

**Note 9****Exceptions to “Power 1st”**

Certain individual races where a lower-powered car beat its rivals are evergreen in enthusiasts’ minds but they needed “Super-Drivers”

- Tazio Nuvolari driving an Alfa Romeo in the 1935 German GP;



- Stirling Moss driving a Lotus in the 1961 Monaco and German GPs;



- Ayrton Senna driving a McLaren in the 1993 European (Donington) GP.



These successes sometimes were helped by wet roads.

The *major season-long exceptions* to the rule “Power 1st “ are:-

**(A).The 1959 -1960 Grand Prix Cars-of-the-Year (Egs. 38 & 39, Coventry Climax engines)**

These were the fruits of the Cooper’s (father Charles and son John) reintroduction to GP racing of the mid-mounted engine - but this time with a stable chassis - which gave frontal area and weight advantages more than offsetting the lower power. Since 1959 every classic Grand Prix has been won by this chassis concept (see [Note 66](#)) *bar one* (the 1960 Italian, not seriously contested against the front-engined Ferrari because the other significant teams boycotted the use of the Monza banked track variant).

**(B).The 1966 – 1967 Grand Prix Cars-of-the-Year (Egs. 45 & 46, Repco engines)**

The driver who was champion in 1959 - 1960, Jack Brabham, was the constructor of these cars bearing his name and, with characteristic shrewdness, he opted for a simple design of engine at the start of a new formula which gained victories while other more elaborate competing units were undeveloped or not even ready. The Ferrari team which *should* have been ready and able in 1966 quarrelled with its 1964 Champion driver, John Surtees, and let him go after he won the 2<sup>nd</sup> race.

**(C).The 1994 Drivers’ Championship**

This Championship result for Michael Schumacher driving a Benetton B194 was in inverse proportion to the installed power for the first three places:-

- 1<sup>st</sup> a V8 engine, the Ford Zetec R (Cosworth type EC, Eg. 77)
- 2<sup>nd</sup> a V10 engine, the Renault RS6 (Eg. 78) (driver Damon Hill) (the Williams FW16 won the Constructors’ Championship)
- 3<sup>rd</sup> a V12 engine, the Ferrari type 043 (driver Gerhard Berger) (Ferrari 412T).

This result was despite the reintroduction of in-race refuelling which favoured the more powerful and thirstier engines.

However, the result was largely influenced by Schumacher being in the “Super-Driver” class, which enabled him to succeed even despite a disqualification and 2 race ban after ignoring a black flag and another disqualification for a worn skidblock. The death of Ayrton Senna at the third race, the other “Super-Driver” who was driving for the Williams-Renault team, also affected the result.