

Danilo Gardi Professional History

1969 – Aldini Valeriani Technical Institute, Bologna Italy

Danilo Gardi, the son of professional race car driver, tester and engineer Paolo Gardi, was born in 1956 in Bologna Italy. Danilo is the 4th generation of his family to be born into auto racing and spent his childhood, and all of his adult life, in and around professional international auto racing. He has become one of the worlds foremost authorities on auto racing, consulting and collaborated with such notables as Mario Andretti, Jeff Gordon and Aldo Faccioli. In particular, in the design, development and execution of winning race cars. In 1969 he began his post-graduate educational and professional career at Aldini Valeriani Technical Institute. He there studied mechanical and electrical engineering.

1970 through 1974 – Giorgio Cini Naval Academy, Venice, Italy

In-depth studies in the Electronic and Mechanical Engineering disciplines. Officially graduated with Honors, 1st in class of 2,124 students with a Mechanical Engineering degree. Since 1939 there has been only 11 students awarded the Giorgio Cini Honor Student Award. This honor was awarded to Mr. Gardi upon graduation. Danilo was given a 2 year delayed entry into the Italian Navy. He would report for duty in 1976.

1974 – Aldo Faccioli racing Team, Abarth, Italy (race Team Support)

From 1969 through 1972, Danilo Gardi's father, Paolo Gardi, was the official test and race driver for the Fiat,Alfa Romeo,Ats and Abarth Factories Development and Race Teams. Abarth's race car preparator, Aldo Faccioli, offered Danilo the opportunity to join the team as a technician. During this employ, Danilo began his education as a race engine developer and tuner. He made his apprenticeship with Mr. Faccioli. It was during his tenure, and in large part due to Danilo's efforts, that the sports car type 33 for Alfa Romeo was developed. These cars gave Danilo important knowledge and expertise in the area of monocoque chassis construction, Kevlar racing bodies and racing aerodynamics. Also his skills as a machinist were honed to a level which allowed him to design and manufacture all the necessary components of a racing vehicle. This is the time when Danilo's love for Formula race cars and Prototype race cars was born.

1975 – Mattioli Ingranaggi, Granorolo, Italy (Race Car Manufacturing)

Mattioli is a medium sized gears and transmission manufacturing facility. Danilo found himself excelling in the Prototype Division. He was free to develop his skills and perfect his technique with CAD, CNC and Specialized & Traditional Metal Fabrication Machines. Metallurgy Technology was also a subject of study at this time for Danilo. He was often tasked with the research and development of the appropriate metal to be used in a particular application. Danilo daily divided his attention between his duties as a design and fabrication engineer for Mattioli, and his responsibilities on the Aldo Faccioli racing team. It was this time that gave him experience at actual race tracks in a competition environment.

1976 through 1979 – Italian Navy

After a 2 year delayed entry, Danilo was commissioned to officer status in the Italian Navy. His commands included postings as department head and squadron leader. As a military pilot, Danilo gained invaluable experience and leadership skills which he carries to this day. Technical school and training on gas turbine engines (Allison/Bell?Pratt & Whitney), avionics (Veglia/Smiths/Airborne), ASC systems (Decca/IBM/Olivetti/Oto Melara/Selinia), aviation fuel systems and management, and helicopter flight training was the curriculum. Stationed aboard the aircraft carrier Vittirio Veneto, Danilo gained his certifications on Agusta 206, Agusta 212, Hughes 400 and Sikorsky SH3D Helicopters.

1980 through 1981 Nanni Ricambi (Bologna, Italy)

After four years of service in the Italian Navy, Danilo resigned his military commission to pursue his racing aspirations. Early in 1980, he joined the Nanni Ricambi Company, where he brought his expert fabrication skills to the team. In his capacity with Ricambi, Danilo put all of his skills to work on projects of Engine Design & Tuning, Chassis Design & Fabrication and Total Vehicle Restoration. Danilo was also instrumental in widening the company's market share and brand recognition from a small regional territory, to a nationally recognized brand via new marketing strategies and first class customer service. The Nanni Ricambi Company enjoyed a 130% increase in their bottom line with the help of Danilo Gardi. The product line included Livia Eaton, Supertex, SIM, Goetze, PC, Civa, Eaton Nova and Reynold.

1981 Universal Bench / Black Wolf (Massa Carrera, Italy)

In late 1981, Danilo accepted an offer from Universal Bench - Manufacturers of specialized body repair and chassis alignment/measurement equipment used in the automotive industry - to be an International Support Technician & Commercial Director. Danilo was assigned as the Commercial Director for Spain of the subsidiary company Black Wolf. He took this opportunity working in Spain to learn to speak and write Spanish. As the Director, Danilo polished his personnel and material organization skills while increasing quality and production output.

1982 through 1994 Owner: Officina Gardi (Sasso Marconi, Italy)

In 1994 Danilo Gardi, frustrated with the commercial dynamic of the large automakers, decided to focus all of his attention and passion exclusively into racing and racing car development.. Transforming Officina Gardi into Gardi Autoracing Motorsport was an obvious and smooth transition. Danilo Gardi's vision of a single, modern and flexible racing team, technologically and logistically prepared to develop any kind of racing car, had become a reality. His interest and efforts were focused on Prototype and Formula race cars. Born from this time were collaborations with Porsche, Ford, BMW, Osella Racing and Luccini Engineering. His efforts were focused on Formula, Prototype and Sport Cars. Danilo and his team brought home 159 1st place finishes and 3 sports car championships. During the auto racing trade exposition SMAU in Milan Italy, the Italian racing team Scuderia Boschi Bologna recruited Danilo to develop and prepare rally race cars under the flag of his own company, Officina Gardi. This company would go on to enjoy a 12 year run as the leader in it's field. During this time, the company would focus approximately 60% of it's efforts on street cars and the remainder on racing cars including Rally, Formula and Prototype category cars. In 1984, Officina Gardi became a licensed British Leyland Group representative collaborating with Land Rover on concept and prototype/future street and race cars. The Rover SD1, Discovery, TR7 and Metro are just a few of the projects which Danilo directed. During these vehicle developments was the first time in Europe that a Chassis Dynamometer was used, allowing the engine to be tested while in the car. After the dissolution of the British Leyland Group in 1989, Officina Gardi became a licensed Nissan dealer, and then a licensed Ford dealer the following year.

1994 through 1999 Gardi Auto Racing Motorsport (Sasso Marconi, Italy)

Danilo is also the first to use Electronic Engine Management in the Open Program Map configuration. Using this new technology, Danilo worked closely with Walbro, TDD, Magneti Marelli and IAW to perfect the use of variable timing systems, fueling and pneumatic command lifters in racing applications.

1994 through 1999 Gardi Auto Racing Motorsport (Sasso Marconi, Italy) cont.

Gardi Autoracing Motorsport gained a reputation as the leader in reliable chassis, parts and engines. It was during this time that Danilo's company became the #1 racing team in Italy. Business began to expand beyond the borders throughout Europe and into the United States. In 1994, Danilo was invited to California as a consultant and engineer to BDS California and the Dupont Racing Team.

1999 through 2002 Racetech Cobra Engineering (Sasso Marconi, Italy)

The natural increase in business and reputation allowed Danilo to expand his efforts to form a new division to Gardi Motorsport. Racetech Cobra Engineering Corporation set to work acquiring qualified technicians and engineers needed to extend the companies vision into composites and carbonium part production. Also part of the agenda was the development and realization of an infinitely useful piece of equipment know as a Racetrack Simulation and Test Station. Racetech Cobra went on to fabricate and assemble 46 specialized Shelby Cobra replicas. Danilo's Cobras were built around a custom aluminum monocoque chassis born from the designs of Danilo's Luccini prototype chassis. The majority of the Cobras were equipped with the very same 2 liter engine which powered the Racetech prototype to it's class championship.

Danilo's work with Walbro TDD, training racetrack engineers in the use of telemetry systems and electronic engine management, led him to develop the very successful Lamborghini off-shore race boat engine management system. In 1999 Danilo introduced to South America his new formula car developed in Italy. This car was designed as a platform for up and coming drivers to gain formula racing experience on their way to Formula 1. A new company was formed in Santa Domingo in partnership with FIA (Federation Internationale de l'Automobile) official Roberto Kohn. Many present day Formula 1 drivers have gained invaluable experience in Danilo's light Formula cars. In fact, a championship using these cars has blossomed in South America and is currently under the directorship of Roberto Kohn.

Cooperation with European based companies in the development of new and alternative fuels began in 2000. The goal was to engineer engines which would burn alternative fuels in a diesel/gas configuration to be used in city bus' and ultimately in racing engines.

In 2001 Danilo developed a new Le Mans series race car...the Picchio. In all there were 7 Picchio prototype race cars manufactured. Also, in this year, was the development of the new racing engine based on the Peugeot 607 V6 block. This engine was installed in 2 Le Mans entrants. Danilo's Alfa Romeo 3 litre, 24 valve racing engine was the highest performing and most successful competitive engine of the Italian Prototypes Championship series.

In April 2002 it was Danilo made the decision to resign from the time consuming, and travel heavy requirements of owning/managing Racetech Cobra and it's interests.

2002 through 2005 Scuderia Silvestri (Stuart, Florida USA)

Late in 2002, Danilo was contacted through motorsport connections by rick Robbins. It was proposed that Danilo move to South Florida in order to develop and grow a United States based race team. The goal was to prepare entrants to the HSR Historic Prototype and Formula racing series'. His collaboration with engineer Claudio Ruiz began when Danilo arrived in Florida. Even today, the team Danilo started is considered the #2 team in the USA, competing in the HSR category. In short order, Danilo's reputation and popularity as an innovator and team leader grew in the United States.

2005 through 2007 Master Engineer and Project Manager of Racetech USA (Stuart Florida)

Upon meeting Michael Miller in 2005, Danilo agreed to form a new company in cooperation with Mr. Miller. The company born was to be a smaller version of Danilo's successful Racetech Cobra Engineering of Italy. The goal was to supply racing engines and cars to the United States market.

2007 EuroAmerican Engineering

EuroAmerican Engineering is the natural result of 30 years experience in high tech racing. Danilo Gardi is the President and Chief Engineer. The mission statement is to make possible any kind of automotive project from street to track. Engine development and manufacture, chassis and race car development and manufacture, street car restoration and electronic engine management are just the tip of the services that are offered to the customers of EuroAmerican Engineering.

Since 1974, Danilo Gardi has been an innovator and leader in the racing community. He has raced or driven many types and classifications of racing car, including Supertourismo, Rally Race, Hill Climbing, Prototype, Formula 3000 and Formula 3. Starting 524 races, Danilo made 81 1st place finishes and 44 2nd place finishes. Consistently finishing at the top of his class, Danilo brings winning driver expertise to the table as well.