

AMÉDÉE GORDINI

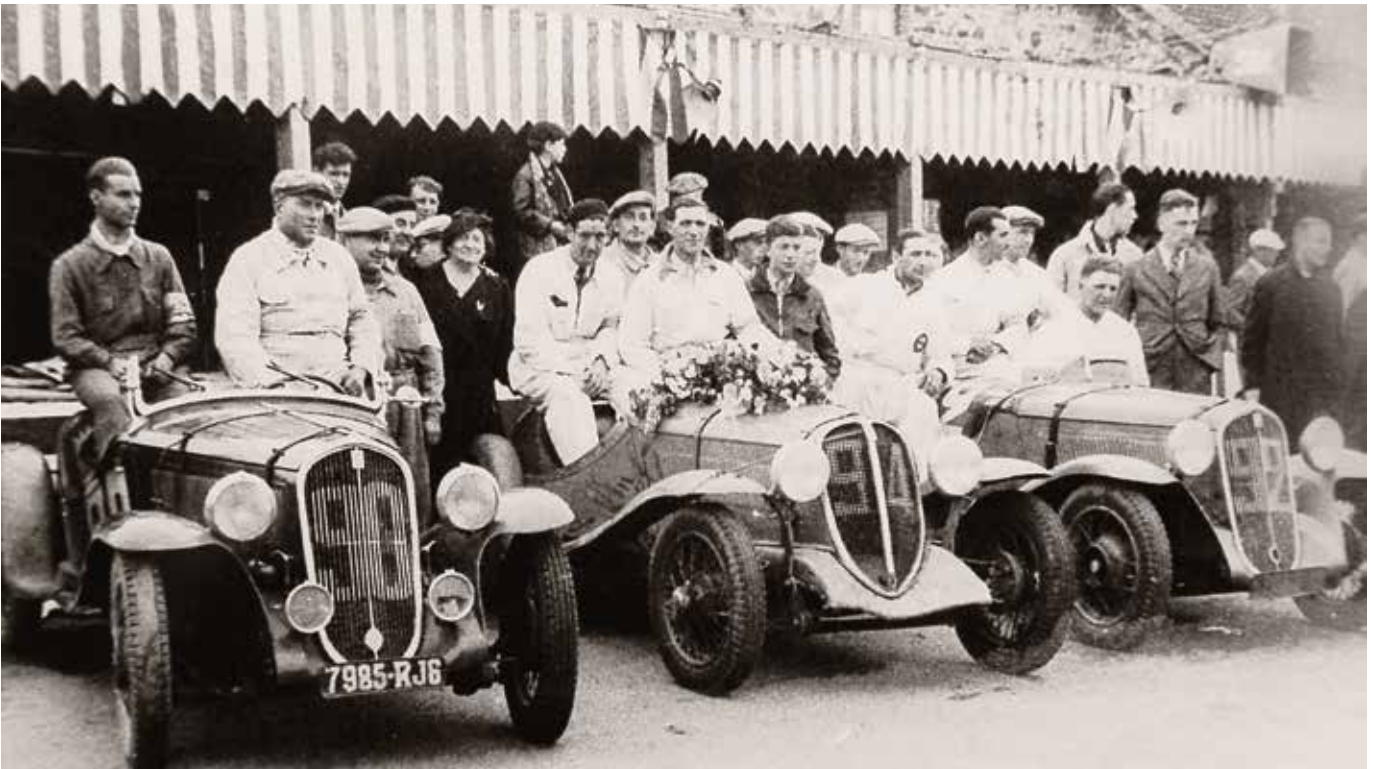


Gordini and Blot at the Spa 24 Hours. (Courtesy CH-AG)

the programme as per the contract, and so the Nanterre directors asked Gordini just to race as much as possible in any events to maintain publicity. It was for this reason that HT Pigozzi suggested to Amédée Gordini that he enter the Spa 24 Hours in Belgium.

The 3 Balillas used in the Bol D'Or were back in action. Gordini's own car (7514 RJ 6), using the recently updated engine with the aluminium cylinder head developed by Gordini, which was now delivering 55hp, would be shared in a drive with Jacques Blot. A second Balilla was prepared for Marino Zanardi with Albert Alin as co-driver, the latter's diligent unpaid work and his passion for racing rewarded with a drive. Finally, a third Balilla was to be driven by Georges Sarret/Paul Ducos.

Rain and cold weather put off the spectators, and not many were there to witness the start, which saw 35 competitors get away at 4pm. Alfa Romeos, Delahayes, and Lagondas led proceedings in this long test of endurance, in conditions that meant just 18 cars were left in the race when Sommer/Severi crossed the finishing line as victors in their Alfa Romeo 8C 2900. Gordini finished 14th overall, and first in the 1100cc sports class, his two other cars in third and fourth places in class.



1100cc class: 1, 3, and 4 at the Spa 24 Hours. (Courtesy TM-AP)



Pau: the first major race of the year. (Author collection)



Manzon (15), Umberto Maglioli (12). (Courtesy BD)



The now tired but famous Lancia truck with chassis 42 (left) and 41. (Courtesy BD)



The truck in the late 1960s: we do not know where this is, or who took this photo.



Pilette in the 39 Sport, Silverstone Grand Prix support race. (Courtesy TM-AP)

RACE SUMMARY 1930 TO 1957 COMPILED FROM RECORDS AND PERIOD RACE REPORTS

gen = general classification; DNF = Did not finish; DNQ = Did not qualify; NC = Not classified; T = Type; TMM = Type Mille Miglia; elim = elimination race or heat; ? = Not known or uncertain

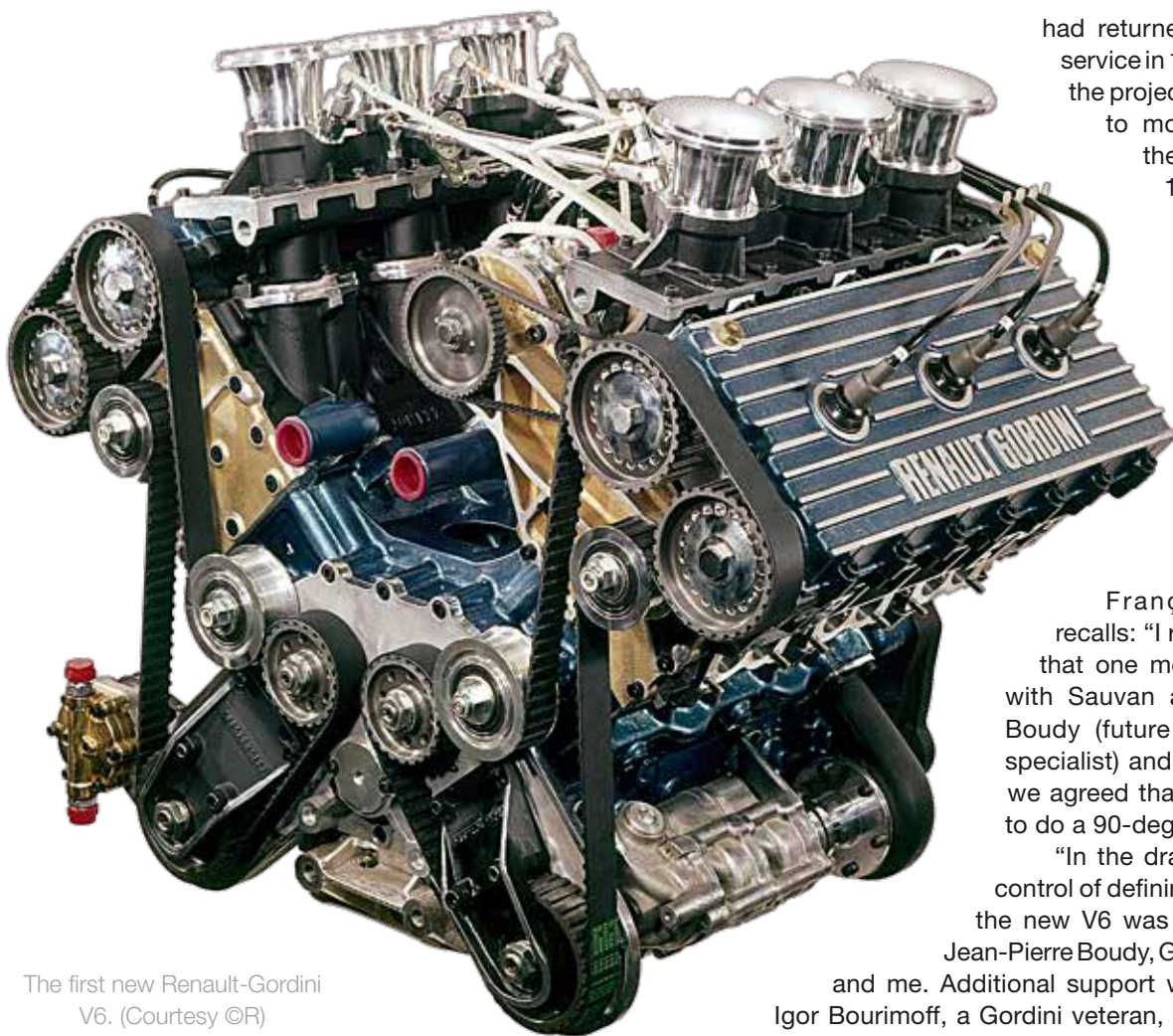
Gord/SIMCA = Gordini-created body and chassis modifications using SIMCA running gear

Note: Grand Prix Cars were designated GC, sports cars GCS with some just having a chassis number

Note: in all previous records it was thought that the 1938 sport was chassis 803247. It is now known this is in fact 809068

Note: SIMCA 5s are shown under chassis with the registration number as are some of the early Fiat 508s

Summary of races 1930 to 1939									
Year	Race no	Car make	cc	Chassis	Date	Race	Result	Remarks	Driver
1930	23	Fiat 508	995		17-20/03/30	Paris-Nice	28th gen		
1933		Fiat 508	995			Course de Lenteur, Suresnes	1st gen	Hill-climb	
1934		Fiat 508	995			Course de Lenteur, Suresnes	1st gen	Hill-climb	
1935	76	Fiat 508S	995	7514-RJ-6	13-15/04/35	Paris-Nice	NC		Gordini/Molinari
1935	34	Fiat 508S	995	7514-RJ-6	18-19/05/35	Bol d'Or, St-Germaine-en-Laye	5th gen, 1st Sport 1100cc		Gordini
1935		Fiat 508S	995	7514-RJ-6	26/05/35	Circuit d'Orléans	1st 1100cc class		Gordini
1935	44	Fiat 508S	995	7514-RJ-6	15-16/06/35	Le Mans 24 Hours	DNF lap 129		Gordini/C Nazzaro
1935	8	Fiat 508S	995	7514-RJ-6	30/06/35	GP de Lorraine, Nancy	1st 1100cc class		Gordini
1935	20	Fiat 508S	995	7514-RJ-6	07/07/35	GP de la Marne, Reims	1st gen sports car race		Gordini
1936	12	Fiat 508S	995	7514-RJ-6	24/05/36	Coupe de Provence, Miramas	1st gen		Gordini
1936	20	Fiat 508S	995	7514-RJ-6	30-31/05/36	Bol d'Or Montlhéry	1st gen, 1st 1100cc		Gordini
1936	25	Fiat 508S	995	7985-RJ-6	30-31/05/36	Bol d'Or Montlhéry	4th gen, 3rd 1100cc		Zanardi
1936	22	Fiat 508S	995	5207-RJ-9	30-31/05/36	Bol d'Or Montlhéry	3rd gen, 2nd 1100cc		Martin
1936		Fiat 508S	995	7514-RJ-6	14/06/36	Targa Bouzarea, Algiers	6th gen		Gordini
1936	12	Fiat 508S	995	7514-RJ-6	28/06/36	GP de l'ACF – Montlhéry	20th gen, 5th 2L		Gordini/A Querzola
1936	12	Fiat 508S	995	7514-RJ-6	05/07/36	GP Reims meeting sports class	1st 1100cc		Gordini
1936	98	Fiat 508S	995	6929-RJ	08-12/07/36	Paris-Les Pyrenées-Paris Rally	2nd sports		Molinari
1936	94	Fiat 508S	995	7514-RJ-6	11-12/07/36	Spa 24 Hours	14th gen, 1st 1100cc		Gordini/Blot
1936	92	Fiat 508S	995	5207-RJ-9	11-12/07/36	Spa 24 Hours	17th gen, 3rd 1100cc		Zanardi/A Alin
1936	90	Fiat 508S	995	7985-RJ-6	11-12/07/36	Spa 24 Hours	4th 1100cc		Sarret/Ducos
1936	12	Fiat 508S	995	6629-RJ	30/08/36	Gold Cup race Montlhéry	1st 1100cc		Gordini
1936	12	Fiat 508S	995	6629-RJ	06/09/36	GP France MCF	6th gen, 1st 1100cc		Gordini
1937	21	Fiat 508S	995	6629-RJ	16-17/05/37	Bol d'Or Montlhéry	DNF		Maillard-Brune
1937	46	SIMCA 5	568	01715-T5	16-17/05/37	Bol d'Or Montlhéry	1st 750cc		J Viale



The first new Renault-Gordini V6. (Courtesy ©R)

Cheinisse, competition manager at Alpine, had seen the potential in a joint initiative with Elf that involved Alpine. Jacques was highly respected, and would lead Alpine to the World Rally Manufacturers' Championship title in 1973.

However, when Pierre Dreyfus, the PDG of Renault, was first asked to make an engine in 1971, he initially refused, but reconsidered as his team began to see that there might be some mileage in the idea, though was not prepared to use its own money. Elf, though, had plenty of money. Dreyfus said, "If Elf wants an engine, OK – let them order it and pay for it!" Elf quickly replied, "How much do you need?" A figure of 300,000FF was suggested and Elf sent a cheque immediately!

The order for the new engine was passed to Claude Haardt, head of the Viry-Châtillon division, and Georges Sauvan, his number two. They put François Castaing, who

had returned from national service in 1970, in charge of the project. Things started to move fast, and at the end of January 1972 the Régie, with Elf finance, gave the by then well-established Viry-Châtillon-based Gordini engine division the go-ahead to build a V6 2-litre prototype.

François Castaing recalls: "I remember vividly that one morning, we were with Sauvan and Jean-Pierre Boudy (future Gordini engine specialist) and it was then that we agreed that we were going to do a 90-deg V6.

"In the drawing office, the control of defining and designing the new V6 was in the hands of Jean-Pierre Boudy, Giuseppe Albarea, and me. Additional support was provided by Igor Bourimoff, a Gordini veteran, and three young draftsmen: Patrick Jean, Jean-Michel Pialot, and Patrick Babonnaud. George Sauvan, our boss, suggested we hire Moteur Moderne as a consultant. This was all done within a week. The basic specification agreed on was:

Power objective: 300bhp at 11,000rpm

Bore/stroke: 86mm x 57.3mm

Thin wall cast-iron 90-deg block, like the Gordini 3-litre V8

Belt-driven 16-valve

Narrow inlet valve to port angle, at Moteur Moderne's suggestion

Compact combustion chamber

One high-pressure oil pump

Three scavenging oil pumps

"Our ambitious goal was to have the V6 running on a dyno by early November 1972.

"By September 1972, the parts had begun to flow through the metrology lab. The valve-train test bench was running, and during October, we were assembling the first