

TEAMWORK Five decades of success

1955

Mercedes: The combined skills of advanced engineering and Argentinian world champion, Juan Fangio, still a role model for many of today's drivers, ensured five wins out of seven races in 1955 for the distinctive silver cars. This generated huge interest in motor racing and helped transform Formula 1 racing into the highly competitive business it is today

Drivers: Juan Fangio, Stirling Moss

1978

Lotus: Colin Chapman was again at the forefront of technology in 1978 in fitting skirts which harnessed the airflow, channelling it past an inverted wing in each of the car's sidepods. The effect was to suck the car to the ground – driver Andreotti describing the sensation as the car feeling painted on the road

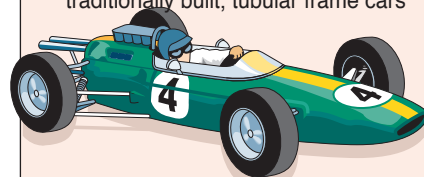
Drivers:
Mario Andretti,
Ronnie Peterson

Wins: 6 out of 11
(Andretti 5, Peterson 1)



1963

Lotus: Colin Chapman's monocoque chassis design, the Lotus-Climax 25, was stiffer, lighter and faster than traditionally built, tubular frame cars



Driver: Jim Clark. Wins: 7 out of 10

1988

McLaren-Honda: Won an unprecedented 15 out of 16 races in 1988 – the last season turbocharged cars

competed for the constructors' championship. While other teams prepared for the return of normally aspirated engines, McLaren-Honda stuck with turbo power, resulting in a car more powerful and more economical than any of its rivals

Drivers: Ayrton Senna, Alain Prost
Wins: 15 out of 16 (Senna 8, Prost 7)



1992

Williams-Renault:

A combination of superior engine power from Renault, potent fuel from Elf and Patrick Head's innovative computer-controlled suspension system has enabled Nigel Mansell to win six of this season's eight races, giving him a 32 point lead over his nearest rival, Riccardo Patrese

