



GRAND
PRIX
DRIVERS
CLUB

2016

TOTAL QUARTZ ENGINE OIL

Daniel Ricciardo
Infiniti Red Bull Racing



BETC Photo credit : DPPI



POWERS PERFORMANCE

With four-time FIA Formula One World Champion Infiniti Red Bull Racing and its pilot Daniel Ricciardo, Total innovates to improve the quality and performance of its engine oils.

Total Quartz, approved by Champions, available to everyone.

www.lubricants.total.com



The right choice in lubricants

TOTAL



**GRAND
PRIX
DRIVERS
CLUB**

Remerciements:

AC Monaco
Agnes Carlier
Stefano Chiminelli
Gabriele Fabbri
Christoph-Antoine Gaascht
Graham Gauld
Ennstal-Classie
Matteo Panini
Giovanni Perfetti
Stefano Ricci
Don Sergio Mantovani
Ferrari
Maserati
Moet Chandon
Pirelli
Total
UBS AG

Photo's:

Stefano Chiminelli
Graham Gauld
Leo Hoeld
Peter Meierhofer
Axel Schmidt
Theo K. Husc hek
Teddy Pilette

F1 Grand Prix Drivers Club

General Secretary

Theo K.Husc hek
P.O. Box GEO 271 - 24100 Bergamo - Italie
Tel. +39 035 4599701/3 - Mob. +39 335 228390

Deputy Secretary

Agnes de Laborderie Carlier
P.O.Box 484 - 1001 Lausanne - Suisse
Mob. +41 79 4554422

e-mail: F1GPDC@gmail.com
www.F1grandprixdriversclub.com

Les Présidents

Louis Chiron

3.8.1899 - 22.6.1979

Juan Manuel Fangio

24.6.1911 - 17.7.1995

Toulo de Graffenried

18.5.1914 - 20.1.2007

Phil Hill

20.4.1927 - 28.8.2008

Jochen Mass

30.9.1946

Maria Teresa de Filippis

11.11.1926 - 9.1.2016



Comité actuel



Howden Ganley

*Président
2013*



Emanuele Pirro

*Vice Président
2013*



Teddy Pilette

*Vice Président
2013*



Theo K. Husc hek

*Secrétaire Général
2002*



***Agnes de
Laborderie Carlier***

*Secrétaire Adjoint
2013*



Fondateurs

Louis Chiron
Gianfranco Comotti
Albert Divo
Juan Manuel Fangio
Nino Farina
Paul Frère
Toulo de Graffenried
Yves Giraud-Cabantous
Robert Manzon

Comité d'Honneur

S.M. *Don Juan Carlos I de España*
 S.M. *KUNG Carl XVI*
Gustaf av Sverige
 S.A.S. *Le Prince Souverain*
Albert II de Monaco
 S.M. *Roi Constantin de Grèce*
 S.A.R. *Jean Grand Duc*
de Luxembourg
 H.R.H. *Prince Michael of Kent*
Charles Earl of March

Members d'Honneur

<i>Aleardo</i>	<i>Buzzi</i>
<i>Ron</i>	<i>Dennis</i>
<i>Bernie</i>	<i>Ecclestone</i>
<i>Piero</i>	<i>Ferrari</i>
<i>Dario</i>	<i>Franchitti</i>
<i>Alexander</i>	<i>Hesketh</i>
<i>Mario</i>	<i>Illien</i>
<i>Claude</i>	<i>Le Guézec</i>
<i>Giancarlo</i>	<i>Minardi</i>
<i>Roger</i>	<i>Penske</i>
<i>Adrien</i>	<i>Maeght</i>
<i>Monisha</i>	<i>Kaltenborn</i>
<i>Roland</i>	<i>Peugeot</i>
<i>Jo</i>	<i>Ramirez</i>
<i>Peter</i>	<i>Sauber</i>
<i>Antoine</i>	<i>Seyler</i>
<i>Mario</i>	<i>Theissen</i>
<i>Sir Frank</i>	<i>Williams</i>



| *H. Ganley*

A word from the President

Another year passed, and the club continues to grow with several new members joining us, in particular as active members we welcome Mark Webber, Adrian Campos, Alex Yoong, and Ivan Capelli, and as Honorary members Monisha Kaltenborn and Piero Ferrari.

Of course we are always hopeful that more of the past Formula One drivers will also join, and in that context I encourage all of you to invite your former colleagues (those who have qualified) to come aboard. I know it can be hard work, as I have said before – older racing drivers are not easily motivated to join an organisation such as ours – but it is very important for the well-being of our Club, and they will surely find that we have some enjoyable gatherings.

On that subject I must make mention of our quite special get-together at Maranello and Modena in 2016, beginning with the visit as guests of Ferrari, with the tour of their factory, and then to the race department, with greetings from Maurizio Arrivabene, followed by the AGM in their auditorium.

Of course the highlight of our visit was the gala dinner at Cavallino restaurant, together with Piero Ferrari, and we were able to take this opportunity to present Piero with his Honorary membership as his father had been since the foundation of the club. For those of us who had aspired to drive for Ferrari, but were not to receive that phone call (“Mr Ferrari is on the phone”) it was a magical experience to spend time in those hallowed halls of motor racing. Our thanks to Patrick Tambay for facilitating the visit.

Sadly, we did as so often lose some dear members, not least our Honorary President Maria Teresa de Filippis, who passed away on January 9th. Only nine days later we lost another of our senior member, former Cooper works driver Michael MacDowel. Finally, in August, Chris Amon, so beloved of the Tifosi during his Ferrari days died suddenly in New Zealand. Our condolences to all of their families. During our Maranello/Modena weekend we were all able to attend a special church service, conducted by Don Sergio (the priest of Formula One), in memory of Maria Teresa.

Our congratulations to Nico Rosberg on winning the F1 World Championship. Two F1WDC’s in the same family is very special, a distinction now shared by the Rosberg and Hill families.

Thanks to the generosity of our good friend Gabrielle Fabbri we will be holding our 2017 AGM at his excellent Promenade Hotel on the seafront of Riccione at the beginning of June. I hope to see as many as possible of you for what will be another great weekend. As Theo has already reminded you, 2017 is the year when the three-year terms of President and Vice-Presidents expire, so if you have any prospective nominees (including yourself) please notify the Secretariat as soon as possible.

I have one other appeal to make (apart from urging you to pay your membership fees) and that is to encourage all of you to send in any news, or remembrances, to Graham Gauld for inclusion on our excellent website. Content is very important for keeping everyone in touch, and our followers entertained.

Finally, my thanks to our two Vice-Presidents Emanuele Pirro and Teddy Pilette, as well as to our advisors Mario Theissen and Tim Schenken, and special thanks to Agnes de Laborderie Carlier. To our indefatigable General Secretary Theo Huschek I say again “you guide our club so well we would be lost without you”.

Thank you, Theo, for all you do. My best wishes to you all.

Incontro annuale con Assemblea Generale a Maranello e Modena

5 - 9 Maggio 2016



Maserati and Ferrari

L'organizzazione di questo incontro, che è stato deciso durante l'Assemblea Generale 2015 al Mercedes-Benz Museum a Stoccarda su proposta di Patrick Tambay, inizialmente sembrava essere un'impresa altamente difficile. Ci sono voluti diversi incontri a Maranello e Modena per sistemare alcuni dettagli e fare in modo che l'incontro potesse svolgersi nel migliore dei modi. Patrick assieme ad Agnes, Giovanni Perfetti e Matteo Panini (una volta presente anche Claude LeGuèzec in veste di autista) sono stati assieme a Gabriele Fabbri e Stefano Chiminelli di grande aiuto.

Erano presenti a questo evento: Howden Ganley, Teddy Pilette, Mario Theissen, Antoine Seyler, Kurt Ahrens, Philippe Alliot, Richard Attwood, Derek Bell, Martin Brundle, Graham Gauld, Andrea de Adamich, Brian Henton, Hans Herrmann, Claude LeGuèzec, David Piper, Jo Ramirez, Tim Schenken, Axel Schmidt, Vern Schuppan, Philippe Streiff, John Surtees, Patrick Tambay, Jo Vonlanthen, Derek Warwick, Reine Wisell, Alex Wurz, Theo ed Agnes.

Giovedì 5 Maggio

I partecipanti sono arrivati nel corso della giornata all'Hotel Maranello Palace vicino allo stabilimento Ferrari. Spontaneamente si è deciso di inaugurare l'incontro con una cena in una delle pizzerie della zona. Senza prenotazione e con arrivi spezzettati dei partecipanti, il "problema" è stato risolto in maniera tipicamente "all'italiana" con la preparazione di una tavolata gigante continuamente allargata. Ognuno poteva ordinarsi la sua pizza. Tutto ciò ha provocato subito un'atmosfera goiosa naturale e il vino servito ha contribuito ad aumentare l'allegria.



| General Assembly 2016

Venerdì 6 Maggio

Visita alla Ferrari

Dopo la prima colazione siamo stati portati in pulman all'interno della Ferrari dove ci dava il benvenuto nella sala Rossa Stefano Lai, Senior Communication Manager, e la sua assistente Daniela Levoni, che ci consegnavano una borsa Ferrari con omaggi della Casa.

Dopo una breve introduzione e spiegazioni sulle attività della casa del Cavallino, iniziava il giro della fabbrica a bordo di un Ferrari Bus. Molto interessanti i vari settori della produzione dei motori fino all'assemblaggio delle vetture stradali. Il tutto molto ben spiegato ai visitatori.

Anche il settore per la manutenzione e restauro delle vetture classiche della Ferrari incontrava l'interesse dei soci, e alcuni fra i nostri riconoscevano macchine guidate durante la loro attività agonistica.

Alla GES (Gestione Sportiva) ci ha ricevuto Maurizio Arrivabene, il quale ha voluto stringere la mano ad ogni singolo socio. Molti ricordi affioravano durante il discorso di Maurizio sulla F1 odierna. Ha avuto parole di riconoscenza per le imprese dei nostri soci, che all'epoca correvano con e contro la Ferrari. Per concludere Howden Ganley gli ha consegnato lo scudetto del Club con dedica e Theo gli ha omaggiato una bottiglia dello Champagne di Maria Teresa con autografo ed etichetta del Club. Il pranzo poi nella mensa Ferrari (per la verità un vero e proprio ristorante) a base di specialità emiliane e vino Ferrari.



| Ferrari Classic



| Ferrari Classic

Assemblea Generale

Nel pomeriggio di nuovo nella Sala Rossa si svolgeva l'Assemblea Generale. Sullo schermo il marchio F1GPDC, la firma della presenza nel libro del Club e la distribuzione dell'agenda e i documenti della riunione. Sulle decisioni dell'assemblea i soci sono già stati informati.

Fiorano

Subito dopo l'Assemblea il gruppo si recava sulla pista di Fiorano. Da vedere la casa e l'ufficio di Enzo Ferrari e le strutture del complesso della pista dove si svolgono i test delle Ferrari. Davanti alla casa due vetture sport stradali Ferrari, con le quali tutti hanno fatto dei giri in pista. Grande la delusione di non poter essere al volante ma solo sul sedile accanto. Cosa Ferrari si era messa in testa con questa decisione non è dato a sapere.

Serata di gala al Ristorante Cavallino

La gran parte del ristorante era stato riservato a noi, al tavolo della presidenza con Piero Ferrari il nostro Presidente Howden Ganley e naturalmente i due piloti Ferrari, il Campione del Mondo John Surtees e l'icona Patrick Tambay.

La cena si svolgeva in un atmosfera familiare e giungeva al culmine quando Howden Ganley presentava Piero Ferrari come nuovo socio onorario, così succedendo a suo padre Enzo Ferrari, che lo era fin dalla fondazione del Club. Howden consegnava gli emblemi del Club e Piero spontaneamente



E. Gutierrez , M. Theissen



Pizza Party

H. Ganley, J. Ramirez, J. Surtees, D. Bell, T. Schenken, D. Piper, T. Pilette





Museo Ferrari



Museo Ferrari



Club Europa



Ristorante Cavallino

sostituiva la sua cravatta con quella del Club, che è stata disegnata e prodotta da Stefano Ricci per l'occasione. Un applauso scrosciante dei presenti sottolineava questo gesto molto significativo. La serata finiva a tarda ora e rimarrà per molto tempo nella memoria dei partecipanti per l'atmosfera molto intima e familiare.

Sabato 7 Maggio

Dopo una colazione un po'tarda, era in programma la visita del Museo Ferrari a Maranello. Innumerevoli i ricordi affiorati ai più in questo posto, è impensabile trovarsi di fronte a una così alta presenza di bolide Ferrari storici e molti altri oggetti storicamente molto interessanti. Di seguito il gruppo si trasferiva per il pranzo al ristorante Europa 92, che si trova accanto alla casa natale di Luciano Pavarotti. Nella ormai "tradizionale" atmosfera familiare veniva consumato l'ottimo pranzo. Dopo l'espresso di rito ci si avviava al prossimo appuntamento.

Azienda Agricola Hombre e Museo d'auto Panini - Collezione Maserati

Matteo Panini, figlio di Umberto Panini, e amico di lunga data di Maria Teresa e del Club, ci riceveva in questo podere vastissimo, dove si produce un

Parmigiano molto buono e qualitativamente al top. E questo esclusivamente con latte di produzione propria da "vacche" nutrite con mangimi dai terreni dell'azienda Hombre. Il gruppo apprendeva con meraviglia tutti segreti della produzione, maturazione e conservazione del parmigiano e aveva la possibilità di convincersi della bontà con una degustazione in loco. Qualche centinaia di metri distante poi il grosso padiglione con la collezione Maserati e altri veicoli storici a due e quattro ruote compresi trattori agricoli storici. I soci e gli amici non riuscivano più a staccarsi e alcuni hanno anche provato il sedile dei bolide da corsa degli anni cinquanta e sessanta. Matteo raccontava anche gustosi aneddoti su alcuni esemplari esposti.

Ristorante Montana

Rientrati in albergo rimaneva poco tempo per trasferirsi al ristorante Montana dove solitamente pranzano e cenano piloti e tecnici, assieme ai tifosi Ferrari. L'atmosfera è caratterizzata dai molti ricordi dei piloti Ferrari e dei direttori della scuderia di F1. La gestione del ristorante è da una eternità nelle mani di Maurizio e Rossella, conosciuti da tutti. Sono una vera e propria istituzione. Di conseguenza la serata è stata un unico "godere" e tutti, ma proprio tutti, hanno apprezzato oltremodo le prelibatezze di Rossella,



| M. Panini, H. Ganley, Theo



| T. Schenken, G. Brandstetter

che è stata doverosamente festeggiata. Alla fine, sul tardi abbiamo a malincuore fatto ritorno in hotel.

Domenica 8 Maggio

Chiesa Santa Caterina, Modena

Questa giornata è stata dedicata alla nostra Maria Teresa. In tarda mattinata ci siamo recati alla chiesa di Santa Caterina dove Don Sergio, che conosceva Maria Teresa da un'eternità, officiava con il suo staff una messa in memoria del Presidente d'Onore del Club Maria Teresa de Filippis. L'omelia molto toccante creava nei presenti forte emozioni con anche qualche lacrima. Theo, che passava in rassegna la vita di e con Maria Teresa, a un certo momento si bloccava per l'emozione e Don Sergio aiutandolo finiva la celebrazione. Terminata la cerimonia, nel piazzale dietro la chiesa il gruppo commemorava anche altri piloti soci del Club come Gigi Villorosi e il grande Ayrton Senna.

Ristorante "al Boschetto"

Non lontano dalla chiesa il ristorante al Boschetto, il ristorante preferito di Maria Teresa, dove lei veniva sempre ricevuta da Loris e dopo da Anna e Marco

con la stessa frase: ...e che possiamo preparare per lei oggi?

Il partner ufficiale del Club, la UBS, non perdeva l'occasione per dedicare a lei un Memorial Lunch, dove quasi la totalità delle pietanze servite, erano quelle che Maria Teresa negli anni preferiva. I partecipanti hanno apprezzato moltissimo.

Molti i discorsi tenuti dal Presidente Howden Ganley, da John Surtees e da Adolfo Orsi. Sembrava che la grande famiglia dei soci del Club e degli amici volessero sentirla ancora viva in mezzo a loro. Anche questo momento finiva e si ritornava in albergo.

Ristorante "da Pasticcino"

In serata l'incontro continuava carico di significati storici dal cuoco storico della Scuderia Ferrari F1, che si è messo in proprio chiamando il suo locale "da Pasticcino", nomignolo attribuitogli all'epoca nei paddock. Qui Maria Teresa ha celebrato con Marcello Sabbatini (famosissimo direttore di Rombo e Autosprint) e Romolo Tavoni (già direttore delle scuderie Ferrari e Maserati) nell'ambito del "Club 1926" l'ottantesimo compleanno.

Pasticcino ci riceveva molto cordialmente e subito partivano i ricordi. Tutta la serata si svolgeva così,

| Maria Teresa Memorial Church Service



| Don Sergio Mantovani





| *Ristorante Al Boschetto*

intervallata da piatti tipici e molto gustosi apprezzati da tutti. Con la consegna del presente del Club anche questa serata volgeva al termine.

Lunedì 9 Maggio

Autodromo di Modena

L'amministratore Delegato ing. Harald J. Wester e il suo Team ci hanno ricevuti all'Autodromo di Marzaglia portando una serie di modelli nuovi della

| *H. Ganley, A. Wurz*



produzione Maserati. Qui dopo un giro ricognitivo sul sedile del passeggero, tutti potevano liberamente girare in pista pilotando loro stessi le vetture. Inutile sottolineare che tutti si sono cimentati con grande entusiasmo, divertendosi oltre misura con la MC12, le due MC e la nuova Levante. Ciliegina sulla torta l'ing. Wester ha portato anche la nuovissima Alfa Romeo Giulia da 530 CV. La generosità della Maserati di permettere ai soci di girare in pista senza porre delle condizioni particolari è stata molto apprezzata e ha costituito una piccola compensazione all'odioso "codriving" del venerdì.

Dopo qualche ora Maserati invitava al piano superiore, dove l'ing. Wester presentava dei filmati Maserati riguardanti anche Maria Teresa.

| *Ristorante da Pasticcino*





| T. Schenken, J. Ramirez

Nel suo discorso ricordava le imprese dei soci durante la loro attività da piloti da corsa e sottolineava che per la Maserati e per lui stesso era un onore averli potuti ospitare. Si augurava che non fosse stato un evento a se stante ma il primo di una lunga serie. Seguiva la presentazione del libro fotografico di Maria Teresa (a cura di Stefano Chiminelli) che ricordava la sua vicinanza alla Casa del Tridente. A tutti i presenti veniva consegnato un esemplare del libro, il che provocava un run alle firme e agli autografi dei presenti fino al pranzo che seguiva. Howden Ganley consegnava all'Ing. Wester lo scudetto del Club con dedica speciale a lui ed al Team, che ringraziava e esprimeva l'augurio di un prossimo incontro non lontano.

Epilogo

Così volgeva alla fine l'incontro del Club 2016 e i partecipanti si metteva in moto per rientrare nelle loro abitazioni.

Il Club ed i suoi soci ringraziano di cuore coloro che hanno reso possibile questo incontro: Stefano Ricci, che ha disegnato e prodotto per l'occasione la nuova cravatta del Club, la UBS per il Maria Teresa Memorial Lunch, per i graditi omaggi e il materiale dell'Assemblea, la MOET CHANDON per aver offerto lo champagne nelle serate al Montana e da Pasticcino, Matteo Panini dell'azienda agricola Hombre e il Museo Panini, Giovanni Perfetti, che hanno organizzato e controllato tutto l'evento, a Gabriele Fabbri e Stefano Chiminelli per il loro supporto, a Don Sergio che ha commemorato Maria Teresa e naturalmente un grazie speciale alla Ferrari e alla Maserati per la loro squisita ospitalità.

| H. Herrmann



| R. Wiesel



Réunion annuelle du F1 GPDC club à Maranello et Modena et l'AG

5 - 9 Mai 2016

Nous avons eu le plaisir de programmer une belle manifestation pour les journées 2016 et la Réunion du Club des pilotes F1 ainsi que l'Assemblée Générale annuelle à l'usine Ferrari à Maranello près de Bologne (Italie).

C'est ainsi que les journées du jeudi 5 mai au lundi 9 mai 2016 resteront vivantes dans notre esprit: Patrick Tambay avait eu l'idée - déjà un an auparavant - en mai 2015 d'écrire à Piero Ferrari pour lui demander de nous ouvrir les portes de l'usine mythique pour des journées inoubliables d'échanges et de réflexion autour de la vie du Club et la visite de l'usine ainsi que tenir l'Assemblée Générale annuelle.

Aucun de nous ne croyait que Patrick réussirait ce pari. Emanuele Pirro était déjà en embuscade pour secourir le projet.

Mais il ne fallut pas longtemps au dirigeant de Ferrari pour lui donner son accord et faire organiser une réunion préparatoire et un repérage pratique sous la direction de Patrick Tambay et notre fidèle conseiller Claude LeGuézec qui le conduisit sur place pour y retrouver notre secrétaire adjointe Agnès de Laborde.



M. Panini

Bien évidemment tout fut arbitré par la suite par le Directeur de la Communication du groupe, Stefano Lai et sa fidèle adjointe Daniela Levoni.

Une fois les éléments principaux de la visite retenus, Théo K. Huschek prit la relève pour finaliser les détails pratiques et les commandes tout comme la logistique.

General Assembly 2016





Maranello - Enzo Ferrari's house

C'est à Théo que revient le minutage pratique des événements et de chacun des aspects politiques de la rencontre.

Bien évidemment, de nombreuses autres animations ont figuré au programme de ce week-end inoubliable.

Philippe Streiff comme Patrick Tambay tout comme Andrea de Adamich bravèrent les embouteillages de ce grand week-end, tout comme le Professeur Brandstetter descendu d'Autriche pour nous

rejoindre pour un long week-end chez Ferrari et Maserati mais aussi pour veiller sur la santé du groupe. Quelques moments "privés" particulièrement inoubliables ne quitteront pas notre mémoire: ainsi celui de John Surtees surpris discrètement par la fenêtre de l'hôtel en train de laver lui-même et polir la Ferrari mise à sa disposition. Une activité aussitôt immortalisée par Antoine Seyler.

Une visite de l'usine et du musée Ferrari très instructives suivies d'une chaleureuse réception au département de course Ferrari F1, où le directeur

Ladies in Modena



Ferrari Classic





M. Arrivabene Wellcome's to the club



Ristorante Cavallino



G. Perfetti



D. Warwick, M. Brundle

de l'équipe Maurizio Arrivabene a tenu personnellement à nous recevoir ainsi qu'à saluer individuellement chacun des pilotes présents à cette réunion prestigieuse.

Un déjeuner mémorable à la "cantine" Ferrari. Evidemment le nom simple cache une activité de restaurant raffiné de toute première qualité.

Pour clôturer le programme de la partie Ferrari, un dîner de gala au restaurant "Cavallino" (dîner au cours duquel Piero Ferrari a été nommé membre

honoraire du club, succédant ainsi officiellement à son père Enzo, l'un de nos membres jusqu'à son décès).

Le week-end n'aurait pas été parfait sans citer le souvenir du "Hot Lap" Maserati très actif sur le circuit de Modène. Les membres du Club ont pris un plaisir fou à essayer les différents modèles mis à disposition: MC, le nouveau Levante, tout comme la toute nouvelle Alfa Romeo Giulia 530 PS version.

L'Assemblée générale du club s'est tenue au sein de la légendaire "Sala Rossa" située à l'intérieur du

Museo Ferrari



Ferrari Classic





| *T. Pilette, J. Surtees, H. Ganley, D. Warwick*



| *D. Warwick, P. Alliot*

royaume Ferrari. Aucun d'entre nous n'avait encore pénétré dans cette salle. Ce fut un grand moment de nous retrouver tous pour cette Assemblée Générale studieuse.

Nous avons ensuite déjeuné au restaurant "Al Boschetto" (le préféré de Maria Teresa de Filippis), suivi d'un dîner au célèbre "Montana" et un autre dîner chez "Da Pasticcino", restaurant étoilé et propriété de l'ancien cuisinier Ferrari "Pasticcino".

Moët et Chandon avait tenu à offrir quelques bulles

| *The members and Maria Teresa's Family*



| *Panini's Parmigiano*

pour honorer le club et nous faire sourire en trinquant à nos souvenirs.

Un des souvenirs particulièrement émouvants restera sans doute la cérémonie le dimanche à l'Eglise à la mémoire de Maria Teresa et des pilotes de F1 qui sont partis. C'est naturellement bien sûr à Don Sergio qu'est revenu de célébrer le service.

Pour clore ces journées mémorables, notre sponsor UBS a invité à déjeuner le club autour du souvenir de Maria Teresa.

| *Don Sergio Mantovani, Theo*





| A. Wurz, D. Bell, J. Surtees



| Ristorante da Pasticcino



| T. Schenken



| Ristorante da Pasticcino

| H. Ganley, H. Wester, Theo



The General Assembly: Maranello

May 5 - 9 2016



| *K. Ahrens, H. Herrmann*

It was perhaps appropriate that this years General Assembly should take place in Maranello as the Club has maintained links with Scuderia Ferrari not only through Enzo Ferrari who was an early Membre d'Honneur of the Club but because many of our members have driven either for the Scuderia or privately with Ferrari's.

It also was a perfect backdrop for the initiation of Enzo's son, Piero Ferrari, vice President of the Scuderia as a Membre d'Honneur of the Club.

We had a good turnout of members led by our former World Champion, John Surtees, who, typically, had driven to Maranello from England in his own Ferrari as he did many times when he drove for Scuderia Ferrari.

We were guests of Ferrari SpA who, along with Maserati, had arranged a number of visits over the

four days based at the Maranello Palace Hotel right next to the factory.

On the first day, when a group of the ladies were taken on a sightseeing tour of Modena organised by Agnes Carlier, the members with a few of their wives and partners were driven to the Sala Rossa in the Ferrari Development Centre and welcomed by Stefano Lai the Senior Vice-President of Communications at Ferrari. We were also introduced to racing team boss Maurizio Arrivabene who looked strange in his blazer and slacks compared to his Ferrari red racing suit. Arrivabene is clearly in the Ferrari tradition of the fully committed and passionate supporter of the Marque. He told how he continually reminds all of the staff in the racing department to remember Enzo Ferrari. ".....We have a photograph of Enzo Ferrari in the workshop and I tell them that we are representing this man. How we may be having a difficult season but that Enzo Ferrari would not give up". Little were



| J. Vonlanthen, Theo

we to realise that Ferrari would have such a difficult season but towards the end the signs were there that you can never write off Ferrari in grand prix racing.

When we moved to the Mechanical Workshop, build beside the original red brick buildings at Maranello, one is tempted to wonder what Enzo Ferrari would have thought and perhaps how proud he would have been to see the huge expansion of Ferrari not only in the racing department but in the manufacturing of their components. Not only that but outside there are lines of trees separating the buildings and this theme

is continued inside where amongst all the machinery there are areas with trees and bushes growing.

At was a great change from the early days of Ferrari when the original buildings were like extended garage workshops. Back then it was a small factory outside Maranello but today Ferrari have extended outwards towards Modena with a large complete with training facilities, the wind tunnel and of course the Hotel and accommodation for visiting trainees.

The statistics from the manufacturing side of the factory are impressive. Both the Mechanical

| H. Ganley, M. Arrivabene



| Maranello - M. Theissen, P. Tambay, J. Vonlanthen





| *D. Bell, A. de Adamich*

workshop and the Production lines run on a 24 hour three shift system to keep up with the production numbers at Ferrari which have now reached 7600 units a year of which 95% are exported. Even the assembly line system in run on two different floors with the V12- engined cars being put together upstairs and all the other models downstairs at ground level.

We paused to watch a robot-controlled module slide across the floor holding the chassis with engine and mechanicals arrive underneath a body that slowly descended and neatly sat on the chassis. Two mechanics then bolt the sections together and the car moves to the next section all the way to the final station where the car is filled up with fuel and wheeled away.

| *Ferrari Classic*





R. Wisell, D. Warwick, T. Pilette, Theo

In the racing department Ferrari have built a viewing platform and the members saw three of the stripped down tubs being prepared for the Spanish Grand Prix.

Ferrari Classiche is a relatively new department for Ferrari in the old original factory buildings and where the company will not only repair and rebuilt any Ferrari of any age but will check over everything and

present the owner with a red book confirming that their car has been refurbished by the factory.

During the afternoon of the first day there was a visit to the Ferrari test track at Fiorano. That morning Sebastian Vettel and Kimi Raikkonen had been testing but Ferrari's latest young test driver Raffaele de Simone was there with Ferrari's latest super car, the F12 Tour de France.

P. Tambay, P. Ferrari, J. Surtees, H. Ganley





| *J. Vonlanthen*

Raffaele, unlike many test drivers, has a degree in engineering and was made Ferrari's senior test driver two years ago taking over from Dario Benuzzi. He formerly raced but stopped to concentrate on his new job. He created a little bit of history by lapping the Nurburgring in the modern Ferrari GTO in 6:58. the fastest time ever recorded by a road car on the

circuit. The car he had at the track was the most powerful version of the new F12 boasting 780 bhp and capable of reaching 124 mph from zero in 7.9 seconds.

That evening dinner was held in the famous Cavallino restaurant opposite the gates of the original Ferrari

| *D. Bell*

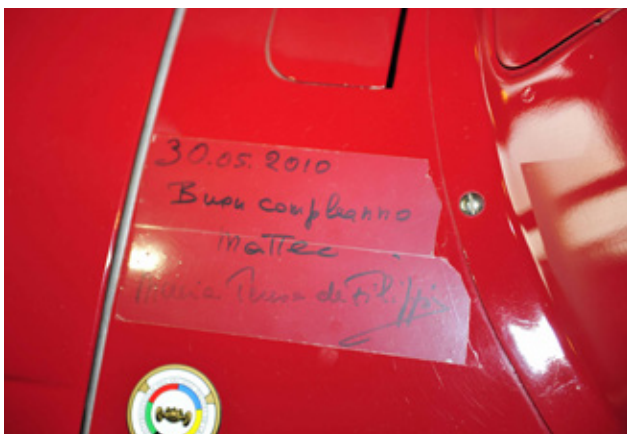




The group



Panini - Maserati Museum



Maserati 250F

factory. The special guest of the evening was Ferrari Vice-President Piero Ferrari and before dinner Howden Ganley officially made Piero an honorary member the Grand Prix Drivers Club. Piero immediately took off his tie and replaced it with the new Club tie which has been styled and made by the exclusive Florentine company "Stefano Ricci".

A charming, self-effacing man, Piero Ferrari was seated next to one of Ferrari's most famous drivers, John Surtees and close to Patrick Tambay, another former member of the Ferrari Grand Prix team. The new club ties were produced and provided to the club by Stefano Ricci.



Ristorante Montana



L'Ara dei Piloti

The following morning everyone climbed aboard the coach and set off to the centre of Maranello and the Ferrari Museum.

As it was a Saturday morning it was crowded but all the drivers mingled with the crowds. As there is a wall of photographs of all the Ferrari drivers many of the Italian fans wanted photos of our members beside their photos such as below where Tim Schenken posed with his youthful photo.

There was a rush when John Surtees posed beside a life-sized cardboard cut-out of him when he won for Ferrari.

That afternoon there was a visit to the Panini Museum in the countryside near Modena. The host was Matteo Panini whose father, Umberto, saved the collection of Maserati engines and cars from the factory from being sold by auction. Mr Panini founded and ran a company that became the largest producer of promotional cards and stickers starting off with cigarette cards of sports stars but which mushroomed into a huge business producing promotional cards. When he originally sold out to Marvel Comics in the USA it allowed him to create his dream, to produce Parmesan cheese. Today his El Hombre farm produces probably the finest Parmesan in the region. They are passionate about

Ristorante da Pasticcino



Ristronate al Boschetto

biological production and their best aged Parmesan is sold all over the world.

Matteo and his father, however, are true car enthusiasts and their collection of cars includes not only the major show cars such as a Maserati 250F and Maserati Tipo 63 sports car but a full Maserati birdcage chassis and the streamlined Lambretta scooter designed by Maserati engineer Giulio Alfieri. However, upstairs Tim Schenken found a very early Lotus 18 Formula Junior car, chassis 701, a few chassis numbers earlier than the one he raced early in his career in Australia.

The following day, Sunday, there was a moving ceremony in the church of Santa Caterina in Modena, a memorial service to Maria Teresa De Filippis, the former President of the Grand Prix Drivers Club. The service was conducted by Don Sergio Mantovani who, three years ago, celebrated his sixtieth anniversary of joining this Modena dioscece. He was priest initially for Maserati and attended grand prix races regularly. In his later years the great Luigi Villorresi stayed at the nursing home at Santa Caterina run by Don Sergio. It was a mixture of old and young as nearly all the members of the Maserati retired mechanics club were also present in the church.

Ristorante da Pasticcino





| Maserati MC 12

Following the service we travelled to the Ristorante Boschetto where our sponsors UBS had laid on the UBS Maria Teresa Memorial Lunch.

Monday saw a change of pace when we arrived at the new Modena Autodrome, used for driver training, and club racing. Here we were met by Harald Wester, CEO of Maserati and faced with a group of the quickest Maserati road cars as well as one of the LC12 GT1's with former Championship winner Andrea Bartolini who was offering rides. At lunch that day Harald Wester also paid tribute to Maria-Teresa: *".....she played an important part in Maserati life and we will never forget a great lady"*.

In his reply, Club President Howden Ganley admitted that it was watching Prince Bira race his 250F Maserati in New Zealand that made it his favourite car.

The five day visit to Maranello and Modena was a very special occasion for the Grand Prix Drivers Club but it was not just confined to cars because food from the Modena area is world class and three of the restaurants in which we ate are famous not only for food but links to Ferrari. The Cavallino has already been mentioned.

Then there was the Montana which is also close to the factory and a favourite with drivers, and Europa 92 which was the favourite restaurant of Modena's musical son Luciano Pavarotti. Indeed Pavarotti's house – which now houses the Pavarotti museum – is right next door. The owner, Cesare Clo, like Pavarotti is a great enthusiast for Ferrari and it is a



| J. Ramirez

place worth visiting. However, our last dinner was held at Da Pasticcino in the village of Castelnuovo Rangone.

We mention it specifically as it is owned and run by Luigi Montanini who was one of the first chefs to cook for Ferrari at the circuits. As Enzo Ferrari once said, *"...the mechanics work better if they eat well."* He was so successful at Ferrari that ten years later he was poached by Flavio Briatore to do the same for Benetton but today he has opened his own restaurant which is a favourite with racing drivers whenever they visit Modena or Maranello. An appropriate way to end a Club meeting to remember.

To add to the occasion the world famous champagne producers Moët et Chandon provided champagne before dinner at the Montana and Pasticcino and the lunch at Boschetto.

Jahres Treffen mit Generalversammlung in Maranello und Modena

5 - 9 Mai 2016



| *P. Alliot, D. Warwick, P. Streiff*

Die Organisation dieses Treffens, das in der Generalversammlung 2015 im Mercedes-Benz Museum in Stuttgart auf Vorschlag von Patrick Tambay beschlossen wurde, gestaltete sich als ein nicht unerheblich schwieriges Unterfangen. Es bedurfte einiger Treffen in Maranello und Modena um alles so auszurichten, dass das Meeting erfolgreich verlaufen konnte. Patrick Tambay hat mir zusammen mit Agnes, Giovanni Perfetti und Matteo Panini (und einmal war Claude LeGuèzec in der Rolle des Chauffeurs dabei) sehr geholfen.

Insgesamt nahmen an diesem Jahrestreffen teil: Howden Ganley, Teddy Pilette, Mario Theissen, Antoine Seyler, Kurt Ahrens, Philippe Alliot, Richard Atwood, Derek Bell, Martin Brundle, Graham Gauld, Andrea de Adamich,

Brian Henton, Hans Herrmann, Claude LeGuèzec, David Piper, Jo Ramirez, Tim Schenken, Axel Schmidt, Vern Schuppan, Philippe Streiff, John Surtees, Patrick Tambay, Jo Vonlanthen, Derek Warwick, Reine Wisell, Alex Wurz.

Donnerstag 5. Mai

Die Mitglieder trafen im Laufe des Donnerstag im Hotel Maranello Palace unweit des Ferrari Werkes ein. Spontan wurde entschieden, das Treffen mit einem Besuch einer der in dieser Gegend angesiedelten urigen Gross Pizzerias zu beginnen. Unangemeldet und teilweise auch mit zeitlich verschobenem Erscheinen der Teilnehmer wurde das "Problem" typisch italienisch durch eine spontan errichtete und



Benvenuto - T. Pilette, D. Piper, R. Wisell, H. Ganley, Theo, Agnes



P. Streiff

praktisch dauernd erweiterte "tavolata" souverän gemeistert. Jeder konnte sich seine Pizza aussuchen, die dann auch kurz danach serviert wurde. Dass das sofort eine gute Stimmung hervorrief, war dann nur mehr als natürlich und der kredenzte Wein trug sein Übriges dazu bei.

Freitag 6. Mai

Besuch bei Ferrari

Nach dem Frühstück wurden wir alle ausgestattet mit Ferrari Badge Paassen im Bus ins Fabrikgelände gebracht wo uns im Roten Saal Stefano Lai, Senior Communication Manager, und seine Assistentin Daniela begrüssten und eine Ferrari Tasche mit Gastgeschenken überreichten. Nach kurzer Einleitung und Hinweisen auf Ferrari's Tätigkeiten begann die Führung durch das weitläufige Fabriksareal im Ferrariabus. Sehr interessant die verschiedenen Abteilungen von der Motorenproduktion bis zur Montagestrasse. Alles sehr sauber gehalten und fuer die Besucher gut einsehbar.

Auch die Abteilung fuer die Wartung und Restaurierung von klassischen Ferrari's fand grossen Anklang, entdeckten dort doch einige unserer Mitglieder

Modelle die ihnen aus ihrer aktiven Rennperiode bestens bekannt waren.

In der GES, der Rennabteilung von Ferrari, empfing uns Maurizio Arrivabene, der es sich nicht nehmen liess jeden einzelnen persönlich zu begrüssen. Viele Erinnerungen kamen auf während Maurizio ueber das aktuelle F1 Team sprach. Er würdigte auch die Leistungen unserer Mitglieder, die seinerzeit auf/ mit Ferrari starteten. Zum Abschluss überreichten ihm Howden Ganley das Club Erinnerungsschild mit Widmung und Theo eine Flasche von Maria Teresa's signiertem Champagner mit Club Etikette.

Mittagessen in der Ferrari Kantine (eigentlich ein richtiges Restaurant mit Ferrari Logo) mit bodentaendiger emilianer Kueche und Ferrari etikettiertem Wein.

Generalversammlung

Nachmittags ebenfalls in Roten Saal wurde die Generalversammlung abgehalten. Auf der Leinwand das F1GPDC Logo, das Signieren des Club Register Buches und die Verteilung der Agenda und Unterlagen. Ueber das Ergebnis der Generalversammlung wurden die Mitglieder bereits ausführlich informiert.

G. Gauld, A. de Adamich, Theo, H. Ganley



Ferrari Classic





| *Ladies in Ferrari Classic*

Fiorano

Im Anschluss begab sich die Gruppe zur Ferrari Piste im nahe gelegenen Fiorano. Zu bestaunen war das Haus und Buero von Enzo Ferrari und die Einrichtungen der Versuchstrecke. Vor dem Haus tronten zwei Ferrari Strassen Sportwagen, mit denen alle um den Rundkurs fahren durften. Aber ohje, als Beifahrer !!! Riesig war die Entaeschung nicht selbst pilotieren zu duerfen. Was Ferrari sich dabei gedacht hat entzieht sich unserer Kenntnis.

Galaabend im Cavallino Restaurant

Ein Grossteil des Restaurants war fuer unsere Gruppe reserviert und abgetrennt worden, am "Praesidententisch" mit Piero Ferrari unser Praesident

| *G. Gauld, M. Theissen, J. Ramirez, M. Arrivabene*



Howden Ganley, und natuerlich die beiden Ferrari Piloten Weltmeister John Surtees und Patrick Tambay. Das Abendessen gestaltete sich sehr familiaer und erreichte seinen Hoehepunkt mit der Verkuendung der Verleihung der Ehrenmitgliedschaft des Clubs an Piero Ferrari, der damit in die Fusstapfen seines Vaters Enzo tritt, der ebenfalls Ehrenmitglied war. Howden ueberreichte ihm die Club Insignien und Piero tauschte spontan seine Ferrari Kravatte mit der neuen F1GPDC Club Kravatte aus, die eigens fuer diese Veranstaltung von Stefano Ricci entworfen und zur Verfuegung gestellt wurde. Tosender Applaus quittierte diese ueberaus signifikante Geste. Der Abend klang zu vorgeschrittener Stunde aus, jeder war zufrieden und wird das vorzuegliche Essen

| *P. Alliot, C. Le Guezec, A.Seyler*





| Piero Ferrari

in dieser herzlichen Atmosphaere noch lange Zeit in Erinnerung behalten.

Samstag 7.Mai

Nach dem etwas spaeteren Fruehstueck stand der Besuch des Ferrari Museums in Maranello auf dem Programm. Auch hier kamen bei den meisten unzählige emotionelle Erinnerungen hoch, es ist schon imposant einer so grossen Dichte an historischen Ferraris und anderen geschichtlich sehr interessanten Details gegenueber zu stehen.

Danach uebersiedelte die Truppe zum Mittagessen ins Restaurant Europa 92, das gleich neben Luciano Pavarottis Geburtshaus steht. In der nun schon gewohnten familiaeren Atmosphaere wurde das "pranzo" eingenommen.

Mit dem abschliessendem Espresso ging auch dieser Besuch zu Ende und die Gruppe brach zu neuen Ufern auf.

Azienda Agricola Hombro und Panini Auto und Maserati Museum

Matteo Panini, ein langjaehriger Freund Maria Teresa's und des Clubs, empfing uns in diesem weitlaeufigen Anwesen, wo ein aeusserst guter und qualitativ hochwertiger "Parmigiano" erzeugt



| P. Ferrari, P. Tambay, J. Surtees

wird und zwar ausschliesslich aus der Milch der eigenen Kuh Herde, die wieder ausschliesslich von betriebseigenem Futter ernaeht werden. Die erstaunten Besucher wurden in einer Fuehrung in die Geheimnisse der Erzeugung, Reifung und Lagerung des Parmigiano eingeweiht und konnten sich auch gleich ausgiebig Kostproben schmecken lassen.

Ein paar hundert Meter weiter dann der grosse Pavillon mit der Maserati Kollektion und anderen historischen Vier- und Zweirad Exemplaren, auch Landwirtschafts Traktoren gehoerten dazu. Die Mitglieder und Gaeste konnten sich nicht genug sattsehen und einige machten auch "Sitzproben" vorwiegend in den Rennwagen der fuenfziger und sechziger Jahre. Matteos Vater Umberto erwarb diese Kollektion als Ganzes um sie als Einheit vor der Zersplitterung nach der Uebernahme von Maserati durch den FIAT Konzern zu bewahren. Matteo erzaehlte auch interessante Einzelheiten zu den einzelnen Exponaten.

Danach ging es zurueck ins Hotel.

Ristorante Montana

Der Abend wurde im Ristorante Montana in Maranello verbracht. Hier pflegen des oeffteren die Ferrari Piloten und Ferrari Liebhaber zu mittag und/oder zu Abend zu essen. Die Atmosphaere ist gekennzeichnet von vielen Andenken an Ferrari Fahrer und Chefs



| T. Schenken, H. Herrmann, H. Ganley, K. Ahrens



| D. Warwick, P. Alliot



| J. Surtees

des F1 Teams und die Leitung dieses Restaurants seit einer Ewigkeit in den Haenden von Maurizio und Rossella genießt fast schon Kultus Standard. Ist eine richtige Institution.

Dementsprechend war der Abend ein Genuss und alle wirklich alle hatten eine helle Freude an den kulinarischen Spezialitäten, die uns Rossella auf-tischte.

Aber irgendwann einmal mussten wir zurück zum Hotel...

| T. Schenken, V. Schuppan



Sonntag 8. Mai

Kirche

Dieser Tag war groesstenteils unserer Maria Teresa gewidmet. Am spaeten Vormittag ging es in die Kirche, wo Don Sergio mit seinem Stab einen Gedenkgottesdienst fuer die im Januar von uns ge-gangene Ehrenpraesidentin Maria Teresa de Filippis abhielt, mit der er seit vielen Jahrzehnten ein sehr freundschaftliches Verhaeltnis pflegte.

| J. Surtees, H. Ganley





Veronica, Liz, Jenny



Ferrari visit



B. Henton, D. Warwick



Theo

Die sehr gefuehlstraechtige Predigt versetzte die zahlreichen Versammelten in einen emotionell stark aufgeladenen Gemuetszustand mit nicht wenigen Traenenausbruechen. Theo, der in einer Rede Maria Teresa's Leben Revue passieren liess, musste aber, ueberwaeltigt von seinen Gefuehlen, vorzeitig mit Hilfe von Don Sergio, der sie beendigte, abbrechen. Danach gedachte die Versammlung im Pfarrhof auch anderen verstorbenen Clubmitgliedern wie Gigi Villoresi.

Ristorante "al Boschetto"

Das nicht weit von der Kirche gelegene Ristorante al Boschetto war Maria Teresa's Lieblingsrestaurant, in dem sie ohne je ein Menue gesehen zu haben, von anfangs Loris und spaeter von Anna und Marco immer mit der Frage empfangen wurde: und was duerfen wir heute fuer sie kochen.

Unser Club official Partner UBS, liess es sich nicht nehmen ein Maria Teresa gewidmetes Memorial Lunch ausrichten zu lassen, in dem fast alle Speisen, die Maria Teresa im Laufe der Zeiten hier verzehrte, aufgetischt wurden.

Und die Versammlung genoss es richtig.

Vielerlei Reden wurden gehalten, vom Praesidenten Howden Ganley, von John Surtees, von Adolfo Orsi, es schien als ob die grosse Familie von Club



J. Ramirez



| *Ristorante Al Boschetto*

Mitgliedern und Freunden noch einmal Maria Teresa lebendig in ihrem Kreis haben wollten. Irgendwann einmal fuhren wir zurueck ins Hotel.

Ristorante "Da Pasticcino"

Abends ging es geschichtstraechtig weiter zum ehemaligen Koch der F1 Scuderia Ferrari Pasticcino, der sich selbstaendig gemacht hat und seit geraumer Zeit sein eigenes Restaurant betreibt. Dort feierte Maria Teresa auch mit Marcello Sabbatini (beruehmt beruechtigter Autosprint Direktor) und Romolo Tavoni (Maserati und Ferrari Renn Direktor) im Rahmen des "Club 1926" ihren 80gsten Geburtstag. Pasticcino empfing uns sehr herzlich und sofort wurden Erinnerungen an damals auferweckt.

| *S. Chiminelli, A. Orsi, J. Surtees*



So ging das den ganzen Abend weiter, dazwischen immer wieder ein aufgetischtes Gericht essend, das uebrigens allen hervorragend schmeckte. Mit der Ubergabe der Erinnerungsgeschenke endete auch dieser Abend.

Montag 9.Mai

Im Autodromo di Modena

Der CEO von Maserati Ing. Harald J.Wester empfing uns mit seinem Team und einer Reihe von Maserati Modellen auf der Rennstrecke von Marzaglia - Autodromo di Modena. Hier durften nach einer Informationsrunde im Beifahrersitz alle

| *A. Wurz*





Ristorante da Pasticcino



H. Ganley, Brenda



Ristorante da Pasticcino



D. Kluzer, Theo

M. Theissen, H. Wester





Maserati Team



Gabriele e Carla Fabbri



H. Ganley



A. Schmidt

nach Herzenslust mit den zur Verfügung gestellten Maserati Modellen ihre Runden drehen. Unnötig zu sagen, dass alle intensiv davon Gebrauch machten und riesigen Spass hatten mit dem MC12, zwei MC Modellen, dem neuen Levante und als spezielles "Zuckerl" hatte Ing. Wester auch noch die brandneue 530 PS Alfa Romeo Giulia mitgebracht. Maserati's Grosszügigkeit den "Ehemaligen" das Lenkrad ohne irgendwelcher Auflagen zu überlassen wurde hoch angerechnet und bildete einen kleinen Trost zum ärgerlichen und verordneten Ferrari Co Driving von Freitag.

Nach ein paar Stunden lud Maserati alle ins Obergeschoss, wo Ing. Wester den Gästen weitere Informationen und Maserati Filmmaterial auch mit und über Maria Teresa vortragen liess. In seiner Ansprache würdigte er die Leistungen der Anwesenden während ihrer Renn Karriere und unterstich, dass es ihm und Maserati eine Ehre sei die Rennfahrer der vergangenen Perioden hier empfangen zu dürfen.

Dann präsentierte er das Fotobuch über Maria Teresa's Leben, würdigte ihre Verbundenheit mit dem Hause Maserati, und überreichte den Anwesenden je ein Exemplar, das dann zu einem

Run auf Autogramme bis zum nachfolgendem Lunch und der Verabschiedung führte.

Ing. Wester überreichte ihm und seinen Mitarbeitern unsere Gastgeschenke, Ing. Wester bedankte sich für unseren Besuch und sprach die Hoffnung aus, dass das nicht eine einmalige Gelegenheit war zusammen zu kommen.

Ausklang

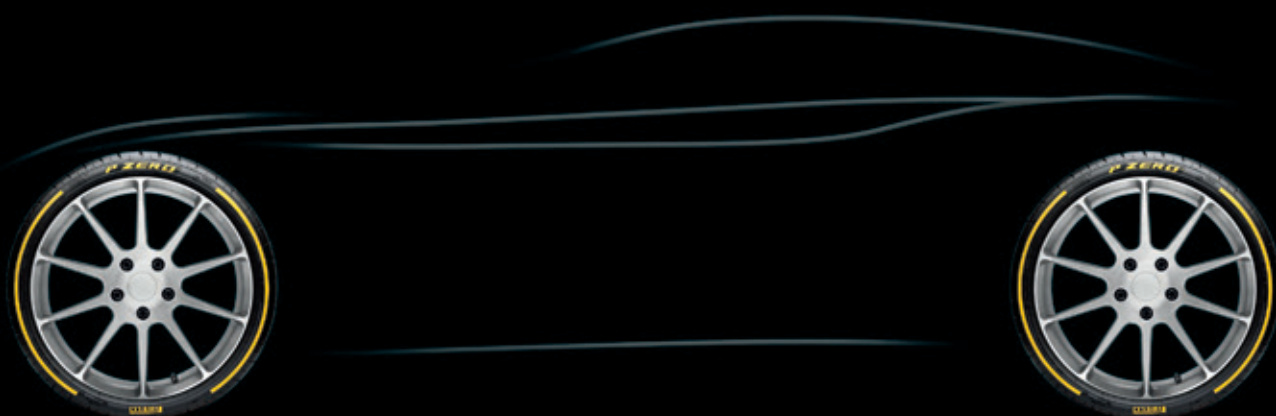
So endete das jährliche Club Treffen 2016 und die Teilnehmer machten sich auf den Weg nach Hause oder zu anderen Zielen.

Der Club und die Mitglieder danken recht herzlich all jenen, die zum Gelingen dieser Veranstaltung beitrugen: Stefano Ricci für die neue Club Kravatte, UBS für das Maria Teresa Memorial Lunch und die GV Unterlagen und Geschenke, Moët Chandon für den Champagner an den beiden Abenden im Montana und da Pasticino, Matteo Panini von der Azienda Agricola Hombro, Giovanni Perfetti, der alles vor Ort organisierte und kontrollierte und natürlich danken wir Ferrari und Maserati für die uns erwiesene Gastfreundschaft.

P ZERO™

ACCESSORISE THEM WITH YOUR FAVOURITE CAR.

(CAR NOT INCLUDED)



NEW GENERATION P ZERO™

Pirelli P Zero™. Custom-made performance since 1986.

For more than 30 years, P Zero™ tyres have been the choice of the most prominent carmakers, for the best vehicles in the world. Based on this experience and on its cutting-edge technology Pirelli has launched the new P ZERO™, the custom-made tyre for the next generation of cars, designed to draw out an even greater range of driving emotions. For custom-made performance, look no further than P ZERO™.

Discover more on Pirelli.com

The new P ZERO™ tyres are already available, however the coloured version shown here is a limited edition and available in selected sizes only.

For further information, please contact us at limitededition@pirelli.com

P ZERO™



POWER IS NOTHING WITHOUT CONTROL

G.P. Montecarlo Historic



O.Panis and Soichiro Honda

Olivier Panis: il y a vingt ans

L'idée venait du Japon bien sûr.

A l'occasion de la célébration de l'anniversaire de la première dizaine d'années des échanges commerciaux entre la Principauté de Monaco et le Japon. Très exactement Soichiro Honda et Edmond Pastor, le Consul du Japon à Monaco et le fidèle Yoshi Ebihara.

Eh oui, la Principauté n'a pas oublié. La voici: Elle est bleue. Elle est belle. Elle brille. Elle a gagné le Grand Prix de Monaco. Et elle s'affiche dans le bel Atrium du Casino de Monte-Carlo.

C'est au volant de cette Formule 1 qu' Olivier Panis a gagné le Grand Prix de Monaco, en 1996. Il est le dernier pilote Français à avoir gagné sur la piste monégasque. Autour du pilote, de la voiture, il y a aussi tous les souvenirs: les principaux ingrédients de la soirée organisée pour fêter les vingt ans de cette victoire, son épouse Anne et son fils Aurélien qui reprend le flambeau :

«J'ai fait lever le public » se souvient Olivier Panis. Olivier Panis s'asseyait sur sa Ligier-Mugen-Honda, et répond à toutes les questions des télévisions et de tous les journalistes qui le pressent.

Un drapeau bleu vient recouvrir la Formule 1.

Claude Julian, le speaker du Grand Prix, en profite pour rembobiner, en aparté.

«J'ai fait lever tout le public», lance-t-il. Deux décennies ont filé. Aujourd'hui, quel pilote pourrait reproduire la scène?

Charles Leclerc? «Il représente bien la Principauté, juge Claude Julian. Il peut faire une belle carrière.»

Et, pourquoi pas, «faire briller le drapeau monégasque, un jour, à Monaco. C'est la relève du jour où le Français est «rentré dans l'histoire de la Formule 1», sous un «ciel gris et humide».

Au micro cette fois-ci, Claude Julian évoque cette victoire qui «reste un symbole énorme». Avec sa voix de stentor, il questionne Panis qui confie son ressenti : «Il se passe plein de choses. C'est quelque chose de magique, pour un pilote, d'être en tête du Grand Prix de Monaco.»

Hirotoshi Honda, le président de la société Mugen, évoque davantage la voiture. Logique: sa société a conçu le moteur à l'intérieur du bolide d'Olivier Panis. Elle avait «un châssis et un pilote français, mais un moteur japonais», glisse-t-il avec un petit sourire au coin des lèvres quand le traducteur lance



| T. Pilette, O. Panis, H. Ganley

sa déclaration au public venu nombreux avec au premier rang, Aurélie Litzer, représentant Honda Motor Europe et la Succursale France ainsi que ses invités.

Toujours micro en main, Claude Julian parlera d'un «souvenir qui reste gravé à jamais». Pendant ce temps-là, Olivier Panis et Hirotoishi Honda tirent, à nouveau, le drapeau qui recouvre la voiture. Des flashes crépitent. La Formule 1 reste au centre de tous les regards et bien sûr ceux du club des F1 GPDC. Car Théo a attiré Howden Ganley notamment à ses côtés pour représenter le club. Ils sont là et applaudissent à tout rompre et bien sûr ne résistent pas à se faire prendre en photo avec Olivier Panis pour immortaliser cette belle soirée souvenir dans le cadre si somptueux du Casino de Monaco.

SAS Prince Albert II de Monaco n'a pas été de reste: il a pensé à réunir ceux qui ont fait l'actualité il y a... 10, 20, 30, 40 et 50 ans.

Il y a 50 ans, c'est Sir Jacky Stewart qui gagne sur cette piste magique de Monaco en 1966.

Il y a 40 ans, le Champion du monde autrichien Niki Lauda monte sur le podium à Monaco en 1976.

Il y a 30 ans, c'est le Français et quadruple Champion du monde Alain Prost qui s'illustre à Monaco en 1986.

Plus près de nous...il y a seulement 20 ans, c'est sensationnel: OLIVIER PANIS finit sur la première marche du podium en 1996 sur la piste de la Principauté et vingt ans plus tard, Mugen Honda fait venir sa voiture du Japon. M Hirotoishi Honda s'est déplacé du Japon pour célébrer cette victoire d'Olivier – Olive et l'écurie Française Ligier - il y a 20 ans.

Et bien sûr il y a 10 ans, c'est le Champion du monde Fernando Alonso qui gagne en 2006, juste avant Lewis Hamilton qui s'illustra de façon sensationnelle, gagnant quelques jours plus tard sur cette même piste à l'occasion de son 173ème Grand Prix pour la seconde fois (2008) de sa carrière.

L'idée de cette exceptionnelle rencontre revient évidemment à Monseigneur, Prince Albert II de Monaco, qui n'a pas hésité à inviter trois champions du monde et le deuxième Français ayant gagné à Monaco il y a 20 ans, pour vouloir poser avec lui.

Jean Sage Memorial Award 2017 at Graham Gauld

Just before the week end at Monte-Carlo for the Historic Grand Prix, some members met at Teddy Pilettes home in South of France for a lunch and the awarding of the Jean Sage Memorial Trophy to Graham Gauld. He was assigned this award for his pluriannual engagement for the Club and all the work for running the Clubs web site. Howden Ganley in a nice and quite intim atmosphere handed him over the trophy assisted by the two Vice Presidents Emanuele Pirro and Teddy Pilette and General Secretary Theo K.Hushek.

Graham thanked and visibly touched found a few words expressing his gratitude for the recognition. The following lunch was blessed by the good wheather and took place on the terrasse in front of the pool.

*J. Sage Memorial Award
E. Pirro, G. Gauld, H. Ganley, Theo, T. Pilette*



Montecarlo Grand Prix F1



| *H. Ganley, T. Pilette, M. Bock, Theo*

| *J. Stewart and Theo commenting Maria Teresa's book*





| J. Stewart, H. Ganley, Theo, T. Pilette



| J. Watson, H. Ganley, R. Denis, Theo, T. Pilette

| T. Pilette, M. Webber



Alex Zanardi *Paralimpiadi Rio 2016*



Il nostro socio Alex Zanardi non smette mai di stupire! Membro ufficiale della squadra nazionale italiana di Handbike è stato il grande mattatore delle Paralimpiadi di Rio de Janeiro. All'età di quasi cinquant'anni, e gareggiando contro atleti con la metà dei suoi anni, è riuscito nell'impresa leggendaria di conquistare ben 3 medaglie, due ori e un argento. La prima d'oro nella Cronometro, la seconda nella Staffetta e quella d'argento nella prova in linea. Con questo incredibile palmares, Alex Zanardi ha ulteriormente incrementato il suo già eccezionale medagliere personale composto da 8 medaglie d'oro nei campionati mondiali e da 2 ori e 1 argento conseguiti alle Paralimpiadi di Londra, ponendolo al vertice mondiale assoluto dei paratleti. A nome di tutti i membri del Club, gli porghiamo le nostre più sincere congratulazioni. Bravo Alex!

Our member Alex Zanardi doesn't stop amazing! Member of the official Italian national Handbike Team he was the main actor of the paraolympics at Rio de Janeiro. At the age of nearly 50 years and racing against athletes with half of his age, he made it to win legends three medals, two gold and one silver.

The first gold at the chronometer, the second in the relay race and the silver medal at the line competition. With this incredible palmares, Alex has furthermore increased his already exceptional collection of medal compound of 8 gold medals at the world championship and the two gold and one silver medal from the paraolympics at London, which ranks him worldwide on the very top of parathletics. In name of all the members in the Club we present our very best and sincere congratulations. Bravo Alex!



Goodwood Revival 2016

The Place to be

Le Goodwood Revival est certainement l'épreuve la plus fantastique de l'année. Mise sur pied depuis 1998 par Lord March, génial concepteur de ce week-end hors du temps, les surprises et les idées n'y manquent jamais, et les attractions et autres divertissements visent à chaque fois l'excellence. Même la pluie n'a pas réussi à gâcher notre plaisir!

Comme nous l'a confié Jacky Ickx, rencontré au détour du parc des pilotes : « C'est un incroyable business, une machine énorme, mais à visage humain ! ». Le champion belge avait des étoiles plein les yeux. Lui qui d'habitude n'attache aucune importance aux choses du passé, il était comme nous, heureux comme un gamin d'être là !

Le plateau nous a permis de découvrir des automobiles rares et étonnantes, des concurrents offrants un spectacle de premier choix, en menant leur machine à la limite.

Jack Brabham à l'honneur

'Old Jack' représentait l'archétype de la 'force tranquille', un travailleur infatigable, qui à force de persévérance et d'ingéniosité réalisa ses rêves les plus fous. Nous n'oublierons jamais l'affabilité exquise de ses manières et sa correction.

Il coiffa à deux reprises la couronne de champion du monde de Formule 1 (1959/60), pour le compte de l'écurie de John Cooper, après quoi il décida de construire ses propres voitures de course. C'est au volant de l'une d'elle qu'il remporta son troisième titre en 1966. Aucun pilote-constructeur n'a réitéré cet exploit à ce jour... Sa disparition en 2014 laissa un grand vide dans notre club, mais aussi dans le monde de la course.

Sir Jack était un habitué du Goodwood Revival, il était tout à fait légitime qu'un 'tribute' lui soit dédié. Nous avons eu le plaisir de voir en piste les machines qu'il pilota et mena très souvent à la victoire, de la Cooper-Bristol de ses débuts en Formule 1 à la Matra 650 victorieuse à Linas-Montlhéry, en passant par un étonnant éventail de ses réalisations



Fitzpatrick and Howden

personnelles, à savoir la totalité des Brabham F1. Lord March fit une belle et émouvante allocution, en présence de sir Stirling Moss, dont la vitalité force toujours l'admiration. Quelques membres du club participaient aux diverses épreuves mises sur pied. Nous avons vu en piste Richard Attwood dans la manche du Glover Trophy, au volant d'une Formule 1 BRM P 261 de 1965. Il était également engagé dans le Kinrara Trophy sur une Ferrari 250 GT au même titre que Derek Bell, pilotant une voiture similaire, propriété du belge Marc Devis.

Le St Mary's Trophy fut bien sympathique, avec sa nuée d'Austin A30 et A35 pilotées par une pléiade de pilotes de haut niveau dont Jean Alesi, David Brabham et Tom Kristensen, neuf fois vainqueur des 24 Heures du Mans. Le comédien britannique Rowan Atkinson se joignait lui aussi à cette joyeuse bagarre. Jean Alesi a aussi conduit une AC Cobra dans le RAC TT Celebration, tandis que Jochen Mass concourait dans le Freddie March Memorial Trophy aux commandes d'une mythique Mercedes 300 SL Gullwing.

Nous insisterons enfin sur les magnifiques prestations de Rob Huff, qui réalisa tout au long du week-end des performances époustouflantes et fut sacré «Driver of the Event».

*Christophe A. Gaascht
Pour le Grand Prix Drivers Club*



19TH – 22ND JULY

DRIVING IN THE LAST PARADISE

Pure driving without electronic devices on beautiful roads through the Austrian Alps for cars built until 1972.



"Susie and I have experienced the rise of the Ennstal-Classic, unbelievable how the event has grown during the years without losing its soul."

SIR STIRLING MOSS

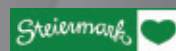
www.ennstal-classic.at

PORSCHE

★
ZENITH
OFFICIAL TIMEKEEPER

REDESTEIN
DESIGNED TO PROTECT YOU

SCHLADMING
DACHSTEIN



Ennstal-Classic 2016

28th - 30th July, Groebming



| D. Bell

Vom Club waren dabei: Club members attending:

Sir Stirling Moss, Marc Webber (der mit Porsche kam), Derek Bell, Hans-Joachim Stuck, Dieter Quester, Mario Illien, Jo Ramirez und natuerlich Coveranstalter Helmut Zwickl.

Die diesjaehrige Veranstaltung war wieder ein toller Erfolg. Und sogar das Wetter hat mitgespielt und dazu beigetragen, dass alle riesig Spass hatten sowohl bei der Race Car Trophy als auch bei der eigentlichen Ennstal-Classic.

Es waren auch Ferdinand Porsche und Mauro Forghieri mit dabei.

| M. Illien



| D. Quester





D. Bell



M. Webber, Sir S. Moss



H. J. Stuck, M. Webber

H. Zwickl, Susie, Sir S. Moss





M. Gloeckner, M. Webber, H. Zwickl



H. J. Stuck, Sir S. Moss, D. Bell



Großmünz Mayor Mr. Gugi



H.J. Stuck

Berührend war am Gala Abend der Teil der Ansprache des Großmünz Bürgermeisters Gugi, wo er der kurz zuvor verstorbene Ehrenpräsidentin des F1 Grand Prix Drivers Club und langjährige Teilnehmerin der Ennstal-Classic, Maria Teresa de Filippis gedachte. Danke Herr Gugi. Kommendes Jahr wird dieser Event zum 25. Mal ausgetragen und man kann mit Recht annehmen, dass es zu Rekordnennungen kommen wird. Macht weiter so, die Ennstal Classic wird ja schon auf der Habenseite der Jahresbilanz der Region als Fix Posten geführt.

This year was again a big success. Even the weather contributed for granting participants fun, race car trophy and the actual Ennstal-Classic. Also Ferdinand Porsche and Mauro Forghieri attended. Touching was the part of the speech of Großmünz Mayor Gugi during the gala evening, when he remembered the recently departed Honorary President of the F1GPDC and many years Ennstal-Classic attending Maria Teresa de Filippis. Thank you Mr. Gugi.

Next year will be celebrated the 25th anniversary of this event and a record of entries is expected. Continue this way guys, the Ennstal-Classic is already a permanent asset in the regions annual balance.

J. Ramirez and Ursula



Sir S. Moss

La Leggenda di Bassano Trofeo Maria Teresa de Filippis

16 - 19 giugno 2016



Rinata col nuovo nome di “La Leggenda di Bassano, Trofeo Giannino Marzotto”, dopo aver deciso, di accordo con la famiglia Calmonte, di archiviare per sempre il nome “Le Mitiche Sport a Bassano”

questa esclusiva manifestazione internazionale, l'unica al mondo riservata solo ed esclusivamente ad autovetture da competizione della categoria sport-barchetta, ha deciso per ricordare degnamente Maria Teresa de Filippis, da sempre membro del Comitato d'Onore e presenza fissa in tutte le edizioni sin qui svoltesi, di dedicarle il Trofeo per l'equipaggio femminile primo classificato. Quest'anno il premio è stato vinto dall'equipaggio spagnolo composto da Maria Fernandez e Maria Villasenor alla guida di una potentissima Allard J2X del 1952.



Newly established with the name “the Legend of Bassano - Trophy Giannino Marzotto”, after having agreed with the family Calmonte to archive definitely the name of “Le mitiche sport-barchetta a Bassano”, this exclu-

sive international event, the only one open to only competition race cars of the category sport-barchetta, decided to remember with due honours Maria Teresa de Filippis, since ever present at all editions from the beginning, dedicating a specific trophy to the best ranking female team. This year the award went to the spanish team of Maria Fernandez and Maria Villasenor racing with a powerful Allard J2X of 1952.

| *Theo, Mdm. Fernandez, Mdm. Villasenor*



Béla Barényi Preis 2016



Congratulation cake

FIGPDC Ehrenmitglied Helmut Zwickl, Jahrgang 1939 und länger schon ein Klassiker des Motorsportjournalismus, erhielt den Béla Barényi Preis 2016

des Österreichischen Motorveteranen-Verbandes unter Schirmherrschaft der Robert Bosch AG. Im Namen des Erfinders der passiven Sicherheit ging dieser Preis seit 2005 an die Autotechniker Fritz Indra, Jürgen Stockmar und Ernst Fiala, an den Rennfahrer Hans Herrmann, den Organisator und Autoren Martin Pfundner oder an Heinz Prüller, einem langjährigen Rivalen des diesjährigen Preisträgers.

Zwickl, ein gelernter Chemiker, besuchte seit 1954 Sandbahnrennen und schrieb erstmals 1960 für das Wiener Magazin "Austro Motor". Dem führerschein-

losen Sportfotografen Arthur Fenzlau diente er als Chauffeur und Schreiber, von 1961 an für die Tageszeitung „Kurier“. Internationaler Rennsport wurde von der österreichischen Presse weitgehend ignoriert, bis der Stern von Jochen Rindt (1942-1970) in den Formeln 2 und 1 aufging. Von 1965 an schrieb Helmut Zwickl hauptberuflich für Zeitungen und Zeitschriften, die Fotos seiner Reportagen schoss oft der 2013 verstorbene Alois Rottensteiner. Der Kettenraucher Alois nannte den asketischen Helmut seit 1990 dessen Haartracht wegen oft "Silberfuchs" – in der Rennszene war davor der Römer Piero Taruffi (1906-1988) damit gemeint.

Die Mehrzahl der Reportagen Helmut Zwickls erschienen im "Kurier" sowie in den Magazinen "Autorevue" (seit 1965), "Alles Auto" (seit 1992) und der Kölner "Auto Zeitung" (seit 1969) sowie in der Schweizer "Powerslide" die zur wöchentlichen



| Theo, H. Zwickl

“Motorsport aktuell” wurde; nicht zu vergessen das Schweizer “Automobiljahr”.

Nach 560 Grand Prix in 40 Jahren verlieh die FIA 2005 Helmut Zwickl die lebenslange Mitgliedschaft – eine Ehre, die nur fünf weiteren Journalisten zu teil wurde. Neben seinen Hintergrundberichten und Analysen schrieb Zwickl ein gutes Duzend Bücher, wobei sein Erstling von 1967 “*Die Angst bleibt an den Boxen*” einen neuen Stil etablierte, der sich von der “Rennfahrer-Heimatlidung” sehr gründlich unterschied. Seit 1993 organisiert er mit seinem Fotografen Michael Glöckner die Ennstal und die Planai Classic – zwei Veranstaltungen, bei denen sich auch der Grand Prix Drivers Club gerne trifft.

Als Großvater allein ist Helmut Zwickl nicht ganz ausgelastet, mit Frau Irene und Sohn Alexander organisiert er zwei Großveranstaltungen mit 300 Autos im Jahr. Seit 1971 Inhaber einer Privat- und später auch Berufspiloten-Lizenz, hält Helmut heute einen Porsche 930 Turbo 3.3, Ferrari 550 Maranello und Lamborghini 400 GT Islero am laufen. Da können auch wir dem Ausgezeichneten nur gratulieren:

Bravo, Helmut!

von Hans-Karl Lange, Wien, Österreich

F1GPDC Honorary member Helmut Zwickl, class of 1939 and a classic among Grand Prix racing reporters, was awarded with the Béla Barényi Trophy 2016

by a national veteran car organisation and the Austrian branch of Robert Bosch AG. Named after the Austrian inventor of passive safety the award from 2005 went to heads of development and research like Fritz Indra, Jürgen Stockmar or Ernst Fiala, to racer Hans Herrmann, to publisher Martin Pfundner and to journalist Heinz Prüller, the latest laureate’s long-time national sparring partner.

Zwickl, a chemist by training, watched speedway races from 1954 and contributed to “Austro Motor” magazine from 1960. That year he teamed up as a driver and writer of motorsports photographer Arthur Fenzlauer, reporting to the Viennese quality newspaper “Kurier” from 1961. Grand Prix racing was widely ignored by mass media when Helmut went full-time as a professional in 1965 with the rise of popular Austrian Jochen Rindt (1942-1970) in Formulae 2 and 1 and sportscars, teaming up with photographer Alois Rottensteiner. Chain-smoking larger-than-life Rottensteiner, who passed away in 2013, from 1990 referred to Helmut as “The Silver Fox”, a nickname known of Piero Taruffi (1906-1988) in the racing fraternity.

Most frequent publishers of Helmut Zwickl where “Kurier” newspaper and magazines “Autorevue” (from 1965), “Alles Auto” (from 1992) as well as German “Auto Zeitung” (from 1969) and Swiss “Power-slide” that evolved into the weekly “Motorsport aktuell”; not to dismiss the Swiss annual “Automobile Year”.

Reporting from 560 Grand Prix in 40 seasons up to 2005 resulted in Zwickl becoming one of just six journalists awarded a lifetime FIA membership pass. Background reports apart Helmut authored a dozen of analytic books from 1967, his outspoken style in “*Die Angst bleibt an den Boxen*” breaking new ground in German racing journalism. From 1993 Zwickl set up the Ennstal and later Planai Classic events that grew into a place to be for the Grand Prix Drivers Club.

An energetic grandfather kept busy by organising two events per year with his wife Irene and son Alexander, Helmut Zwickl held a flying licence from 1971; currently taking care of a Porsche 930 Turbo 3.3, Ferrari 550 Maranello and Lamborghini 400 GT Islero.
Lucky you, Helmut!

by Hans-Karl Lange of Vienna, Austria



| ASI President R. Loi, Theo

50 ANNI ASI - *Premio Argo*

Nel 2016 l'ASI (Automotoclub Storico Italiano) ha compiuto 50 anni. Nata nel lontano 1966 dalla fusione delle due associazioni esistenti allora in Italia, che raggruppavano i pochi pionieri del motorismo storico italiano, è via via cresciuta negli anni sino a raggiungere la quota di 200.000 associati, che la pone tra le prime e più importanti federazioni in Europa. Uno dei momenti più importanti dei festeggiamenti svoltisi a Torino lo scorso settembre è stato la consegna del **"Premio Argo"**, riconoscimento fortemente voluto dal Presidente dell'ASI Roberto Loi ed assegnato a chi, negli anni, ha regalato tempo, dedizione e passione all'ASI e alla sua crescita, con professionalità e attenzione.

Uno dei riconoscimenti è stato consegnato a Theo, in memoria di Maria Teresa de Filippis, che tanto ha fatto per l'ASI sino a divenirne membro della Commissione Manifestazioni.

In 2016 ASI celebrated his 50th anniversary. Established back in 1966 by the unification of the then in Italy existing two associations, which reunited the few pioneers of Italian historic motoring, is meanwhile grown up to over 200.000 members, what makes them to one of the most important associations in Europe.

One of the important moments during the celebration which took place at Turin last September was the awarding of the ARGO Trophies, a recognition strongly wanted by the ASI President Roberto Loi and destined to who in all the years dedicated time and energies with passion for the development of the association. One of this trophies was handed out to Theo, in memory of Maria Teresa de Filippis, who has been very active for ASI becoming also a member of the Event Commission.

2016 Champion Nico Rosberg joins F1 Grand Prix Drivers Club



Brione, Switzerland - Monday January 23, 2017 - The F1 Grand Prix Drivers Club (F1GPDC), founded more than 50 years ago in 1962 (as CIAPGPF1) by former F1 Grand Prix drivers Louis Chiron and Juan Manuel Fangio announces its newest member: F1 2016 World Champion Nico Rosberg.

Nico Rosberg (Born 27 June 1985 in Wiesbaden) becomes the youngest ever member to join the F1 Grand Prix Drivers Club.

Nico Rosberg claimed his first F1 world title with a second-place finish at the Abu Dhabi Grand Prix on Sunday November 27, 2016.

On this occasion, Rosberg became the 33rd FIA F1 World Champion. Nico Rosberg joined his father as a World Champion after his father, Keke, won the title in 1982.

Coincidentally, when Nico Rosberg's father Keke Rosberg won, the 1982 Formula One season was the 33rd season of FIA Formula One motor racing. In Abu Dhabi Grand Prix the pair became the second ever father-son combination to achieve this success - Graham and Damon Hill were the first in 1982/1996 respectively.

Less than two months after the Abu Dhabi race, Nico Rosberg applied to become the latest and youngest ever member of the F1 GPDC. Rosberg competed in a total of 206 Grands Prix and won 23 of them, placing him joint 12th on the all-time list alongside Nelson Piquet. Rosberg scored 30 pole positions (8th all time) and 20 fastest laps.

Rosberg is the first German driver to win a Formula One World Championship at the wheel of a Mercedes-Benz silver arrow.



Rosberg started his F1 career in 2006 at the Bahrain Grand Prix. He won his first race at the 2012 Chinese Grand Prix. His last win was the 2016 Japanese Grand Prix and his last entry was the 2016 Abu Dhabi Grand Prix.

The F1 GPDC board of directors and its President Howden Ganley said: "Congratulations for your achievement dear Nico! In 2016, you maximised all of these different areas and ingredients to become the champion with the team, the car and the sponsors. This was a huge challenge at the wheel of the

Mercedes F1 W07 Hybrid becoming the 275th driver to join the F1 Grand Prix Driver's club and the first new driver member of 2017. You now hold the record of being the youngest ever member to join the club." The Grand Prix Drivers Club (F1GPDC) will hold its annual General Assembly - May 31 to June 4, 2017 at The Promenade Hotel in Riccione, in the presence of former F1 drivers who form the 100-strong registered club membership and will vote on the re-election of club officers. This meeting will also be an opportunity to celebrate the club's 55th anniversary.

Annual General Assembly F1 Grand Prix Drivers Club 2017

June 1st - 4th 2017

Brione – Switzerland - Friday, December 16, 2016
- The Grand Prix Drivers Club (F1GPDC), founded more than 50 years ago in 1962 (as CIAPGPF1) by new, former F1 Grand Prix drivers Louis Chiron and Juan Manuel Fangio, will hold its annual General Assembly from June 1st-4th 2017 at The Promenade Hotel in Riccione, in the presence of former F1 drivers who form the 100-strong registered club membership and will vote on the re-election of club officers. This meeting will also be an opportunity to celebrate the club's 55th anniversary.

The final program is being finalized and will be unveiled in early 2017.

At the meeting the Swiss-registered non-profit club will vote on renewing its board:

Currently the club board President is Howden Ganley (NZ) with Emanuele Pirro (I) and Teddy Pilette (B) elected Vice Presidents and Theo K. Huschek (AUT) Secretary General.

The new board of directors once elected will assume the responsibility of directing and managing the club policy and activities.

In 2016, Mrs Monisha Kaltenborn, the Sauber F1 Team Principal and Piero Ferrari (Vice Chairman Ferrari), were admitted as honorary members of the F1 GPDC. Other new members that joined in 2016 include Ivan Capelli and Alex Yoong.

The 2017 Jean Sage Memorial prize will be awarded at the upcoming General Assembly. It recognizes the recipient for their exemplary commitment, passion and support for the club over the past years. The trophy, created especially for the occasion, will be awarded during an informal ceremony by club President Howden Ganley.

Brione – Suisse - Mercredi 16 décembre 2016
- Le Grand Prix Drivers Club, F1GPDC fondé il y a plus de cinquante ans - en 1962 (CIAPGPF1) par neuf anciens pilotes de Grand Prix de F1 dont Louis Chiron et Juan Manuel Fangio, va tenir du 1^{er} juin au 4 juin 2017, son Assemblée Générale annuelle statutaire à Riccione, à l'hôtel Promenade - en présence des principaux anciens pilotes de F1 effectivement présents sur les 100 membres inscrits au club prestigieux pour réélire le bureau du club.

Cette réunion sera l'occasion de célébrer le 55ème anniversaire de la Fondation du Club.

Le programme final est en cours de préparation et sera dévoilé en début d'année 2017.

A l'occasion de cette réunion Le club Suisse sans but lucratif va renouveler la composition son bureau:

A ce jour, le Président en est Howden Ganley (NZ). Emanuele Pirro (I) et Teddy Pilette (B) ont été élus vice-présidents et Theo K. Huschek (Aut), Secrétaire Général.

Le nouveau conseil d'administration élu assumera la responsabilité de diriger les choix et la politique du Club F1 GPDC.

En 2016, Madame Monisha Kaltenborn Directeur de l'écurie Sauber F1 Team et l'Ingénieur Piero Ferrari, Vice-Président de Ferrari ont été admis comme membre d'honneurs du club F1GPDC. De nouveaux membres ont été incorporés en 2016: tels Ivan Capelli et Alex Yoong.

Le prix du Mémorial Jean Sage 2017 sera remis à l'occasion de cette réunion. Il récompense le lauréat pour son engagement exemplaire en faveur du club et en reconnaissance de leur soutien exceptionnel tout au long des années passées.

Le trophée spécialement créé pour l'occasion sera décerné au cours d'une cérémonie informelle par le Président Howden Ganley.

1962

2017



Anniversary



Anniversaire

GENNAIO	FEBBRAIO	MARZO	APRILE	MAGGIO	GIUGNO
L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
LUGLIO	AGOSTO	SETTEMBRE	OTTOBRE	NOVEMBRE	DICEMBRE
L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	L M M G V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Anniversaries 2016

Congratulations

	07.12.1925	<i>Doyen of the Club</i> <i>Nano da Silva Ramos</i>	<i>91</i>
January	01.01.1951	<i>Hans-Joachim Stuck</i>	<i>65</i>
	07.01.1946	<i>Mike Wilds</i>	<i>70</i>
February	05.02.1956	<i>Hector Rebaque</i>	<i>60</i>
April	13.04.1951	<i>Dan Gurney</i>	<i>85</i>
May	04.05.1946	<i>John Watson</i>	<i>70</i>
July	10.07.1946	<i>Jean-Pierre Jarier</i>	<i>70</i>
	27.07.1936	<i>Gerry Ashmore</i>	<i>80</i>
September	08.09.1956	<i>Stefan Johansson</i>	<i>60</i>
	18.09.1951	<i>Marc Surer</i>	<i>65</i>
	19.09.1946	<i>Brian Henton</i>	<i>70</i>
	30.09.1946	<i>Jochen Mass</i>	<i>70</i>
October	03.10.1941	<i>Andrea de Adamich</i>	<i>75</i>
	29.10.1951	<i>Tiff Needell</i>	<i>65</i>
	31.10.1941	<i>Derek Bell</i>	<i>75</i>
November	02.11.1946	<i>Alan Jones</i>	<i>70</i>
December	12.12.1946	<i>Emerson Fittipaldi</i>	<i>70</i>
	24.12.1941	<i>Howden Ganley</i>	<i>75</i>



MUSEO DELL'AUTOMOBILE BONFANTI - VIMAR

MUSEO DELL'AUTOMOBILE "BONFANTI-VIMAR"

Via Torino, 2 - 36060 Romano d'Ezzelino (VI)

Tel. +39 0424 513746 - Fax +39 0424 513690

www.museobonfanti.veneto.it - info@museobonfanti.veneto.it



Comité actuel

Howden Ganley ***2013***

Président

Emanuele Pirro ***2013***

Vice Président

Teddy Pilette ***2013***

Vice Président

Theo K. Huschek ***2002***

Secrétaire Général

Comité

Toulo de Graffenried ***2002-2007***

Président d'Honneur

Président 1980-2002

Secrétaire Général 1962-1980

Phil Hill ***2008***

Président d'Honneur

CdM 1961

Président 2002-2008

Juan Manuel Fangio ***1962-1995***

CdM 1951-54-55-56-57

Président d'Honneur

Louis Chiron ***1962-1979***

Président

Jochen Mass ***2008-2011***

Président

Maria Teresa de Filippis

Président d'Honneur 2011-2016

Vice Président 1997-2011

Secrétaire Générale 1984-1997

Bernard Cabier ***1982-1984***

Secrétaire Général

Paul Pettavel ***1962-1978***

Secrétaire Adjoint

Theo K. Huschek ***1997-2002***

Secrétaire Adjoint

Members Actif

Philippe Alliot (FR)

Kurt Ahrens (D)

Chris Amon (NZ)

Mario Andretti (USA)

CdM 1978

Gerry Ashmore (GB)

Richard Attwood (GB)

Derek Bell (GB)

Gerhard Berger (A)

Giampiero Biscaldi (I)

Bob Bondurant (USA)

Thierry Boutsen (B)

David Brabham (AUS)

Tony Brooks (GB)

Martin Brundle (GB)

Mariò de Araujo Cabral (P)

Adrian Campos (E)

Eddie Cheever (USA)

David Coulthard (GB)

Derek Daly (IRL)

Yannick Dalmas (F)

Hermano da Silva Ramos (BR)

Andrea de Adamich (I)

Guy Edwards (GB)

Teo Fabi (I)

Emerson Fittipaldi (BR)

CdM 1972-74

Nanni Galli (I)

Howden Ganley (NZ)

Jean Guichet (F)

Dan Gurney (USA)

Mika Hakkinen (SF)

CdM 1998, 1990

Jim Hall (USA)

Brian Henton (GB)

Hans Herrmann (D)

Damon Hill (GB)

CdM 1996

Takachiho Inoue (J)

Jean-Pierre Jarier (F)

Alan Jones (AUS)

CdM 1980

Stefan Johansson (S)

Ukyo Katayama (J)

Rupert Keegan (GB)

Gérard Larrousse (F)

Niki Lauda (A)

CdM 1975-77-84

Helmut Marko (A)

Paolo Marzotto (I)

Jochen Mass (D)

Stirling Moss (GB)

Kazuki Nakajima (J)

Satoru Nakajima (J)

Tiff Needell (GB)

Tim Parnell (GB)

Henri Pescarolo (F)

Teddy Pilette (B)

David Piper (GB)

Emanuele Pirro (I)

Alain Prost (F)

CdM 1985-86-89-93

Dieter Quester (A)

Bobby Rahal (USA)

Hector Rebaque (MEX)

Keke Rosberg (SF)

CdM 1984

Nico Rosberg (D)

CdM 2016

Jody Scheckter (SA)

CdM 1979

Tim Schenken (AUS)

Vern Schuppan (AUS)

Jackie Stewart (GB)

CdM 1969-71-73

Philippe Streiff (F)

Hans-Joachim Stuck (D)

Danny Sullivan (USA)

Marc Surer (CH)

John Surtees (GB)

CdM 1964

Patrick Tambay (F)

Nino Vaccarella (I)

Jo Vonlanthen (CH)

Derek Warwick (GB)

John Watson (GB)

Mark Webber (AUS)

Mike Wilds (GB)

Reine Wisell (S)

Alexander Wurz (A)

Alex Yoong (MY)

Alessandro Zanardi (I)

Members Presse

Graham Gauld (GB)

Murray Walker (GB)

Axel Schmidt (D)

Helmut Zwickl (A)

Membres Décédés

S.M. *Shah d'Iran*
 S.A.I. *Prince Louis Napoléon*
 S.A.S. *Prince Rainier III de Monaco*
 S.A.R. *Prince Nicolas de Roumanie*
 S.A.R. *Prince Bertil de Suède*
 S.A.R. *Bernhard Prince de Pays Bas*
 S.D. *Fuerst Paul Metternich*
 H.G. *Freddy Duke of Richmond & Gordon*
M. Giovanni Agnelli
M. Romulo O'Farrill
M. Maurice Baumgartner

Michele Alboreto
Cliff Allison

Giancarlo Baghetti
Birabongse Bhanubandh
Jean Pierre Beltoise
W.O. Bentley
Juan Manuel Borden
Jack Brabham
Giovanni Bracco
Manfred von Brauchitsch
Antonio Brivio Sforza

Leslie Brooke
Alan Brown
David Brown
Eugen Bjoernstadt

Albert Cagno
Colin Chapman
Louis Charavel
Louis Chiron
Gianfranco Comotti
Caberto Conelli
Franco Cortese

<i>Carlo</i> Castelbarco	<i>Francisco</i> Godia Sales
<i>Luigi</i> Castelbarco	<i>Amédée</i> Gordini
<i>Luigi</i> Chinetti	<i>Jules</i> Goux
<i>John</i> Cooper	<i>Toulo</i> de Graffenried
<i>Anthony</i> Crook	<i>Giambattista</i> Guidotti
<i>Briggs</i> Cunningham	
<i>Bernard</i> Cabier	<i>Mike</i> Hailwood
	<i>Bruce</i> Halford
<i>Willy Peter</i> Daetwyler	<i>David</i> Hampshire
<i>Sammy</i> Davis	<i>Duncan</i> Hamilton
<i>Albert</i> Divo	<i>Huschke</i> von Hanstein
<i>Ken</i> Downing	<i>Bob</i> Harper
<i>René</i> Dreyfus	<i>Thomas</i> Harrison
	<i>Graham</i> Hill
<i>Philippe</i> Etancelin	<i>Phil</i> Hill
<i>Leon</i> Elskamp	<i>Francis</i> Howe
<i>George</i> Eyston	<i>Dennis</i> Hulme
<i>Juan Manuel</i> Fangio	<i>Innes</i> Ireland
<i>Enzo</i> Ferrari	
<i>Richard</i> von Frankenberg	<i>Elisabeth</i> Junek
<i>Paul</i> Frère	
<i>Maria Teresa</i> de Filippis	<i>Loris</i> Kessel
<i>John C.</i> Fitch	<i>Karl</i> Kling
<i>Rudolf</i> Fischer	
<i>Ian</i> Fraser-Jones	<i>Hermann</i> Lang
	<i>Renaud</i> de Laborderie
<i>Frederic Antony</i> Gaze	<i>Hermann</i> von Leiningen
<i>Hans</i> Geier	<i>Les</i> Leston
<i>Olivier</i> Gendebien	<i>Brian</i> Lewis
<i>Bob</i> Gerard	<i>Guy Camille</i> Ligier
<i>Pether</i> Gethin	<i>Pete</i> Lovely
<i>José Froilan</i> Gonzales	<i>Giovannino</i> Lurani

<i>Lance Macklin</i>	<i>Carlo Salamano</i>
<i>Ernesto Maserati</i>	<i>Consalvo Sanesi</i>
<i>Umberto Maglioli</i>	<i>Giorgio Scarlatti</i>
<i>Robert Manzon</i>	<i>Ernst Seiler</i>
<i>Raymond Mays</i>	<i>Dorino Serafini</i>
<i>Giannino Marzotto</i>	<i>Carroll Shelby</i>
<i>Michael MacDowel</i>	<i>Witney Straight</i>
<i>Bitito Mieres</i>	<i>Rolf Stommelen</i>
<i>August Momberger</i>	<i>Mike Sparken</i>
<i>Hermann Paul Mueller</i>	<i>Hans Stuck</i>
<i>Gino Munaron</i>	<i>Jacques Swaters</i>
<i>David Murray</i>	
<i>Alfred Neubauer</i>	<i>Mario Tadini</i>
	<i>Henry C. Taylor</i>
<i>Nello Pagani</i>	<i>Piero Taruffi</i>
<i>Peter de Paolo</i>	<i>Manuel de Teffé</i>
<i>Mike Parkes</i>	<i>René Thomas</i>
<i>Reg Parnell</i>	<i>Eric Thompson</i>
<i>Cesare Perdisa</i>	<i>Maurice Trintignant</i>
<i>Francois Picard</i>	<i>Ken Tyrrell</i>
<i>Paul Pietsch</i>	<i>Gino Valenzano</i>
<i>André Pilette</i>	<i>Pierre Veyron</i>
<i>Denis Poore</i>	<i>Pépé de Villapadierna</i>
<i>Ferry Porsche</i>	<i>Gigi Villoresi</i>
<i>Charles Pozzi</i>	
<i>Giulio Ramponi</i>	<i>Rob Walker</i>
<i>Clay Regazzoni</i>	<i>Peter Westbury</i>
<i>Tony Rolt</i>	<i>Tommy Wisdom</i>
	<i>John Wyer</i>
<i>Roy Salvadori</i>	
<i>Jean Sage</i>	



TOTAL QUARTZ ENGINE OIL

Daniel Ricciardo
Infiniti Red Bull Racing



BETC Photo credit : DPPI



POWERS PERFORMANCE

With four-time FIA Formula One World Champion Infiniti Red Bull Racing and its pilot Daniel Ricciardo, Total innovates to improve the quality and performance of its engine oils.

Total Quartz, approved by Champions, available to everyone.

www.lubricants.total.com



The right choice in lubricants

TOTAL



Danke, euer Nico

Weltmeister in der Formel 1™ wird man nicht alleine.
Danke an das ganze MERCEDES AMG PETRONAS Formel 1™ Team.

Nico Rosberg, Formel 1™ Weltmeister 2016