



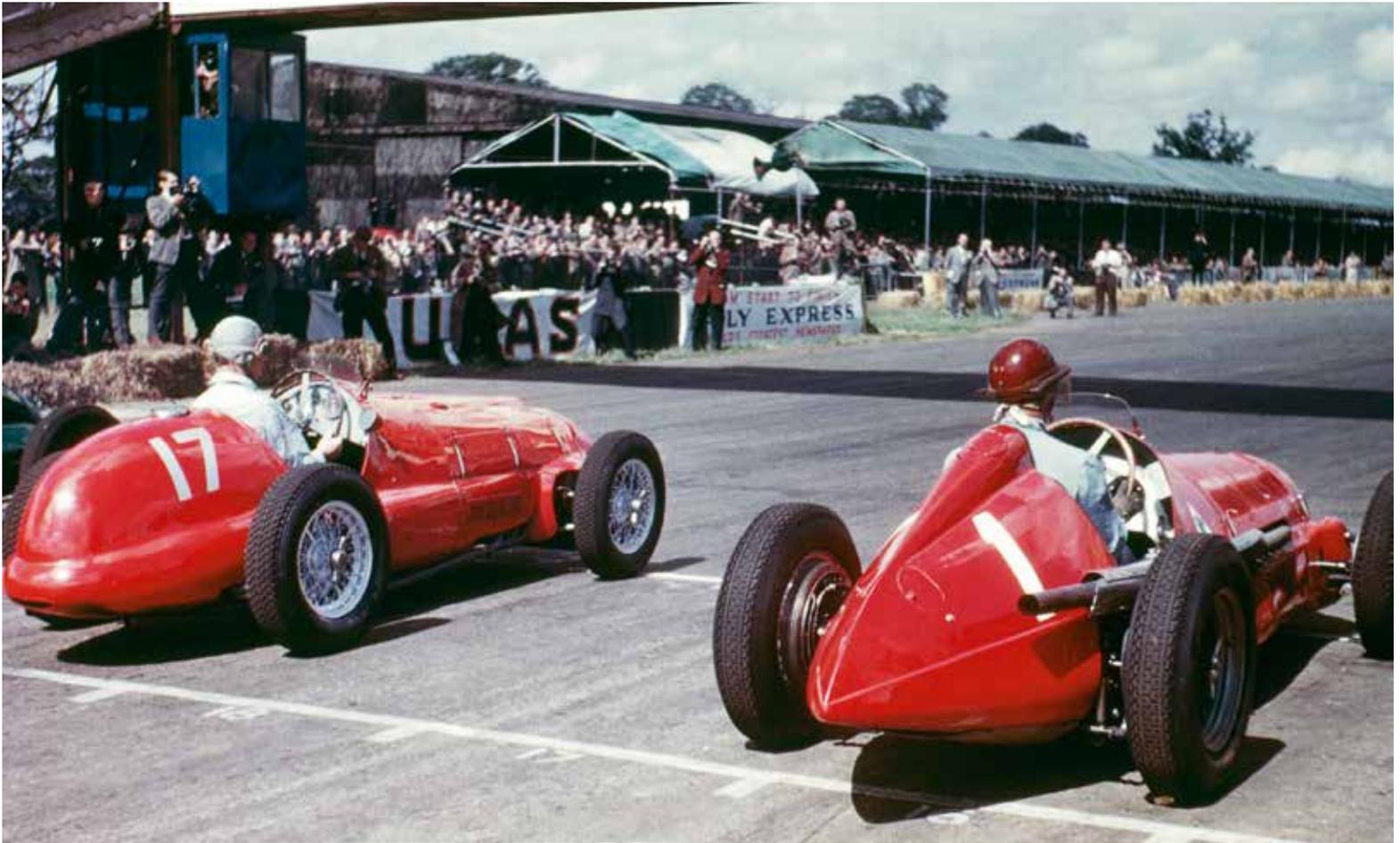
*René Dreyfus at the wheel of his Alfa Romeo Monoposto on the starting grid for the 1935 Dieppe Grand Prix. He won the race from Louis Chiron at the wheel of another Monoposto, and Jean-Pierre Wimille (Bugatti). (Author's collection)*

as Mercedes-Benz) and Auto Union (a merger of companies that manufactured Audi, DKW, Horch and Wanderer cars). With the maximum weight restriction of 750kg (1473lb), the German teams, Mercedes-Benz and Auto Union, with vastly greater financial resources than were available to Alfa Romeo, rapidly became the top contenders.

For 1934 and the 750kg Formula, Alfa Romeo introduced a 2905cc version of the Monoposto with widened body. Despite the eclipse of Alfa Romeo by the German teams, the Ferrari-entered

Alfa Romeos continued to do well in minor events, and occasionally scored a major victory. As late as the end of July 1935, Nuvolari scored a surprise win with an Alfa Romeo Monoposto fitted with a special 3.8-litre engine in the German Grand Prix at the Nürburgring.

Jano remained as Chief Engineer of Alfa Romeo until 1937. He was responsible for two V12 engine designs that proved very influential in the development of postwar racing cars built by Alfa Romeo and Enzo Ferrari. These V12 designs, a 4064cc model that appeared in 1936 and a 4545cc unit that followed a year later were,





*The 3.3-litre V6 D24 Lancia competition sports car was the perfect road-racing car, and Alberto Ascari drove this example to a win in the 1954 Mille Miglia. The D24 possessed an excellent power to weight ratio, a superbly flexible engine, and outstanding roadholding. Here, Ascari is on the ramp at Brescia waiting for the signal to accelerate; Jano stands by him and appears to be watching the instruments – probably the water temperature gauge in case the car was delayed before the flag drops. (Author's collection)*

already tested to his satisfaction on Lancia competition sports cars, and also the extreme compactness of the new car.

In the early 1950s, designers of Grand Prix cars were still thinking big; they had not yet accepted the notion that a Formula One car should be small, light and compact. For example, the most successful Grand Prix car in 1954-55 was the Mercedes-Benz W196, and this was large, cumbersome and complex. Jano, however,

set a new trend, which was taken a stage further with the BRM P25 that appeared in September 1955 and reached its ultimate form of the time in the rear-engined Cooper and Lotus Formula One cars. The D50 consisted of little more than an engine and gearbox with wheels, fuel tanks and driver accommodation added.

The D50 was shorter, lighter, lower, and smaller than any other Formula One car of the period, and the aim had been to achieve



*For three seasons Chris Amon had given all his allegiance, effort and moral strength to Ferrari, but he lost his self-confidence and esteem in the maelstrom of Maranello politics. Apart from the constant failure in testing the new flat-12 car, it was the 1969 Spanish Grand Prix that undermined Amon's belief that he had a future with the team. The New Zealander drove superbly on the Montjuich Park circuit, and he was leading the Spanish race when the engine failed at just short of two-thirds race distance. (Courtesy LAT Photographic)*



*Just after the start of the French race the Ferraris nose ahead of Stewart's Tyrrell, but any initial advantage was soon lost. Ickx retired early in the race because of a broken crankshaft, while, on lap 21 of the 38-lap race, Regazzoni spun off on oil dropped by Peterson's March.  
(Courtesy LAT Photographic)*

On lap 21 Regazzoni lost control on oil dropped by Peterson's Alfa Romeo-engined March 711 when the power unit blew. The Swiss driver skidded into the barrier, damaging the right rear suspension and wheel of his Ferrari, putting himself out of the race. Stewart and Cevert with their Tyrrells took the first two places.

#### BRITISH GRAND PRIX, SILVERSTONE, 17TH JULY

Once again Andretti missed a race because of a USAC commitment. His car was brought along as a spare. Both the race cars were fitted in practice with streamlined noses consisting of

*Opposite: The 1971 French Grand Prix was held on the fast Paul Ricard circuit near Marseilles. This posed photograph of the 312B2 and Ickx taken before the start emphasises the aerodynamic efficiency of the wedge-shaped profile of the 312B2. (Courtesy LAT Photographic)*

angled vertical members attached to the front wings (retained for the race) and air-boxes (not retained for the race). Regazzoni and Stewart were joint fastest in practice in 1min 18.1sec, while Ickx was only sixth fastest because of handling problems and a slipping clutch. During Friday afternoon's practice Ickx's Ferrari holed a piston and was wheeled away for an engine change.

After the untimed session on race morning, Ickx commented that his replacement engine was the best flat-12 he had ever tried, and that even with full tanks it would pull 12,600rpm in top gear. In a rather confused start Regazzoni accelerated into the lead, while Ickx shot through to take up second place behind his team-mate. The Ferraris were passed by both Stewart and Siffert (V12 BRM). Ickx's engine began cutting out at corners, and Regazzoni re-passed Siffert; whose car was handling badly because the rear aerofoil had worked loose, resulting in pronounced over-steer.