



# The global business network for motorsport



**Andy Brown – Director  
ACB Consulting**

## Profile

A vastly experienced & successful design/race engineer and aerodynamicist. During a professional motorsports career spanning more than 30 years, has been directly involved with a Grand Prix leading Formula 1 team; four Indianapolis 500 victories; the Le Mans 24 hour race; and in winning 11 major championships.

## Experience

**2011- ACB Consulting Ltd** - On return to the UK at the end of 2010, formed motorsports engineering consultancy firm. Clients have included Honda Performance Development, Wirth Research, Chip Ganassi Racing, Eurotech(Pirtek) Racing, 888 Race engineering, Ben Bowlby Racing (Nissan LMP1). Main functions have been the aerodynamic and simulator development for the current Indycar chassis, & race engineering Andrew Jordan's car in the British Touring Car Championship. Joined the Nissan LMP1 program for LeMans in 2015 as race engineer for the #23 car driven by Jan Mardenborough & Max Chilton, now also being involved in the aerodynamic development of the car. Aided Chip Ganassi Racing to win the 2011 & 2013 Indycar Championships, and (allied with Honda / Wirth Research) in winning the 2012 Indy 500 (with British/Commonwealth drivers – Franchitti / Dixon). Also a regular contributor to "Race Car Engineering" & "Autosport" magazines, along with performing race commentary for the Indycar series for Sky Sports TV during 2012. Technical assistance supplied for the Haynes series of "Workshop Manuals" for classic racing cars.

**2006-2010 - TARGET CHIP GANASSI RACING, USA** - Race Engineer for Dan Wheldon (2006/2007) – 4 wins, equal on points with IRL champion in 2006. Shop based from end of 2007, chiefly responsible for aerodynamic development, including full scale straight line testing and CFD. Pole Position and winners of 2008 Indy 500 (Dixon) IRL series champions 2008 (Dixon), 2009 & 2010 (Franchitti) 2010 Indy 500 winners (Franchitti) During this period the team won a total of 34 IRL races. (All with British & Commonwealth drivers; Wheldon, 6; Dixon, 20; Franchitti, 8) Also involved with GrandAM team, helping to develop young engineers along with the Riley chassis. 3 consecutive Daytona 24-hour victories (2006 {Wheldon/Dixon}, 2007, 2008 {Franchitti}) 2 GrandAM series championships (2008, 2010)

**1999-2005 - PANTHER RACING, INDIANAPOLIS, USA** - '99 Joined newly created organisation as Chief Engineer and Race Engineer for the single car team, running Canadian driver Scott Goodyear. From '04 Chief Engineer, co-ordinating engineering efforts of "two car" team. Oversaw R&D programs, including GM funded scale model and full scale wind tunnel programs and 7post tests, set engineering and drawing standards – feeding items to race team once "track ready". Owing to ever more severe testing restrictions, created in-house simulation department. (Handling / Lap time / 7 post – 7post rig only used for simulation validation work from this point on.) Served as main point of contact with all major suppliers (including GM, Cosworth, Dallara & Firestone). 2000, Second in IRL Championship (Scott Goodyear). 2001-2002, "Back to Back" IRL championships (beating Penske 2-car team in 2002). 15 wins (Scott Goodyear {3}, Sam Hornish {11}, Tomas Scheckter {1}) Completed most laps for two consecutive seasons (2000-2001) Least time spent in pits during races (2001) Gave British driver Dan Wheldon his debut in the Indycar series (2002)

**1994-1998 - PacWest RACING GROUP, INDIANAPOLIS, USA.** - Founding member of PacWest Racing Group, competing in the CART Championship. Chief Engineer / Head of Aerodynamics (coordinating wind tunnel program being run in the UK by Galmer Engineering) / Race Engineer (primary responsibility for Gugelmin) Helped build team from a seven-man operation in 1993, to 120 personnel organisation by 1998. Having worked with Blundell at Brabham, suggested his inclusion in the team for 1996. (Best season, 1997) Gugelmin, Blundell - 4th & 6th CART championship, 4 wins, 3 poles. Fastest Average Qualifier for whole season, including setting Closed Circuit World Speed Record of 240.9mph (Gugelmin) during qualifying for the California 500. Blundell won the race.

**1992-1993 - GALMER ENGINEERING, BICESTER, UK.** - Assistant Technical Director / Head of Aerodynamics. Took over as Aerodynamicist responsible for development of Galmer G92 Indycar after initial testing proved disappointing, then managed the aero testing program for Galles team Lola T93 Indycars. Circuit test engineer responsible for data analysis. Also Head of Bicester design office. 4 race wins, including 1992 INDY 500, 3rd in '92 championship (Al Unser Jr) with Galmer chassis.

**1991 - BRABHAM YAMAHA FORMULA ONE TEAM, CHESSINGTON, UK.** (Brundle, Blundell) Chief Race & Test Engineer, with specific responsibility for Martin Brundle at race meetings.



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**Rex Keen – CEO  
Keen Tech**

## **Profile**

Began racing Mini Moto x at age ten.  
Raced in the USA with the Australian Moto X team  
Competed in sprint Karts  
Formula Ford  
Sports Cars  
Motorkana's

## **Experience CV**

### **2016**

Race Engineer FF Corse – British GT, Brit Car, Blanc Pain & Track Days  
Team Manager – Robo Racer

### **2012 – 2015**

Race Engineer RT Motorsport, VTEC Challenge Various Touring Car

### **2010 – 2016**

Director Keen Tech – Consult to OEM's on Vehicle Dynamics and Suspension Design  
Shock absorber tuning and rebuilding  
Vehicle simulations  
Porsche Cup

### **2009**

Chief Engineer / Team Manager Scuderia Ecosse – GT2 Sports Car Championship

### **2007 – 2008**

Chief Race Engineer Sherrin Motorsport – Endurance Sports Car racing, GT Sports cars, Carrera Cup, Mini Challenge, Track Days & Tarmac Rallies  
Continued Chassis development

### **2005 - 2006**

Chief Engineer winning Technologies - V8 Supercars, Formula 3, Historic racing, Aussie Legends & GT Sports Cars  
Continued Chassis development

### **2004**

Chief Engineer / Team Manager Lotus Series  
Continued Chassis development

### **2003**

Lead Engineer Dick Johnson Racing Konica Series V8 Supercars  
Race Engineer Dick Johnson Racing No1 car in main V8 Supercar Series  
Shock absorber development engineer Dick Johnson Racing V8 Supercars  
Begin involvement in the development of Chassis

### **2002**

Data engineer for Stone Brothers Racing V8 Supercars  
Suspension design Stone Brothers Racing  
Race Engineer for Stone Brothers Konica V8 Supercar team –  
Race Engineer Formula Ford team in regional championship