

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.

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 ▶



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 Harford, Dr Andy Randolph, Claude Rouelle and Peter Zeerhult

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





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 Francisco 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