1 at Le Mans where it and both Zagatos broke, and in the 1961 Goodwood TT he fielded Salvadori and Clark in the Zagatos and Innes Ireland in a 4GT. They finished line-astern to take the team prize – behind the SWB Ferraris of Moss and Parkes. Which is where they'd stay. Even with that factory assistance the Zagatos – barely lighter than the 4GT – would rarely harass the SWB, let alone the GTOs which topped the '62 TT. Even Clark struggled in that event; fresh from yet another tyre change he was caught out by cold rubber at Madgwick and spun, collecting race leader John Surtees' GTO (which once Chris Kerrison's SWB joined the pile must be the most valuable crash ever).



That was 2 VEV's second smash, as Lucien Bianchi had already totalled it at Spa; luckily the thorough Ogier had insured his cars so was able to fund effectively a new, lighter Zagato which took on the identity of 2 VEV.

In the Essex DBR1, in contrast, Clark led the first half of the 1961 Nürburgring 1000km, until with Bruce McLaren at the wheel the engine again cried enough. A year on it held out to come fourth with McLaren and Tony Maggs. In fact the only race the team won outright was the GT support to the '61 British GP when no Ferraris started, but by the time Ogier closed his stable in late 1962 he had at least kept the Aston wings aloft, feeding into the Project cars to come.


Ogier (above) also ran a DBR1/300 in 1961 Le Mans

A serial entrepreneur, Ogier then became a backer and director with John Whitmore of the Ogle industrial design firm, reforming it into Ogle Design and taking the chairmanship after Ogle was killed in a car crash. Apart from the Ogle Mini and Raleigh Chopper, its most famous work is the Reliant GT and GTE, which grew from a 1962 one-off rebodied Daimler SP250 called the SX250 – after Essex. John Ogier died in a car accident in 1977, aged 56.

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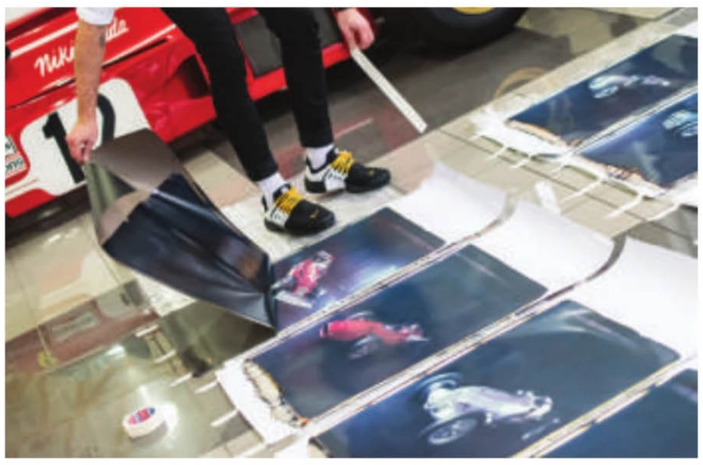
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ZAGATO RETURNS

Aston Martin now has a handy line of continuation cars, but perhaps none has been as eagerly awaited as the track-only DB4 GT Zagato, which **Andrew Frankel** went to drive

A dozen years ago I drove a recreation of DP214 at Goodwood. The car belonged to Wolfgang Friedrichs, who then as now is completely straightforward about its identity. He also owns the very real DP212, and racing the 214 allows him to preserve his original Project Car for really special events, like the TT Celebration race.

I recall, and my notes confirm, a hardcore racing car, stiffly suspended with heavy controls which rewarded smooth driving with decent lap times, but which was not overly tolerant of the more casual approach, particularly on corner entry. It was a truly fabulous thing to drive, but entertaining in a very grown up and quite serious way.

Which is one more thing it doesn't share with the DB4 GT Zagato. This is one of 19 recreation cars created by Aston Martin Works and only available for sale when paired with a brand new DBS Zagato, with a £6 million price tag for the brace. And insofar as it's a DB4 GT Zagato built by Aston Martin, it deserves to be thought of as a 'real' car rather than 'just' a replica.

But it's not quite the same as the original. For a start it's far better built: early 1960s Astons were always quite approximate in construction and none more so than the Zagatos, no two of which were exactly alike. In fact if you spend time poring over pictures of them in period, you may be rather surprised by how startlingly dissimilar so many of them actually are.

The 2019 Zagatos will be identical, save where personal preferences - some may not want carbon-fibre seats for instance - vary the script. They're all built from the same digitised template to a standard far beyond that possible, or even desirable, back in the 1960s.

Mechanically, however, they are essentially the same, save one fairly massive difference: the 'new' Zagatos have 4.7-litre engines, a full litre bigger than those fitted to the originals. Aston Martin says you could have a 3.7 if you really wanted, but no-one has asked. There are many reasons behind the increase is size, more power being only the most obvious.

In fact the engine is nothing like as powerful as it could be, the alloy twin-cam straight six producing about 380bhp.



"You'd be surprised about how dissimilar original Zagatos are"







As many details as possible have been retained, and even enhanced, by Aston



Unlike the original, this uses a 4.7-litre engine, a full litre larger than the first cars



Only 19 DB4 GT Zagato continuations will be built. Above, Frankel in action



Consider that an iron pushrod Ford V8 of the same size and not dissimilar vintage can now make 470bhp in a GT40 and you'll see what I mean. But Aston Martin didn't just want power, it wanted a decent spread of torque and long-term reliability, too.

It's an enormously fun thing to hoof about, even within the limited confines of Silverstone's Stowe circuit. You have to forget its value - and this is the prototype I'm driving - because if you thought what it might be worth, you'd never drive it the way it demands to be driven. Which is sideways, pretty much everywhere.

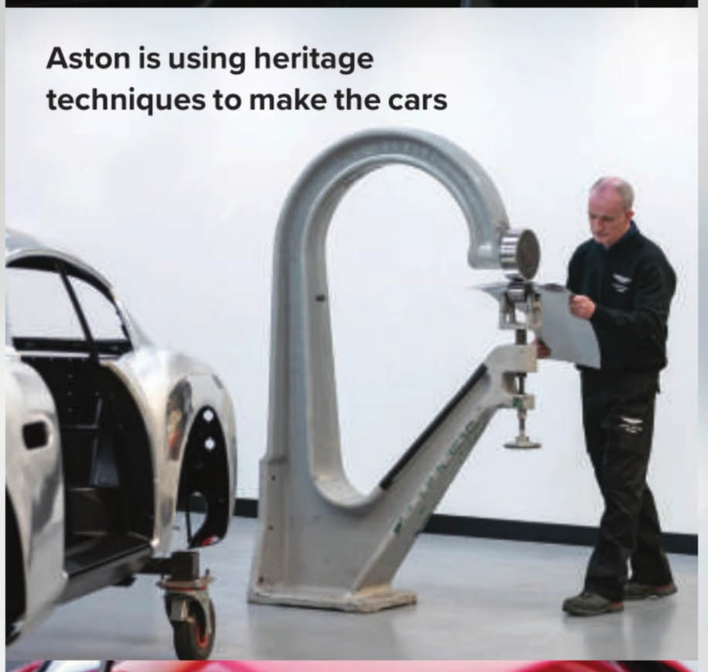
It's now a gloriously overpowered car, its ability to gain speed out of all proportion to its capacity for losing it again via the limited media of skinny Dunlop discs and crossply tyres. The engine is not a shrieker like a Ferrari V12, but howls up to its redline, accompanied by a very welcome scream of its straight-cut gears, changes being forced through from the shoulder.

Turn in conventionally and it doesn't understand. It understeers quite a lot and feels heavy and slow. But be over ambitious with your entry speed, send it in on trailing throttle trusting the ensuring slide to scrub the excess speed and you're at once in four-wheel drifting heaven. Even now it's not as precise as a GTO, but once you've wound off all of one lock and wound on enough of the other and got your foot hard back on the throttle... well, your greatest chance of crashing is by laughing yourself straight off the circuit.

I hope those who drove these cars in period realised how much fun they were having, and I hope also that made up at least in part for the fact that the DB4GT was very rarely the quickest thing on the international stage, Zagato or not.

What I find most remarkable about it and those it raced against is that it manages to drive exactly as it appears, a trait it shares with both the GTO and Shelby Daytona Cobra. The Ferrari is a delicate, precision instrument, the Cobra a far blunter weapon requiring as much brute force as fingertip control. The Zagato exists somewhere in between, just as its looks suggests: it is beautiful, but so too is there a hint of animal about it. If you're going to tame it, you're going to have to wrestle with it a bit, too. Which, to me at least, is exactly how an old Aston Martin racer should be.





Aston is using heritage techniques to make the cars



"It's beautiful, but so too is there a hint of animal about it"



Poetry in motion: whether you agree with continuation cars or not, the Zagato is stunning

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FERRARI'S NEW NUMBER 1?

MAN ON A WIRE

Charles Leclerc has been one of the stand-out stars of the F1 season, but being Ferrari's de-facto number one is a balancing act he tells **Mark Hughes**

FERRARI'S NEW NUMBER 1?

"I don't know," answers Charles Leclerc to the question of whether he is a tiger or tactician, a Villeneuve or a Prost as an earlier generation might have termed it. "As soon as I'm in the car I have that killer instinct, yes. I don't want to finish second or third, fourth or fifth; those places don't matter. I think it's a strength but it can also be a weakness. Some of the mistakes I've done this year are part of this mentality because I gave it all in moments that I could have just taken less. Not everyone will like me, but it's the way I am. This mentality has some positive aspects but can hurt in some other moments. I need to control it. With experience it will come."

Which is his 2019 season in a nutshell, a thrilling swoops and dives campaign in just his second year in F1, ecstasy and agony as Ferrari's youngest-ever grand prix winner, often the eye in the storm of controversy as he's delivered a performance that has out-shaded that of quadruple champion team-mate Sebastian Vettel.

One of the highlights of that season was his rescuing of a massive oversteer moment on his final Q3 lap in Singapore, as he turned the Ferrari into Anderson Bridge. It looked like the prelude to disaster yet he somehow scooped it up like a bike racer having a high-sider, but without the loss of momentum. Still he pressed on, to what would become the ultimate white-knuckle pole lap of the year. There were seven of them in total - two more than anyone else - but that was by far the most dramatic.

That's been his 2019; sometimes flying by the seat of his pants as he stretches himself against the world's best while still learning F1, but sometimes beating them regardless. Even ignoring the inconsistencies of the Ferrari SF90, his form has been variable as he fills up those empty data banks, but you sense he's in absolutely his natural place fighting at the front of F1, even at such a young age. He was 21 when he made the breakthrough to victory in Spa. He followed it up seven days later with another - at Monza, of all places.

In that Italian victory was seen the other component of Leclerc - other than his raw speed - that makes him such a captivating performer: steel. Behind the shy smiling charm, there is an assassin of a driver. Tough enough to fight his own corner in the team to grab an advantage over Vettel in qualifying. A 21-year-old kid who was then sufficiently immune to the subsequent censure from the heavy-hitting management of F1's highest-profile team to go out and deliver a flawless victory drive, happy to make wheel-to-wheel contact with an attacking Lewis Hamilton to preserve his place. When informed of the subsequent black/white warning flag, his innocent, "What for?" response fooled no-one. But this is exactly how we'd expect anyone with the right stuff to have reacted to someone trying to steal such a momentous achievement from him. This is what raw, competitive desire looks like up close.

Would Hamilton have fought the Roggia Chicane moment out with Leclerc in the same way - i e by driving partially off the track in avoidance - had he not still been chasing the championship? "No," Hamilton replied. "I'd have stayed where I was and we'd have crashed." But then Leclerc almost certainly had Hamilton's situation figured as he made the split-second judgement call. He's arrived in his natural place, fighting Hamilton - or anyone else - on equal terms, no quarter given.

> "Deep down, I thought we had the edge on Mercedes this season"

Even as he received the news last year that he was being promoted from the Ferrari satellite team Alfa to the Scuderia, he seemed far from overwhelmed. "Yes," he answered in whether he could fight for the world title immediately. "If they have the car good enough, why not? I know I still have much to learn, but yes, absolutely."

There is no self-doubt within him. "My target this year was to improve as a driver, but arriving at the first race I think we all felt we had a shot at the title... We were trying to convince ourselves that we didn't have the edge that it had looked in testing. But deep down inside I thought we had an edge over Mercedes. It was a surprise to be behind them, and by quite a bit, at the first race. So it's been a good season; my first wins, the most poles. On the one hand I'm happy to take it but you always want more."

Two weeks after that difficult season-opener, he got to within 11 laps of a dominant victory from pole in Bahrain - until a short circuit intervened. Two snapshots from that weekend: with his car placed in its pole position slot, TV crews, cameramen, photographers surrounded him as he sat on the ground, leaning on the pitwall, totally calm as team members stressed at the difficulty of getting near him. The fuss was going on all around, with him serene in his bubble, everything under control. The second snapshot: a few minutes later, a couple of laps into the race: after losing the start and falling to third, he'd quickly picked off Valtteri Bottas and had rushed up to the back of the race-leading car of Vettel. "Guys, I'm quicker," he called to the pitwall. Which was Vettel's whole existential problem condensed into one radio message. Leclerc was told to wait a few laps and await further instructions. Five corners later, he took matters into his own hands and breezed by, apparently on his way to a dominant win.

Such big moments, yet he plays them as just incidentals. Momentous is just how it looks from the outside. His recounting of such moments is matter-of-fact, without rancour or emotion. "It's quite difficult at the beginning when you're told that on the radio especially coming from the junior formulas where you have none of that; you're never asked to do anything for your team-mate - it's yourself and that's it. But it's also clear F1 is a team game. So I understood the team orders situation, which we had a few times this season. But in some situations like Bahrain I was right to not accept it because I had more information in the car than people had on the pit wall. But I think now we understand, Seb and myself - and it was clear after Sochi - that we need to stick to the team orders. This will be the case now." The Sochi reference relates to Vettel not giving Leclerc the lead back after covering off the Mercs into the first corner, as arranged beforehand. It's clear team orders should be followed, he says - now it's established that he, not Vettel, is the team's cutting edge. Tough words, sweetly spoken, he walks the tightrope even as he talks.

That steely core is founded upon his inner understanding of his true level, the knowledge that he need fear no-one, that all he has to do is learn the specifics of the job - of F1, of Ferrari - to fill in the missing pieces and if the car is good enough, there is nothing out of his grasp. He has within him the stuff of legend. In years to come, his performance in the 2017 Baku F2 race will seem like just another fable in a career

A scene of calm, despite sitting on his maiden pole position in Bahrain





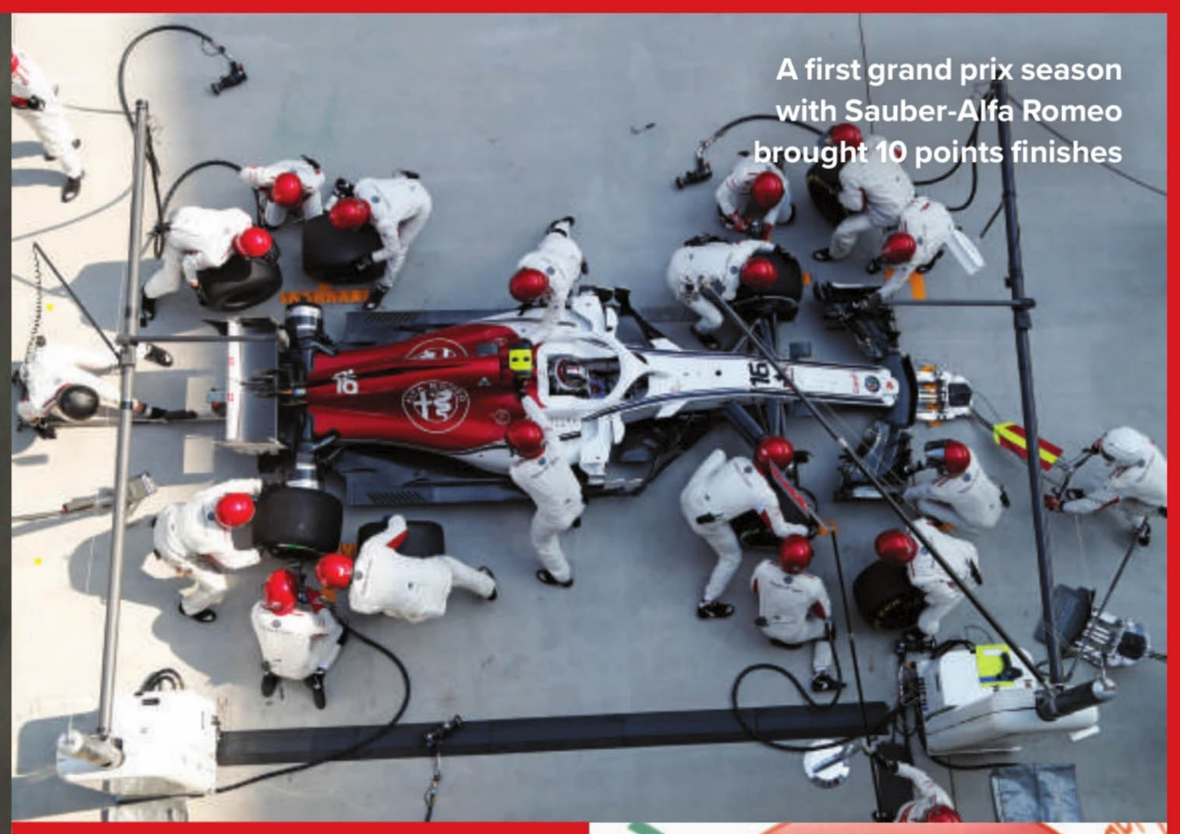
It's not all been plain-sailing; this crash in Baku qualifying was a hard lesson



Leclerc shone in Formula 2 in 2017, including taking an emotional Baku double

Seven pole positions and four fastest laps proved Leclerc's pace this season





A first grand prix season with Sauber-Alfa Romeo brought 10 points finishes



'All was forgiven' after spectacular Italian GP victory at Monza





Behind the relaxed facade is a driver with a real killer instinct



littered with them. Just a few days after the death of his father, he dominated the race from pole, immediately flew back to France for the funeral, then returned in time to win the top-eight reversed sprint race the following day. Of course he did, the story will go then - he was Charles Leclerc. Just like the legend will say 'of course he out-performed Vettel straight away'.

But it wasn't straight away. Over the first seven races, Vettel out-qualified him 6-1 and it was only in the subsequent part of the season that Leclerc's edge in raw speed was more consistently translated. "Yes, in the first five or six races I was just not driving well," he recounts. "I worked quite a lot on my qualifying pace, then the race pace - and I got better."

Drilling down a bit deeper into that initial phase, what was it that he felt he wasn't doing well? "Just knowledge and understanding, the things you need to get the best from yourself. It changes at each step as you go up the ladder. So initially this year, I was quite intimidated by how big Ferrari was and its historic standing, but I was trying to adapt myself to the car rather than pushing for the changes I felt I needed. But I started to get confident with the people and it helps you understand better what you want from the car. Last year when I came into F1 [with Sauber-Alfa Romeo] I didn't really know what I wanted from an F1 car, which has a lot more downforce. I was initially trying to drive it with too much oversteer, but at the speed it slides with such downforce, you have to accept a less responsive car. This year, with already an F1 season behind me, I had the idea more clear about that, but I wanted to adapt myself more to the car before asking for changes. I got a bit more confident than at the beginning of the season to ask what I wanted instead of trying to adapt. From that moment we made some good steps."

Anticipating how the car's behaviour would change during qualifying from Q1 through to the last laps of Q3 and setting it up accordingly was key to this, and where he learned from Vettel. Once that was achieved, his ability to be less affected than Vettel by rear-end instability made him more at home in the car.

But there were other lessons that were more brutal. Crashing out of Baku qualifying, having shown scintillating pace up to that point, was the most so.

"Yes, that was a tough lesson," he says. "Now I'm taking it more step by step from Q1 to Q3. I'm now giving it all in Q3 whereas before I was giving it all right from Q1. But Q1 and Q2 for us is not the most important."

The Azerbaijan track has a special resonance with him. As well as that double F2 victory in harrowing circumstances, it was also the venue at which, in his rookie year, he arguably showed his full potential for the first time in F1. His drive in the unfancied Sauber, running in the top six, hassling Kimi Räikkönen's Ferrari for a time and lapping up to 2sec faster than his team-mate, was probably what secured him the Ferrari seat. That was the event at which he learned he needed a calmer car than what he'd been trying to drive up to that point. This year, he learned he needed to be a calmer driver - up to the point in Q3 where he could unleash it all.

With those set-up and discipline lessons learned, he was accessing all his speed by the time of Austria, where he took a dramatic pole but lost out on victory a few laps from the end to his old nemesis Max Verstappen. The way Verstappen aggressively held him out to dry after passing down his inside, forcing him to either back down or make contact, put in place the final place of Leclerc's armoury. "After that I understood that was how we could race, and it was OK. Before that, my understanding of what would be allowed was different. No problem." As he showed in their thrilling dice one race later at Silverstone. They've been racing each other since kids - and look set to be thrilling F1 in wheel-to-wheel battles for years yet.

> "As a team, we need to be less aggressive with each other. We need a balance"

His racecraft, just like Verstappen's, is near-perfect. There's hardly ever a flustered moment where they put their car in the wrong place under pressure. Which has only added to the pressure he's piled onto older statesman, but still intensely competitive, Vettel. Two crashed Ferraris in Brazil was where that ultimately led. Leclerc's determination to dominate his senior team-mate has arguably at times compromised the team - as has Vettel's reaction to that. What began as niggly radio messages about who was holding who up, ramped up in Monza when Leclerc, having been towed by Vettel in the first Q3 runs, didn't reciprocate the favour - as pre-arranged - in the final runs.

There were extenuating circumstances, sure, but Mattia Binotto very much took Vettel's side and heavily censured his younger driver. When Leclerc drove that perfect victory from pole the next day, Binotto said, "All is forgiven." It was difficult not to think a new hierarchy had been established. Earlier in the year, when asked of Vettel's nominal team-leader status, Leclerc had cleverly said: "I think there should be priority, yes. At the moment it's him, but it's up to me to prove my performance to change that situation."

The incidents since - the team orders controversy in Russia, the Brazil collision - have been about Vettel fighting back, but not prevailing...

"I don't know," says Leclerc to whether he has now done enough to be given priority. "This question should be asked to Mattia. On my side I'm very satisfied with how my season has gone. I've grown a lot; there's still a lot to learn, obviously. But I'm satisfied with what I've shown. I hope to grow still as much as I did in this season.

"I still think it's a team sport, especially when you are fighting against another very strong team; you need to have the two cars available to help each other. On the other hand there are certain situations where the driver needs to be a little bit aggressive. Brazil was very unfortunate, because the touch was extremely small but had a big drama. But as a team we should probably try to be a bit less aggressive with each other. You need to find the right balance."

But that balance is a tightrope - between personal ambition and being part of a team. That's where the fault line always is at times of maximum stress, and Leclerc's performance has applied that stress virtually every time out. It's tough situation for Binotto to manage.

"Mattia looks very calm. He is, but he also knows how to be hard in the difficult moments like after Sochi for example, or Singapore. There are many examples. Whenever he says something he strongly feels it. I believe it has been respected after he's asked for something."

Leclerc's walking that tightrope even in his answers. Just as he will always do in the car. The tightrope walker is set to have the crowd thrilled and gasping plenty more.



The votes are in and the winners are...

You voted in your thousands for the latest intake to our prestigious Hall of Fame, and those ballots have been counted and ratified and your voices have been heard. These are the latest sporting legends to be inducted into *Motor Sport*'s league of the all-time greats

FORMULA ONE



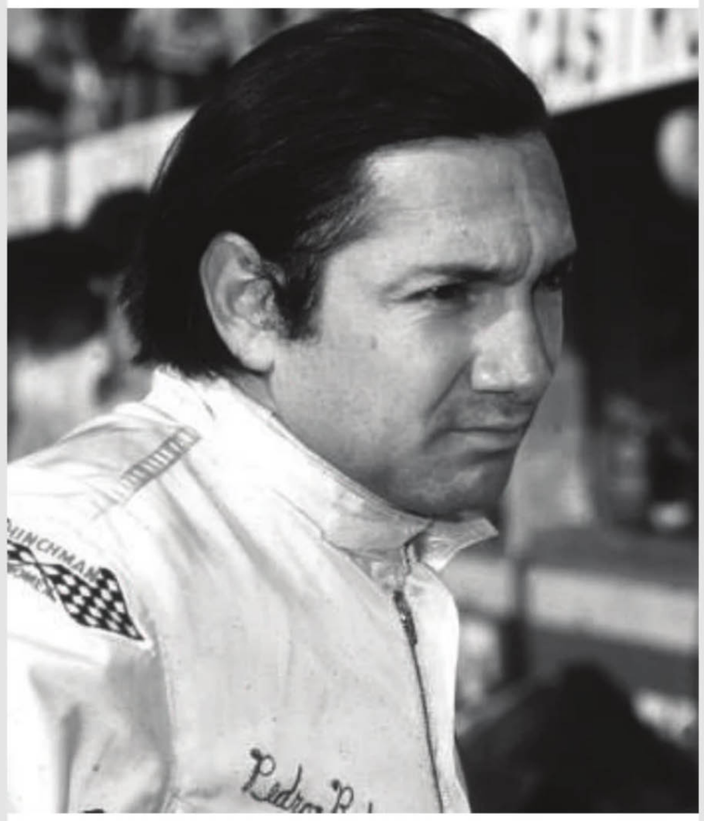
Gilles Villeneuve

When the nominees for this year's Hall of Fame were announced, there was considerable surprise that Gilles Villeneuve was on the list of Formula 1 nominees. Not, of course, because there were questions over his merit, but that he was not already among the elite.

That has now been rectified, with the charismatic Canadian predictably topping the F1 voting by a clear margin, 41 years after winning the first of six grands prix in his tragically short career.

Ronnie Peterson was the runner-up in this category, followed by Fernando Alonso, who will surely be a shoo-in next time if he succeeds in winning the Indy 500 to claim motor racing's triple crown. Villeneuve becomes the 13th Ferrari driver to be inducted into the Hall of Fame, making it the most decorated team.

SPORTS CARS



Pedro Rodríguez

Voting was close in the sports car category: understandably so, given that nominees included Norbert Singer, who had a hand in 16 Le Mans victories, as well as Emanuele Pirro and Olivier Gendebien, with nine Le Mans 24 Hours victories between them.

But it was Pedro Rodríguez who pipped Vic Elford in the voting; his extraordinary record encompassing sports car victories at Le Mans, Daytona, Watkins Glen and Monza. A national motorcycle champion in his teens, the Mexican switched to cars and teamed with younger brother Ricardo for endurance events. Pedro briefly retired from racing following the death of his brother, but returned to make his F1 debut in 1963. Four years later he won his first grand prix in South Africa, then took his second and final victory in Belgium in 1970.

INSPIRATION AWARD



John Cooper

Rodríguez's victory in South Africa would be the last for the F1 team co-founded by John Cooper, who also enters the Hall of Fame this year by becoming the overwhelming winner in the Inspiration category.

Cooper gained more than twice the number of votes as any of his co-nominees, which included Ken Miles, whose cause was boosted by the *Le Mans '66* Hollywood blockbuster.

Cooper's T51 kick-started grand prix racing's rear-engined revolution, but he enters the Hall of Fame on the 60th anniversary of the car that brought his name to the wider public.

Developed with the aid of Roy Salvadori, the Mini Cooper swept to success in both racing and showrooms; the power of its name evident today in the latest incarnation of the hatchback.



Andy Cowell has led Mercedes-AMG High Performance Powertrains to Formula 1 dominance

Editor's choice award: Mercedes-AMG HPP

The grand prix team may enjoy the public side of Formula 1 success, but the staff at High Performance Powertrains in Brixworth make it happen

It was early 2014. The dawn of F1's hybrid era and the very first Mercedes power unit had just been signed off ahead of the first race. But during testing it spectacularly self-destructed.

"The whole gear drive exploded," says Andy Cowell, managing director of Mercedes High Performance Powertrains. "The crank gear came off and we were here for 24 hours trying to work out what to do for the next engine. We went to Melbourne not knowing how we were going to do."

It didn't take long to find out. Nico Rosberg won. With some understatement, Cowell adds: "Then we won lots of races."

Make that 89 wins and 4921 laps led (over two-thirds of the last five years). Mercedes took six constructors' championships and six drivers' titles. This year, Lewis Hamilton completed every lap of the season, ending with victory in a cloud of smoke in Abu Dhabi.

"It was a bit of a nerve-wracking last race because we'd got a clean slate up to that point," says Cowell. "There was a big cheer when Lewis crossed the line and then we watched him do the donuts. It had been mentioned in the briefing, so he knew what to do: just nail it."

It's some indication of why Mercedes-AMG HPP receives the 2019 *Motor Sport* Hall of Fame Editor's Choice Award. Designed to highlight lesser-known individuals and teams that have made an indelible mark on motor racing, it this year recognises more than 500 team members at Brixworth, Northants behind the dominant Mercedes engines.

In a podcast available on the *Motor Sport* website, Cowell reveals that the seeds of success were planted 12 years ago when the company – which began as Ilmor in 1983 – embraced the new KERS (Kinetic Energy Recovery System) technology, developing the hybrid system in-house.

"That decision back in 2007 is absolutely what helped us perform well in 2014 because KERS was sort of a practice for ERS," he says.

Even so, Mercedes' success was far from assured. In 2013, Cowell says, merely finishing races was a daunting prospect, let alone standing on the podium, with any of the four teams the firm supplied.

"Partway through 2013 we asked everybody to work more hours because we couldn't see how any of the cars would finish in Melbourne," says Cowell. "We painted this horrible image of all eight cars parked by the side of the track. Everybody dug deep with some amazing ingenuity to solve issues."

Cowell outlines the complexity of a modern F1 hybrid engine: "Two high-power, high-speed electric machines and two inverters go with that," he says. "A big battery pack to manage both of those, the control to look after not just the fuelling and the spark timing of the engine and the variable inlet, but also the scheduling of the MGU-K and the -H and variable inlet systems on the compressor. Managing all of that together was a significant challenge over 2013, but the people here love a challenge."

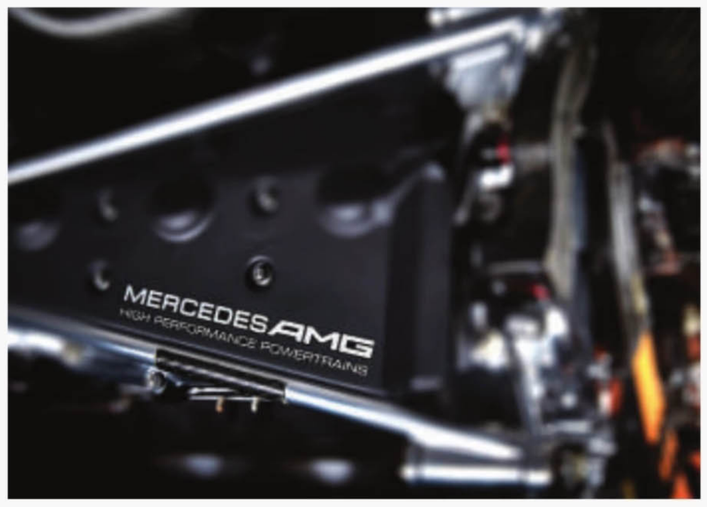
"There's no real magic, you just try things and learn from it"

Cowell insists that there's no secret to the success; just a team of dedicated engineers who work closely together to come up with ways of going faster.

"We have an attitude that every experiment teaches you something, so long as you get a conclusion," he says. "In all development, if it doesn't make the car quicker then you go the other way and invariably that direction makes it quicker. There's no real magic. You try things and you learn and then you move forward."

Success makes the Brixworth HQ a good place to be on a Monday morning. After each victory, staff don their green victory T-shirts and, at 11.30am, charge their glasses with champagne (just halfway) for a race debrief.

However, Ferrari's recent resurgence has made later debriefs more common. These happen when the team has lost. There are no green T-shirts, no champagne. And plenty of soul-searching.



The Mercedes V6 turbo is the most efficient F1 engine in history, and has outgunned its rivals

There's no stopping when it comes to engine development. Even Mercedes' famous 'party mode' has evolved and plays an increasing part during races.

"We have a qualifying mode, available for every important lap in qualifying, the start of the race and then some key points," says Cowell. "We have a regular race mode and we have race-plus. We have expanded race-plus such that we use the qualifying aspect at the start of the straight where it's most important. We have a race-save mode, which Lewis is exceptionally good at turning into as soon as he knows his race is in a stable position. Often he gives us a few heart attacks; we still think the race is on and he's turning it down."

Efficiency is improved, too. By 2017, the Mercedes engine converted more than half of the energy in the fuel it used into power, compared with 30 per cent for road cars and 29 per cent for a 2013 F1 V8. This F1 knowledge is being used to make lighter, lower-friction road engines and better hybrid systems. Mercedes also uses the electrical expertise for its new Formula E team.

Cowell admits that it's getting harder to make big leaps in performance with the V6, but Mercedes isn't short of ideas: "The gains are smaller but you end up looking in more areas, places you've not hunted in before, you do find reasonable-sized gains. Every time you're beaten, it hurts like hell... There's a huge amount of determination to win." O



Mercedes' stats are stunning since 2014, with 89 GP wins and almost 5000 laps led

Wartime Alliance

When BMW needed some rapid bodywork, it went to Italy – then plucked the plum Italian prize. **James Mills** tries the result



Prepare to win: Walter Bäumer, one of the winning drivers, leans on the Touring Coupé before the 1940 Mille Miglia

ALL IMAGES: BMW ARCHIVE, LAT

My right leg and foot are shaking from adrenalin. It's okay, I tell myself; the marshal at the start of the Goodwood hillclimb can't see. Nor can the 100,000 visitors who've come to watch man and machine do battle with the hill. Up come the marshal's fingers. Five, push the clutch; four, steady the revs; three, look down the road to the first right-hander just after the foot bridge; two, take a deep breath and remind myself not to bin it; one... go!

Up comes the clutch. Down goes the accelerator. The skinny tyres spin merrily and the BMW's straight-six engine is soon putt-putt-puttering as it bounces off its retro-fitted rev limiter, added as a result of the rev counter being somewhat slower-witted than the crankshaft.

Second gear comes and goes with a bob of the nose and a dip of the achingly beautiful tail. There's time for third gear, before a spot of braking for the next right-hand bend, opposite the Gurney Pavilion, and down to second gear. Damn! It's too low. Again, the engine runs out of revs, midway through the bend. Note to self for the next run: use third.

Molecomb has been on my mind ever since the collecting area, let alone as the 328 Coupé Touring settles down along the sort-of-straight, skipping past Goodwood



Roadster 328 shows influence on future Jaguar XK120

House and the Aston Martin DBR1 that appears to be exiting Gerry Judah's sculpture like a kid's Hot Wheels car firing out of a loop-the-loop.

We make it through without any drama. By now my nerves have subsided and thoughts have turned to how on earth the drivers that won the 1940 Mille Miglia, in the process well and truly putting BMW on the world's motor racing map, managed to carry so much speed in such a dainty little thing.

At the holding area at the top of the hill, I gingerly ease myself out of the cramped confines of the 328 Touring Coupé and cast my mind back to the race that BMW considers its most significant victory in motor sport - a victory that well and truly put the young car manufacturer on the map. The 1940 Mille Miglia played out like a story embellished by Hollywood's most imaginative script writers. The race had been reinstated after a year's ban, following



Even in wartime 1940, BMW's thorough preparations impressed all



BMW 328 roadsters would take 1-2-3 in class in the 1939 Le Mans 24 Hours



1940: uniforms begin to outnumber raincoats as crew prepares to start



an accident which killed 10 people, seven of them children, when a Lancia left the road. Meanwhile, fans were hearing rumours that Enzo Ferrari was entering his very first racing car - albeit one that couldn't bear his name - after parting ways with Alfa Romeo and ingeniously finding a way around 'non-compete' clauses in his former employer's contract.

War had broken out between Germany, Britain and France, following the previous winter's invasion of Poland. Mussolini hadn't yet joined Germany in war but for 1940 he lifted the ban on racing on public roads in built-up areas. France had banned its drivers from taking part but nonetheless two Delages were dispatched, with Italians in the driving seats.

Alfa Romeo is the odds-on favourite for the reconfigured and renamed race - the Gran Premio di Brescia - which is held over a triangular 104-mile course with Brescia,

"Few bet against Alfa, yet it was the Munich upstarts that won"

Mantua and Cremona at the corners. From Milan, four 6C 2500 Tipo 256 models are dispatched with orders to bring home the silverware. Few bet against them, given that the company counted 10 victories at the Mille Miglia to its name. Yet in the end it was the upstarts from Munich that won.

Reaching that point had been a long-held objective for BMW. The company had launched the 328 roadster in June 1936, at the Nürburgring - where else? - a matter of weeks ahead of the infamous Berlin Olympics. There it would take part in its first race, the International Eifel Race, and win its class in front of 250,000 spectators, setting the fastest overall lap in the process.

Winning on home soil was one thing, however. It would be quite another to take the spoils at international events. At least, that was the view of Harold John Aldington, founding partner of AFN, BMW's importer in Britain. Aldington had spotted the potential of the car's predecessor, the 319, and brokered a deal for BMW to ship cars over in right-hand-drive form as Frazer Nash-BMWs. After racing a 328 to victory in the Schleissheimer Dreiecksrennen, Aldington used his connections at BMW to persuade the powers that be to give the car a run outside Germany.

The victorious team parades through Munich after its return home

Smooth cabin profile of Touring's design was also seen on Alfas and Lancias



Drivers pose with both coupés in Brescia. Note the Kamm's heavier lines (front). Right: built in 28 days, the class-winning coupé averaged 84mph at Le Mans



"For 1940 the target was clear: win the Mille Miglia"

The light and agile 328 started to clean up in its class, taking wins wherever it appeared, including at the Tourist Trophy, Alpine Rally, RAC Rally, Le Mans and more.

For 1938 four 328 roadsters took part in the Mille Miglia, racing from Brescia to Rome and back, two entered by the factory and two by NSKK, Nazi Germany's National Socialist Motor Corps. To the surprise of the millions of Italians who came out to cheer a field mostly made up of home-grown entries, the little BMWs breezed it, taking a 1-2-3-4 in the 2-litre class and securing eighth overall against far more powerful machinery.

'*Gratuliere*!' proclaimed the top brass; 'Now we want to win the race outright.' The engineers knew that the drag of the 328 roadster's open body was a hurdle too far: a new coupé body was needed to make the car faster still. They knew as much because they had been experimenting with closed cockpits. Wunibald Kamm, an automotive engineer and aerodynamicist, conducted BMW's first wind-tunnel tests with a 328. It might have been exceptionally streamlined, but to drive it was something of a disaster. The car reportedly wandered about like it had knocked back six steins of Bavaria's strongest *Bockbier*.

More development was needed. But running out of time and under pressure from the NSKK, to which it was obliged to supply competitive cars for races including the 1939 Le Mans, BMW turned to Carrozzeria Touring. The Italian coachbuilder had no shortage of experience in the field of lightweight specials and was instructed to set to work on a 328 spaceframe chassis.

Within four weeks, the Touring Coupé was born. It was - and still is - beautiful. An exquisitely proportioned thing that you could quite happily spend all day admiring. It may not cut through the air as efficiently as the Kamm Coupé but it still did the job: at Le Mans it won its class and finished fifth overall. Over the 24 hours, its average speed was 84mph. This showed just how little weight the 2-litre naturally aspirated straight-six engine had to propel, with the car a modest 780kg, while the bodywork was as slippery as a fish.

That engine had been subject to much development during its competition life. Reinforced crankshafts now featured nine counterweights to eliminate the risk of bending. The control of larger valves was improved with a new cylinder head, and the engine was capable of spinning to 6000rpm and produced 136hp, compared with around 4500rpm and 80hp for the standard motor.

For 1940, the target was clear: win the Mille Miglia. The new 103-mile course was



The author steps shyly into the shoes of Mille Miglia winners von Hanstein, below left, and Bäumer, below



a triangular formation linking Brescia, Cremona and Mantua. With a new circuit came a new name, the First Gran Premio Brescia delle Mille Miglia.

Three roadsters started, tasked to make sure they got to the end so BMW could claim the manufacturers' cup. The Kamm Coupé and Touring Coupé also ran, and the hope was they could strike out for the lead.

The race started at 4am with cars leaving the line in one-minute intervals. The first BMW started off at 4.40am. By the end of the first lap, Fritz Huschke von Hanstein, in the Touring Coupé, was 90 seconds ahead of his closest pursuer. He never looked back.

In fact, so wired was von Hanstein that he had to be forcefully persuaded to hand over driving duties to his co-driver Walter Bäumer, as per the team's agreed strategy. The 328 Touring Coupé won the race outright, 15 minutes ahead of an Alfa Romeo 6C 2500 (Tipo 256), a feat that was as much an astonishment to Alfa as it was to the millions of Italians who heard the news on the wireless and read about it the next day in *La Gazzetta dello Sport*. After nearly nine hours of driving on public roads, its average speed was an eye-watering 104mph.

"So wired was von Hanstein that he had to be persuaded to hand over"



Roadside pause as the team makes its triumphant way home from Italy

Today, BMW views the 328 Touring Coupé as one of the most significant, if not *the* most significant, car in the brand's competition history. Little wonder. It opened the company's eyes to the potential influence of motor sport, both as a spectacle and as a way to develop world-class cars.

It isn't only because of its past pedigree that I was apprehensive about driving it; the car I am entrusted with at Goodwood is entirely original, unlike the Kamm Coupé, which is a replica commissioned by BMW in 2010, after the original Kamm went missing during the post-war period.

Back at the top of the Goodwood hill, I slide back into the 328 Touring Coupé's cockpit and can now feel the heat soaking upwards through the floor. The car's hand-crafted aluminium bodywork could, should you choose, be lifted away entirely allowing the 328 to be driven naked down the hill. Onlookers might imagine you had committed vandalism of the highest order but actually the construction was designed so that the car could be easily worked on. Carrozzeria Touring had even developed a second spaceframe that held the body to the chassis.

Within the cabin there is precious little space. Wearing a helmet - something not period-appropriate but nowadays obligatory - my head is canted over to the middle of the car. The slung hammock-like cord seats are dainty affairs, while crash protection is nowhere to be seen: that simply didn't exist on racing cars in those days.

Delicate-looking instruments with black-on-white graphics and hand-turned needles peer back at me. The speedometer (marked to 180kph) and rev counter (marked to 5000rpm) are inverted, while the odometer shows 15,366km. In this confined space, and set against the small instruments, the black three-spoke steering wheel seems almost overbearing.

A return down the hill allows me time to experiment with the brakes, get a better feel for the engine's torque and weave about to build my confidence in the steering, which has some initial slack to it before the nose responds.

When my second run up the hill comes around, there is no more trepidation. Sure enough, the 328 Touring Coupé leaves the line perfectly, and my mental note about the slow-witted rev counter means each gear change is timed to perfection. The second right-hand bend goes by much faster in third this time, and the tail does a little hop, skip and jump as the combined effect of body roll, full power and skinny tyres rears its head.

It isn't scary, though. The car remains stable, with just a slight slackening of the steering required rather than any dramatic correction, and it maintains its rasping and roaring dash toward Molecomb.

Through we go, then comes the flint wall, followed by the incline toward the finish line. The car keeps its momentum surprisingly well and feels entirely faithful from the driver's position, accurately telegraphing what's going on down below so that the driver can judge precisely how much he can get away with before the 328 relinquishes its hold of the road.

Now I'm a little closer to understanding exactly how this car managed an average speed of 104mph for nearly nine hours on public roads, in 1940. The drivers may not be with us any longer to share their secrets of driving in a partially resurrected Mille Miglia race - but thankfully BMW's 328 Touring Coupé is.

On display in the square – although this wartime version of the race was titled the Brescia Grand Prix of the Mille Miglia



Moment of victory, with an unexcited flag waver. An Alfa win had been expected

McLAREN SENNA GTR

THE ART O

F DRIVING

It costs £1.1m and is a race car you can't actually race, so what's the point? Well, as **Andrew Frankel** finds out, McLaren's Senna GTR can do one thing incredibly well

McLAREN SENNA GTR

THERE WAS ONE QUESTION above all I wanted answered the day I drove up to Snetterton to drive the McLaren Senna GTR. It costs £1.1 million before tax and cannot be raced. It is a seven-digit track day car. So why on earth would you not spend just one third of that money and buy a brand new McLaren 720S GT3, which I didn't imagine would be much slower but in which you could also actually compete?

Of course, part of the answer I knew already. Their markets are completely different, as different as between the Senna GTR and the superfast Radical you could buy for an even smaller fraction of the money. Ultimately, it's not about how fast you go, but *how* you go fast. And McLaren Senna customers are not Radical customers and vice-versa. Nor are they GT3 customers either. Or not usually.

The Senna GTR customer buys one because he, or she, can. They're on the list of McLaren's most valued customers, just 75 of whom will be offered the same opportunity. Many if not most of these cars will be mothballed so you'll either play with yours alongside like-minded individuals at McLaren track days around the world, or you'll run it yourself and know there's scarcely an event you can attend at which you will not be driving the fastest, most dramatic car in the field.

"But surely there has to be more to it than that?" I asked long-time McLaren development driver and racer Rob Bell. "I think you're going to be surprised... It's quicker than the GT3 car - *a lot* quicker," he said. "We estimate it'll lap 3-5 seconds faster than the GT3 and that, remember, with a tyre that's designed to last. If we put it on the same tyres as we use in GT3, the margin would be greater still."

I don't know why I was surprised. The Senna GTR engine is not obliged to breathe through restrictors, so the 814bhp output of its 4-litre twin-turbo motor is at least 25bhp higher than that of the GT3. At 1188kg it's lighter than the GT3, while its bodywork need not comply to any aero regulations, which is why it can develop 1000kg of downforce at 155mph. More power, less weight, more downforce: ergo you have a faster car.

Compared to the road-going Senna it really is a very different animal, far more removed than its predecessor - the P1 GTR - was to the stock P1.

This GTR is 34mm lower and 77mm wider at the front, 68mm wider at the back. The standard Senna comes with super-sophisticated suspension hydraulics that allows it to ride close to the ground on the track and at a relatively conventional height on the road. Relieved of the need to provide this facility, the Senna GTR instead uses conventional double wishbones, coil springs and anti-roll bars, complete with four-way adjustable dampers and solid bushes.



"It's a lot faster than a GT3 car, even when on tyres designed to last"

The bodywork and suspension are designed with two goals in mind. First, to produce as much mechanical and aerodynamic grip as possible, second to make sure the car remains aerodynamically stable in all conditions, but especially under heavy braking where the change in the car's pitch might otherwise seriously affect its balance. It comes with an aggressive front splitter with active aero blades, new front dive planes and vortex generators at the side.

But you're likely to notice only the enormous rear wing which makes even that of the road Senna look pretty modest by comparison. But its location is as important as its size: it has been thrust rearward, outside the envelope of the car where it would never be allowed on a street machine. Here it combines with the diffuser into what is effectively a single super-efficient aerodynamic element.

The cockpit is very simple indeed, and configured around the fact that a fully harnessed driver wearing gloves and driving a car capable of generating well over twice the force of gravity both through a corner and under braking needs the operation of the car to be as easy as possible. No stretching for some distant switch, because you can't stretch. No squinting to read an unclear display when the car is already trying to detach your retinas.

The steering wheel is effectively a couple of handles placed either side of a central control bank. Nothing you are likely to want to do while driving requires you to take a hand off the wheel. Usually you need to do no more than extend a digit. Via the wheel you can control the stability systems and the powertrain mapping. You can activate the car-to-pit radio, scroll through your information screens, activate the pit-lane speed limiter and launch control, flash another car and engage neutral. You can also operate the DRS system, which flattens the rear wing, but only when the car is ▶



Conditions may not have been ideal, but Frankel quickly found his feet in the GTR, once the tyres warmed up



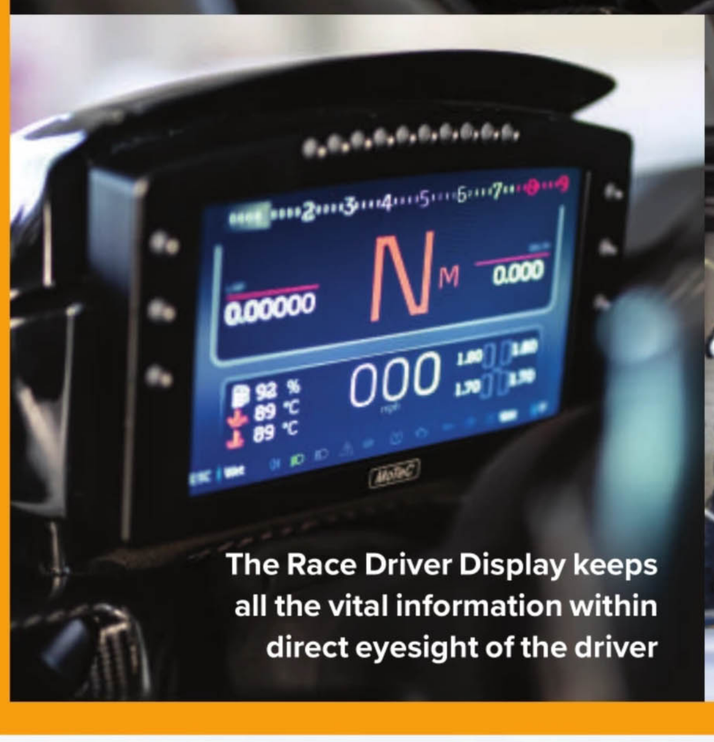


The Senna GTR can delight its owners at a variety of McLaren track days around the world

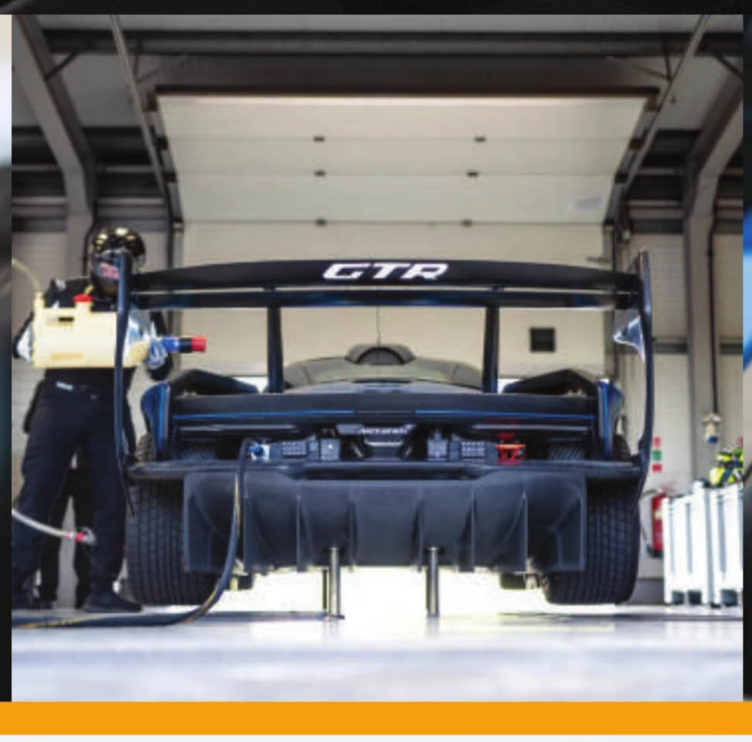




The sparse cabin may not scream big-money hypercar, but it's fully focused on the driver operation



The Race Driver Display keeps all the vital information within direct eyesight of the driver

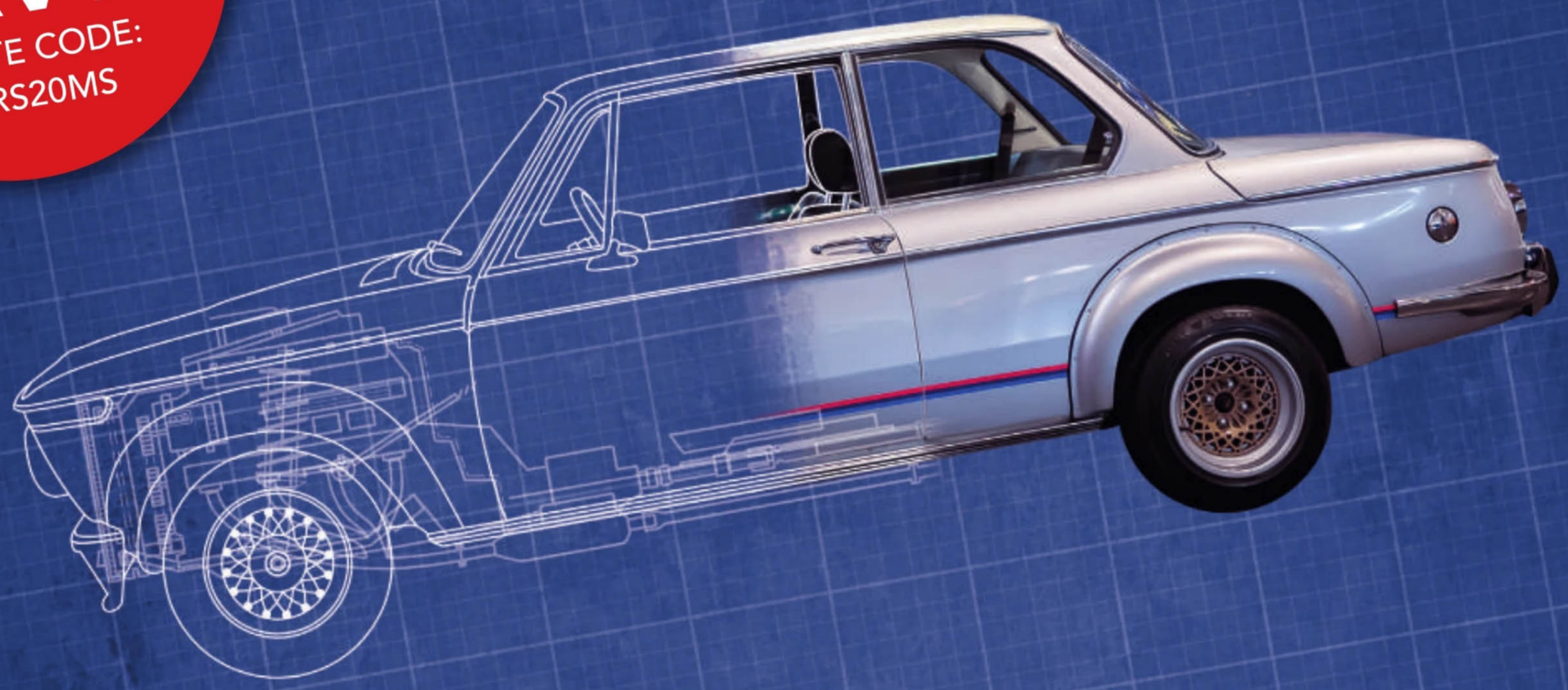




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travelling in a straight line and with maximum throttle, so you can't suddenly rob yourself of all your downforce by accidentally pressing the wrong button at 140mph mid corner. Which is handy.

Information is displayed on a high-definition screen in front of you, which is so clear I'd like to see them in sporting road cars. There is another display in the centre of the car which does the job of the rear-view mirror. It is also here that you can set the air conditioning – a feature very sensibly retained. If I can get sweaty driving it at a cold and damp Snetterton in November, imagine what it would be like in mid-summer at some of the world's more glamorous race track locations.

The GTR's voice is very loud – thanks largely to the removal of the car's second catalytic converter – but it's not at all nice. Instead it sounds raw, aggressive, intimidating. But at least it remains as easy to trundle out of the pits as any paddle-shift road car: no need to look foolish by stalling it in front of your peers. Like the fact the car is easy to access and exit, this stuff matters in a way that would not apply in a racing context.

Today, Snetterton's surface is evil. In some areas there is standing water, in others it's merely wet. Parts are probably better described as damp and as the laps accrue

> "I found myself learning the circuit mostly through the side windows"

there may even be fragments of a dry line emerging, but it can never be trusted. The only consistency is the fact that it's cold. So it's full-wet tyres for me, and I'll have to leave the cheek-rippling slick options for another day.

Having not been here for a while, the crew sent me out in a road Senna to refamiliarise myself with the track, which I found myself doing largely through the side windows. A car I had loved driving around a dry Estoril last year was busy turning Snett into a nightmare. Even in a straight line it would snap sideways unless you treated the throttle with balletic care and precision.

Which was hardly reassuring. But not for the first time, I found a track car to be far easier than its road-going equivalent. As with all racing cars, tyre heat is the key and the wets were as welcome for their super-soft construction as their chunky tread blocks. Any amount of heat provides more grip, which works the tyre harder,



The track-only trend

McLaren isn't the only one pumping out high-performance specials. Here are some rivals



BRABHAM BT62

The famous name returns with this hardcore 5.4-litre 700bhp V8 machine, which can be made both race and road-legal. It costs £1.2m.



ASTON MARTIN VULCAN AMR PRO

The standard Vulcan clearly wasn't enough, so Aston's racing arm made this 820bhp upgraded version costing nearly £2m.



FERRARI FXX-K EVO

Ferrari took its FXX-K range to a whole new level with the 1036bhp Evo. Stunning looks and a price tag you can't even ask about.

The secrets of the Senna

McLaren has brought in some trick tech to make the GTR



REAR WING
A Formula 1-inspired rear wing includes a drag reduction system (DRS) and provides a higher top speed as well as increased braking performance by virtue of the wing functioning as an air brake

TRANSMISSION
The Senna GTR uses a dual-clutch race transmission, decreasing time between gear shifts

WEIGHT SAVING
Windscreen and windows are polycarbonate in the pursuit of shaving off grams wherever possible

AERO
Changes to the body allow the Senna GTR to generate 1000kg of downforce – 200kg more than the road version. The track car can achieve the same level of downforce as the standard Senna at 15 per cent lower speed due to its updated aero package

WINGLETS
Ensure airflow is captured with aero blades in crucial areas of the car increases the braking performance

EXHAUST
While the road version had side exhausts, the GTR has a reworked rear system to pipe exhaust gases out as quickly as possible, reducing weight in the process. Power-to-weight is 684bhp per tonne.

ENGINE
The McLaren M840TR 4.0L twin-turbocharged V8 generates 590lb ft of torque. It produces 814bhp, 25bhp more than the road-going variant

CHASSIS
A carbon-fibre tub forms the basis of a lightweight chassis aimed at delivering immense handling and cornering capabilities

ELECTRONICS
Anti-collision radar system feeds the driver live information about the positioning of the car in relation to competitors when running wheel-to-wheel

SUSPENSION
Suspension has been heavily influenced by McLaren's motor racing concepts and gives the Senna GTR an extraordinary level of responsiveness and handling

SPECIFICATION

PRICE: £1,100,000 (before taxes)
POWER: 814bhp **TORQUE:** 590lb ft
ENGINE: 4.0-litre twin-turbo V8
GEARBOX: Double-clutch racing transmission
WEIGHT: 1188kg
POWER TO WEIGHT: 685bhp per tonne
VERDICT: A truly remarkable driver's toy





The GTR's road-going sister was deployed for the sighting laps, and proved more of a handful in the wet. Below: beauty of the multi-functional steering wheel





generating additional heat and therefore even more grip. It is a well known circle of virtue in racing terms.

So the most difficult part of driving the Senna GTR in such conditions was just getting some kind of temperature into the tyres, but when they get warm you can feel the grip coming every time you touch the throttle, brakes or turn the wheel.

And then the Senna GTR – this mad £1.1 million, 814bhp animal of a car – does something very strange. It becomes rather easy to drive. You have to block out the intimidation factors such as the noise, pulverising thrust and your memory of just how untamed this car looks, and focus on what it's actually doing.

It's providing you with a supremely stable platform, one that allows confidence to build, even in such conditions. It may not look it, but when it is like this, the GTR is 10 times easier to drive than a conventional Senna. Briefly you wonder if it's trying to lure you into taking liberties, but even when you do and allow the back to start sliding around, the anticipated mugging never takes place. Sure, it slides quickly, but its actions are so linear and clearly signposted through the chassis you don't even need to recover it, you can just use the steering to check the slide and ride it out with the throttle.

> "You block out the intimidating bits; the noise and pulverising thrust"

And this is the point, and the real reason that wealthy clients might consider the Senna GTR worth every extra penny over a GT3 car. It is possible you could look silly in one, but I think you'd have to try pretty hard. By contrast you can look silly in a GT3 car at least twice – getting in and pulling away – even before you've reached the end of the pit lane and the track.

More importantly, a GT3 car is designed to deliver a lap time, and everything about it is focused on that aim. You have to drive them a certain way which requires a lot of skill and an aggressive approach: you brake as hard as the ABS will allow all the way into the apex, then trust the traction control as you nail the throttle to the exit. If you're anywhere between these states, balancing the car on part throttle, wheel gently writhing in your hands as you slide, you're losing time.

But there are no races to win in the Senna GTR, so the lap time doesn't matter. It's the driving that counts and even at this cold, wet, damp and not-quite-dry Snetterton, it provided epic entertainment from first to last, along with the sense that anyone with moderate driving skills could manage it. I can only imagine what it would be like on a hot dry surface. I hope one day I may find out. If I do, I'll let you know.

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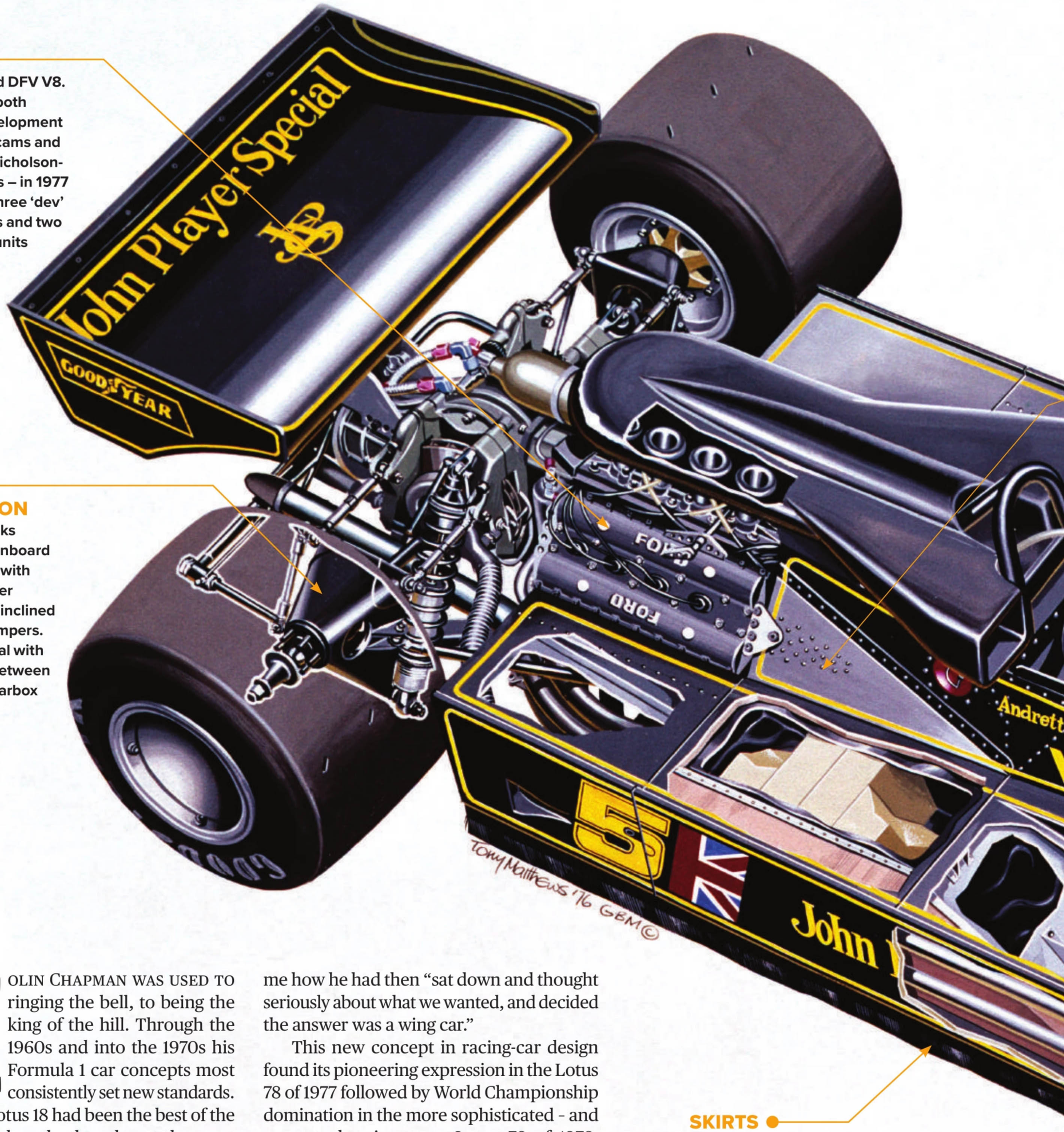
Chapman and the wing car

It started with a clean slate, and it revolutionised racing. **Doug Nye** dissects the Lotus 78 wing car



MOTORSPORT IMAGES

Colin Chapman checks lap times as chief engineer Nigel Bennett, behind, signals to Gunnar Nilsson



COLIN CHAPMAN WAS USED TO ringing the bell, to being the king of the hill. Through the 1960s and into the 1970s his Formula 1 car concepts most consistently set new standards. In 1960 his Lotus 18 had been the best of the rear-engined bunch, though not the most reliable. In 1962 his Lotus 25 established the modern monocoque-chassis single-seater theme. In 1967 the truncated chassis, DFV-engined Lotus 49 set new standards. And from the wedge-profile, four-wheel-drive, gas-turbine-engined Lotus 56 at Indy in 1968 came the door-stop Formula 1 Lotus 72 of the early 1970s.

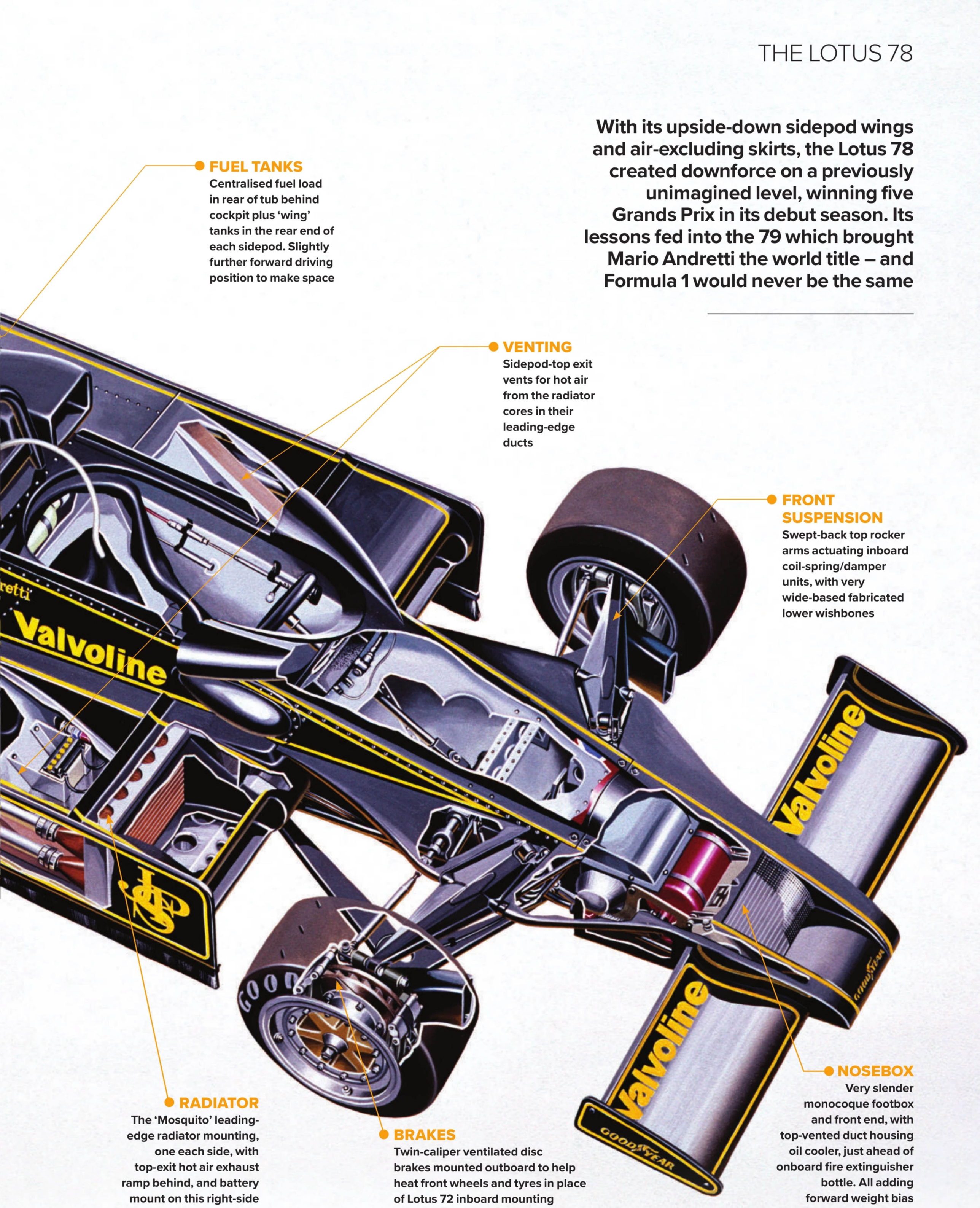
But through the summer of 1975, Team Lotus found itself in deep trouble. The potential of its long-outstanding Type 72s had been exhausted, not least due to divergent development of the latest generation of Goodyear tyres.

Three years later, sitting in his vast office at Ketteringham Hall, Colin Chapman told me how he had then "sat down and thought seriously about what we wanted, and decided the answer was a wing car."

This new concept in racing-car design found its pioneering expression in the Lotus 78 of 1977 followed by World Championship domination in the more sophisticated - and more truly wing car - Lotus 79 of 1978. Initially, Colin had compiled a detailed concept document setting out his requirements, which in August, 1975, he presented to his engineering director Tony Rudd, the former BRM chief engineer who had joined Group Lotus in 1969. He recalled: "In that famous 27-page brief not only did he suggest the way to go, but he also listed all the things he didn't know, and then he left it to an old has-been like me and to a bunch of new boys to tell him all the answers ...". Tony had not been closely involved with the Team until Colin put him in charge of long-range F1 R&D work at Ketteringham Hall, close by the Lotus factory site at Hethel, Norfolk.

His R&D unit was to operate ▶

With its upside-down sidepod wings and air-excluding skirts, the Lotus 78 created downforce on a previously unimagined level, winning five Grands Prix in its debut season. Its lessons fed into the 79 which brought Mario Andretti the world title – and Formula 1 would never be the same



FUEL TANKS
Centralised fuel load in rear of tub behind cockpit plus 'wing' tanks in the rear end of each sidepod. Slightly further forward driving position to make space

VENTING
Sidepod-top exit vents for hot air from the radiator cores in their leading-edge ducts

FRONT SUSPENSION
Swept-back top rocker arms actuating inboard coil-spring/damper units, with very wide-based fabricated lower wishbones

RADIATOR
The 'Mosquito' leading-edge radiator mounting, one each side, with top-exit hot air exhaust ramp behind, and battery mount on this right-side

BRAKES
Twin-caliper ventilated disc brakes mounted outboard to help heat front wheels and tyres in place of Lotus 72 inboard mounting

NOSEBOX
Very slender monocoque footbox and front end, with top-vented duct housing oil cooler, just ahead of onboard fire extinguisher bottle. All adding forward weight bias

independently of Team, free from everyday racing pressures. It had to provide Colin's answers and to test the feasibility of his ideas. Two early members were ex-Brabham designer Ralph Bellamy and boffin Peter Wright, ex-BRM. With Tony Rudd there in 1969, he had laid down advance plans for a wing car aimed at harnessing airflow around the body form to generate download independently of add-on wings...

However, Rudd's summary mid-season '69 dismissal from BRM meant he was snapped up by Chapman for Group Lotus, while Peter Wright had followed him there after a spell running racing body company Specialised Mouldings' wind tunnel. The 1969 wing car notion had been junked by BRM, but although Wright had eventually rejoined Rudd at Lotus to run its plastics research, his brilliant mind then addressed Colin's Formula 1 wing car questions.

The first BRM concept had used stub wings sprouting either side of the central monocoque to clean up aerodynamic turbulence between front and rear wheels and perhaps find some extra download. Robin Herd followed in his 1970 March 701 design, but airflow management was not applied to close off the underwing airstream from the diffuse airflow around the car.

Wright joined Rudd and Bellamy at 'Fawlty Towers', as Ketteringham Hall became known, and through the autumn of '75 this trio explored The Guv'nor's quest to harness the car's entire form to generate advantageous aerodynamic effect, instead of relying upon bolt-on wings at front and rear.

At that time, while every F1 designer had studied in varying depth the effect of airflow around the sides and over the top of his car, few – apart from Gordon Murray of Brabham and McLaren – had tackled proper management of airflow beneath it. Indeed, even these exceptions had tried to stop much air flowing under their cars at all.

Now the Lotus R&D group retained Charlie Prior, a first-class model and pattern maker from the Esprit team, to build quarter-scale model cars and aerodynamic devices for extensive wind tunnel testing by Wright at Imperial College, London. A wind tunnel there had a moving-belt floor which mimicked the track surface at speed beneath a car. Little such previous research had been done. Normally test models sat on a stationary surface, or were suspended in space – fine for aeronautical testing but with little relevance for land-borne vehicles.

Much attention was paid to radiator siting. Rudd recalled his Rolls-Royce aero-engine work, especially the radiator mounting of the De Havilland Mosquito – buried within ducts in the inner wings' leading edges, with air exiting from conveniently sited ducts further back on the wing. Would similar sidepods generate download when slung either side of a single-seat racing chassis?

A model mimic section was made and tested upside down in the wind tunnel to provide negative lift. Lift/drag ratio was the vital criterion – best possible lift/least possible drag. Tony Rudd fondly remembered the message he received from Imperial College that Christmas – "The Mosquito flies".

Mosquito-type ducted radiators and sidepod sections would be used to harness airflow beneath the pod underfloors – or underwings – to generate download. The low-pressure areas created by airflow acceleration would be protected from infilling on each side by a skirt system hung from each pod side panel down to the road surface.



"Mario Andretti enthused about the 78's 'boulevard ride'"

Once this overall format for what would become the Lotus Type 78 had been decided, Ralph Bellamy began to draw the car while Wright delved further into its aerodynamics. Mike Cooke set up and ran a test rig, simulating racing loads on every component as it was made. Unacceptable deflection brought immediate redesign until stiffness became adequate. The rig itself was rather crude, loading parts via cables passing over pulleys to concrete-filled oil drums, but it was invaluable in building structural reliability into the new car. It served to pinpoint some of the contemporary Lotus 77's deficiencies and helped that to competitiveness by the end of 1976, when Mario Andretti won the Japanese GP in his.

Once Bellamy had finalised his layouts, Martin Ogilvie detailed the new design's suspensions and other 'bits that moved', while Bellamy completed the chassis and they then combined on body design.

The prototype Lotus 78 – known in the curious sponsor-pleasing 'John Player Special' series as chassis 'JPS/15' – was first driven at Hethel by Ketteringham's shop foreman, Eddie Dennis. Although a new Lotus racing gearbox was under development, it was not used on this prototype car "to limit the unknowns" as Chapman put it.

Nigel Bennett, the former Firestone tyre engineer who had joined the team at the end of 1974, conducted onboard instrumentation tests using borrowed Goodyear equipment while Andretti and team-mate Gunnar Nilsson test drove. By the time Chapman decided to race the new car his R&D group had accumulated 2.2 miles of test-recording tape, completed over 150 individual investigations, 54 rig tests and 400 hours of wind tunnel time at Imperial College. But did the car work?

Testing indicated that it did, although aerodynamic values realised full size were 25-30 per cent less than predicted. On 21 December 1976 the new 'John Player Special Mark III', alias Lotus 78 – and actually the second car 'JPS-16' – made its public bow at a reception in London's Royal Garden Hotel. Andretti was there, enthusing about its "boulevard ride"; it certainly looked different.

Its centre monocoque fuselage was slim, like the preceding Type 77's, but with broad panniers each side between front and rear wheels. The tub encompassed a fully stressed tank section behind the driver's shoulders, while a structural scuttle panel enclosed his legs. The fuselage was light and stiff through liberal use of Cellite dural/aluminium honeycomb sandwich sheet.

Where first prototype 'JPS/15' had housed a 4-inch longer rear tub section, all subsequent 78s were built along 'JPS/16' lines, with a shorter tub and an engine oil tank integral with the bell-housing between engine and gearbox. Their wheelbase was 107 inches against the prototype's 110-inch.

But the new Lotus's magic lay within its side panniers, housing wing fuel tanks towards the rear, around the car's centre of gravity, with the water radiators ahead of them in their buried 'Mosquito' mounts,

SUTTON, MOTORSPORT IMAGES

Silverstone 1977: Andretti changes tyres during practice; note *Motor Sport*'s Jenks watching

Andretti and Chapman in discussion with aerodynamic expert Peter Wright

Guaranteed until 3pm – in other words, until race start!

Gearbox, rear suspension and wing bolt directly onto the load-bearing DFV engine


Very hands-on with tweaking the 78, Andretti checks wheel torque

"Through 1977 Andretti led more race laps than any other driver"

exhausting expended air upward through pannier-top vents. The ramp surface guiding this air up through the top vents was actually the upper face of the wing fuel tank. Beneath each pannier, the tank undersides curved upward to their trailing edges, terminating in line with the engine mounts to present to the airstream an inverted wing section.

Having generated an area of low pressure beneath these underwing sections, capable literally of sucking the car down onto the road surface, measures then had to be taken to prevent air infilling this depression from either side - the crucial step missed in the BRM wing car and March 701. Now Wright recommended that the 'tips' of these very long-chord, short-span pannier wings be closed off by Cellite endplates which extended virtually from front to rear wheel each side. Extending beneath the Cellite side plate was a bristle brush curtain, to prevent outside airflow flooding in to the low-pressure area.

The problem was to find an air-impervious material which could survive high-speed rubbing contact with the road surface. The brush was just a reasonable initial expedient but solid hingeing, then sliding skirts would follow. Conventional wings and fins provided trim and balance, but there was more...

Mounting the side radiators just behind the front suspension increased forward weight bias, enhanced by the nose-mounted oil cooler and far-forward driving position, due to the three fuel cells abreast behind the seat. They concentrated fuel load around the car's centre of gravity, achieving Chapman's requirement for "minimum change in handling and response as the fuel load lightens". Experience with the highly adjustable Type 77 had decided Colin "...that only three things mattered: how long it is, how wide it is, and where the weight is! We'd tried seven different rear suspension geometries and the drivers were hard pressed to notice a difference. But when we increased the front track by an inch they raved".

So the 78's front track was extended close to the regulation maximum, so it could stick out a paw as its driver turned in, when the longer lever arm would give extra 'bite'. Lotus 78 front-end grip was the greatest the drivers had ever known. That in turn allowed use of near zero-slip differentials to limit wheelspin. In a design with less front-end bite such a diff would merely have induced uncontrollable understeer. This move came partly at Mario Andretti's request. He also prompted addition of a USAC-style driver-adjustable rear anti-roll bar, plus a preferential fuel drainage system whereby the driver could choose the order and degree in which his three available fuel cells drained down, further tuning car balance as its fuel load diminished.

Mario simply had the experience and innate sensitivity to trim his car into optimum balance on the fuel changeover tap and anti-roll bar adjuster. He would work unceasingly to set-up his Lotus 78s to an unprecedented pitch. Mario tweaks adopted from USAC left-turn-only track racing included 'stagger' – the use of unequal-circumference tyres to give the car a directional bias under power and braking – and 'cross-weighting' – diagonal stiffness in the car adjusted on its spring platforms to achieve optimum traction in any circuit's most critical corners. He and Team Lotus painstakingly matched tyre sets.

In the team's Lotus 78s through 1977, Mario then led more World Championship race laps than any other driver. He won four Grands Prix - at Long Beach, Jarama, Dijon and Monza - and his team-mate Gunnar Nilsson a fifth, at Zolder. But a string of five engine failures and three other mechanical breakages kept Andretti, Team Lotus and the World Championship titles apart. Still the sweetest victory for the Italian-born American driver came at Monza where his 78 proved simply uncatchable.

While the improved Lotus 79 ground-effects car was introduced for 1978, the team retained 78s 'JPS/16' and 'JPS/17' - Mario winning in Buenos Aires and new team-mate Ronnie Peterson at Kyalami, before the 79s became available. They won in Belgium, Spain, France, Germany, Austria and Holland before Mario clinched his World Championship title in the Italian GP - and Ronnie Peterson was killed after being barged into a trackside barrier in the spare Lotus 78 - 'JPS/17' - which was destroyed. And that, for me, was one of the saddest days of my enthusiast life...

But overall the drivers of the Lotus 78s loved its secure feel in corners, the confidence that they could blind round their opposition often on an outside line with some adhesion to spare. Above all, the 78 excelled on turn-in bite into corners and traction out of them. The wing-car aerodynamics worked and Team Lotus's place on top of the Formula 1 pile had been reconfirmed. O



Drivers loved the 78's eager turn-in bite and its immense traction out of corners

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Steely determination and supreme skill: Niki Lauda in his Ferrari 312T during the 1975 German GP at the Nürburgring

Niki Lauda

22/2/49 - 20/5/19 **/ World champion in 1975, '77 & '84**

Regarded by some as a pay-driver of limited potential when he first appeared in F1, he disproved that premise with some stirring drives for BRM in 1973. Enzo Ferrari was quick to notice – and Lauda's arrival at Maranello helped drag the team from one of its periodic slumps. The headlines are ever monopolised by his extraordinary recovery from the fiery Nürburgring accident that almost claimed his life in 1976, but the bottom line is this: Lauda was a fast, versatile and technically astute racer, genuinely one of the all-time greats.

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FOR those we have LOST

Amongst the highs of the season, some of the sport's leading lights were extinguished. Many enjoyed a lifetime of service to the sport, and others were taken tragically too soon. At the start of a new year, we pause to reflect on those who departed in 2019



Tommy Sopwith

15/11/32 - 4/5/19 / **Prominent 1950s racer**

Probably most famous for tying with Jack Sears in the inaugural British Saloon Car Championship in 1958... and then losing a shootout at Brands Hatch, when they went head-to-head in Riley 1.5s. He had a distinguished career in sports cars, before switching to saloons (having persuaded his family it was a safer option). He stepped away at the end of '58, but raced offshore powerboats.



Jean-Paul Driot

7/9/50 - 3/8/19 / **Founder of serial title winner DAMS**

Part of the syndicate that launched the GDBA FIA F3000 team in 1987, Driot was a successful oil trader. He set up his own venture for 1989, working initially with René Arnoux, and their DAMS team won the F3000 title with Erik Comas in 1990 – the first of many in F3000, GP2, F2, Formula Renault 3.5 and, running as e.dams, Formula E. DAMS was F2's top team in 2019.

THE SPORT'S LOST STARS



Keith Schellenberg

13/3/29 - 28/10-19 / **Vintage racer**

'Larger than life' is a cliché much overused, but it fits Schellenberg perfectly. An Olympic sportsman, in bobsleigh and luge, he owned the Hebridean Isle of Eigg for a time – a controversial landlord, in the eyes of existing residents – and raced a wide variety of cars, including ERA, C-type Jaguar, Ford Mustang and Barnato-Hassan Bentley Special.



Ferdinand Piëch

17/4/37 - 25/8/19 / **Engineer**

Once voted "car executive of the century" Piëch is credited with saving VW and Audi in the 1980s and '90s. But it was as a sports car engineer that he made his name, working on the air-cooled flat-six of the then-new Porsche 911 and developing the 917. Born into car royalty (his uncle was Ferry Porsche), Piëch was as ruthless as he was brilliant.



Natalie Goodwin

13/5/40 - 20/8/19 / **1960s F3 campaigner**

Her hopes of becoming a concert pianist having been ruined when she lost the tip of a finger in an accident involving a door, Goodwin was drawn to racing following a visit to Silverstone in the early 1960s. She began competing successfully in club events at the wheel of a Lotus 7 and, from 1965-69, was part of the European Formula 3 band.

Charlie Whiting

12/8/52-14/3/19

FIA F1 race director

Poacher turned gamekeeper, Whiting worked with older brother – and successful saloon racer – Nick before moving on to Formula 1 with Hesketh. He joined Brabham following Hesketh's closure and was chief mechanic to Nelson Piquet during each of his world championship-winning seasons, 1981 & '83. After Bernie Ecclestone sold Brabham, Whiting switched to an administrative role in 1988. A hugely popular figure within the F1 community, he died in his sleep on the eve of the season-opening Australian GP.



Anthoine Hubert celebrates during the Monaco FIA Formula 2 round in May 2019

Anthoine Hubert

22/9/96-31/8/19

Rising Formula 2 star

Part of motor racing's francophone new wave, along with Charles Leclerc, Esteban Ocon and Pierre Gasly, Hubert's abilities had started to become fully apparent over the past couple of seasons. After winning the GP3 title in 2018, he joined the Renault Sport Academy at the start of 2019 and had scored two wins in his maiden FIA F2 campaign. He was sadly killed while racing at Spa, in a violent accident that left Ecuadorian-American Juan Manuel Correa with serious leg injuries from which he continues to recuperate.

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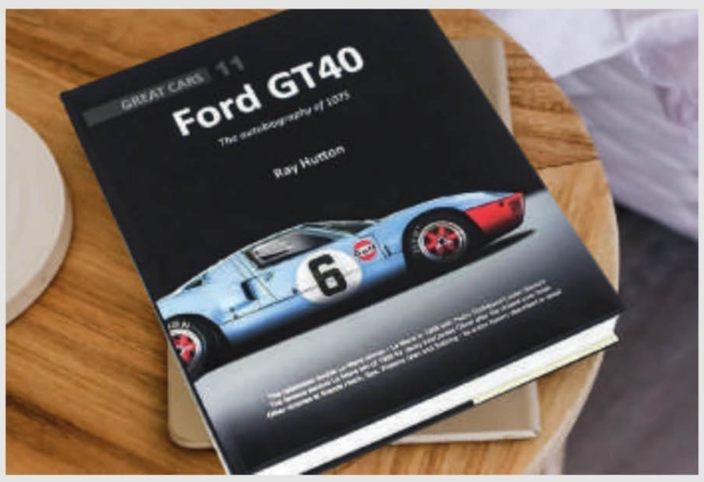


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Aside from being a talented driver himself, Russell (above) inspired many others through his racing school

Jim Russell

28/5/20 - 30/3/19

Racing school pioneer

Already 32 when his interest in the sport was piqued by a visit to his local track, Snetterton, Russell became one of 500cc F3's leading lights during the 1950s. He won three consecutive BRSCC championship titles from 1955-57 and made his F1 debut in the 1957 Glover Trophy at Goodwood, finishing fifth. Sidelined by a serious accident at Le Mans in 1959, he returned to racing in '61. After winning a major Formula Junior race at Silverstone, aged 41, he retired from driving to focus on the racing school he'd opened a few years earlier.



Andrew Cowan

13/12/36 - 15/10/19 **/ Rally star & team boss**

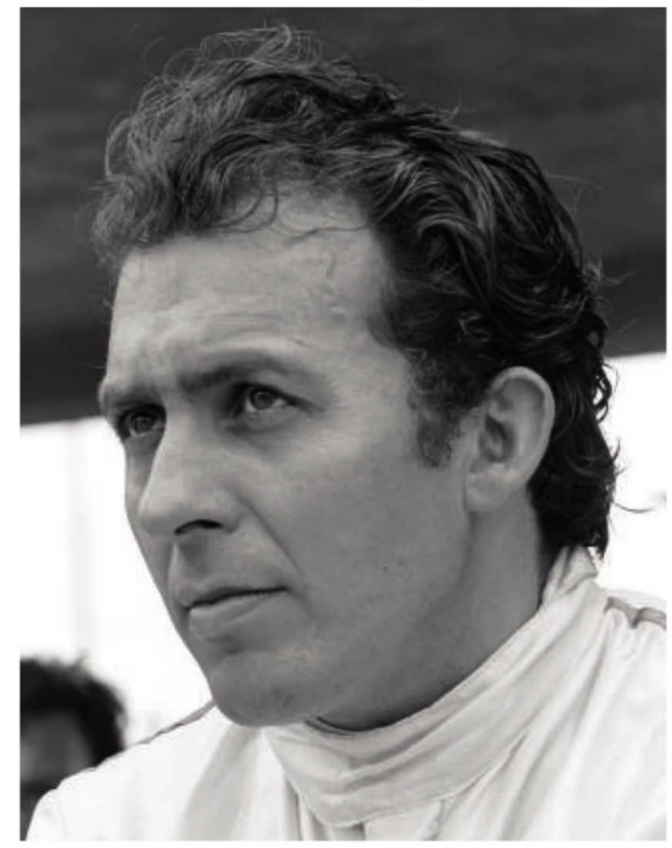
Born into a farming family in the Scottish Borders, and a close friend of Jim Clark, he entered his mum's Sunbeam Rapier in the 1960 RAC Rally... and did well enough to persuade his father to buy him one of his own. He won the Scottish Rally in 1962 and '63 and the 1968 London-Sydney Marathon, before running Mitsubishi's WRC effort.



Dr Robert Hubbard

8/6/43 - 5/2/19 **/ Inventor of HANS**

The HANS (head and neck support) device was developed by Hubbard – 'Dr Bob' – in partnership with IMSA racer Jim Downing. The death of their friend Patrick Jacquemart at Mid-Ohio in 1981 inspired the search to provide drivers with greater protection against basal skull fractures. It became mandatory in Formula 1 from 2003.



Hubert Hahne

28/3/45 - 24/4/19 **/ Saloon & GP star**

Author of the first sub-10min lap of the Nordschleife in a saloon car, Hahne was class champion in the 1966 European Touring Car Challenge – during which he won the Spa 24 Hours, sharing a BMW 2000 Ti with Jacky Ickx. The German was also an ace in F2 and entered his home grand prix five times, finishing ninth overall in 1966.

GETTY, SUTTON, HEALEY J SEELEY



Robin Herd

23/3/39 - 4/6/19 / Engineer, designer, March co-founder

Herd turned down an offer to play cricket for Worcestershire to pursue engineering. He joined Bruce McLaren's evolving team in 1965 and four years later became one of the five co-founders of March, which would grow into one of the biggest customer car makers. His first F1 March, the 701, was created in three months and won in its second GP, courtesy of Jackie Stewart in Spain.



Russell Brookes

16/8/45 - 30/10/19 / British rally champion in 1977 & '85

Synonymous with one of the great periods in UK rallying, when the world's best competed regularly on British events, Brookes proved a star. Apart from two national titles, his CV includes wins on the Circuit of Ireland, Manx, Ulster, Welsh and Scottish rallies, as well as three top-three finishes on the RAC. He also took a Vauxhall Chevette to sixth place in the 1982 1000 Lakes.

Alan Rollinson

15/5/43 - 2/6/19 / F3 & F5000 race winner

Successful in Formula Junior, he failed to qualify when he entered the 1965 British GP and subsequently returned to the nursery slopes to rebuild his career. Winner of the top Grovewood Award (a cash prize for promising young drivers) after a successful F3 campaign in '67, he was second to Emerson Fittipaldi in the Lombank F3 series two years later and contested a couple of non-championship F1 races, but never started a world championship GP. Retired from mainstream racing in '73, after a few productive seasons in F5000.



Norman Dewis

3/8/20 - 8/6/19

Jaguar test driver 1952-1985

Although forever associated with Jaguar, Dewis worked initially for Humber, Armstrong-Siddeley and, after the war, Lea-Francis, where he and colleague Peter North-Coates built up a 500cc F3 racer – the DNC – in their spare time. He moved to Jaguar in 1952, played a key part as chief test driver in the development of the C-, D- and E-types and remained with the firm for the balance of his working life, before continuing in an ambassadorial role. He'd hoped to drive a Jaguar at 100mph on his 100th birthday, but it wasn't quite to be.

Dewis at the wheel of an XK120 in 1952 in Jabbeke, Belgium, a year before he broke the speed record for a production car there

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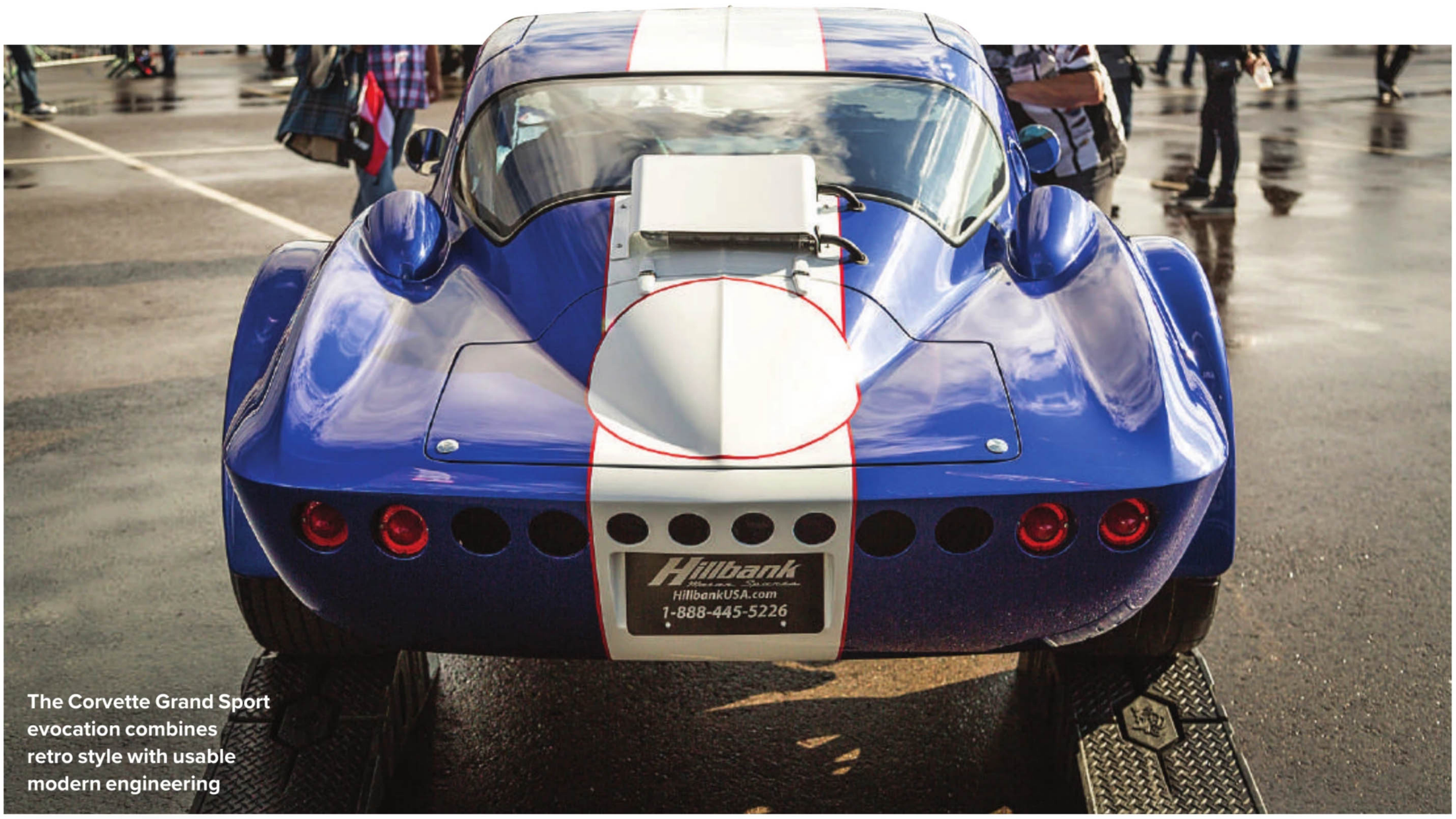
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The Corvette Grand Sport evocation combines retro style with usable modern engineering

'Vetted and approved

Superformance has more than just Cobras and GT40s on offer. The Corvette Grand Sport is worth a look, says **Simon de Burton**

IF YOU'VE SEEN *LE MANS '66* (OR *FORD v Ferrari* as it's called in the US) you'll probably know that the Ford GT40s and Shelby Cobras used in the movie were not original cars but exact replicas – which is hardly surprising, since the GT40 that won the actual race (chassis P/1046) is probably worth something approaching the entire production budget.

The reason the film cars were so accurate is that they were built by Hi-Tech automotive in South Africa, the engineering arm of the Superformance brand that is both sanctioned by GT40 trademark holder Safir to make new versions of the model and also the only company licenced to build genuine continuation Cobras and Daytona coupés with Shelby chassis numbers.

Sussex-based Le Mans Coupés is the sole Superformance agent in the UK and offers the full range of cars. It was founded in 2003 by Nigel Hulme, who is well known in historic racing circles for his appearances in a Lola T70 and, in particular, the celebrated Le Mans Cobra '39 PH'.

Hulme set-up Le Mans Coupés after getting behind the wheel of a Superformance MK3 during a Shelby convention in Carolina, beginning by importing the Daytona Cobra and then expanding the offering to include the Superformance MKIII and the GT40P/2000 series continuation GT40.



All cars have a range of engine choices, and benefit from that stunning side-exit pipe soundtrack





To date, Le Mans Coupés has delivered 50 GT40s and currently has three further orders on the books - and is now hoping to attract buyers for one of Superformance's less high-profile models, the Corvette Grand Sport pictured here.

In 1962, Corvette designer Zora Arkus-Duntov set about building a series of lightweight racing cars based on the C-2 Stingray as a potential response to the success being enjoyed by the Shelby Cobras. Made from thinner glass fibre and with a stiffer chassis and more powerful engine, the car had serious potential - but GM bosses quashed the plan after just five prototypes had been built, well short of the required 125 needed to meet the rules of GT class homologation.

Orders went out to scrap the five cars, but surprisingly they survived and enjoyed a measure of success in the hands of various drivers, included a few stars such as Roger Penske, AJ Foyt and Jim Hall.

The five are now preserved in museums and private collections, so the Superformance model is as close as most of us are ever likely to get to being able to own one.

The irony is, however, that these Superformance recreations are almost certainly better then the real thing - and they are also road-legal.

Buyers may choose from a range of GM engine options (the originals had power outputs in the range of 360-550bhp) while bodies are constructed from specially made, lightweight glass-fibre panels on a tubular chassis rolling on knock-off racing wheels. Interiors closely replicate those of the 1960s cars, complete with wood-rimmed steering wheel and 'Muncie' style gear shifter - and, of course, every car comes with its own, glorious side-pipe sound track.

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1956 BUICK ROADMASTER €53,950 A hardtop coupé complete with a 5.3-litre V8. One of only 12,490 built and reported to be in very good condition. *rdclassics.com*



1972 CORVETTE STINGRAY £29,995 A 350 V8 auto that was the beneficiary of a body-off full chassis restoration and new Ontario Orange paintwork. *retroclassiccar.com*

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Spice SE89P - Chevrolet.

Built for Jim Miller to race in IMSA GTP Series in 1989, this car was a regular podium finisher in period, and was predominantly driven by Jim Miller and Wayne Taylor. More recently in Europe this car won the 2019 Group C Championship with 5 race wins and multiple podiums. Complete with good spares package and ready to race.

Please call for more information.

Spice SE89C - Ford Cosworth.

Built in 1989 and run by Spice Engineering for Wayne Taylor and Thorkild Thyrring in the World Endurance Championship, including Le Mans 24hr, this is a great car for Group C Racing / Le Mans Classic. The car includes recently refreshed engine and spares package to run the car. A competitive car.

Please call for more information.





Argo JM19C Ford Cosworth DFR.

Built for Group C2 racing, and delivered to Martin Schanke, this car competed in the World Endurance Championship in 1988. Winner of Group C C2 Championship in 2017 this car has a good spares package and the Tony Goddard built engine has only 3 races since rebuild. Ideal for Peter Auto.

Please call for more information.



A regular sight on race tracks during the 2000s, but less so on the road. The Saleen S7 could do 220mph

AUCTION HERO

American pioneer

Considered to be the USA's first true modern supercar, this Saleen S7 will stir some interest, says **Simon de Burton**

THERE'S LITTLE DOUBT THAT modern is the new classic, a fact evinced by the forthcoming sale of a line-up of contemporary supercars amassed by American collector and speed freak Scott Thomas, whose enviable hoard of 200mph-plus flying machines is set to be among the highlights of this latest Barrett Jackson blockbuster in Scottsdale.

Cars from the Thomas motorhouse that are set to cross the block include a 2019 McLaren Senna, a 2015 McLaren 650S Le Mans edition and a 2016 McLaren 650S sprint racer that was especially built by the factory.

Thomas is not, however, purely an Anglophile when it comes to supercar buying – his collection also includes plenty of home-grown machinery, such as the first 2015 Ford GT to be sold, the first 2013-model Dodge Viper GTS and, most significantly, one of the 78 Saleen S7s to have been produced between 2000 and 2009.



Dubbed America's first true supercar, the S7 is not only the hero of the *Forza Motorsport* computer game series, it's also a giant-killing hero in real life, being, as Barrett Jackson describes it, 'the winningest supercar-based racing vehicle of all time.'

Indeed, out of 235 starts in events such as the American Le Mans Series, the Le Mans 24 Hours and FIA GT, S7s have clocked-up no fewer than 118 poles, 154 podiums, 78 wins and 10 GT championships.

This 2003 model was the 21st example built that year and is one of only four naturally aspirated 550 horsepower cars to have been supplied new with the Saleen Competition Package – a $75,000 box of tricks that boosted the already substantial output of the specially developed Ford-derived 7-litre aluminium V8 which includes an upgraded camshaft, a freer-flowing intake manifold and exhaust and a reprogrammed ECU.

A road car from new (there were 15 track-only 'R' models), this S7 was also upgraded by Thomas with larger, custom-made seats and six-point harnesses. Capable of more than 220mph, it's signed by company founder Steve Saleen and is on offer without reserve.

As a guide, a similar, normally aspirated S7 fetched $475,000 with RM Sotheby's in 2017 – but modern supercar values have since accelerated.

2003 Saleen S7. On sale at Barrett Jackson, Scottsdale, Arizona, January 11.

BARRETT-JACKSON AUCTION COMPANY



Mixed messages of the markets

If anyone tells you they can predict the future for car prices, don't be fooled...

THE RESULTS FROM THE YEAR-end auctions appear to defy logic and make it impossible to pinpoint any particular trends - who would imagine, for example, that veteran car values would not only hold strong, but actually accelerate? Isn't it surprising in an era when we're being told to 'go electric' as fast as possible that a 118-year-old Panhard-Levassor can change hands for close to £450,000?

Equally, very recent supercars - such as the $5.8m Pagani sold by Silverstone Auctions at November's Riyadh Car Show - are often fetching more than they originally cost, effectively making them classics by definition before they are even five years old. The mid- to lower-range markets seem equally impossible to fathom at the moment, with different examples of the same make and model of car in similar condition fetching completely different prices or, in some cases, one selling well and another not at all.

Then there's the even more random moments, as we saw at a recent H&H sale, where oddities are now fetching prices that would once have been considered absolutely impossible.

Or perhaps £16,875 for a 1970 Ford Transit diesel actually does seem an entirely sensible price?

Who even knows, any more?



2002 FERRARI F2002 CHASSIS 219. SOLD FOR $6.6M. R M SOTHEBY'S

Landmarks in modern Formula 1 history don't come much better than this – the actual F2002 in which Michael Schumacher won the San Marino, Austrian and French grands prix on his way to his fifth World Drivers' Championship victory. Sold to a Japanese collector after its 'retirement' from F1, the car will be delivered to its new owner at the Fiorano circuit – after its engine and transmission have been fully rebuilt by Ferrari as part of the auction deal.



SLOT MODS F1 SLOT CAR RACING SET. SOLD FOR $48,000. R M SOTHEBY'S.

This remarkably detailed set was no toy. Built for use in the F1 Paddock Club by Michigan-based Slot Mods, it featured a hand-cut, hand-painted wooden track, aluminium crash barriers, hand-moulded spectators and trees made from real sedum flowers. All proceeds went to charity.



1901 PANHARD-LEVASSOR REAR ENTRANCE TONNEAU. SOLD FOR £442,750. BONHAMS.

The famous 'Le Papillon Bleu' was built for Belgian aristocrat Chevalier René de Knyff, a celebrity racer of his day – of 18 city-to-city races in which he competed between 1898 and 1903, he won five. The car took part in the original London-to-Brighton run of 1927.



1934 BENTLEY 3.5-LITRE VAN DEN PLAS. SOLD FOR £159,850. BONHAMS.

Genuine barn finds still crop up. This pre-war Bentley was discovered in the same Ohio garage that was built for it following its sale to an American couple – and in which it was parked in 1960, not to move again until earlier this year when it was unearthed. Superbly original, it begged to be gently recommissioned.



2017 PAGANI ZONDA 'RIVIERA.' SOLD FOR $5,885,000, SILVERSTONE AUCTIONS.

Silverstone Auctions fielded an impressive array of modern supercars in its Middle East sale, with the star being this one-off Pagani that had been especially built for the vendor with upgrades that included a host of carbon bits, an all-blue interior and tweaks to the 750bhp AMG V12. But after all that, it was driven a mere 900km.



1971 TRIUMPH 'MIDGE' SPECIAL. SOLD FOR £4725. H & H.

As an inexpensive way to get into motor sport via the hillclimb or trials route, this Triumph-based 'Midge' special looked ideal. Nicely built from a kit sold by T & J Sports Cars of Rotherham during the 1980s, it was based on a Triumph Herald and came with a build record, plenty of invoices and even the original instructions.

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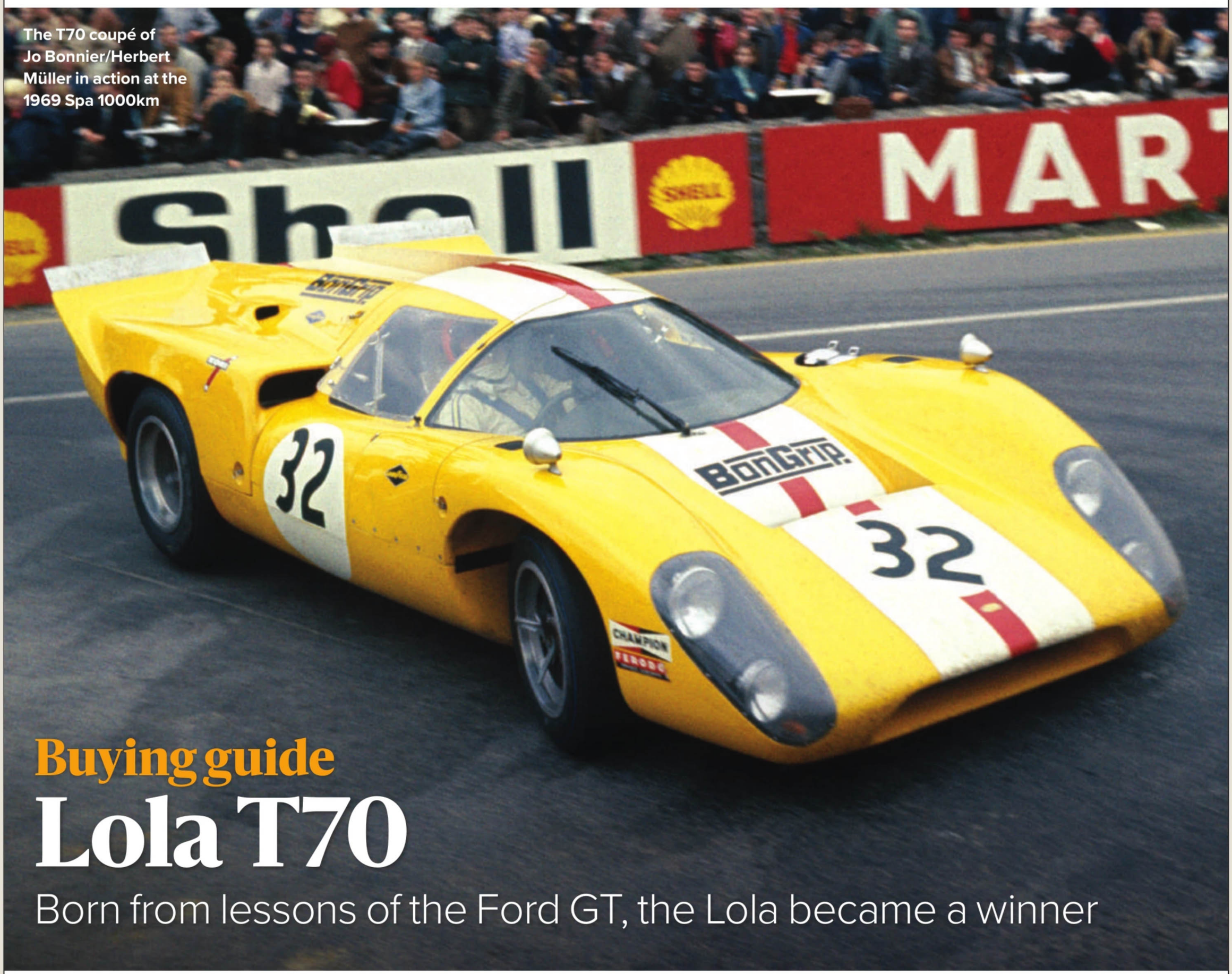


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The T70 coupé of Jo Bonnier/Herbert Müller in action at the 1969 Spa 1000km

Buying guide

Lola T70

Born from lessons of the Ford GT, the Lola became a winner

JOHN SURTEES WON THE INAUGURAL Can-Am title in one without a roof in 1966, and Penske Racing claimed victory in the Daytona 24 Hours fielding one with a roof three years later. These notable successes largely bookend the front-line racing career of the Lola T70 in all its incarnations spanning the second half of the 1960s.

Lola's T70, both in spyder and coupé form, was a stalwart of the sports car scene, both internationally and on the domestic front, in that period and a little bit beyond. Approaching 100 of the things were built for a range of classes, starting out with the Group 7 division that spawned Can-Am in North America, then Group 6 on the European and world stages and finally for the Group 4 GT category.

The T70 was born of Lola's involvement in the Ford GT40 project and a growing appetite for big-banger sports cars on both sides of the Pond. Lola founder Eric Broadley incorporated the lessons learned developing the first iteration of the Ford GT into a new monocoque design for the 1965 season. A works development team was established together with Surtees, which honed the car with first a domestic campaign and then graduating to North America before going on to win the title – and three of the six races – in the inaugural Canadian-American Challenge the following season with a Chevrolet-engined spyder MkII.

The first coupé arrived in 1967 with the third evolution of the T70. Surtees took a pair of MkIII Group 6 racers to Le Mans with Aston Martin power. The project was an inglorious failure, both cars retiring with engine issues inside the first 25 laps. But the big Lola continued to rack up the successes in shorter races on the home front, with the likes of Brian Redman, Frank Gardner and Sid Taylor driving.

When the sport's governing body, the ▶

LOLA T70

- **Price new** £n/a
- **Price now** £300,000 to £1.5 million
- **Engine** 4.5/4.7/5.0/5.5/5.9-litre Chevrolet V8, 4.6-litre Ford V8, Aston Martin 5.0-litre V8, etc
- **Rivals** McLaren M1B & M6B, Chaparral 2E, Ford MkIV, Porsche 917
- **Verdict** A success on multiple fronts



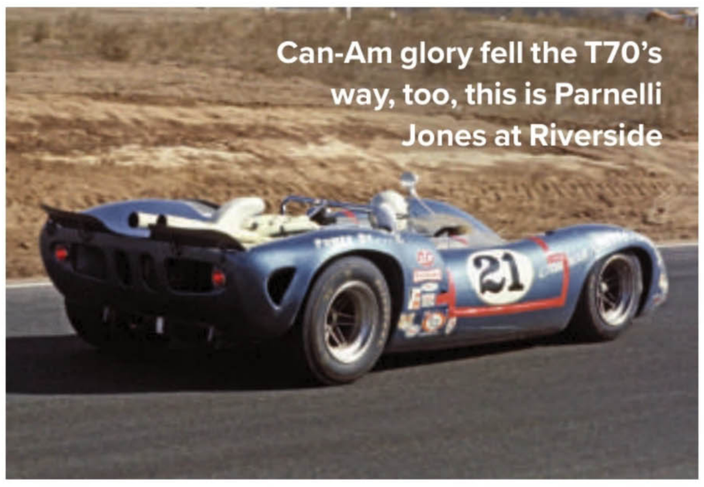
The seeds for Lola's early success were sown by John Surtees, seen here on his way to a Guards Trophy win at Brands Hatch in 1965

Commission Sportive Internationale, re-landscaped its sports car racing classes, the T70 became a GT car in 1968. The rules demanded a minimum production run of 25 cars, but no road homologation, so the ubiquitous Lola made the cut. The result was the MkIIIB GT, which like another version of the open-top T70 was pretty much an all-new car. The tub was upgraded and the suspension was shared with the Formula 5000 T142.

It was the closed version of this car that claimed the T70's biggest victory, or perhaps more accurately, its most famous. The Penske-run MkIIIB shared by Mark Donohue and Chuck Parsons outlasted the opposition at the Daytona International Speedway to take a victory that the great team is still trying to emulate to this day.

Lola Heritage records that 89 T70s rolled out of the famous Slough factory prior to the end of 1969, the Mk2 spyder being the most numerous with 33 built. There have been three distinct runs of continuation cars since. Lola built five cars in the 1980s as historic racing began to boom and then, under the stewardship of company saviour Martin Birrane, a similar-sized run of MIIIBs was constructed circa 2007. Broadley Automotive, established by Lola expert Chris Fox with the backing of Eric's son Andrew, today offers MkII spyders and MkIII coupés built to the original drawings.

"The closed car scored the T70's biggest, or at least its most famous, win ever"



Can-Am glory fell the T70's way, too, this is Parnelli Jones at Riverside

The T70 in all its forms has found multiple homes on the historic racing scene. The big Lolas are a common sight in the FIA Masters Historic Sports Car Race Series, Peter Auto's Classic Endurance Racing 1 championship and the Historic Racing Sports Car Club's Guards Trophy.

Continuation cars sell for somewhere between £300,000 and £400,000. Period cars with provenance should go for double that, while machinery with unequivocal and continuous histories will easily run well into seven figures.

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ONE CURRENTLY FOR SALE

1969 Lola-Chevrolet T70 MkIIIB

On the forecourt

From success on the track to a role on the silver screen, this T70 has an intriguing history

The 1969 Lola-Chevrolet T70 MkIIIB at Wren Classics can trace its roots back to the Team Elite car in which Trevor Taylor won the Tourist Trophy at Oulton Park in the year of its manufacture. In more recent times, it has been raced at the Le Mans Classic and in Peter Auto's Classic Endurance Racing series.

T70 MkIIIB, chassis SL76/144, has been looked after by the Shaftesbury-based historic racing specialist for much of the past five seasons while in the hands of two different owners. In that time it has undergone a full monocoque rebuild by Lola specialist Clive Robinson, who Wren's Steve Farthing describes as "the go-to man for T70 chassis".

"The tub was stripped in 2017 and built back up using as many of the original components as possible," says Farthing. "That's important when working on a genuine car like this."

The Lola underwent a further refresh ahead of a limited 2019 campaign. Time-sensitive parts were renewed, and the 5-litre Chevy V8 and the Hewland gearbox were rebuilt.

SL76/144 has an intriguing history. Team Elite, a group of racing enthusiasts from Derbyshire, sold the car to Midlands entrant Sid Taylor, with whom it finished its contemporary career as a result of an accident at the 1970 BOAC 1000 at Brands Hatch. It was subsequently rebuilt for a role in the 1971 Steve McQueen movie *Le Mans*.

Farthing describes the Lola as "a lovely car with a recognised lineage that's ready to go". The price is £795,000.

Wren Classics, Shaftesbury, Dorset
Tel: 01747 852899, wrenclassics.com



ONE PREVIOUSLY RESTORED

1965 Lola T70 Spyder MkI

In the workshop

After a nasty accident at Goodwood, this T70 had to be repaired whilst staying as original as possible

Dutch historic racer Michiel Smits was clear what he wanted as Complete Motorsport Solutions set out to restore the Lola T70 Spyder MkI in which he was seriously injured at the Goodwood Members' Meeting in March 2016. He wanted as much as the original car retained as possible.

Smits had crashed SL70/12, which was raced in period by Walt Hansgen and Parnelli Jones, at Woodcote when he was hit on the head by an errant piece of bodywork from another car and knocked unconscious. The subsequent crash resulted in significant damage to the front of the 1965 car.

"Michiel's request made the restoration much harder because we had to unpick the monocoque, work out what we could re-use and then build it back up again," says CMS boss Philip Cheek. "The rear bulkhead and rear chassis cross member is original, but pretty much everything forward of that had to be replaced. It makes for an interesting project when the owner wants to retain the history. Michiel has all the bits we took off the car in his garage at home, which is nice."

The rebuild included a complete front-left corner and most of the right, while the wiring loom is also new; the tub had cut into the electrical system in the impact.

The target set for CMS was to get the Lola ready in time for the Revival in 2016, although it didn't end up racing. "The car was ready but Michiel wasn't. He ended up going back for the following Members' Meeting."

Complete Motorsport Solutions, Kimbolton, Cambridgeshire
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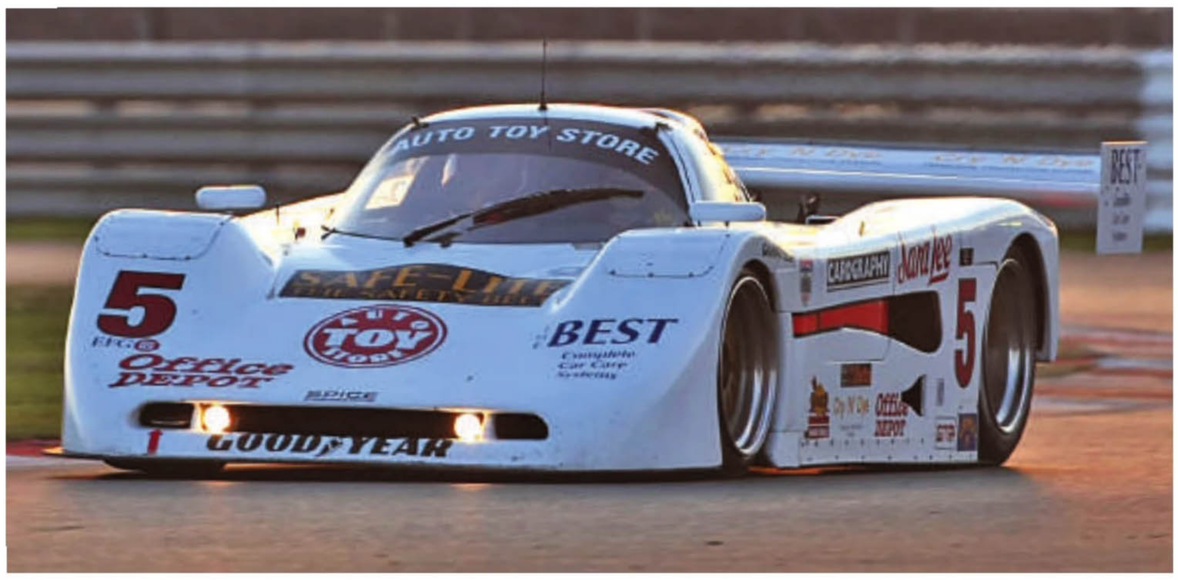
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Buying guide

BMW 2002 Tii

Before the 3 Series, this was the Munich marque's super saloon

PERHAPS MORE BY LUCK THAN judgement, the BMW 2002 set the Munich manufacturer on a new course in the mid-1960s. Increasingly hot versions of its entry level two-door saloon helped re-establish the sporting credentials of the brand. The original M3 in the 1980s and so many cars since all owe a debt to this cheeky-looking saloon.

The model range that started out with 1602 – and included an 1802 and 1502 during a lifespan stretching from 1966 to '75 – had its roots in the 'Neue Klasse' saloons and coupés launched in 1962. A smaller two-door machine was created by shortening the wheelbase, narrowing the rear track and redesigning the cabin.

What was originally called the 1600-2 – the '2' denoting two doors – was launched in March 1966 outside the Munich Opera House and a hot version of a car that was quickly renamed the 1602 followed in the autumn of the following year. The new Ti boasted 105bhp from a twin-carburettor engine, but it wasn't enough for a couple of the senior hierarchy in Munich.

BMW 2002 Tii

- **Price new** n/a
- **Price now** £20,000-£40,000
- **Engine** 2-litre 8-valve SOHC
- **Power** 130bhp **0-60mph** 8.2sec
- **Top speed** 115mph **Rivals** Alfa Romeo GTA, Ford Capri 2300GT, Triumph Dolomite Sprint
- **Verdict** A milestone car that set the tone for so many BMWs that followed

BMW racing and engine boss Alex von Falkenhausen was one of two execs who, quite independently, dropped a 2-litre engine into their personal 1602s. It was a small jump to a production car with the bigger M10 engine from the 2000CS coupé, especially when the company's US importer was clamouring for another model after the success of the 1602.

The two versions of the 2002 were introduced in 1968. The base car with 113bhp was followed by the twin-carb Ti – Turismo Internationale – with 120bhp. The following year the Tii with Kugelfischer mechanical fuel injection and a power output of 130bhp arrived on the market.

The Tii may be the most useable 2002,





Sleek looks and sporting potential put BMW back on the map in touring cars



but it isn't the ultimate. That car was the Turbo, which was launched in 1973.

The way had been paved for this machine by the turbocharged 2002TiK campaigned by the factory in the 1969 European Touring Car Championship. This Group 5 contender was a reaction to Porsche turning up in the tin-top ranks with the 911 the previous season, although its racing life was short: both turbos and the sports cars such as the 911 were banished from the championship in 1970.

"This road rocket was out of production within a year as the oil crisis took hold"

The Turbo was announced at the Frankfurt show in '73. The Tii-based engine fitted with a KKK turbocharger pushed out 170bhp, and the car came with wider wheels under bulged arches, bigger brakes and a limited-slip differential to deal with that additional power.

This road rocket was out of production inside a year with fewer than 2000 cars built – all left-hand drive – as the oil crisis took hold.

The life of the 2002 came to an end in 1976 on the arrival of the first 3 Series BMW, the E21, although the base 1502 model continued into the following year.

Corrosion is, and has always been, a problem with 2002s – pristine original cars are extraordinarily rare today. Engines need to be looked after, too. The aluminium head is prone to warping in the event of overheating, while Kugelfischer injection systems on the Tii are notoriously difficult to set up.

Values have plateaued or worse in the current times of economic uncertainty. A Tii might have fetched over £50,000 three or four years back, but £40,000 is probably more realistic today.

The ultra-rare Turbo raced up in value in the middle part of the current decade and cars were nudging six figures, though there is little evidence to suggest that prices have stabilised at such rarefied levels.

That makes one of the sporty 2002s an affordable classic today. Those rust issues and a lack of history with most cars means that it is important to buy an example almost on condition alone.



ONE CURRENTLY FOR SALE

1972 BMW 2002 Tii

On the forecourt

With complete originality, history file and low mileage, this 2002 Tii is a truly rare find

A BMW 2002 Tii that's totally original and unrestored is a rare find these days. The August 1972 right-hand-drive car for sale with Old Colonel Cars in Hertfordshire is one such example and has led a cosseted life. It has had just five owners and has what is believed to be a genuine 51,000 miles on the clock.

"Most 2002s have been restored two or three times, or maybe patched up before someone bites the bullet and does a ground-up restoration," say's Old Colonel's Andy Miller. "Rust was a problem, but this one has all the original metalwork. There is no sign of welding at all. I've been specialising in BMWs for 14 years and I've seldom come across a 2002 as nice as this."

The car is rare in that it comes with a full history, including the original manual and service book, as well as the period sales brochures. The engine underwent a full strip-down by a BMW specialist at 48,000 miles and the car was resprayed in its original Verona red approximately six years ago. The centre sections of the front seats have been re-trimmed, but the car comes with the material that was replaced.

"The car runs perfectly, hot or cold," continues Miller. "With the injected Tiis it's about finding the right specialist to set them up. Your local BMW dealer is probably going to struggle."

"This is just a lovely car because it has not been messed around with in any way."

The asking price is £34,995.

Old Colonel Cars, Hertford, Hertfordshire.
Tel: 07407 477843, oldcolonelcars.co.uk



ONE PREVIOUSLY RESTORED

1972 BMW 2002 Tii

In the workshop

A survivor of both 1970s London and revolutionary Portugal, this 2002 is back in action

Renowned BMW specialist Munich Legends was in for a surprise when it got a call about a Tii nearly four years back. The car that came in for valuation was what Munich's Dan Norris describes as a "time capsule".

The left-hand-drive car had been purchased from Park Lane BMW in London in 1972 and ended up in Portugal after a tour of Europe. The civil unrest culminating in the Carnation Revolution of April 1974 resulted in the owner getting out of the country in a hurry and leaving his BMW behind.

After the 2002 was relocated back to the UK in the 1990s, it was kept in dry storage before Munich recommissioned the car ahead of its sale.

"As with any car that has been off the road for a long time, anything that is made of rubber had perished," says Norris. "The 'dreaded Kugelfischer' is a much used term — it had to be overhauled, but we've got one of probably three technicians in the country who can do that."

Leak-down and compression tests were performed on the engine, while some minor blemishes — what Norris calls 'bedsores' – on the Golf yellow paintwork that were the result of water dripping onto it while in storage needed attention.

"The car has an amazing story and was specced up with twin fog lights, a Webasto sunroof and all sorts of cool extra stuff," says Norris. "It was a privilege to have a car like this in our workshops."

Munich Legends, Chelwood Gate, East Sussex
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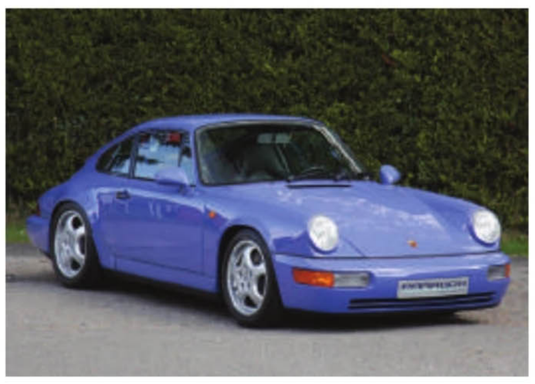
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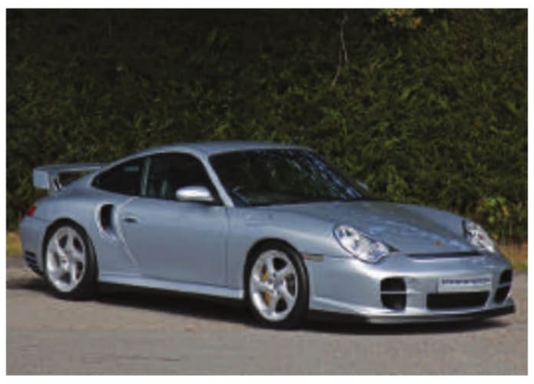
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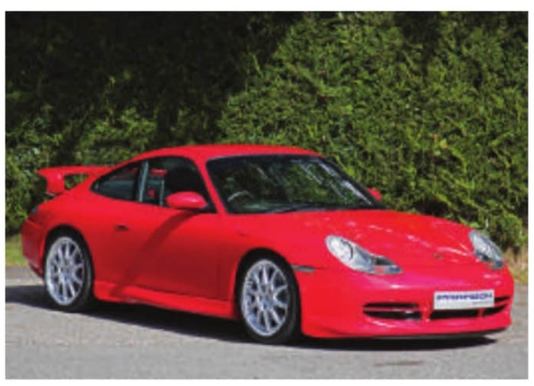
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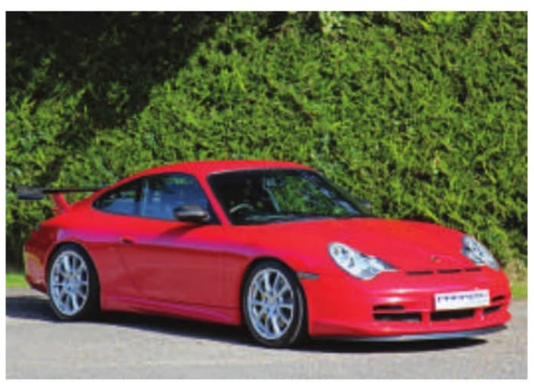
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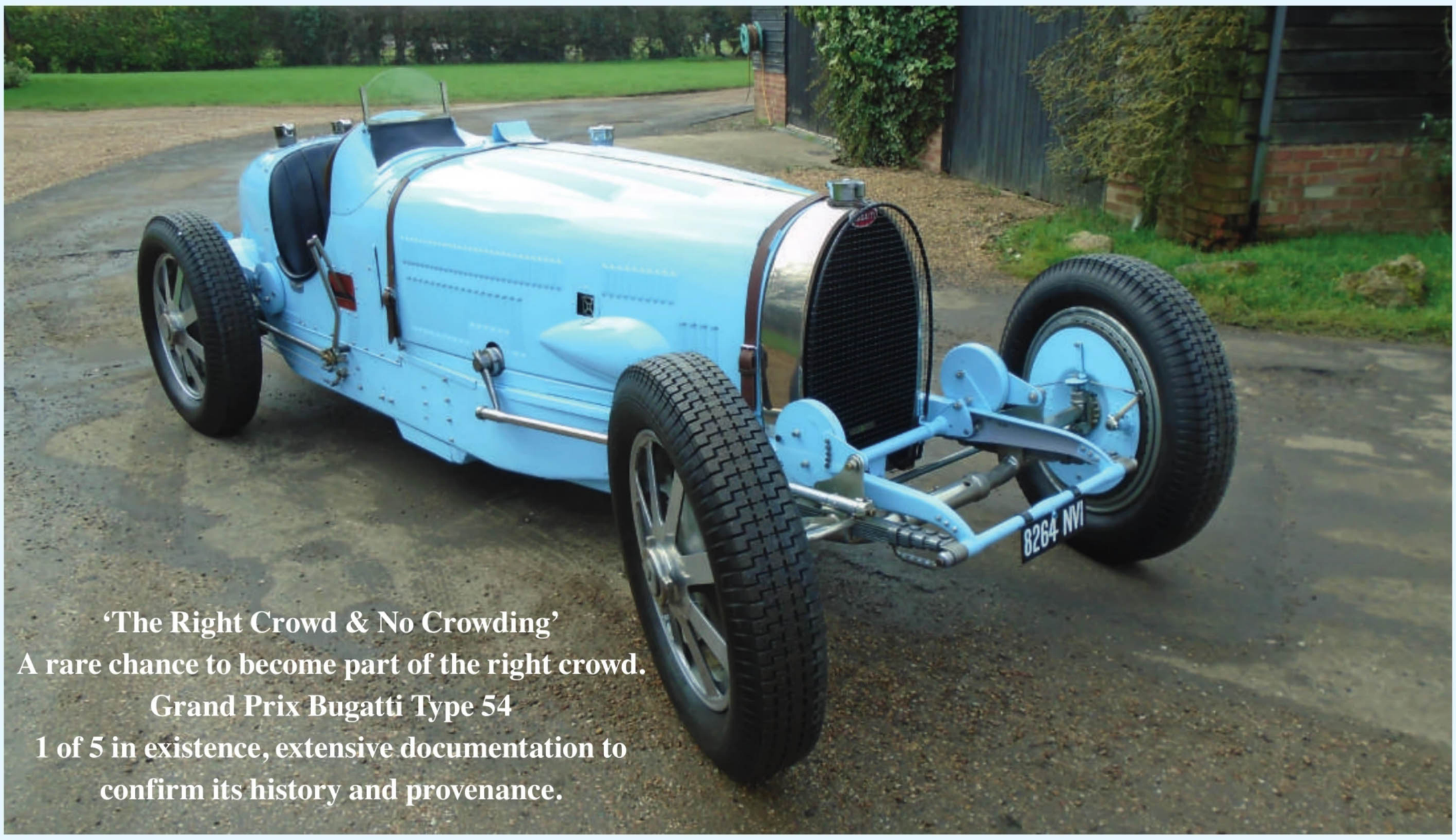
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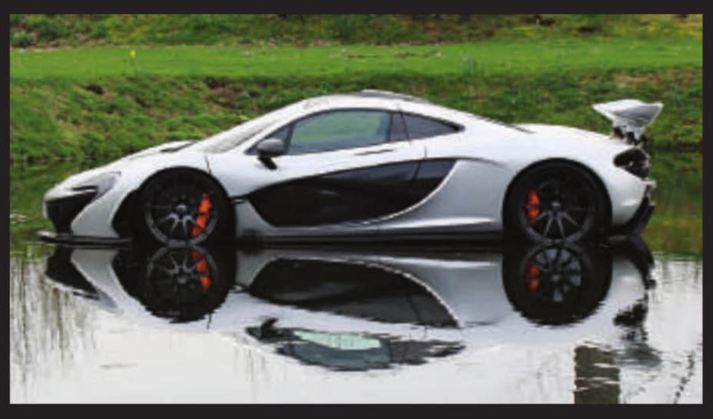
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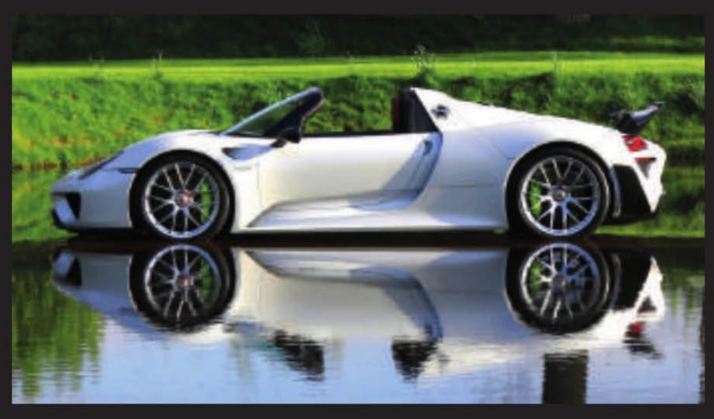
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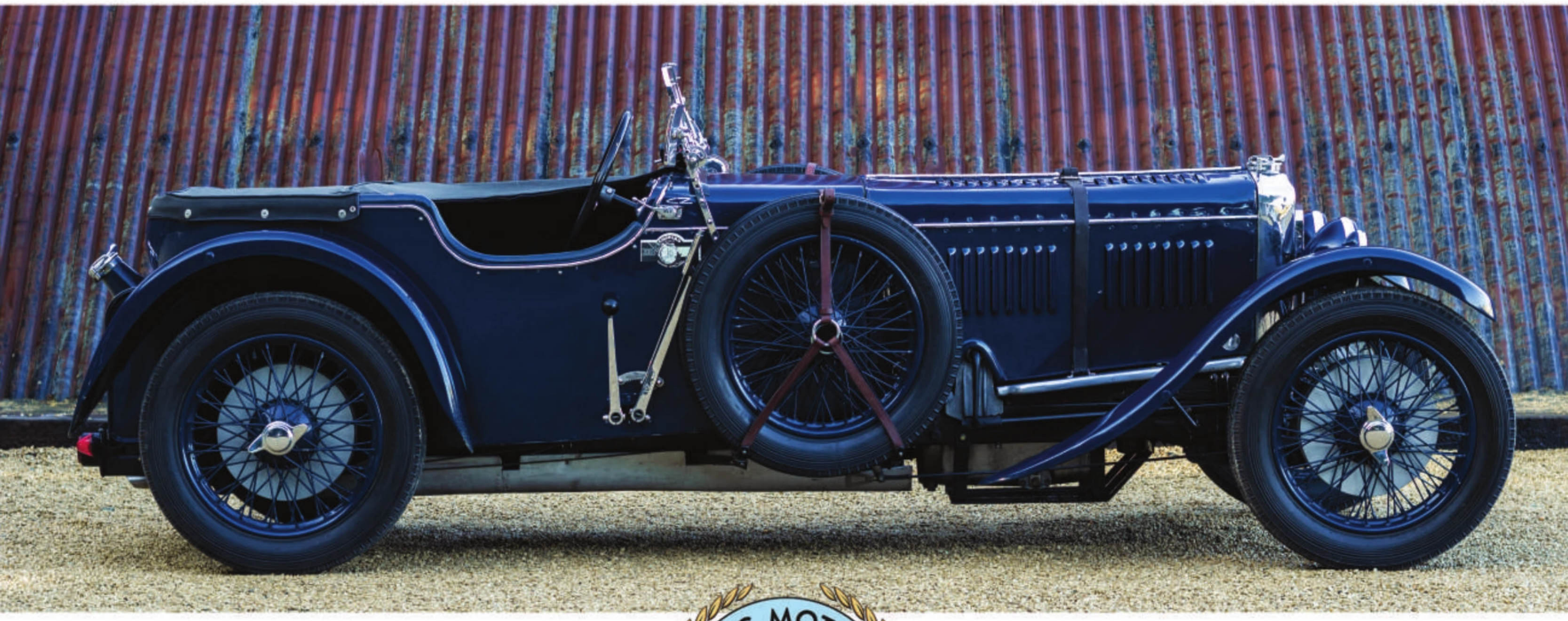
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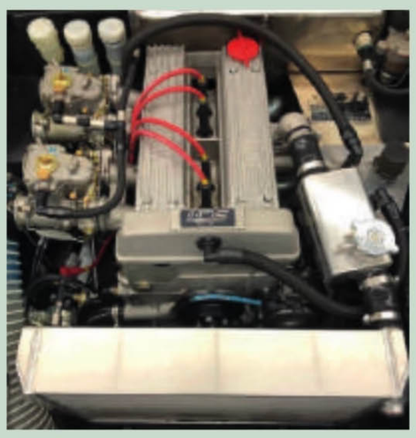
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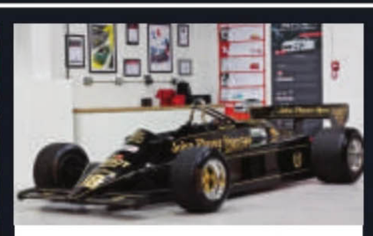
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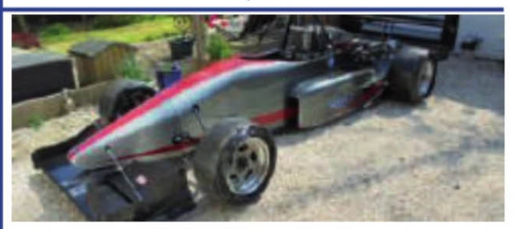
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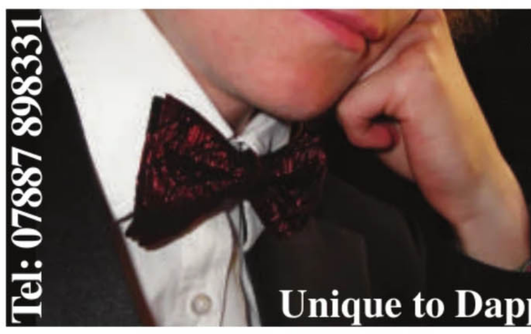
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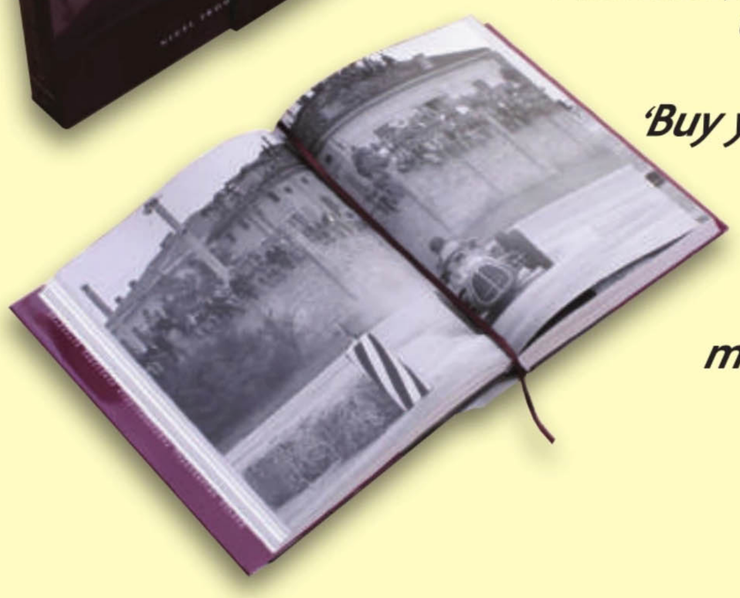
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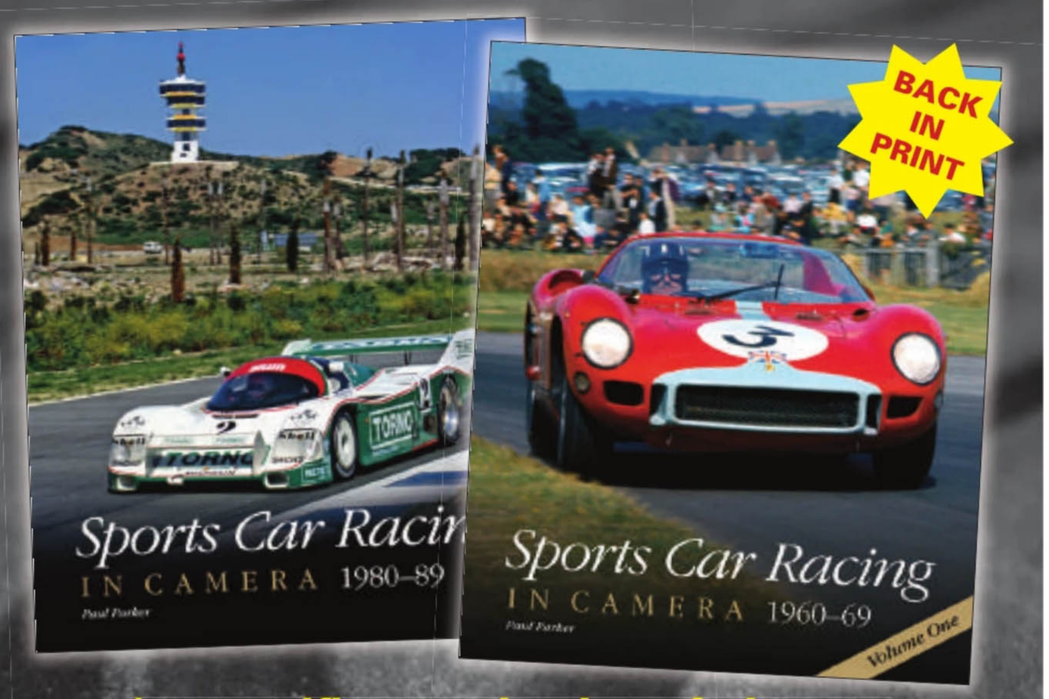
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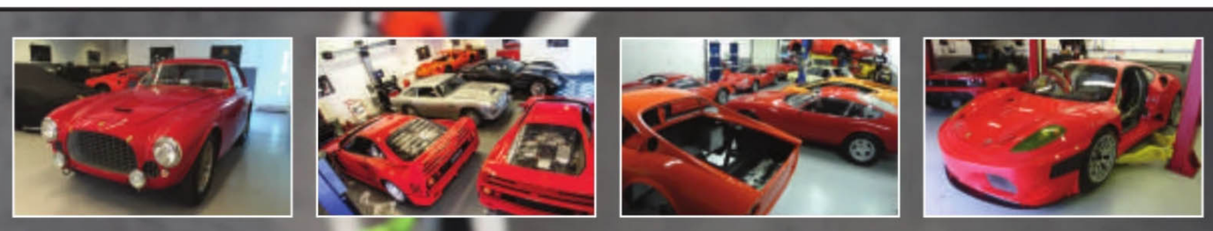
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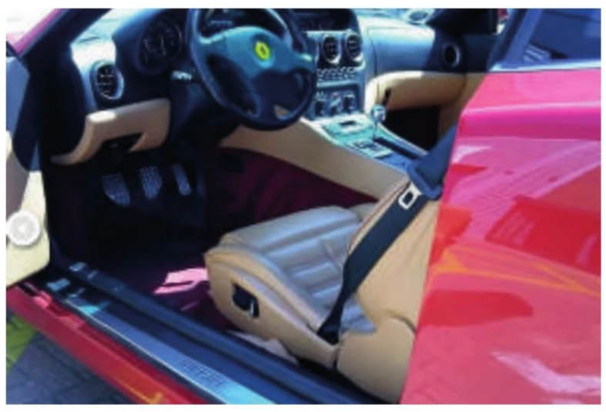
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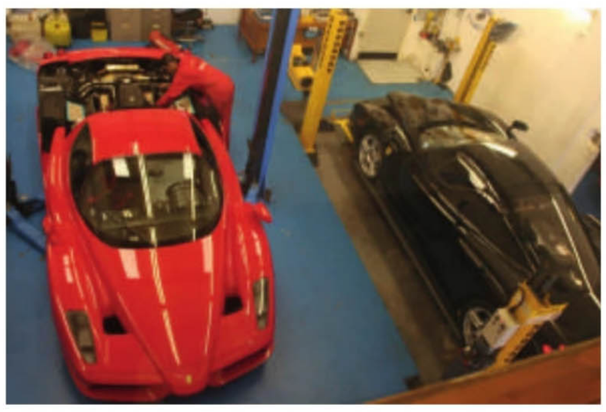


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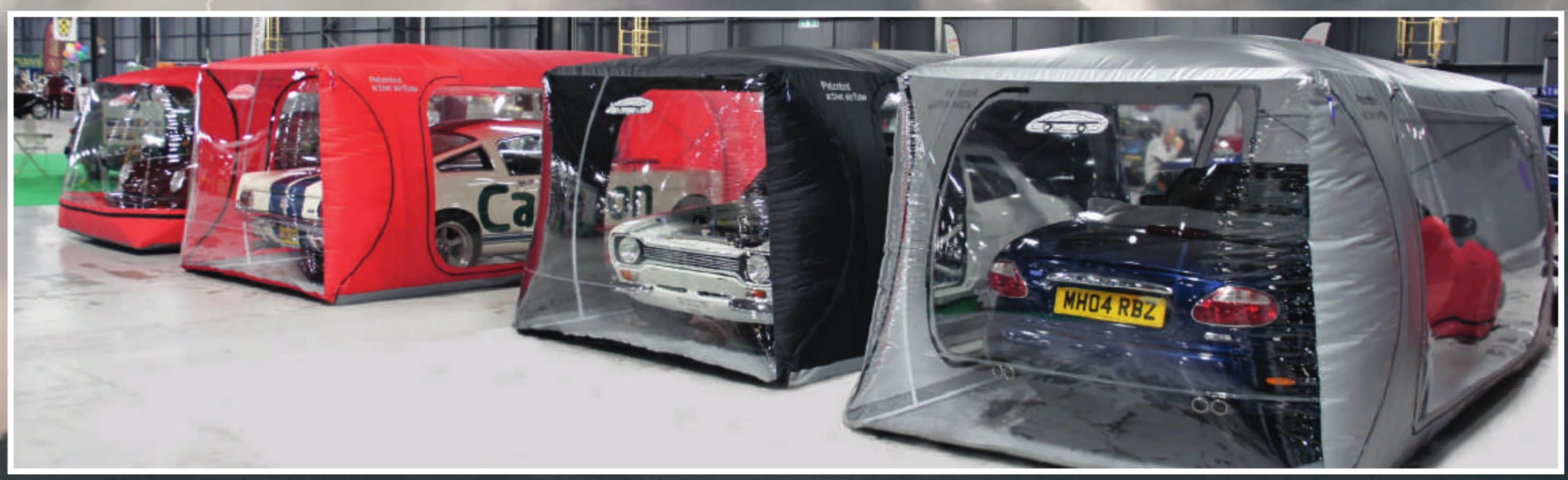
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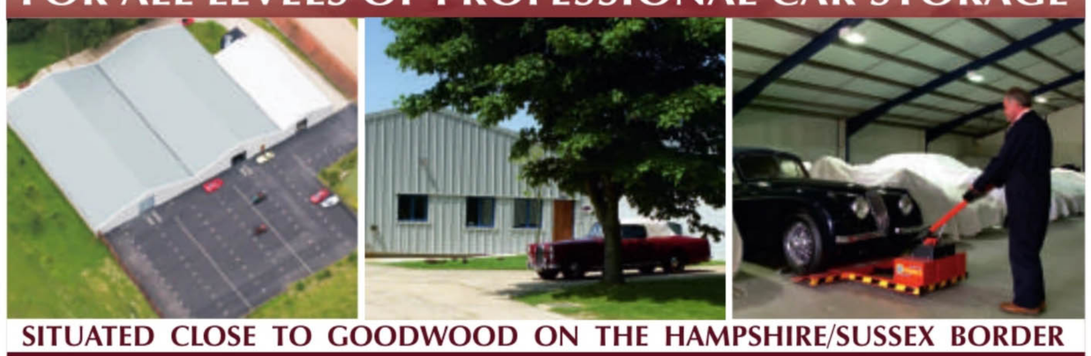
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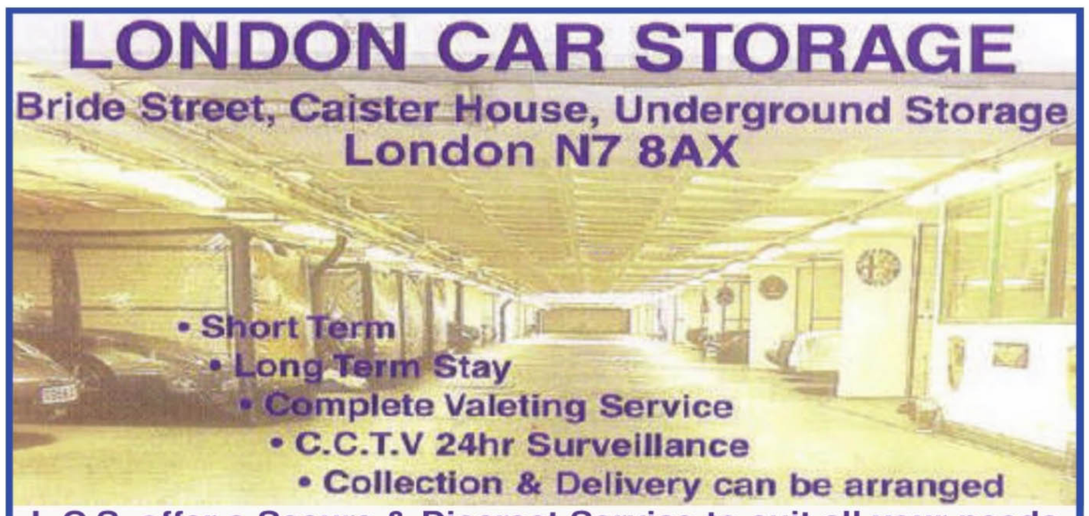
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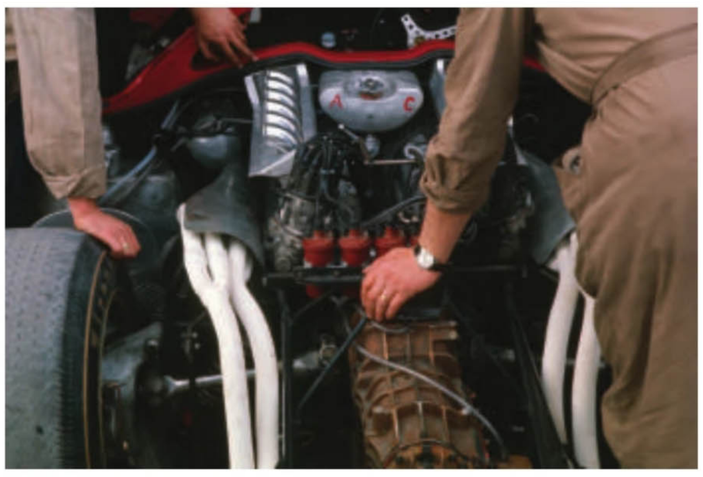
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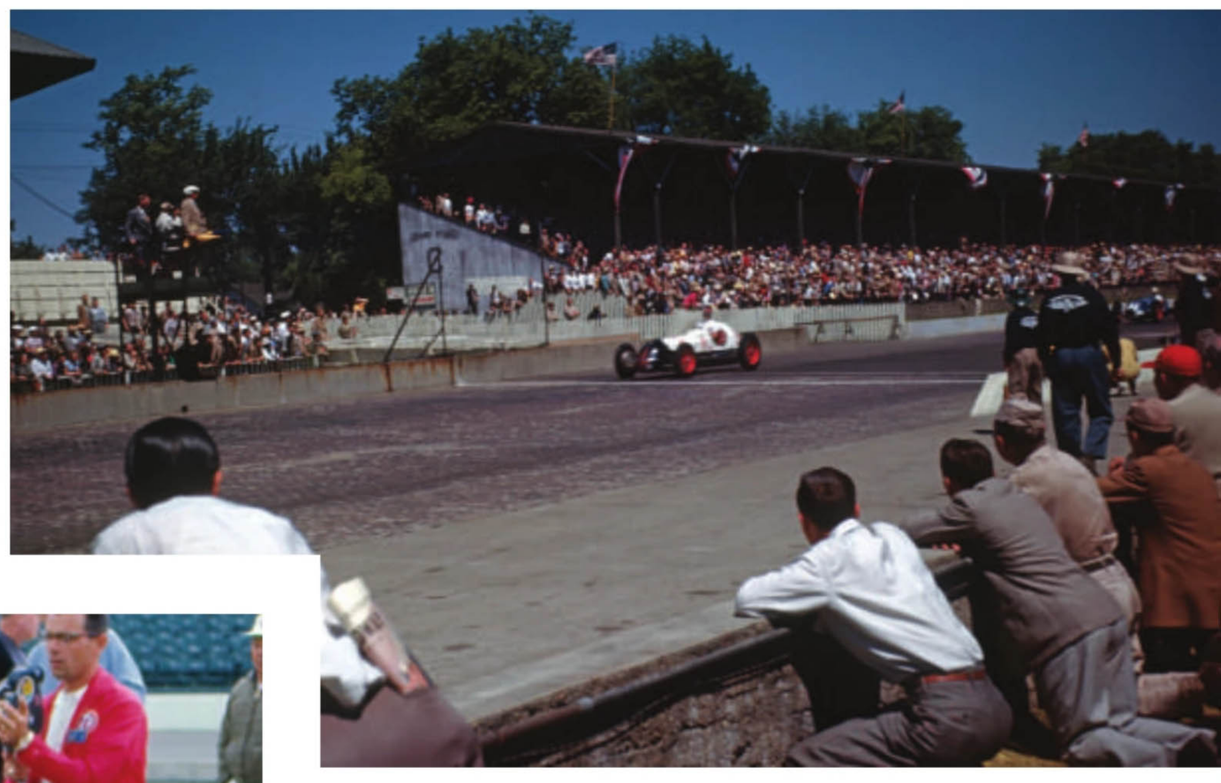


Paddock wear 1948 style: fashion tips from Indianapolis





Gijs van Lennep (blue jacket) in '67 Daytona Porsche pit talks to Udo Shütz sat on the pit wall. Behind, Huschke von Hanstein (cap). Image far right: Rex Mays' Bowes Seal Fast Spl, Indy 1948





Chuck Arnold's Vollstedt-Offy is recovered after he crashed before qualifying for Indy in '67



Pole position Foyt/Gurney Ford MkII failed to last the 24 hours, due to a broken con rod



Indy 500, 1967: Richie Ginther watches in his mirror as his crew tweak the quad-cam Ford in his AAR Eagle. He failed to qualify



Don Lee's Mercedes W154 on the second of its four Indianapolis attempts, all fated to be unsuccessful



Mike Spence, Phil Hill, Jim Hall with Chaparral 2D, Daytona 24



Ford MkII of Ronnie Bucknum and Frank Gardner on the scales at Daytona, 1967; transmission failure would knock them out

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James Gaeurke combined his loves of photography and racing while working for Ohio newspapers, says his son John, who sent in these examples, including rare colour shots from Indy in 1948



Above: A J Foyt, left, put Shelby MkII on Daytona pole. Left: Denny Hulme sits in his Eagle – this was his first Indy 500



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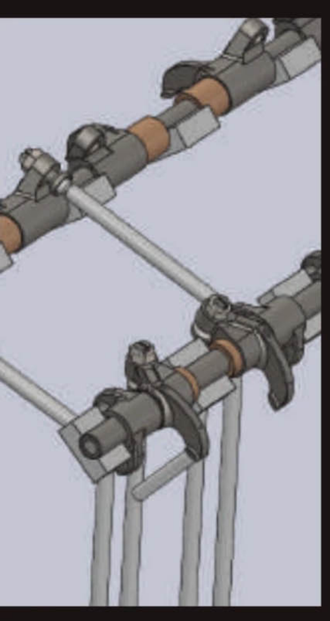
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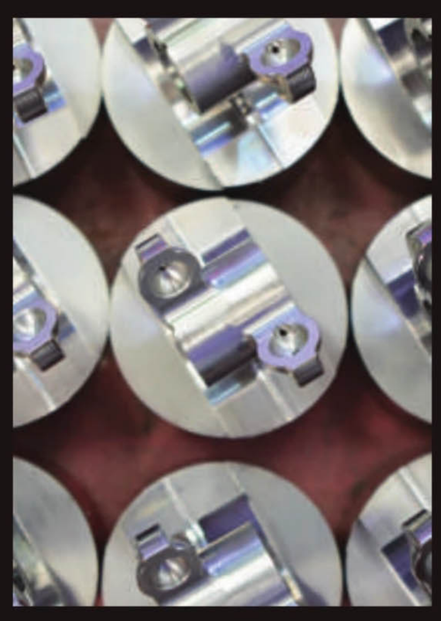
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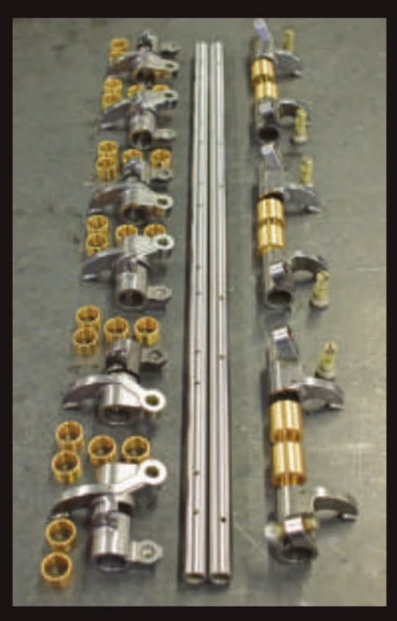
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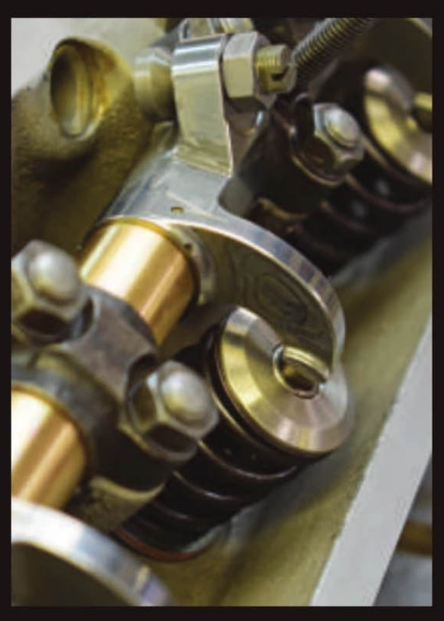
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