

Autosport

GRAND PRIX GUIDE 85



The long road

There has surely seldom been a man more determined to reach the top of his chosen profession than Frank Williams. Now the head of one of the most highly respected Formula 1 teams in the world, Williams has come a long way since he used to hitch-hike to spectate at Brands Hatch in his 'teens'.

It was in 1969 that he first reached the heights of Formula 1, running an ex-factory Brabham BT26 for close friend Piers Courage, although a further 10 years elapsed before he managed to secure a maiden Grand Prix victory. Fittingly, that first win came in his home country, at Silverstone. Two World Championship titles have followed, yet Williams maintains a seemingly insatiable appetite for success.

Frank Williams has overcome enormous odds to attain his current position within Grand Prix racing. Unlike several other Formula 1 team owners, Williams did not start out with a bag of gold, either through sponsorship or personal wealth. Everything he now stands for is the result of his own unstinting effort.

This desire to win, to achieve, has been in evidence throughout Frank Williams's long involvement in motor racing. In common with many ambitious youngsters with a will to make a career in the sport, he saved up to buy his first racing car, a modified Austin A35, which was subsequently crashed and replaced by a newer A40. There followed a period where he acted as mechanic in order to earn sufficient money to progress into Formula 3, although, to his credit — and this is where he stands apart from many others — Williams soon realised that he would never make the grade as a driver.



Patrick Head's latest Grand Prix challenger, the Williams-Honda FW10.

He retired from active driving in 1966, but returned two years later to run a car for a talented 27-year-old named Piers Courage. The heir to a brewery fortune, Courage had displayed enormous potential with under-developed Formula 1 and Formula 2 machinery over recent seasons but without landing a drive with one of the big teams. The pair armed themselves with an F2 Brabham and achieved several successes during that 1968 season, convincing Williams that they should move up together into Formula 1. An ex-works Brabham BT26 was duly purchased, along with a Ford Cosworth DFV engine, and the fledgling Grand Prix team was in business.

It wasn't long before they were to make their presence felt. Piers finished second at Monaco in only his second outing with the Frank Williams Racing Cars Brabham, later adding another runner-up placing in

the United States GP at Watkins Glen. Courage's reputation as a driver had gained further strength, while Williams had also established his mark on the motor racing map.

For 1970 the pair arranged to run a brand new Gianpaolo Dallara-designed car for the Italian de Tomaso company. The car proved difficult at first, although just as the team began to show that they were making progress Courage lost control during practice for the Dutch Grand Prix and was killed.

The tragedy hit Williams hard, his situation hardly helped when de Tomaso turned their back on the project. A new March was nevertheless acquired for the 1971 season, Williams running the car for Henri Pescarolo. The came a major step in the development of his own Grand Prix car, the first in his own right as a racing car constructor.

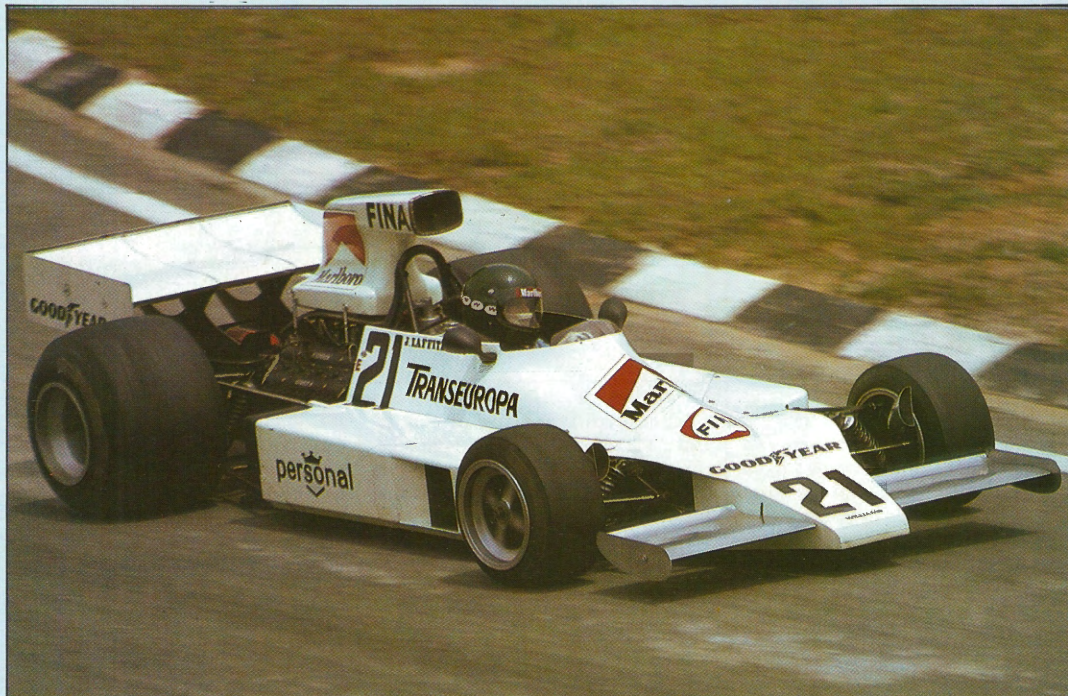
Finland's Keke Rosberg puts the new car through its paces at Brands Hatch. Canon join the Didcot-based team as major sponsors for the 1985 season.



K&N
FILTERCHARGER EQUIPPED
HIGH PERFORMANCE
AIR FILTERS FOR
HONDA — WILLIAMS

RAY PERRY
THE BODY SHOP
SPECIALIST PAINT SYSTEMS
PAINT SPECIALISTS TO WILLIAMS & MANY MORE GRAND PRIX TEAMS.
TELEPHONE: (08677) 2435

SUPPLIERS OF HOSE TO THE
WILLIAMS TEAM.
All the best with the FW10 Turbo
GOODRIDGE
At our best under pressure
Goodridge UK Ltd, Dept 6, Collins Road, Totnes, Devon TQ95PJ
Telephone (0893) 862007 Telex 42876 HOSECO G



Above: Jacques Laffite in Brazil with FW02 in 1975. Below: Three years later, Alan Jones presses on at Monaco with FW06.



WILLIAMS GRAND PRIX CARS

Type	Years raced	Engine	Drivers
Politoys FX3	1972	2993cc Ford Cosworth DFV V8	Henri Pescarolo
FX3B	1973	2993cc Ford Cosworth DFV V8	Howden Ganley, Nanni Galli, Jackie Pretorius
IR01-04/FW01-03	1973-5	2993cc Ford Cosworth DFV V8	Gijs van Lennep, Jacky Ickx, Howden Ganley, Nanni Galli, Henri Pescarolo, Graham McRae, Tim Schenken, Arturo Merzario, Tom Belso, Jacques Laffite, Tony Brise, Damien Magee, Jo Vonlanthen, Renzo Zorzi, Ian Scheckter
FW04	1975	2993cc Ford Cosworth DFV V8	Jacques Laffite, Arturo Merzario, Renzo Zorzi
FW05 (Hesketh Williams 308C)	1976	2993cc Ford Cosworth DFV V8	Jacky Ickx, Michel Leclerc, Arturo Merzario, Hans Binder, Warwick Brown
FW06	1978-79	2993cc Ford Cosworth DFV V8	Alan Jones, Clay Regazzoni
FW07	1979-80	2993cc Ford Cosworth DFV V8	Alan Jones, Clay Regazzoni, Rupert Keegan
FW07B	1980	2993cc Ford Cosworth DFV V8	Alan Jones, Carlos Reutemann, Rupert Keegan
FW07C	1981-2	2993cc Ford Cosworth DFV V8	Carlos Reutemann, Alan Jones, Keke Rosberg, Mario Andretti
FW08	1982	2993cc Ford Cosworth DFV V8	Keke Rosberg, Derek Daly
FW08C	1983	2993cc Ford Cosworth DFV V8	Keke Rosberg, Jacques Laffite, Jonathan Palmer
FW09	1983-4	1500cc Honda RA163-E V6 turbo	Keke Rosberg, Jacques Laffite
FW09B	1984	1500cc Honda RA163-E V6 turbo	Keke Rosberg, Jacques Laffite

►►

Designed by Ford's Len Bailey, the FX3—named a Politoys in deference to an Italian toy company who joined as sponsors — failed to live up to expectations and indeed raced only once; at the British Grand Prix in 1972 when it was comprehensively crashed by Pescarolo. The Frenchman continued the year in his back-up March, while Williams also fielded a similar car for up-and-coming Brazilian, Carlos Pace, who, to Williams's intense displeasure then defected to the rival Surtees team for the 1973 season.

Already building up his reputation as a sponsorship-getter, Williams arranged for Iso-Rivolta (an Italian luxury car concern) and Marlboro to finance a revamping of the FX3 project for the following season, prior to new John Clarke-designed Iso-Marlboro IR03s being readied for the start of the European Grand Prix season.

These cars proved only marginally more effective, however, despite a number of different drivers who were taken on as and when the sponsorship allowed. The possibility of even managing to continue looked slim at times, Williams even having to rely upon the use of cast-off tyres from other more lavishly-equipped teams. This grim situation continued through to 1975, the only glimmer of hope arriving at the German Grand Prix when Jacques Laffite took full advantage of others' misfortunes to guide his Williams FW04 through to second place and six welcome championship points. Those alone were sufficient to ensure Williams' continued membership of the all-important Formula One Constructors' Association and therefore a slice of the prize fund allocated towards travelling costs. Financial salvation was at hand.

Later that year, Canadian-based Austrian Walter Wolf added some much needed sponsorship, prior to the start of an association that seemed just right for Williams. Wolf had been looking to increase his involvement in F1 and so when the patriotic Hesketh team folded at the end of '75, Wolf and Williams quickly stepped in to take over the assets. After years of struggling, the future for Williams suddenly looked very bright.

Sadly, however, the modified Hesketh 308C chassis, renamed Wolf-Williams FW05, proved hopelessly uncompetitive. When Wolf moved on early in '77, Williams was left where he started; with nothing.

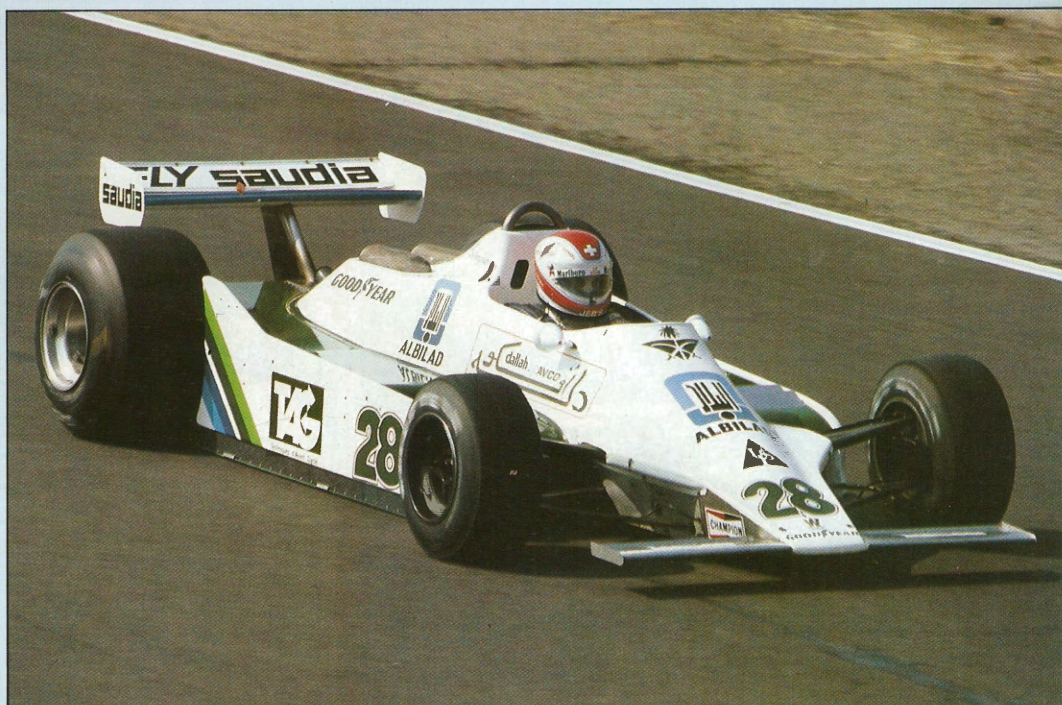
Yet even then he refused to back down. Williams is nothing if not a fighter. A March 761 was soon purchased from the Bicester factory, and promising F2 driver Patrick Neve signed to campaign the car in that year's World Championship. Again there was little to show in terms of results. However, an important link had been forged, his fortunes soon to show a distinct and lasting improvement. The energetic Williams had found time to forge links with several Saudi Arabian businessmen, among them representatives of Saudia Airlines.

His efforts sufficiently impressed the Saudis to underwrite the reformation of his Formula 1 team, which Williams duly set about re-establishing as a major force.

Patrick Head joined Williams as chief designer, the new liaison's first fruit being the pretty FW06 chassis, which was debuted in Buenos Aires by Australian Alan Jones at the 1978 Argentine GP.

The combination showed steady improvement during that first season, culminating in a fine second place at the United States GP. There were also a brace of fastest laps. Williams Grand Prix Engineering were on the way.

Patrick Head's FW07 design appeared for the start of the 1979 European season, perhaps too late for Jones and new teammate Clay Regazzoni to mount a serious challenge for the championship. Nevertheless, the Swiss driver displayed his worth by scoring the team's long overdue first GP victory at Silverstone — taking the lead when Jones's car failed him near the end — while Jones then hammered home the



Clay Regazzoni en route to a maiden Grand Prix victory for Frank Williams, appropriately at Silverstone in 1979 with FW07.



Jones won the World title in 1980 after a protracted battle with Piquet's Brabham. Below: Rosberg, champion in '82, scored a stunning victory at Monaco one year later.

effectiveness of Head's 'ground-effect' chassis by winning four of the next five races.

Williams had to be content with third in the drivers' championship (Jones) and second in the Constructors' Cup that year but more than made up for the disappointment in 1980 when the Australian overcame Nelson Piquet's Brabham in a gripping, year-long struggle for supremacy. Suddenly, there he was on top of the world, his ambitions fulfilled. In part. For Williams, though, the job is never done; 'if you can win the championship once, you can win it again', seems to be his philosophy.

Another epic tussle between the Williams and Brabham teams followed in '81, but this time it was Piquet who took the drivers' honours, leaving Williams the Constructors' Cup for a second successive year. Since then, however, the Williams team have been struggling.

Jones announced his retirement at the end of the year, while Reutemann hardly helped matters by following suit just two races into the following season. Keke Rosberg, though, had been signed as Jones's replacement; the Finn had at last found a drive worthy of his talents.

WILLIAMS FORMULA 1 VICTORIES

Year	Car	Driver (Nat)	Event
1979	Williams-Ford Cosworth FW07	Clay Regazzoni (CH)	British GP
	Williams-Ford Cosworth FW07	Alan Jones (AUS)	German GP
	Williams-Ford Cosworth FW07	Alan Jones (AUS)	Austrian GP
	Williams-Ford Cosworth FW07	Alan Jones (AUS)	Dutch GP
	Williams-Ford Cosworth FW07	Alan Jones (AUS)	Canadian GP
1980*	Williams-Ford Cosworth FW07	Alan Jones (AUS)	Argentine GP
	Williams-Ford Cosworth FW07B	Carlos Reutemann (RA)	Monaco GP
	Williams-Ford Cosworth FW07B	Alan Jones (AUS)	French GP
	Williams-Ford Cosworth FW07B	Alan Jones (AUS)	British GP
	Williams-Ford Cosworth FW07B	Alan Jones (AUS)	Canadian GP
	Williams-Ford Cosworth FW07B	Alan Jones (AUS)	US GP East
1981*	Williams-Ford Cosworth FW07C	Alan Jones (AUS)	Long Beach GP
	Williams-Ford Cosworth FW07C	Carlos Reutemann (RA)	Brazilian GP
	Williams-Ford Cosworth FW07C	Carlos Reutemann (RA)	Belgian GP
	Williams-Ford Cosworth FW07C	Alan Jones (AUS)	Caesars Palace GP
1982	Williams-Ford Cosworth FW08	Keke Rosberg (SF)	Swiss GP
1983	Williams-Ford Cosworth FW08C	Keke Rosberg (SF)	Monaco GP
1984	Williams-Honda FW09	Keke Rosberg (SF)	Dallas GP

* Champion Constructor

Total: 18





Rosberg gives the Honda-powered FW09 its Grand Prix debut at South Africa in 1983.



Rosberg repaid the compliment by securing a second drivers' title for Williams. The 1982 season was notable for the emerging dominance of turbo-powered cars, as well as for the fact that Rosberg became the first driver since Mike Hawthorn (in 1958) to take the World Championship with only one race win to his name.

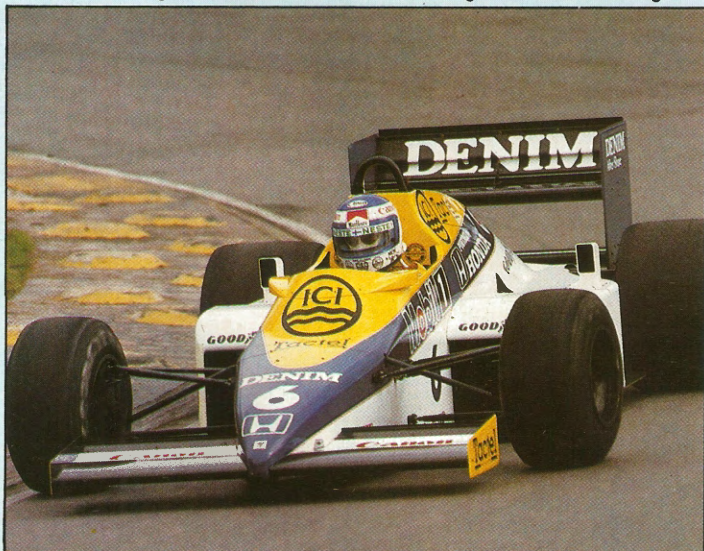
Rosberg and Williams achieved another landmark at the end of 1983 (during which he won famously in damp conditions at Monaco), the Finn guiding a new turbocharged Honda-powered FW09 to fifth place in its maiden outing in South Africa — the first time a new turbo-engined car had completed its debut race.

The 1984 season provided further frustration for the Williams team, the FW09 plagued by a persistent understeer complaint that prevented Rosberg or teammate Laffite from dis-

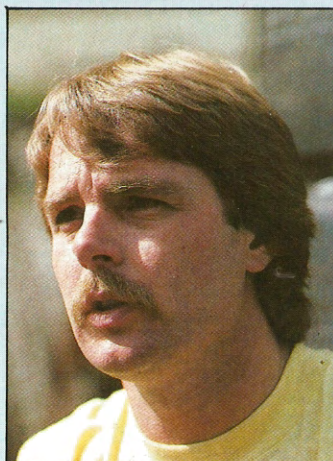
playing their true worth — apart from another masterly performance by Rosberg in difficult conditions at Dallas. For 1985, however, Williams has procured major sponsorship from Canon, while Nigel Mansell joins Rosberg to drive Patrick Head's latest creation, the FW10.

This car has been conceived and constructed almost exclusively within the team's ultra-modern and fully-equipped facility — which includes their own wind tunnel and autoclave — at Didcot, Berkshire. The FW10 features a carbonfibre composite chassis, something of a new departure for Williams, while Honda have also been busy over the winter months in developing their half of the combination: the turbo charged V6 engine. The ingredients seem to be available for Williams to bounce back to the forefront of Grand Prix racing during 1985.

Williams's second generation turbo car, the FW10, undergoes shakedown testing.

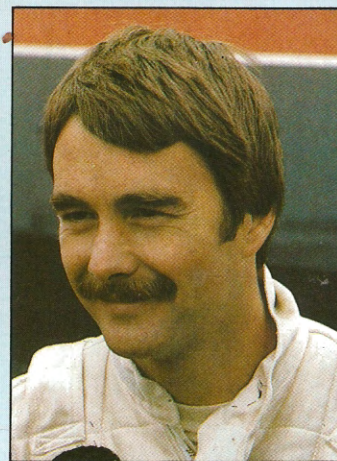


AUTOSPORT GRAND PRIX TEAM GUIDE No.7: WILLIAMS. Devised and produced by Jeremy Shaw & Quentin Spurring. © AUTOSPORT 1985.



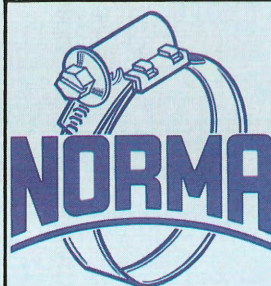
KEKE ROSBERG

Nationality: Finnish. **Born:** December 6, 1948, Stockholm, Sweden. **Lives:** Cookham Dean, near Marlow, Bucks. **Married.** **Career highlights:** 1966 Scandinavian Kart Champion, 1977 and 1978 New Zealand Formula Atlantic Champion, successes in Formula Super Vee, Formula 2 and sports cars. 1982 World Champion. Drove Theodore, ATS, Wolf and Fittipaldi F1 cars before joining Williams in 1982. **GP starts:** 82. **First GP:** 1978 South African GP (Theodore). **DNF.** **GP wins:** 3. **First win:** 1982 French GP. **Points scoring average** (points/starts): 1.19 per race. **1984 World Championship position:** 8th (20½ points).



NIGEL MANSELL

Nationality: British. **Born:** August 8, 1953, Upton-on-Severn, Worcester. **Lives:** Isle of Man. **Married.** **Career highlights:** 1977 Brush FUSEgear Formula Ford Champion, karting and Formula 3 successes. Joined Lotus F1 team in 1980, moving to Williams for 1985. **GP starts:** 59. **First GP:** 1980 Austrian GP (Lotus). **DNF.** **GP wins:** none. **Best result:** 3rd, 1981 Belgian GP, 1982 Brazilian GP, 1983 European GP, 1984 French and Dutch GPs (Lotus). **Points scoring average:** 0.64 per race. **1984 World Championship position:** 9th = (13 points).



**Suppliers of
high performance
hose clips to
Williams.....
and sponsor to Keke**

NORMA PRODUCTS LIMITED
Waldeck Road, Maidenhead, Berkshire SL6 8BQ
Telephone (0628) 73633/72416

PATRICK MOTORS

**BIRMINGHAM'S LEADING
AUSTIN ROVER DEALERS WISH
EVERY SUCCESS TO
NIGEL MANSELL
BIRMINGHAM'S LEADING
FORMULA ONE DRIVER
FOLLOW NIGEL MANSELL'S
STORY AT**



**Britains liveliest new Motor Museum
Previewing soon at 180 Lifford Lane
Kings Norton, Birmingham**