LIKE GOOD WINE

By William Kimberley

THE World Motorsport Symposium has developed in the four years since the inaugural one into an important forum for motorsport engineers from all branches of the sport. Divided into the Race Engine day and the Aerodynamics/Vehicle Dynamics day, the topics discussed were topical and wide ranging, reflecting the speakers and delegates who come from around the world.

This year, Dr Andy Randolph, director of engines at Earnhardt Childress Racing, took over the mantle of the chairmanship of the Race Engine day from Ulrich Baretzky, head of engine technology at Audi Sport, who had guided the process so ably last year.

Once again located at the wonderful facilities provided by Oxford Brookes University in Oxford, England, Dr Randolph superbly steered a day that saw a variety of speakers that included Nick Fry, CEO of Honda F1, who gave the keynote speech, Tony Purnell, the FIA technical consultant, Thomas Laudenbach, head of Porsche's powertrain/motorsport, Ulrich Baretzky and Craig Mayes of Gillett Evernham Racing amongst others.



ABOVE From left to right: Paul Lamar, Ulrich Baretzky, Dr Robin Tuluie, Thomas Laudenbach,Kurt Romberg, John Iley, Soheila Kimberley, Prof Joe Katz, Prof Tony Purnell, Mike Pilbeam, William Kimberley, Alessandro Iacopone, Mark Hanford, Dr Andy Randolph, Claude Rouelle and Peter Zeerhuit

BELOW Nathalie Toso and Soheila Kimberley present Dialma Zinelli with the Dino Toso award for the Racecar Aerodynamicist of the Year



A PREMIER CRU EVENT

The following day saw John Iley for the fourth consecutive year chair the Aerodynamics/Vehicle Dynamics day. Once again, the line up of speakers was impressive with Sergio Rinland setting the tone with a keynote speech that warned the sanctioning bodies about too many control formulae that are stifling the creativity of motorsport engineers. As he said in his presentation, the only engineers who come close to the innovative creativity of their motorsport peers are those developing technologies in times of war.

After this fiery opening start, there were a series of high-level presentations all day long from speakers who had given up their time to be in Oxford. Professor Joe Katz, author of the renowned *Race Car Aerodynamics*, had flown in from California as had veteran motorsport engineer Paul Lamar who had given a presentation on turbo compounding the previous day. Kurt Romberg, head of aero at Hendrick Motorsports, yet again gave an insight into NASCAR Cup ▸



LEFT Soheila Kimberley presents Thomas Laudenbach with the Race Engine Designer of the Year award

RIGHT Jim Morris receives the award for the Most Innovative New Product of the Year from Soheila Kimberley





ABOVE Scuderia Ferrari's John Iley congratulates Dialma Zinelli on his award



ABOVE Tony Purnell, Soheila Kimberley and Dr Robin Tuluie









CLOCKWISE From left to right: Thomas Laudenbach goes up to receive the Race Engine Designer of the Year award; Ulrich Baretzky talks to Sven Behrens and Klaus Boettcher of Bosch Motorsport; Oxford Brookes' John Ward explains a point to Claude Rouelle; CD-adapco's Christopher John (right) talks to San Franciscan lawyer Paul deMeester

aerodynamics while Claude Rouelle, famous for his seminars, took time off from his world tour to give a talk on a project he was involved with in Argentina. Dialma Zinelli of Dallara, Rob Lewis of TotalSim, Mike Pilbeam of Pilbeam Racing Designs, Mark Hanford of Multimatic and Jeff Bordner of Windshear all gave memorable talks while Dr Robin Tuluie, head of research and development of Renault F1, rounded the day off with a thought-provoking presentation before going into the final panel session.

The networking Awards dinner in between the two days was held at the spectacular Oxford Town Hall which had every guest spellbound by its magnificence. Three awards were presented with Thomas Laudenbach picking up the Race Engine Designer of the Year award for his work on the Porsche LM P2 engine while Jim Morris, boss of Lifeline Fire & Safety Systems, picked up the award for the Most Innovative New Product of 2008 for the Zero ZERO fire extinguishant system. Perhaps the most emotional award of the





ABOVE Ulrich Baretzky and Tony Purnell









CLOCKWISE from Left to Right: Bernoulli contributor John Keogh explains a point to John Iley; Paul Lamar, John Iley and Kurt Romberg visit Peter Zeerhuit on the Windshear stand; Tony Purnell explains a point to Rob McIntyre of Light Engineering Inc and Deutsch's Dave Watters and Paul Webb; Thomas Laudenbach, Randolph Toom, Geoff Goddard and Prof Joe Katz; Sergio Rinland (right) looks at the Magneti Marelli KERS system which Alessandro Iacopone is explaining to Dave Watters; the exhibition area



evening went to the popular Dialma Zinelli who received the Racecar Aerodynamicist of the Year award, now renamed the Dino Toso award after the late and great aerodynamicist and inaugural winner of the award, from Nathalie Toso herself.

Work is already under way for next year's event. Even before we reach 2009 we know it is going to be a very challenging year for a variety of reasons and so will be providing plenty of material for next year's speakers to talk about and analyse. Watch this space for further details. RT



LEFT The exhibition hall in the Motorsport Engineering Centre at Oxford Brookes University

WE LOOK FORWARD TO SEEING YOU AT THE WORLD MOTORSPORT SYMPOSIUM 2009









CLOCKWISE from Left to Right: Xtrac boss Peter Digby chats with Sergio Rinland, technical director of Epsilon Euskadi; An exquisite miniature of the Le Mans winning Audi TDI engine; Ulrich Baretzky of Audi Sport spots where the Audi logo might have derived from in the Egyptology section of the Ashmolean Museum in Oxford, venue of the speakers' dinner; Lisa and Andy Randolph talk to the curator of the Ashmolean Museum; Soheila Kimberley acts as hostess to Thomas Laudenbach, Andy Bloyce of Oerlikon Bekaert and Peter Jackson of Motec







ABOVE Kurt Romberg congratulates Dialma Zinelli on winning the Dino Toso award

LEFT Nathalie Toso and Soheila Kimberley



ABOVE The networking Awards dinner was held at the splendid Oxford Town Hall