

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 2nd 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:-

- 1st a V8 engine, the Ford Zetec R (Cosworth type EC, Eg. 77)
- 2nd a V10 engine, the Renault RS6 (Eg. 78) (driver Damon Hill) (the Williams FW16 won the Constructors’ Championship)
- 3rd 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.