

25th
anniversary

A RETROSPECTIVE THROUGH PICTURES

1989 - 2014

Mygale 25th anniversary

EDITO

25 YEARS ALREADY

Or the reason why you should believe in your dreams

I'm just back from Australia where with the CAMS (Australian Federation) we launched the first Australian Formula 4 FIA Championship on opening of the Melbourne Grand Prix by having the Formula 4 race a lap around the track. It's the beginning of a new adventure for Mygale - and it all started twenty five years ago.

Believe in your dreams, believe it's possible. That's the point of the past 25 years, though I now realize, being wiser, that when I started Mygale I was certainly a bit naive and careless. But what a pleasure when you realize that more than half of the drivers competing in the F1 Grand Prix in Melbourne started someday with a MYGALE !

When I was a student at ESTACA, I told my father I wanted to live for Motorsport. Then, he introduced Michel Tetu to me, Michel was the Technical Director for Ligier. I wanted to be a driver, Michel told me it would be easier to build cars.

25 years later, Estelle and I did learn an important lesson : it is not easy and it never was, neither for us nor for the team. We felt stress over results, over delays, over quality, and more recently, over economical matters.

If Michel and my father had not been there, we would probably have given up as lots of others businessmen did; and I often tell to people working with me, or to young drivers that you have to be tough and work harder and harder, because that's the only way to have dreams become reality. I do dream that one day, a Mygale will be lined up for the 500 miles of Indianapolis. We were almost there with the Indylights project. I know it's only postponed. I just hope it won't take as long.

I'm very happy to have Michel as the first witness of the saga. In a way, the cycle is complete.



Bertrand Decoster
Mygale Chairman- 1989

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VS CARBON MONOCOQUE

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1992



2014





1989
Formula Ford MT01



1991
Creation of the
driving school



1995
Formula Ford SJ95
P. Gay France Champion



1995
Formula Renault FR95
C. Sauvage France Champion
& European Champion



1998
Formula Ford SJ98
J. Button (F1 World Ch. 2009)
Winner Formula Ford Festival



1999
Formula Renault
K. Räikkönen (F1 World Ch. 2007)
Winner Winter Series UK

25 years of Mygale in pictures



2000
Formula Ford
US2000



2000
Formula Renault Campus



2000
Formula Novis
Portugal



2004
Formula BMW
S. Vettel (F1 World Ch. 2010 to 2013)
Winner ADAC



2006
Formula 3 M06-F3
UK



2007
Peugeot Spider THP



2011
Formula Ford EcoBoost



2011
NOAO, electric
track vehicle



2012
Formula 3
R. Agostini Italy Champion



2013
LAMERA, Endurance



2013
Formula Ford FF200



2014
Formula 4 FIA

You are one of the witnesses of the birth of Mygale. Why did you decide to be part of it ?

I met Bertrand for the first time in 1989, when my friend Jacques Decoster - a Rallye Engineer for Michelin - asked me to help his son who was competing in Formula Ford Championship. Bertrand was still studying at ESTACA, which was my school too, twenty-five years earlier. I quickly understood that Bertrand really wanted to organize things his way, he was willing to create his own structure, so as not to be dependant from anyone anymore.

A few months later, he started to build his own Formula Ford, and everything began in a small factory near Vichy. When LIGIER decided to move to Magny-Cours, a few technicians decided to not follow and as a consequence were available to contribute to the birth of Mygale. I left LIGIER so as to join the new team led by Gérard LARROUSSE, and in the meantime, I had time to help and give advices to Bertrand. The team worked really hard and the first ever built Mygale (called MT01 in my honour) raced for the first time on Montlhéry's track.

There, I watched Bertrand leading his team with conviction. Though they were all Bertrand's friends and volunteers, it was amazing how professional they looked and acted. That was really uncommon then, and especially not for young people, rookies on top of everything. He even succeeded to have a professional driver for his car, Christophe BOUCHUT who was Formula Ford Champion the year before. I was completely stunned he was able to do such a publicity stunt.

Now I shall say that I was really impressed by the maturity and seriousness of Bertrand and Estelle. Everything was there for Mygale to go higher and higher. Throughout the years, I kept on helping them, but with very low implication as Bertrand started really quickly to build a team of experienced people, such as, for example, Jean SILANI.

Would you have imagined then, that Mygale would become what it is today ?

I often discussed with Jacques about the future of Mygale, the difficulties that were to be taken into account and above all, I told them that nothing should be taken for granted when creating this company that would sell some Formula Ford in France. But I soon realized that Bertrand and Estelle had solutions to quite everything ! Step by step, things changed and Mygale, the team, the amount of delivered cars grew up. They needed more and more space, going from one factory to another. There were four factories near Vichy, and then they moved to Magny-Cours, a dreamt place to be : that was an extraordinary showcase !

Anyway, Bertrand did not want to stay stuck within the french market. He wanted to sell abroad, and he started with the English market. Bertrand and Estelle as a couple were extraordinarily determined and fully engaged : I felt quite confident for their future. Estelle did contribute a lot to the organization of the company, whereas Bertrand did concentrate on the commercial part, delegating the technical aspects to the experienced team they successfully recruited. They had glorious moments really soon, especially some brilliant results at the Formula Ford Festival, several years in a row. The English teams who did choose Mygale were really successful. Some drivers such as, for example, Jenson Button -who became a Formula 1 World Champion in 2009- contributed a lot to Mygale's fame. The fact that BMW Motorsport entrusted Mygale to create the Formula BMW though they were really demanding regarding quality, shows the high level of expertise Bertrand and Estelle reached throughout the years.

Then, Bertrand wanted to go higher again, and he decided to start building some Formula 3. The discipline was already very specialized and some very experienced racing cars manufacturers were already on the market, selling very efficient cars for years, such as DALLARA. No matter, MYGALE took up the gauntlet, and the teams who chose to compete with a MYGALE obtained very good results - even winning the Italian Championship in 2012. In the end, despite the difficulties they met, especially in 2009 because of the crisis, MYGALE is now able to celebrate its 25th anniversary.

What is your opinion on junior single seater competition and especially on the brand new Formula 4 FIA ?

The creation of a FIA junior single seater competition is quite a good idea.

Taking up the challenge was of course an opportunity MYGALE did not want to miss.

No doubt that previous cars such as Formula BMW contributed to give credibility to MYGALE. They are used to manage international programs, with a big amount of cars, able to respect delays and budgets and to send spare parts all over the world with fast delivery. If you add the highly-performing and experienced companies situated in the Pole de la Performance de Nevers Magny-Cours, MYGALE has all the skills required to succeed within this new program.

LIVE WITH ...
MICHEL TÉTU

Former engineer Ligier,
Larrousse, Renault Sport



Spaceframe chassis vs carbon monocoque

Amongst the components of a competitive racing car, the chassis is a key element: the performance and safety of the driver depend on it.

Mygale designs and builds single-seaters using both types of chassis : welded steel spaceframe and carbon monocoque.

Historically, open-wheel Formula use spaceframe chassis (such as Formula Ford today), but carbon monocoque is becoming more and more common (Formula BMW, Formula 3 and nowadays Formula 4).

Spaceframe chassis :

It is an assembly of welded steel tubes (TIG). High stiffness, good impact resistance in case of accident, better endurance to the constraints imposed by the suspensions. From an economic point of view it is particularly suitable for small series production (raw material cheaper than carbon). Easy to repair.



Carbon Monocoque :

It is composed of carbon fibers woven in superposed layers of varying thickness depending on the area of stress, with a layer of aluminum honeycomb in the middle to improve the rigidity.

It is a chassis and an outer shell at once. It combines strength and lightness (carbon is 5 times lighter and 2 times stronger than steel) and its low density allows a weight gain of 10% over a steel frame.

It also allows to create more complex shapes, more aerodynamic, and in one piece.

More safety for drivers: able to progressively absorb energy, improved crashworthiness.

No corrosion.

Mechanical properties equivalent, indeed superior to steel (torsional stiffness).

But costs are higher, because the raw material is more expensive and its implementation requires heavier investments (autoclave).



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International debut for Formula 4 FIA Made in Magny-Cours at Australian GP

2014, March 15th. In front of a wide audience of thousands of people, several personalities from Motorsports and the Confederation of Australian Motorsports, Mygale Formula 4 FIA showed all its potential on opening of the Formula 1 Grand Prix in Melbourne.

CAMS then announced they were to create an Australian Formula 4 FIA Championship in 2015 and that they chose Mygale to build 25 cars.



Mygale over the world : Partnership with a Canadian Company



Britain West Motorsports, one of Canada's leading Formula Ford competition group, is adding the Mygale chassis to their expanded racing program. Working with Bryan Herta Autosports of Indianapolis, Ind., owners of Mygale North America program, Britain West will be the official supplier of the Mygale program to teams and drivers engaged in the F1600 Championship, Formula Tour 1600, and Super Series Championship across the country.

Geneva Motor Show : Mygale FF200 EcoBoost on display

Thanks to ACD Motorsport, the Mygale FF200 EcoBoost was displayed at the 84th Geneva International Motor Show, March 6th to 16th 2014.



First 2014 results : A brilliant start for Mygale throughout the world

Formula 3 Australia

For the first round of the Championship, Simon Hodge/BRM earned the pole position in the qualifying, with not only setting a best lap record but also smashing the historic track record in 1'18"28, and brilliantly won the 3 races in a row. His performance launched him to the lead of the Championship, a position he kept after the second round, where he made the pole and three podiums together with his teammate John Magro.



Formula Ford New Zealand

Jamie Conroy/Neale Motorsport is the 2013/2014 Formula Ford Champion. He dominated the whole Championship by winning 16 races over 18, and also was one of the few who have achieved to win in their rookie year. Aaron Maar was third in the Championship, thus setting the only two Mygale onto the podium.



Formula Ford UK

For the first round at Brands Hatch, 15 cars were lined up amongst them 13 Mygale. Jayde Kruger/JTR, the South African driver, took the lead of the Championship and made the pole position, winning two races over three. The second race was won by the British driver James Abbott/Radical.

