

Autosport

GRAND PRIX GUIDE 85



MINARDI



F1 new boys

Many motor racing team owners enter the sport with aspirations of one day competing in Grands Prix. Few actually achieve that objective. It is not just the provision of an ample budget that enables such a man to reach the elitist heights of Formula 1, for motor racing is perhaps above all others a *team* sport.

Everyone from the principal through the mechanics, the designers and the engineers to the drivers have to pull together with a common aim. Participation in Grand Prix racing demands an enormous commitment of financial and practical resources; all but a select few will certainly fall by the wayside.

Pierluigi Martini, European Formula 3 Champion in 1983, familiarises himself with the Caliri-designed Minardi M185.



PIERLUIGI MARTINI

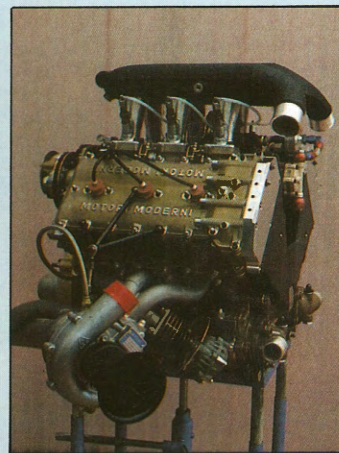
Nationality: Italian. **Born:** April 23, 1961, Ravenna. **Lives:** Ravenna. **Single.** **Career highlights:** 1983 FIA European Formula 3 Champion, sports car successes with Lancia. Joins new Minardi F1 team for 1985. **GP starts:** none.



One who has made it all the way, however, is Giancarlo Minardi. Proprietor of a long-established Fiat dealership in Faenza, near Bologna, Italy, Minardi first entered the Formula Italia Championship in 1972. Formula 3 and then Formula 2 involvement followed as a logical progression, his early F2 efforts centred around running Ferrari engines in both Ralt and Chevron chassis. It was with one of the latter cars, in fact, that Lamberto Leoni scored a fine victory (at Misano in 1977).

Minardi became a constructor in his own right in 1980, employing Giacomo Caliri's Modena-based Fly Studio to design a new F2 challenger. Caliri, from Sicily, had previously worked with Ferrari before establishing his own business as a freelance designer. He has worked as consultant with numerous teams, among them ATS and Fittipaldi.

Michele Alboreto and Alessandro Nannini have proved successful in the Caliri-designed F2 cars during recent seasons, while the 1983 chassis finally



Carlo Chiti has produced this brand new turbocharged V6 engine for Minardi.

provided confirmation of Minardi's ultimate objective, its use of advanced carbonfibre technology very much in the Formula 1 mould. Sure enough, Minardi's first true F1 car was wheeled out of his brand new workshops — situated just-up the road from Imola — last summer.

The original intention was to use the Alfa Romeo V8 turbo engine, although Minardi has subsequently switched his allegiance to Carlo Chiti's new company, Motori Moderni. The larger-than-life ex-Autodelta man is, however, currently hard at work in completing and developing his brand new V6 turbo engine, so team driver Pierluigi Martini starts the season with one of the trusty Ford Cosworth V8s.

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