



Our passion is classic competition cars

## 1988 - Tyrrell 017B



<b>Make:</b>	Tyrrell
<b>Model:</b>	017B
<b>Year:</b>	1988
<b>Location:</b>	Germany
<b>Type:</b>	Single Seater
<b>Chassis Number:</b>	017-02
<b>Road Registered:</b>	No
<b>Competition Ready:</b>	No
<b>FIA HTP:</b>	No
<b>Interior Color:</b>	Black
<b>Exterior Color:</b>	Black with Yellow
<b>Price:</b>	P.O.A.

### Key Features

- One of 5 Tyrrell 017 Formula One World Championship cars built in 1988
- Carbon fiber and aluminium honeycomb chassis with Cosworth 3.5 litre V8 DFZ
- Driven by Julian Bailey during the 1988 F1 racing season incl. a top-10 finish at Detroit
- In 017B specification and sold with extensive spares including wheels sets, bodywork and running equipment
- Eligible for multiple demo events and - in the near future - historic races such as Monaco HGP and Masters Legends

### Description

We are pleased to present this 1988 Tyrrell 017B chassis 02 for sale.

A genuine 1988 FIA Formula One World Championship Tyrrell, campaigned by the Tyrrell Racing Organisation and driven during the season by Julian Bailey. Chassis 02 represents an authentic example of late 1980s Grand Prix engineering from one of Formula One's most respected independent constructors.

Founded by Ken Tyrrell, the Tyrrell Racing Organisation was one of Formula One's most successful independent teams, achieving World Championship success with Jackie Stewart and remaining an innovative presence on the Grand Prix grid through the 1970s and 1980s.

The Tyrrell 017 was introduced for the 1988 Formula One season as an evolution of the Tyrrell DG016. Designed by Maurice Philippe, the car used a carbon fiber and aluminium honeycomb monocoque chassis and was powered by the Ford Cosworth DFZ 3.5 litre naturally aspirated V8 engine producing approximately 585 horsepower

Driven by Julian Bailey, Tyrrell 017 chassis 02 competed during the 1988 Formula One season, an era noted for exceptionally competitive entry lists where more than thirty cars regularly attempted to qualify for only twenty six starting positions. British driver Julian Bailey progressed through the European junior formula ladder before reaching Formula One. The 1988 Tyrrell drive represented his first full season competing in the Formula One World Championship. Detailed race results are in the History section below.

At the start of the 1989 Formula One season, Tyrrell campaigned updated versions of the Tyrrell 017 while the new Tyrrell 018 was under development. Period records indicate that chassis 017/03 and 017/04, driven by Jonathan Palmer and Michele Alboreto, were used in the opening rounds of the championship. Other chassis from the series, including 017/02, were prepared in similar updated configuration during this transitional phase.

The car is presented in updated 017B specification, featuring revised suspension geometry providing a slightly longer wheelbase together with modified front damping, reflecting development work undertaken by the Tyrrell team at the start of the 1989 season.

### Technical Specification

Chassis	Carbon fiber and aluminium honeycomb monocoque
Engine	Ford Cosworth DFZ, 3.5 litre V8



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Power Output	Approx. 585 hp
Transmission	Tyrrell 5?speed manual gearbox
Front Suspension	Double wishbone with pushrod dampers
Rear Suspension	Double wishbone with pushrod dampers
Tyres	Goodyear

Following their retirement from Formula One competition, several Tyrrell chassis from this period remained in the United Kingdom and were subsequently used as part of a Formula One driving experience program at Mallory Park. A group of four cars later came into the ownership of historic race car specialist Kevan McLurg of Racecarwarehouse, who acquired them from the Mallory Park operation and undertook their restoration and recommissioning prior to offering them for sale around 2014 at which time chassis 02 was bought by its current owner.

The car is presented in sound mechanical condition. The Ford Cosworth DFZ engine has approximately four hours of running time since its most recent rebuild, while the gearbox has recently been professionally refreshed. Prior to track use, the car will benefit from standard recommissioning, including fresh fluids, crack testing, a new FIA?compliant fuel cell, an updated fire suppression system, and replacement of seat belts. Last but not least, the car comes with an extensive spares including wheel sets, bodywork and miscellaneous running spares.

Tyrrell 017-02 is eligible for a wide range of demonstration events, including the Masters Demo Legends, the F1 90's Owners Club by AGS, as well as Caira Historic F1 demonstrations, supporting contemporary Formula One grand prix weekends. At the same time, short-term future historic racing eligibility is likely should the current cut-off year of 1985 be raised for events such as Monaco Historique and series such as Masters Racing Legends etc.

Authentic Formula One cars from the late 1980s are increasingly sought after by collectors and historic racing enthusiasts. Our Tyrrell 017 chassis 02 offers documented World Championship participation and association with the Tyrrell Racing Organisation, one of the sport's most respected independent constructors.

### History

#### Race History - Tyrrell 017B - 02

Grand Prix	Circuit	Qualifying	Race Result
Brazilian GP	Jacarepaguá	27th	DNQ
San Marino GP	Imola	21st	20th
Monaco GP	Monte Carlo	30th	DNQ
Mexican GP	Mexico City	29th	DNQ
Canadian GP	Montreal	23rd	Retired
Detroit GP	Detroit	22nd	9th
French GP	Paul Ricard	28th	DNQ
British GP	Silverstone	24th	16th
German GP	Hockenheim	29th	DNQ
Hungarian GP	Hungaroring	29th	DNQ
Belgian GP	Spa?Francorchamps	30th	DNQ
Italian GP	Monza	26th	12th
Portuguese GP	Estoril	27th	DNQ
Spanish GP	Jerez	29th	DNQ
Japanese GP	Suzuka	26th	14th
Australian GP	Adelaide	28th	DNQ

### Video

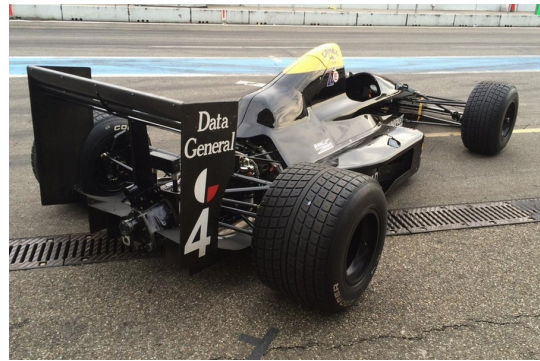
Onboard Tyrrell 017-02 Formule 1 at Zolder. Pure Sound F1 - <https://www.youtube.com/watch?v=9UJDR0LHt5Q>

**Pictures (For size reasons, we have limited the PDF-file to 10 pictures)**



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