

Autosport

GRAND PRIX GUIDE 85



FERRARI



Prancing horses

No name in motor racing is more revered than that of Ferrari. The company's founder, Enzo Ferrari, *Il Commendatore*, may have reached the grand old age of 87, yet he still retains overall control of the Formula 1 team and commands complete respect from his rivals. His scarlet cars have brought glory to Italy for almost 40 years and scored more World Championship race victories, 89, than any other marque. The fact that last season was not among the most auspicious in Ferrari's distinguished history perhaps gives all the more reason to suspect that further success is just around the corner.

The legend that is Ferrari started way back in the early days of the automobile. It was in 1908 that Enzo first witnessed a motor race, the sight of Felice Nazzaro spurring his mighty Fiat to victory on the Circuit of Bologna leaving a lasting impression on the youngster from Modena. His imagination had been captured, and he was to race with some success, the highlight of his driving career perhaps his second place in the Targa Florio of 1922.

It was in 1929 that he formed Scuderia Ferrari. Based in his home town of Modena, Ferrari upheld Alfa Romeo's reputation even after they had withdrawn from active competition, particularly through the talents of Tazio Nuvolari and his great rival, Achille Varzi. In 1935 Nuvolari

scored perhaps his most famous victory, profiting from a shower of rain to eclipse the mighty Mercedes and Auto Union teams in their own German GP.

In 1939, after severing his ties with Alfa, Ferrari was commissioned to build a pair of cars for the 1940 Mille Miglia. Based around Fiat components, the 8-cylinder, 1.5-litre sports cars (known simply as 815s) immediately showed promise, one of them driven to particularly good effect by a promising 22-year-old named Alberto Ascari.

Ferrari moved some 12 miles away to their current home at Maranello during the Second World War, immediately after which was announced the development of a supercharged 1.5-litre V12 racing engine that would be used initially in a new sports car but ultimately in Grand Prix racing. Ferrari's first pukka single-seater made its debut in the 1948 Italian GP, where the cars displayed distinct promise.

In 1950 came the first ever World Championship for Drivers, wherein the Ferraris were pitched against a rejuvenated Alfa Romeo team. A new 12-cylinder was developed, run initially as a 3.3-litre and then enlarged to 4.1 before finally achieving the full 4.5-litres. The new Ferraris soon gained in competitiveness, securing their first World Championship Grand Prix win through Argentine Jose-Froilan

Gonzalez at Silverstone in 1951.

Two more victories for Ascari followed in quick succession and Alfa Romeo could see the writing on the wall. When they withdrew, the World Championship was left in tatters. Fortunately, Ferrari were also strongly represented in Formula 2, so were well-placed when the FIA finally consented to allow the World Championship to be run for the 2-litre cars. Ferrari's 4-cylinder Type 500 swept all before it in 1952 and 1953, Ascari establishing a still unbeaten record of nine consecutive World Championship Grand Prix wins. Ascari, incidentally, remains the only Italian driver to have won the World Championship for Ferrari.

New Formula 1 regulations, calling for an engine size of 2.5-litres, unsupercharged, were devised for 1954, although Ferrari had to bow to the more powerful Mercedes Benz W196 cars. The 1955 season provided little further encouragement until Gianni Lancia withdrew his team as a result of Ascari's untimely death in a testing accident and handed all his equipment over to Ferrari. The D50s — allied to financial support from Fiat — seemed a far better proposition than the Maranello company's frankly disappointing 'Super-squalos', so Ferrari swallowed his pride and following Mercedes' withdrawal, quickly hired Juan-Manuel Fangio to lead the Ferrari-Lancia

Harvey Postlethwaite's latest: the new Ferrari 156/85 is unveiled to an impatient Italian press corps in the Prancing Horse factory at Maranello.



Emblem Sports Cars (U.K.)



Ferrari

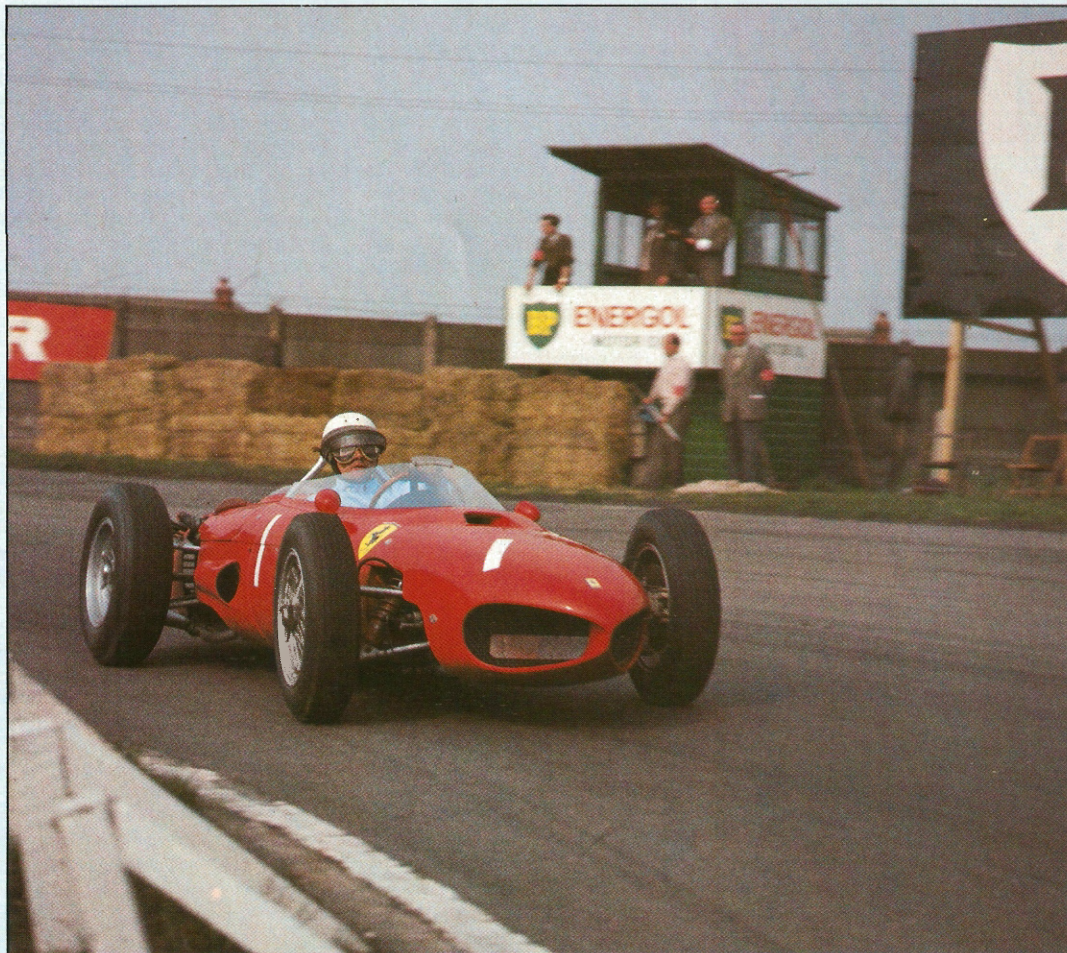
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▶▶ All-time favourite Ferrari: Phil Hill with the famous 'Sharknose' design at the British Grand Prix at Aintree, 1961.

team in 1956. The great Argentine duly clinched his hat-trick of titles.

Ferrari struggled on with the Lancia V8 engine for another couple of years before developing an all-new V6. One of the design team was Ferrari's own son, Dino, who sadly died of a virus before the project reached fruition. His father was devastated by the tragedy, Dino was only 24. It was therefore in his honour that the new engine proudly bore his name.

Appropriately, the 246 Dino opened a new era. The cars proved fleet enough for Mike Hawthorn to clinch the 1958 Drivers' title, even though the inaugural Constructors' Cup was claimed by Vanwall. Tragically, however, both Peter Collins and Luigi Musso lost their lives that year, while Hawthorn, overcome by the death of his colleagues, had announced his retirement before he too was killed in a road accident.

Then came another problem: the emergence of the revolutionary, rear-engined Coopers. Ferrari was loathe to follow their lead but soon felt compelled to do so and was ready when the new 1.5-litre rules came into force in 1961. The 'shark-nosed' Dino 156 cars won five of the season's eight races, Phil Hill emerging as World Champion. Ferrari also claimed the first of eight Constructors' Cup titles, while young Italian Giancarlo Baghetti became the first and so far only driver to win on his Grand Prix debut.

The next milestone came in 1963 with the introduction of young en-

gineer Mauro Forghieri, the development of a new V8 engine and the hiring of John Surtees as team leader. The new partnership produced another championship in 1964, Surtees still unique in winning World titles on both two and four wheels.

The advent of the 3-litre formula in 1966 boded well for Ferrari, who boasted extensive sports car experience with their 3-litre V12. The year began well. Surtees won the second race at Spa but his relationship with the team was soon to turn sour. 'Big John' quit the team after a showdown with team manager Eugenio Dragoni at Le Mans.

There followed a particularly bleak period for Ferrari and it wasn't until a new engine was introduced that Ferrari returned to the forefront of Grand Prix racing, Jacky Ickx and Clay Regazzoni between them winning four of the last five Grands Prix in 1970. Forghieri's updated 312B2 didn't really live up to expectations but a new co-ordination introduced by Luca Montezemolo in time for the 1974 season certainly paid dividends. The experienced Clay Regazzoni and hungry youngster Niki Lauda were hired as drivers, while close liaison with Goodyear enabled the revamped B3 to unleash the full potential of its powerful flat-12 engine.

The introduction of the *transverse* gearbox for the 312T in 1975 brought a further improvement and Lauda's talents filled out the equation. Ferrari were back on top and

FERRARI GRAND PRIX CARS

Type	Years raced	Engine	Drivers
125	1950-1	1497cc Ferrari V12.....supercharged	Alberto Ascari, Luigi Villorosi, Peter Whitehead, Clemente Biondeto, Piero Taruffi
275	1950	3322cc Ferrari V12.....	Alberto Ascari, Luigi Villorosi
340	1950	4102cc Ferrari V12.....	Alberto Ascari, Dorino Serafini
375	1950-1	4494cc Ferrari V12.....	Alberto Ascari, Jose-Froilan Gonzalez, Luigi Villorosi, Piero Taruffi
500	1952-3	1986cc Ferrari 4-cyl.....	Alberto Ascari, Giuseppe Farina, Piero Taruffi, Rudi Fischer, Luigi Villorosi, Louis Rosier, Mike Hawthorn
553 F2 'Squalo'	1953	1997cc Ferrari 4-cyl.....	Umberto Maglioli, Piero Carini
625	1954-5	2498cc Ferrari 4-cyl.....	Jose-Froilan Gonzalez, Mike Hawthorn, Maurice Trintignant, Giuseppe Farina, Robert Manzon, Umberto Maglioli, Alberto Ascari, Jacques Swaters
553 F1 'Squalo'	1954	2498cc Ferrari 4-cyl.....	Mike Hawthorn, Giuseppe Farina, Maurice Trintignant
555 'Super Squalo'	1955	2498cc Ferrari 4-cyl.....	Piero Taruffi, Paul Frere, Eugenio Castellotti
Lancia-Ferrari D50	1956	2487cc Lancia V8.....	Juan-Manuel Fangio, Peter Collins, Eugenio Castellotti, Paul Frere, Luigi Musso, Alfonso de Portago
Ferrari-Lancia 555	1956	2487cc Lancia V8.....	Olivier Gendebien
801	1957	2495cc Lancia V8.....	Luigi Musso, Mike Hawthorn, Peter Collins, Wolfgang von Trips, Maurice Trintignant, Jose-Froilan Gonzalez, Alfonso de Portago, Cesare Perdisa, Luigi Castellotti
246 Dino	1958-60	2417cc Ferrari V6.....	Mike Hawthorn, Peter Collins, Luigi Musso, Phil Hill, Wolfgang von Trips, Tony Brooks, Dan Gurney, Jean Behra, Olivier Gendebien, Cliff Allison, Richie Ginther, Willy Mairesse
156 Dino	1961-6	1484cc, 1477cc or 1481cc Ferrari V6.....	Phil Hill, Wolfgang von Trips, Richie Ginther, Giancarlo Baghetti, Olivier Gendebien, Ricardo Rodriguez, Lorenzo Bandini, Willy Mairesse, Pedro Rodriguez, Lodovico Scarfiotti
158	1963-5	1477cc Ferrari V6 or 1487cc Ferrari V8.....	John Surtees, Lorenzo Bandini, Nino Vaccarella
1512	1964-5	1490cc Ferrari flat-12.....	Lorenzo Bandini, John Surtees, Pedro Rodriguez, Lodovico Scarfiotti
246 Dino	1966	2417cc Ferrari V6.....	Lorenzo Bandini, Lodovico Scarfiotti, Giancarlo Baghetti
312	1966-9	2990cc Ferrari V12.....	John Surtees, Lorenzo Bandini, Mike Parkes, Lodovico Scarfiotti, Chris Amon, Jacky Ickx, Andrea de Adamich, Derek Bell, Pedro Rodriguez, Jonathan Williams
312B	1970-1	2991cc Ferrari flat-12.....	Jacky Ickx, Clay Regazzoni, Ignazio Giunti, Mario Andretti
312B2	1971-3	2991cc Ferrari flat-12.....	Jacky Ickx, Clay Regazzoni, Mario Andretti, Arturo Merzario, Nanni Galli
312B3	1973-5	2992cc Ferrari flat-12.....	Jacky Ickx, Arturo Merzario, Clay Regazzoni, Niki Lauda
312T	1975-6	2992cc Ferrari flat-12.....	Niki Lauda, Clay Regazzoni
312T2	1976-8	2992cc Ferrari flat-12.....	Niki Lauda, Clay Regazzoni, Carlos Reutemann, Gilles Villeneuve
312T3	1978-9	2992cc Ferrari flat-12.....	Carlos Reutemann, Gilles Villeneuve, Jody Scheckter
312T4	1979	2992cc Ferrari flat-12.....	Jody Scheckter, Gilles Villeneuve
312T4B	1979	2992cc Ferrari flat-12.....	Gilles Villeneuve
312T5	1980	2992cc Ferrari flat-12.....	Gilles Villeneuve, Jody Scheckter
126CK	1981	1496cc Ferrari V6 turbo.....	Gilles Villeneuve, Didier Pironi
126C2	1982	1496cc Ferrari V6 turbo.....	Didier Pironi, Patrick Tambay, Gilles Villeneuve, Mario Andretti
126C2/B	1983	1496cc Ferrari V6 turbo.....	René Arnoux, Patrick Tambay
126C3	1983	1496cc Ferrari V6 turbo.....	René Arnoux, Patrick Tambay
126C4	1984	1496cc Ferrari V6 turbo.....	Michele Alboreto, René Arnoux

Lauda became a deserving World Champion, Ferrari's first in 10 years.

The new 312T2 would undoubtedly have carried the Austrian to a second successive title but for a quite horrific accident at the Nurburgring which all but took his life. Lauda suffered appalling burns, courageously returned after missing only two races, but finally deemed conditions in Japan's wet finale too dangerous for him to continue. James Hunt clinched the championship by a solitary point but Lauda didn't have to wait long for revenge. His may not have been the fastest Grand Prix car in 1977 but excellent reliability enabled Lauda to win a second World title, plus a third consecutive Constructors' Cup award for Ferrari. The team had cause for celebration, although it wasn't all smiles at Maranello. More internal feuding, such as has plagued the team's history, prompted Lauda to join the rival Brabham team.

In 1979, the new 312T4 proved a most effective tool, enabling Jody Scheckter to clinch another World Championship at, of all places, Monza. The fanatical Ferrari followers had plenty to cheer about that day as Villeneuve dutifully followed his team leader home and Ferrari clinched another Constructors' Cup!

The fact that motor racing is a fickle sport was, however, dramatically brought home the following year. There were perhaps three overriding reasons for their failure in 1980.



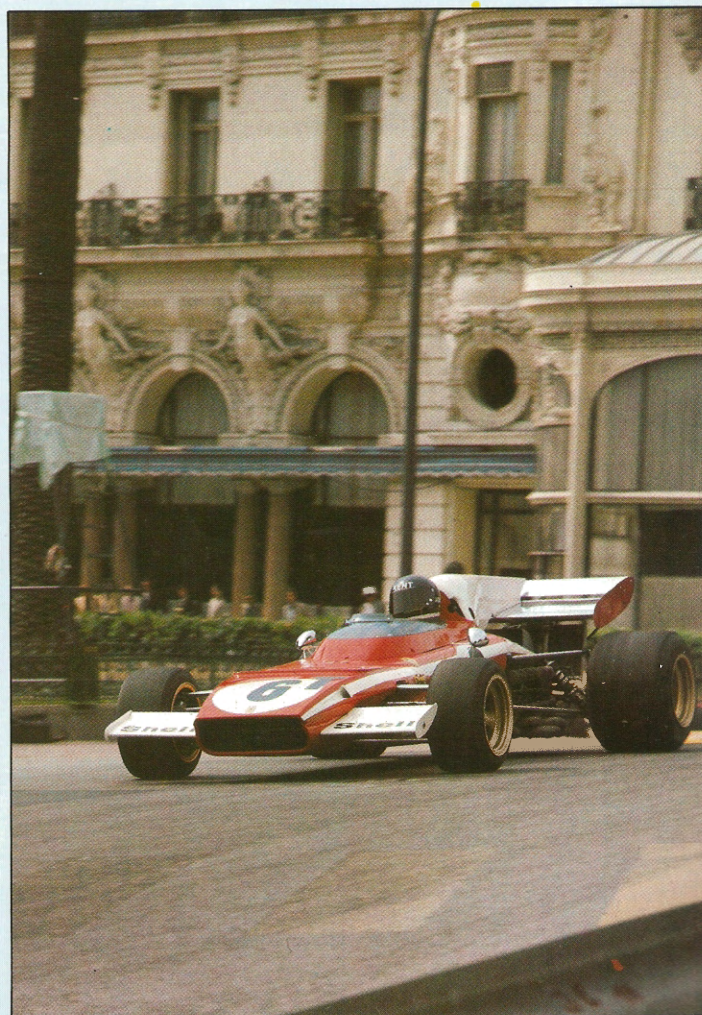
Above: Gilles Villeneuve at Zandvoort in the cumbersome 126CK. Below: Jacky Ickx practicing for the 1972 Monaco GP in the 312B2.

FERRARI 3-LITRE FORMULA VICTORIES

Year	Car	Driver (Nat)	Event
1966	Ferrari 312/66	John Surtees (GB)	Belgian GP
	Ferrari 312/66	Lodovico Scarfiotti (I)	Italian GP
1968	Ferrari 312	Jacky Ickx (B)	French GP
1970	Ferrari 312B	Jacky Ickx (B)	Austrian GP
	Ferrari 312B	Clay Regazzoni (CH)	Italian GP
	Ferrari 312B	Jacky Ickx (B)	Canadian GP
	Ferrari 312B	Jacky Ickx (B)	Mexican GP
1971	Ferrari 312B2	Mario Andretti (USA)	South African GP
	Ferrari 312B2	Jacky Ickx (B)	Dutch GP
1972	Ferrari 312B	Jacky Ickx (B)	German GP
1974	Ferrari 312B3	Niki Lauda (A)	Spanish GP
	Ferrari 312B3	Niki Lauda (A)	Dutch GP
	Ferrari 312B3	Clay Regazzoni (CH)	German GP
1975*	Ferrari 312T	Niki Lauda (A)	Monaco GP
	Ferrari 312T	Niki Lauda (A)	Belgian GP
	Ferrari 312T	Niki Lauda (A)	Swedish GP
	Ferrari 312T	Niki Lauda (A)	French GP
	Ferrari 312T	Clay Regazzoni (CH)	Italian GP
	Ferrari 312T	Niki Lauda (A)	United States GP
1976*	Ferrari 312T	Niki Lauda (A)	Brazilian GP
	Ferrari 312T	Niki Lauda (A)	South African GP
	Ferrari 312T	Clay Regazzoni (CH)	US GP West
	Ferrari 312T2	Niki Lauda (A)	Belgian GP
	Ferrari 312T2	Niki Lauda (A)	Monaco GP
	Ferrari 312T2	Niki Lauda (A)	British GP
1977*	Ferrari 312T2	Carlos Reutemann (RA)	Brazilian GP
	Ferrari 312T2	Niki Lauda (A)	South African GP
	Ferrari 312T2	Niki Lauda (A)	German GP
	Ferrari 312T2	Niki Lauda (A)	Dutch GP
	Ferrari 312T2	Carlos Reutemann (RA)	Brazilian GP
	Ferrari 312T3	Carlos Reutemann (RA)	US GP West
	Ferrari 312T3	Carlos Reutemann (RA)	British GP
	Ferrari 312T3	Carlos Reutemann (RA)	US GP East
	Ferrari 312T3	Gilles Villeneuve (CDN)	Canadian GP
1979*	Ferrari 312T4	Gilles Villeneuve (CDN)	South African GP
	Ferrari 312T4	Gilles Villeneuve (CDN)	US GP West
	Ferrari 312T4	Jody Scheckter (ZA)	Belgian GP
	Ferrari 312T4	Jody Scheckter (ZA)	Monaco GP
	Ferrari 312T4	Jody Scheckter (ZA)	Italian GP
	Ferrari 312T4	Gilles Villeneuve (CDN)	US GP East
1981	Ferrari 126CK	Gilles Villeneuve (CDN)	Monaco GP
	Ferrari 126CK	Gilles Villeneuve (CDN)	Spanish GP
1982*	Ferrari 126C2	Didier Pironi (F)	San Marino GP
	Ferrari 126C2	Didier Pironi (F)	Dutch GP
	Ferrari 126C2	Patrick Tambay (F)	German GP
1983*	Ferrari 126C2/B	Patrick Tambay (F)	San Marino GP
	Ferrari 126C2/B	René Arnoux (F)	Canadian GP
	Ferrari 126C3	René Arnoux (F)	German GP
	Ferrari 126C3	René Arnoux (F)	Dutch GP
1984	Ferrari 126C4	Michele Alboreto (I)	Belgian GP

* Champion Constructor

Total victories in 3-litre formula, 1966-84: 50



Firstly, the constraints imposed by the flat-12 engine were proving even more of a handicap as other teams learned more about the advantages to be gained from aerodynamic efficiency; secondly, the 3-litre engine had reached the end of its useful life after 10 years of steady development; and thirdly, Ferrari had by now committed themselves to following the turbocharged path and were concentrating their efforts on the new 126C.

Ferrari began 1981 in optimistic mood. Their new 1500cc V6 turbo engine produced prodigious horsepower, only to be sadly foiled by an ineffective chassis. Villeneuve scored two quite magnificent wins simply on talent and sheer bravado. A new chassis was urgently required. Thus was British engineer Harvey Postlethwaite, whose previous designs included the Hesketh for James Hunt and the equally successful Wolf chassis, brought into the Maranello fold, his brief to produce a new car for 1982. Elegant in all respects, the 126C2 looked to fit the bill admirably. Ferrari once again possessed a chassis fit for their engine. But tragic circumstances were to intervene. Villeneuve fell victim to a freakish accident, while Didier Pironi was critically injured in a separate crash. Ferrari's hopes had been cruelly dashed.

Patrick Tambay, brought back to F1 in place of his close friend

Villeneuve, somehow summoned the courage to score a fine victory in the aftermath of that final disaster in Germany, a drive that was to have a profound effect on the team. They would never forget those tragic months in the summer of 1982 but at least now they had something to work from, inspiration to draw upon. There was also the pitiful compensation of another Constructors' Cup title.

The 1983 season proved disappointing in terms of results, although Tambay and fellow-Frenchman René Arnoux scored frequently enough to clinch another Constructors' crown, whereupon the team decided to dispense with the services of Tambay. The decision was ill-received in most quarters, despite the fact that Ferrari replaced him with a home-bred driver in Michele Alboreto, the first Italian national to represent Ferrari at Grand Prix level since Arturo Merzario in 1973. The former Tyrrell driver obliged by winning in Belgium for what was to remain the only victory in another disappointing year.

Which brings us to the present. Ferrari have been busy over the winter in formulating an effective challenger for the forthcoming season. Their new car again looks the part and could well see another return to the limelight for Enzo Ferrari's team. Never should they be underestimated.

Ferrari only won one race last year — will the 156 take the team back into the limelight?



MICHELE ALBORETO

Nationality: Italian. **Born:** December 23, 1956, Milan. **Lives:** Milan. **Married.** **Career highlights:** 2nd, 1979 Italian Formula 3 Championship, 1980 FIA European Formula 3 Champion. Joined Tyrrell F1 team in 1981, moved to Ferrari in 1984. **Grand Prix starts:** 57. **First GP:** 1981 San Marino GP (Tyrrell), DNF. **GP wins:** 3. **First win:** 1982 Las Vegas GP (Tyrrell). **Points scoring average** (points/starts): 0.87 per race. **1984 World Championship position:** 4th (30½ points).



RENE ARNOUX

Nationality: French. **Born:** July 4, 1948, Pontcharra, Grenoble. **Lives:** Magny Cours. **Married.** **Career highlights:** 1972 'Volant Shell' Award winner, 1973 Formule Renault Champion, 1975 Formule Renault Europe Champion, 1977 FIA European Formula 2 Champion. Joined Martini F1 team in 1978. Moved to Renault in 1979 and to Ferrari in 1983. **GP starts:** 95. **First GP:** 1978 Belgian GP (Martini), 9th. **GP wins:** 7. **First win:** 1980 Brazilian GP (Renault). **Points scoring average** (points/starts): 1.69 per race. **1984 World Championship position:** 6th (27 points).

Ferrari Formula

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