



Statistics of the “Car-of-the-Year” (CoY) makers

Grouped by firms

There were 22 engine makers in this review of 85 CoY examples over 1906 – 2000 (see Appendix 1).

Their successes in order were as tabled below.

<u>Rank</u>	<u>Maker</u>	<u>No. of CoY</u>	<u>% of total</u>	<u>See Note below</u>
1	Ferrari	14	16.5	A
2	Cosworth	13	15.3	B
2	Mercedes			
	& Mercedes-Benz	8	9.4	C
4	Renault	7	8.2	
Equal 5	Alfa Romeo	6	7.1	
Equal 5	Honda	6	7.1	
7	Bugatti	5	5.9	
8	Coventry Climax	4	4.7	
9	Porsche	3	3.5	D
		<u>66</u>	<u>77.7</u>	
	Balance of 13 firms*:-	19	22.3	
		<u>85</u>	<u>100</u>	

*2 CoY each:- FIAT; Peugeot; Delage; Maserati; REPCO; Ilmor.

1 CoY each:- Duesenberg; Sunbeam; Auto Union; Lancia; Vanwall; BMW; BRM.

Notes;

- A. Lancia (1956 CoY when operated by Ferrari with modified chassis) is taken as a separate engine maker since, as raced by Ferrari in 1956, it retained the engine design and development pieces originated by Lancia.
- B. Launched with UK Ford money and badged as “Ford”.
- C. The Ilmor engines of 1998 – 1999, although financed by Mercedes-Benz and consequently badged as such, are counted separately as from a UK maker since they were designed, manufactured and developed here.
- D. Financed by Techniques d’Avant Garde (TAG – a company investing Saudi Arabian oil royalties) and badged as “TAG”.

Alternative ranking by “Success ratio”

Another way of ranking the firms’ records is to relate the numbers of CoY to the years of Grand Prix competition. The result is a very different order with Duesenberg of the USA 1st with 1 CoY/1 Year competing = 100% success ratio! REPCO of Australia comes 2nd with 2 CoY/3 Years = 66.7%.

Ferrari and Cosworth drop back (and reverse in ranking) because they were the most consistent entrants in the review period, at 14/52 = 26.9% and 13/34 = 38.2%, respectively.

Maintained “Success ratio”

Clearly, simple “Success ratio” is not very helpful in deciding merit. Tenacity in itself is a virtue and, if a minimum of 10 years totalled in Grand Prix competition is selected, the rankings of the 11 companies then eligible becomes as shown in the table on P.2.

<u>Rank</u>	<u>Maker</u>	<u>Maintained Success ratio</u>	
1	Mercedes	8/13	= 61.5%
2	Coventry Climax	4/10	= 40.0%
3	Cosworth	13/34	= 38.2%
	(within which the DFV alone was	12/17	= 70.6%)
4	Honda	6/16	= 37.5%
5	Bugatti	5/16	= 31.2%
6	Renault	7/23	= 30.4%
7	Ferrari	14/52	= 26.9%
8	Alfa Romeo	6/24	= 25.0%
9	Ilmor	2/10	= 20.0%
10	Maserati	2/19	= 10.5%
11	BRM	1/23	= 4.3%

The achievements of Coventry Climax and Cosworth were based on only a small fraction of the resources used by Mercedes and Honda.

If Cosworth had decided to retire from Grand Prix competition after 1983 (when the DFV became uncompetitive against TurboCharged engines), as Mercedes did after 1955 (as complete works cars) they would have far surpassed the German firm in maintained success ratio. Of course, their business was selling engines so that they could not do that.

Alas! For the hopes of the patriots who launched BRM in 1947, since they ended up with the wooden spoon.

Success by nationalities

By nationalities, **Italy** came **1st** in the review period at **29.4%**;

Great Britain came a very respectable **2nd** at **25.9%**;

France was **3rd** at **18.8%**;

Germany was **4th** at **15.3%**;

Japan was **5th** at **7.1%**;

And Australia (2 CoY) and USA (1 CoY) completed the sample at a distance.

Separation of engine and chassis makers

From 1958 onwards in this review the majority situation was for the engine and chassis to be built by separate companies (37 out of 48 CoY). The exceptions were Ferrari and BRM.

This later period had 4 specialist engine makers (Coventry Climax, REPCO, Cosworth and Ilmor) and 4 production car makers who had racing-engine departments separated from their normal output to supply specialist racing chassis constructors (BMW, Porsche, Honda and Renault).

The other factors in success

Of course, the engine (meaning to include all the people who design, make and develop it) is only one of the many factors which generate a Grand Prix "Car-of-the-Year", of which may be mentioned:- Chassis; tyres; driver; mechanics; the money which backs it all; and the management which welds all these things into a winning team – *plus* luck!
