

Eng. Danilo Gardi's history

-1969:Aldini Valeriani Technical Institute. I've been trained one year in this school in Bologna, but for Italy's particular political situation, that prevented a constructive professional training, I decided to enter in Giorgio Cini Navy Military Academy in Venice.

-1970/1974 Giorgio Cini Navy Military Academy(Venice Italy)

This training typology has provided me a solid base in mechanic and electronic range, giving me the possibility to extend in future my culture and professional skill without difficulties. I've graduated Official as Naval mechanical engineer with first class honour degree and nominated the best cadet on 2124 candidates. The degree with honours have been only assigned 11 times in that academy since 1939. That particular education has given me the right know how to manage, organize and run teams of persons to achieve goals. At the end of this school the Navy has given me the opportunity to wait 2 years as civilian to decide my future. I've taken this opportunity to make some training in different jobs.

-1974:Aldo Faccioli racing car team (Abarth Italy)

From 1969 to 1972 my father, Paolo Gardi, was official driver for Abarth factory. Aldo Faccioli was the Abarth's official preparator and he given me the opportunity to work in his Company learning the bases to tuning and develop racing engines, teaching me all his "tech secrets" to obtain performing engines. In that age Abarth develop the sportcars type 33 for Alfa Romeo, and for the 1st time in my life I've learned about monocoque chassis, Kevlar bodies and aerodynamic. My love about formulas and prototype born in this age and was been the start to decide all my future.

-1975:Mattioli Ingranaggi(Granarolo Italy)/Aldo Faccioli race car shop

In Aldo's shop I've realised the necessity to learn the use of metal work machines to build all the parts necessary to build racing cars. Mattioli was one medium size gears and transmission factory. The owner offered me to work part time inside the prototypes department. I've learned to use CNC machine and any kind of metal work machine. I've learned also to collaborate with the machine shop manager to develop parts on CAD draws entering and valuing the tech problems. I've learned about metallurgic technology to make the right and appropriate choice of the materials. After 2 PM I proceeded to work in Faccioli's shop, following the team also in racing week ends. In that age was my 1st experience on the racetracks too.

-1976/1979 NAVY

Expired my free period as civilian I was back in the Navy. The Navy has given me the possibility to be in charge on major ships, and in particular I was in charge 2 years on air carrier Vittorio Veneto, fly department, acquiring knowledge in helicopter's gas turbines (Allison, Bell, Pratt & Withney), avionics controls systems (Veglia, Smiths, Airborne), ASC systems (electronic war Decca, IBM, Olivetti, Oto Melara, Selenia), and landing systems (Elios Panerai). Also if I haven't civilian pilot license I'm a certified mono rotor helicopters pilot (Agusta 206 and 212, Hughes 400, Shikorsky SH3D).

-1980/1981 NANNI RICAMBI(Bologna Italy)

I gave the resignations in the Navy for classified reasons becoming again civilian. I acquired car parts exclusive delegations, in particular regarding engines tuning and restore, for Nanni Ricambi Company in Bologna and SARAB international import Company. I've contributed to increase turnover over 130% selling for LIVIA EATON, Supertex, SIM, GOETZE, PC, CIVA EATON NOVA, RENOLD chains and extending the Company's sale area that was only regional on all Italian territory.

-1981: UNIVERSAL BENCH/BLACK WOLF(Massa Carrara Italy)

I accepted the job as International Tech and Commercial Supervisor in UNIVERSAL BENCH COMPANY in Massa Carrara, automotive factory, that realised bodies repair apparatus and bench, and chassis's measures control apparatus for automotive industries. In this age the company give me the Commercial Director task in Spain in an associated company, Black Wolf. In that age I learned to speak and write Spanish, also in tech terms. This age gave me the know how to be manager in different kind of factories. I've learned the commercial management organizing people to increase quality and production.

-1982/1994 START MY WORK LIFE AS OWNER: OFFICINA GARDI(Sasso Marconi Italy)

In Milan SMAU exposition meeting, one Italian team (Scuderia Boschi Bologna) offered me to accept the job to develop and assist rally racing cars. I gave resignations from UB opening Officina Gardi that I've directed and developed for 12 years with success. In these years the job was divided 60% on street cars and 40% on racing cars, mostly Rally cars, and since 1989 prototypes and formulas. From 1984 to 1989 Officina Gardi was British Leyland group dealer collaborating with Rover factory to test the prototypes of the future street cars, like Rover SD1, Discovery, TR7, Metro. We was the 1st in Europe to have a special wheel dyno to test the cars driving it statically. (Hoffmann). After the wind up of the British Leyland group in 1989 and 1990 we was NISSAN dealer, one really bad experience with Japanese people that obliged me to switch as Ford dealer since 1990 to 1994.

-1994/1999 GARDI AUTORACING MOTORSPORT(Sasso Marconi Italy)

Because the strange dealers commercial dynamic that was no more sufficiently remunerative for the business we concentrated all our resources on the race cars transforming Officina Gardi in Gardi Autoracing Motorsport, one modern and flexible team full equipped to develop and assist any kind of racing cars, particularly Formulas and prototypes.

In these years I've collaborated with PORSCHE, FORD, BMW, Osella Racing Cars and Lucchini engineering specializing in Formulas and Sportcars, obtaining 159 1st places and winning 3 Championship in sportcars category. I've been the first to test and develop electronics engine management systems and softwares in open program version map, WALBRO TDD; EFI, MARELLI IAW; variable advance timing systems (VANOS), pneumatic command lifters, and I've projected, developed and tested

chassis,parts and engines for LMS.SR1/2 and C/N sportcars working on Alfa Romeo and Nissan base engines.In this age we become one on the 1st racing teams in Italy,expanding our business in all Europe.In **1994** I visited USA,California,living directly the racing life in that Country,realizing in my mind one future project in USA.I was guest and collaborator for BDS(California)and Dupont team.

-1999/2002 RACETECH COBRA ENGINEERING(Sasso Marconi Italy)

Increasing the job in consistent measure Gardi Autoracing Motorsport upgrade becoming a corporate: RACETECH COBRA ENGINEERING srl Company,acquiring qualified people and extending his activity in carbonium and composites part production,in engines develop installing a high tech engine test station with racetrack simulator system(MELECTRONIK).

Racetech Cobra has created and assembled 46 Shelby Cobras replica kits that have been sold in all Europe. Racetech Cobra replica was designed with a monocoque aluminum chassis born by the Lucchini prototype chassis.Most of them was equipped with the 2 liter Zetec Ford Engine, the same engine that allowed Racetech to win the 2 liter prototype class Championship.

In this Company I was co-owner in charge as Team Manager and tech Director, substituting the President in his absence.

I've collaborated with WALBRO TDD,training racetrack engineers to use telemetry systems and engine control softwares.In the same years I've collaborated with WALBRO-TDD to develop LAMBORGHINI off-shore engines electronic management.

In **1999** I've introduced in Central America a new formula cars developed from us in Italy, destined to new pilots to direct in majors Formulas series opening a new Company in Santo Domingo in partnership with Roberto Kohn,the FIA responsible in Latino America and Caribbean.Drivers as Felipe Massa have been trained in this Formula. Much of my know how has contributed to introduce in the world this success car, and actually in Central and South America there's a Championship of these cars, cured personally by Roberto Kohn..

I've collaborated wit HYTE Company in a program to develop engines with alternative fuels (GNC,Hydrogen)in diesel/gas configuration,to install on Bus city,and for a racing cars feeded with GNC gas in one new experimental project directed by INVERNIZZI eng,(FIA)

I've directed de develop of a new Sport cars for Le Mans series,the PICCHIO,in official form with 7 units, and 2 of these are in USA ,one SR1 sportcar and 1 Grand Am car managed by G&W team.The great result obtained in Europe haven't been in USA caused by the low know how about sport prototypes in G& W team.

I've designed and developed in 2001 a new racing engine based on PEUGEOT 607 V6 series block to be installed on 2 sportcars that participate in LE Mans 2000.In the same year my Alfa Romeo 3 litres 24 valves was the most performing and competitive engine unit in Italian Prototypes Championship equipping the major teams cars.

In April 2002 I gave resignation selling my part of my own Company Racetech Cobra engineering and taking some month of rest.My medical doctor suggested me to change my life style slowing down,stopping to work 24/7.I did it.

-2002/2005 I MOVE IN USA,FLORIDA,SCUDERIA SILVESTRI

I was contacted from Rick Robbins,Jobsinmotorsport.com,with the proposal to be hired to grow,manage and develop from 0 a medium Team in Florida participating in HSR Championship with Historic prototypes and Formulas.I move in Florida in sept 2002 starting this project in partnership with my collaborator eng.Claudio Ruiz.Today,at the end of my contract,the team is considered the second most important team in USA inside the HSR arena obtaining several winning week ends,2nd place in SVRA Championship and in short time I have been popular in the Country obtaining respect and consideration from the major teams in USA.

-2005/2007 MASTER ENGINEER and MANAGER IN RACETECH USA INC

I met mr Michael Miller,RacetechUSA owner,deciding to start for him a reduced version of the former European Racetech:born Racetech USA,operating in the USA racing car arena developing and supplying racing engine units and technology. Racetech USA was specialised in European and exotic Sports car Service.

-2007 EUROAMERICAN ENGINEERING LLC,KITCARASSEMBLERS LLC

These 2 Companies, located in the same building, are the natural result of almost 30 years of business.

I am in charge as President and master engineer.

The purpose of these 2 Companies, strictly connected, is to make true any kind of automotive project, mainly engines development, racing car assembly and development and Kit Cars assembly.

Since 1974 I have been racing driver on every kind of racing car:Superturismo,Rally and hill climbing racing from 1974 to 1989 winning 3 championships in different classes.Since 1989 to 1999 I have been at the wheel mostly on Sport prototypes,Le mans series,Formula 3000,Formula 3 obtaining in 524 races 81 1st places,44 2nd places and always my performance was at the top of classifications.Being a full tech range engineer I'm also an excellent tester on every kind of racing cars obtaining the best performance results.

Since 1984 I've collaborated with major European teams as Team manager particularly in long time racing as 6 hours ,12 hours and 24 hours.

From 4 generations my family live and work in cars racing arena.