

SALON
**RETRO
MOBILE****CRUMMY STORIES !****THE F1 EXHIBITION'S IN THE RICHARD MILLE'S SPACE**

The Formula 1 is the queen of motorsports with its numerous racing stables as famous as the others. However, this discipline still has a few hidden details within its history! The Richard Mille's space (Hall 1, P052), with a dedicated exhibition, will introduce amateurs and specialists the four-wheel and six wheels single-seaters vehicles that have transformed the F1'S world. Visitors will have the opportunity to admire six racing beasts at the Retromobile tradeshow!



Cosworth F1 4WD

CUTTING-EDGE TECHNOLOGY

The history of Formula One is inextricably intertwined with the investigation of new technologies. Since the dawn of this – the highest class – of motorsports, engineers have spent their time looking for new technical solutions so that whichever constructor they represent can steal a march over its rivals and dominate the discipline. These wins which are supposed to push motor performance through the roof can sometimes take an unexpected turn. One example involves British engineer and inventor Harry Ferguson, noted for his role in the development of the modern tractor. In 1960, he asked Tony Rolt – the director his research firm – to design and build a four-wheel drive F1 car. The single-seater P99, designed around a tubular spaceframe and featuring a front-mounted Climax engine, was first raced in the 1961 British Empire Trophy. The designated pilot, Jack Fairman, was aided by Stirling Moss, but Moss was disqualified for outside assistance. Moss used the rain to his advantage to drive the car to victory at Oulton Park in a non-championship event. This was the only time a race had been won by a four-wheel drive Formula One car. An end was put to the project in view of the car's excessive weight. And yet three years later, the same technology was to re-emerge. BRM developed the experimental P67 and entered it at Silverstone. Driven by Richard Atwood, the single-seater

MOTRICITY TROUBLES FOR ALL MANUFACTURERS

At the end of the 1960s, people were once again talking about this technology. In 1968, a combination of the sudden surge in power delivered by the first Cosworth V8 engines and the unusually high number of events raced on wet tracks (three out of twelve) resulted in traction problems that were so severe that a number of constructors decided to go back to four-wheel-drive solutions. So Cosworth, Lotus, McLaren and Matra all made the switch in 1969. All of these single-seaters proved too heavy and too difficult to handle.

At McLaren, Bruce McLaren finished a car test drive by saying: *«Driving the M9A is like trying to write your signature while someone keeps trying to move your elbow».*

The M9A was consigned to the museum. At Lotus, Colin Chapman – who had always been something of a forerunner – was similarly unsuccessful. Neither the 63 built in 1969 nor the turbine 56 built in 1971 proved much to write home about. The Lotus 56, however, caused more of a commotion. Emerson Fittipaldi qualified it at an international non-championship meeting and then Dave Walker ran the car in Zandvoort on a wet track, progressing from 22nd to 10th place in five laps before getting overconfident and sliding off the road into the tyres on the «Tarzan» bend. Once again, less proved to be more. To increase the adherence of F1 cars, engineers and aerodynamics specialists started experimenting with aerofoils.

SIX WHEELS SINGLE-SEATERS CARS

In early 1976, the general public were astounded to discover that not all single-seater cars had four wheels. Engineer Derek Gardner from Tyrrell developed a six-wheel single-seater car that featured four smaller 10-inch wheels at the front. The P34 began the season with a fanfare. Patrick Depailler, tasked with giving the car its baptism of fire in Spain, qualified it in third place. During the



Tyrrell P34



McLaren M9A

race, he wrestled with brake trouble. In Monaco, Scheckter and Depailler proved the fastest at the wheels of their V8s. In Anderstorp, Tyrrell's drivers pulled off a double coup. The result was a good one: Scheckter and Depailler finished in third and fourth places respectively in the 1976 championship. But the following year was not quite so successful. Modifications to the P34 made it less competitive. At the end of the season, Ken Tyrrell abandoned his experiments with six-wheel cars. But the P34 did succeed in inspiring Robin Herd. The British co-founder of March Engineering developed the March 2-4-0. Tested in early 1977, it differed from the P34 insofar as the four wheels were at the rear. In 1982, it was the turn of Patrick Head - Williams' star engineer - to design a six-wheel vehicle. But it was never to race.

Exhibition detail

Model	BRM P67	Cosworth F1 4WD	Lotus 63	March 2-4-0	McLaren M9A	Tyrrell P34
Stable	BRM	-	Golf Leaf Team Lotus	-	Bruce McLaren Motor Racing	Elf Team Tyrrell
Manufacturer	British Racing Motors	Cosworth	Lotus Carts	March Engineering	McLaren Racing	Tyrrell Racing
Year	1964	1969	1969	1977	1969	1976
Conceptor	Tony Rudd	Robin Herd	Colin Chapman	Robin Herd	Jo Marquart	Derek Gardner
Car body	Unibody in Duralumin	Unibody in Mallite	Unibody in Aluminium	-	Unibody in Aluminium	Unibody in Aluminium
Engine	V8 BRM	V8 Ford Cosworth DFV	V8 Ford Cosworth DFV	V8 Ford Cosworth DFV	V8 Ford Cosworth DFV	V8 Ford Cosworth DFV
Cylinder	1 498 cm3	2 993 cm3	2 993 cm3	2 993 cm3	2 993 cm3	2 993 cm3
Engine position	mid-mounted	-	rear-mounted	mid-mounted	mid-mounted	mid-mounted
Gearbox	BRM	Cosworth	Hewland	Hewland	Hewland	Hewland
Transmission	4 driving wheels	4 driving wheels	4 driving wheels	Propulsion	4 driving wheels	Propulsion
Car body N°						P34*6
Pilotes	Richard Attwood	Trevor Taylor / Jackie Stewart	John Miles / Mario Andretti	Ian Scheckter	Derek Bell	Jody Scheckter & Patrick Depailler
Beginning	Great Britain GP	-	France GP	-	Great Britain GP	Spain GP
Races	1	0	7	0	1	13
Victory	0		0	0	0	Sweden GP of 1976 1st: Jody Scheckter 2nd: Patrick Depailler
Pole	0		0	0	0	1
Best lap	0		0	0	0	2

PRACTICAL INFORMATION

Dates: from Wednesday 8 through Sunday 12 February 2017

Venue: Porte de Versailles Exhibition Centre - 75015 Paris

Opening hours: Wednesday and Friday from 10 am to 10 pm, Thursday, Saturday and Sunday from 10 am to 7 pm

Admission: €18, free for children under 12 years old

Click [HERE](#) to request your press accreditation

To be noticed! Preview Tuesday the 7th of February from 7 to 10 PM

ZMIROV COMMUNICATION | 64, rue Jean-Jacques Rousseau | 75001 Paris | 01.55.34.37.60 | www.zmirov.com

CONTACT PRESSE | DORIANE RAFFIN OU ANNE-GAELLE JOURDAN

T. 01 76 53 71 18 | DORIANE.RAFFIN@ZMIROV.COM



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